

# LSC Responses to TIS Redline Comments - SET 2



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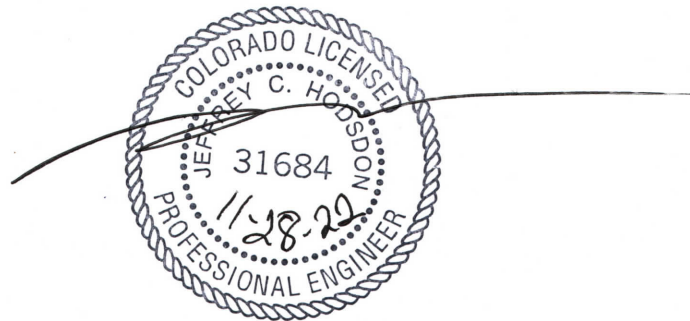
## Sterling Ranch East Filing Nos. 1 and 1A Traffic Technical Memorandum (LSC #S224570) November 28, 2022

SF-22-035

1

### Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



### Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

A handwritten signature in blue ink, appearing to be 'J. Miller P.E.', written over a horizontal line.

11/28/2022  
Date

See comment letter also.

2

# LSC Responses to TIS Redline Comments - SET 2

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Page: 1

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☰ Number: 1 Author: CDurham Subject: Text Box Date: 1/9/2023 11:22:23 AM

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[SF-22-035](#)

↩ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:16 PM  
LSC Response: Added as requested.

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☰ Number: 2 Author: dsdrice Subject: Text Box Date: 1/13/2023 1:45:47 PM

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[See comment letter also.](#)

↩ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:00 PM  
LSC Response: See separate responses.

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## RECENT TRAFFIC REPORTS

- LSC completed an updated master traffic study (TIS) for the entire Sterling Ranch development, dated October 21, 2022.
- LSC prepared a TIS for the Sterling Ranch East Phase 1 Rezoning and Preliminary Plan, November 17, 2022. The currently proposed filings were accounted for within that recent report. Appendix A includes a link to the El Paso County Electronic Development Application Review Program (EDARP) page where a copy of the latest version of the Phase 1 TIS can be obtained.
- A list of other traffic studies within Sterling Ranch and in the vicinity of area of study completed within the past five years (that LSC is aware of) is attached for reference (Appendix Table 1).
- El Paso County is currently studying the Briargate Stapleton Corridor as part of a Pikes Peak Rural Transportation Authority (PPRTA) study. A draft version of the Briargate-Stapleton Corridor Study by Wilson & Company was published December 9, 2021.

## LAND USE AND ACCESS


Sterling Ranch East Filing 1A is planned to include 42 lots for single-family homes located north of the future extension of Briargate Parkway. Sterling Ranch East Filing 1 is planned to include 294 proposed lots for single-family homes located south of Briargate Parkway. Figure 2 shows the proposed site plan.

Figure 3 shows the roadway connections that are planned to be constructed in the short term. As shown in Figure 3, by 2023 Briargate Parkway is planned to be constructed to its final cross section between Vollmer Road and Wheatland Drive, Marksheffel Road is planned to be completed between Vollmer Road and Woodmen Road, and Sterling Ranch Road is planned to be constructed from Marksheffel Road to Dines Boulevard. With Sterling Ranch East Filing No. 1, Briargate Parkway is planned to be constructed to its final cross section between Wheatland Drive and Sterling Ranch Road and Sterling Ranch Road is planned to be constructed from Dines Boulevard to Idaho Falls Drive.

Three full-movement access points (Bellflower Drive, Lake Tahoe Drive, and Newport Beach Place) are proposed to Sterling Ranch Road, a future Non-Residential Collector south of Briargate Parkway, and one full-movement access (Idaho Falls Drive) is proposed to Sterling Ranch Road north of Briargate. The proposed access spacing is shown in Figure 2. As shown in the figure, all of the access points meet the intersection spacing requirements for an Urban Non-Residential Collector and Urban Local roadways.


An additional three-quarter-movement access (Boulder City Place) is proposed to Briargate Parkway about 1,245 feet east of Wheatland Drive and 1,375 feet west of Sterling Ranch Road. As called out in the Sterling Ranch East Phase 1 Preliminary Plan TIS, this access will require a deviation to the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*. The

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 Number: 1      Author: CDurham    Subject: Callout    Date: 1/9/2023 12:43:44 PM

[Has deviation request been submitted and/or approved?](#)

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 Author: kdferrin    Subject: Sticky Note    Date: 2/10/2023 2:34:23 PM  
LSC Response: The deviation request will be included with this submittal.

*Briargate Parkway-Stapleton Road Corridor Study Appendix D: Access Control Plan* shows the access locations and intersection access restrictions along Briargate Parkway between Black Forest Road and Meridian Road. The access control plan shows a right-in/right-out access point north and south of Briargate Parkway between Wheatland Drive and Sterling Ranch Road. The Master TIS and Sterling Ranch East Phase 1 Preliminary Plan TIS showed two offset three-quarter movement (left-in/right-in/right-out only) access points in this general location. A future three-quarter movement access to be located 160 feet east of the currently proposed Boulder City Place would serve the future planned K-8 school parcel located southwest of the intersection of Briargate/Sterling Ranch.

The currently proposed filings were included in the Sterling Ranch Master TIS as Traffic Analysis Zones (TAZ) 18, 22, and 26. The land use and access currently proposed are consistent with what was assumed in the Master TIS and the Sterling Ranch East Phase 1 TIS.

**Intersection Sight Distance** Address school site traffic in general and that a separate site-specific TIS will be required to be approved prior to school site development.

Figure 4a shows a sight-distance analysis at the proposed intersections of Bellflower/Sterling Ranch, Lake Tahoe/Sterling Ranch, and Newport Beach/Sterling Ranch. Figure 4b shows a sight-distance analysis at the proposed intersection of Idaho Falls/Sterling Ranch. Based on a design speed of 40 miles per hour (mph) and the criteria contained in Table 2-21 of the *Engineering Criteria Manual (ECM)*, the required intersection sight distance at the future intersections is 445 feet. As shown in Figures 4a and 4b, the proposed intersections to Sterling Ranch Road will meet the criteria.

Figure 4c shows a sight-distance analysis at the proposed three-quarter movement intersection of Boulder City/Briargate. Based on a design speed of 50 miles per hour (mph) and the criteria contained in Table 2-21 of the *Engineering Criteria Manual (ECM)*, the required intersection sight distance at the future intersection is 55 feet. As shown in Figures 4c, the proposed intersection will meet the criteria.

555' [2]

### **Pedestrian and Bicycle Analysis**

Figure 2 also shows the location of all planned trails and sidewalks in the vicinity of the site. Connections are also proposed to the planned future Sand Creek Regional Trail (west of Dines Boulevard), as shown in the attached map.

A detached sidewalk will be provided along the west side of Sterling Ranch Road. The multi-use paved shoulder on Sterling Ranch Road will accommodate bicycles.

There are no existing schools within two miles of the site. However, a K-8 school is planned southwest of the future intersection of Briargate/Sterling Ranch Road and two elementary schools are planned east of Sterling Ranch Road. School crossings will be needed at


1

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Number: 1 Author: dsdrice Subject: Callout Date: 1/13/2023 1:55:05 PM

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Address school site traffic in general and that a separate site-specific TIS will be required to be approved prior to school site development.

 Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:27 PM  
LSC Response: Added as requested.

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Number: 2 Author: CDurham Subject: Callout Date: 1/9/2023 12:58:30 PM  
555'

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 Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:34 PM  
LSC Response: Revised as requested.

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See E911/PPRBD comments

1

Briargate/Sterling Ranch and at one or more locations along Sterling Ranch Road between Bellflower Drive and Oak Park Drive, depending on the final layout of the school sites.

### Safety Analysis

Most of the roadways in the vicinity of the site have not yet been constructed. The Colorado State Patrol (CSP) provided LSC with crash history data for Vollmer Road between Tahiti Drive and Burgess Road from September 2019 through September 2022. During the reported time period, there were twelve reported crashes. Of the twelve reports, ten were single-vehicle non-intersection-related crashes on Vollmer Road. One crash involved a southbound vehicle that turned right onto Poco Road and crashed into several cars parked on Poco Road partially in the lane. The only intersection related crash occurred in June 2022. A vehicle heading northbound on Vollmer Road was slowing to turn left at Lochwinnoch Road and the vehicle behind them attempted to pass on the left side. The crash history data has been attached.

### TRIP GENERATION

Sterling Ranch East Filing 1A and Sterling Ranch Filing 1 site-generated vehicle trips have been estimated using the nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Table 1 shows the trip-generation estimate. The trip-generation estimate is consistent with the estimate assumed in the Sterling Ranch Master TIS and the Sterling Ranch East Phase 1 TIS for the same parcels.


Sterling Ranch East Filing 1A is expected to generate 396 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 8 vehicles would enter and 22 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 25 vehicles would enter and 15 vehicles would exit the site.

Sterling Ranch East Filing 1 is expected to generate 2,772 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, about 54 vehicles would enter and 152 vehicles would exit the site. During the afternoon peak hour, about 174 vehicles would enter and 102 vehicles would exit the site.

### TRIP DISTRIBUTION AND ASSIGNMENT


When the distribution percentages from Figure 8 of the Sterling Ranch East Phase 1 Rezoning and Preliminary Plan TIA are applied to the new, external trip-generation estimates (from Table 1), the resulting site-generated traffic volumes can be determined. Figures 5a and 5b show the short-term residential site-generated traffic volumes. These volumes assume only the street network shown in Figure 3.

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 Number: 1      Author: dsdrice      Subject: Callout      Date: 1/13/2023 1:52:46 PM

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[See E911/PPRBD comments](#)

 Author: kdferrin      Subject: Sticky Note      Date: 2/10/2023 2:34:39 PM  
LSC Response: The street names have been revised.

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 Number: 2      Author: dsdrice      Date: 1/13/2023 1:52:25 PM  
Bellflower

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 Author: kdferrin      Subject: Sticky Note      Date: 2/10/2023 2:34:43 PM  
LSC Response: The street names have been revised.

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traffic-signal warrant analysis can be reanalyzed based on the existing conditions at that time. The decision to require a signal to be installed rests with the County.

### **SUBDIVISION STREET CLASSIFICATIONS**

All of the internal streets within Sterling Ranch East Filing No. 1 and Filing No. 1A should be classified as Urban Local. Figure 6 shows the recommended street classifications for the streets in the vicinity of the site.

### **DEVIATION REQUESTS**

No deviations are requested as part of this submittal. The Boulder City Place connection to Briargate Parkway, along with the Briargate Parkway extension to Sterling Ranch Road, are part of a separate Preliminary Plan and Final Plat.

Indicate that deviation will be requested as part of that preliminary plan & final plat submission.

1

### **ROADWAY IMPROVEMENTS**

Tables 5 and 6 from the *Sterling Ranch East Phase 1 Rezoning and Preliminary Plan TIS* contained a summary of needed improvements and recommendations for auxiliary turn-lane lengths. Copies of these tables have been attached with the improvements needed either prior to or with the Sterling Ranch East Filing No. 1/1A highlighted.

Summarize improvements which will need to take place with Filings 1 & 1A.

2

### **ROADWAY IMPROVEMENT FEE PROGRAM**

This project will be required to participate in the El Paso County Road Improvement Fee Program. Sterling Ranch East Filing No. 1A and Sterling Ranch Filing 1 will join the five-mil PID. The 2019 five-mil PID building permit fee portion associated with this option is \$2,527 per single-family dwelling unit. Based on 42 lots, the total building permit fee for Sterling Ranch East Filing 1A would be \$106,134. Based on 294 lots, the total building permit fee for Sterling Ranch East Filing 1 would be \$742,938. Note: program fees are subject to change.

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☰ Number: 1 Author: CDurham Subject: Text Box Date: 1/9/2023 2:38:37 PM

Indicate that deviation will be requested as part of that preliminary plan & final plat submission.

↩ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:49 PM  
LSC Response: Revised as requested.

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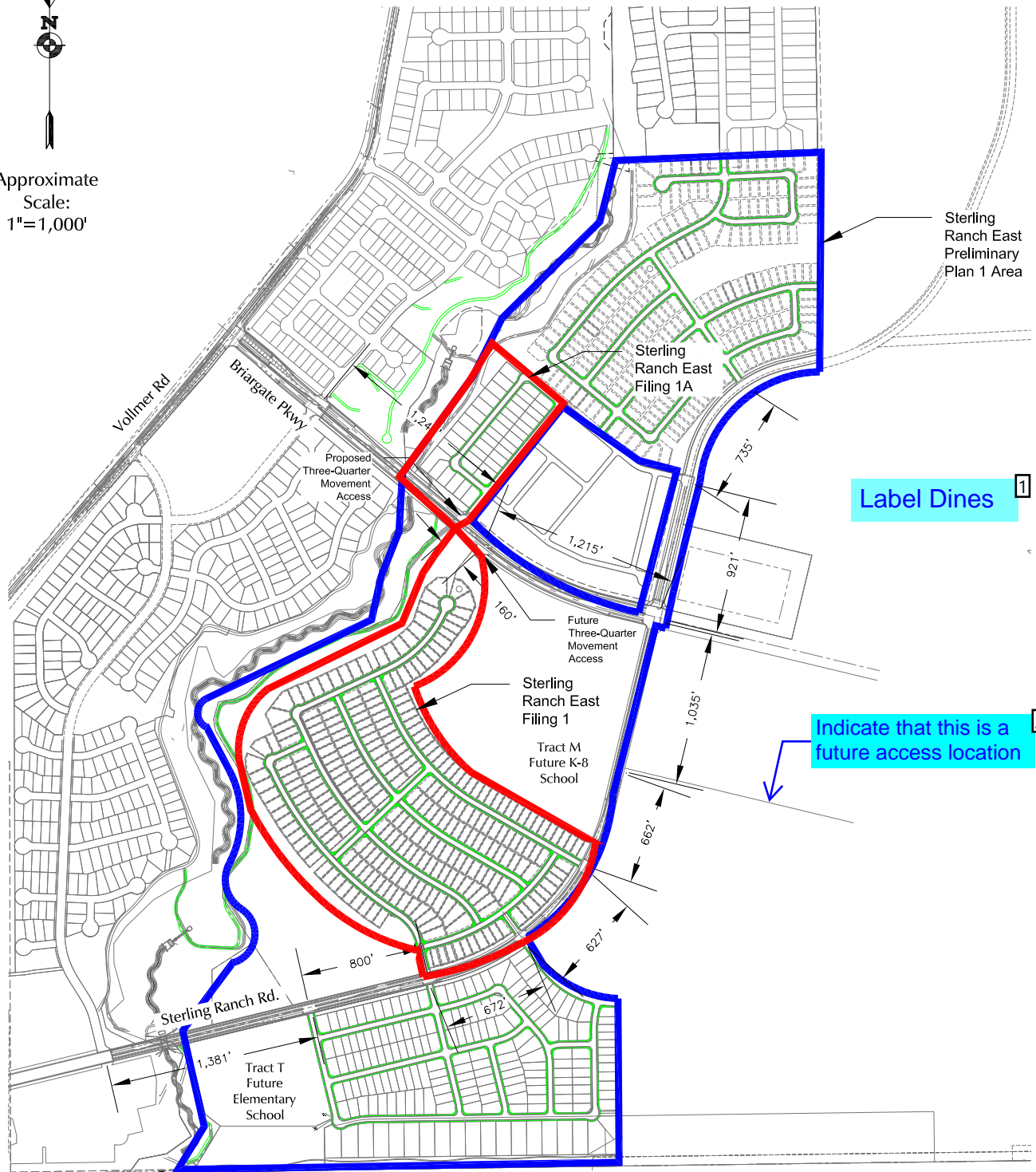
☰ Number: 2 Author: CDurham Subject: Text Box Date: 1/9/2023 2:39:56 PM

Summarize improvements which will need to take place with Filings 1 & 1A.

↩ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 2:34:54 PM  
LSC Response: A summary has been included as requested.



Approximate  
Scale:  
1"=1,000'



Label Dines <sup>1</sup>

Indicate that this is a future access location <sup>2</sup>

— Trail & Sidewalks



Figure 2  
**Site Plan**

Sterling Ranch East Filing Nos. 1 & 1A (LSC# S224570)

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☰ Number: 1 Author: CDurham Subject: Text Box Date: 1/9/2023 2:40:48 PM

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[Label Dines](#)

↶ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 4:59:02 PM  
LSC Response: Revised as requested.

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☰ Number: 2 Author: CDurham Subject: Callout Date: 1/9/2023 2:40:58 PM

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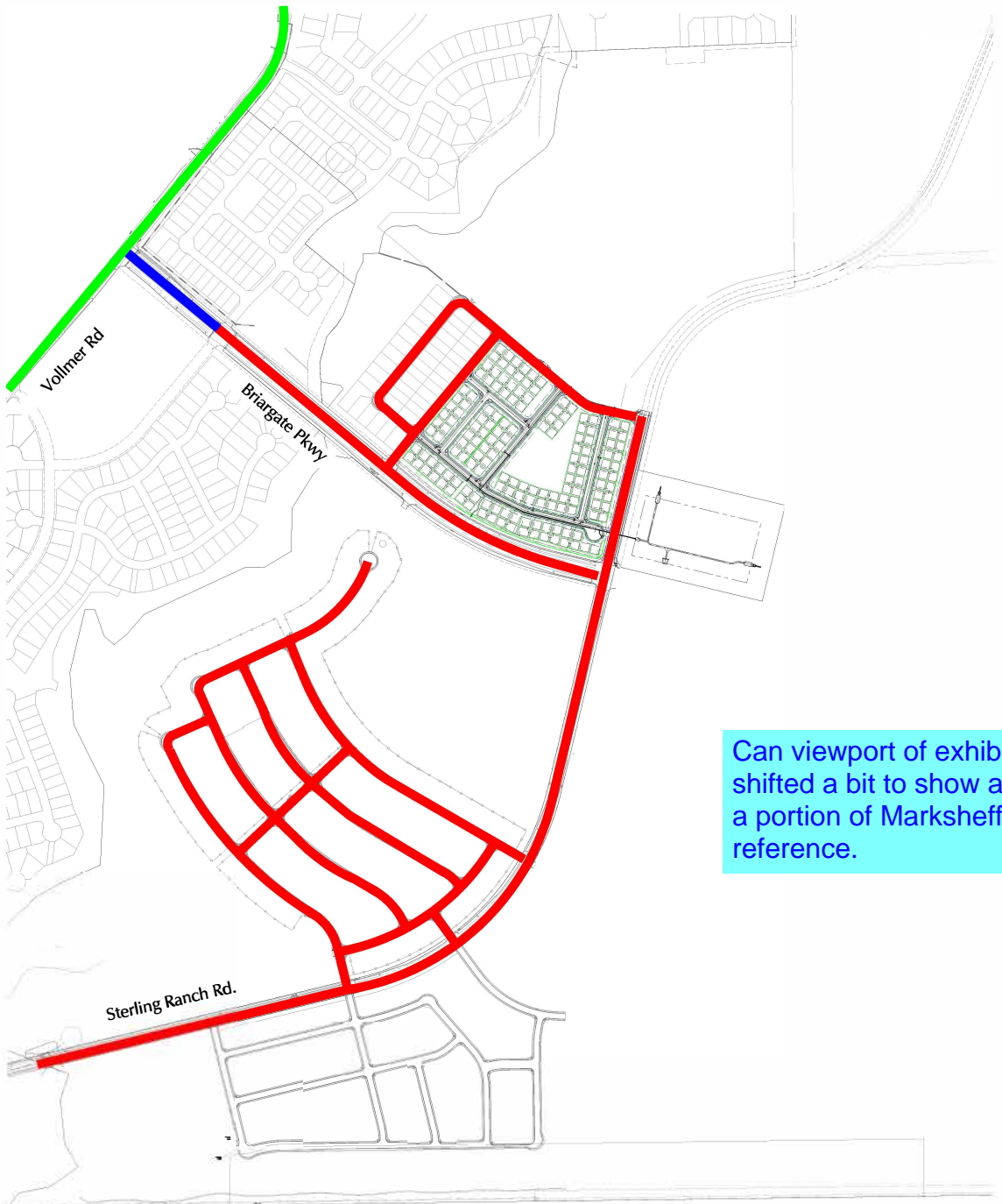
[Indicate that this is a future access location](#)

↶ Author: kdferrin Subject: Sticky Note Date: 2/10/2023 4:58:55 PM  
LSC Response: Revised as requested.

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Not to scale



1  
Can viewport of exhibit be shifted a bit to show at least a portion of Marksheffel, for reference.

LEGEND:

- Roadway Connection Planned with Sterling Ranch East Filings 1 and/or 1A
- Existing Roadway
- Roadway Planned to be Completed by 2023




# Short-Term Roadway Connections

Figure 3


Sterling Ranch East Filing Nos. 1 & 1A (LSC# S224570)

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 Number: 1 Author: CDurham Subject: Text Box Date: 1/9/2023 2:41:10 PM

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Can viewport of exhibit be shifted a bit to show at least a portion of Marksheffel, for reference.

 Author: kdferrin Subject: Sticky Note Date: 2/10/2023 4:59:08 PM  
LSC Response: Revised as requested.

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Table 5 Sterling Ranch East Phase 1 Preliminary Plan Intersection Improvements				
Item #	Improvement	Trigger	Timing	Responsibility
<b>1) Burgess Road/Vollmer Road</b>				
1	Reconstruct as a modern one-lane roundabout	When the LOS degrades below LOS F	Existing deficiency	This intersection may be eligible intersection under the fee impact program.
<b>12) Marksheffel Road/Vollmer Road</b>				
2	Signalization of the intersection	Once warrants are met. The decision on timing of traffic signal installation rests with El Paso County Public Works.	Anticipated by buildout of Sterling Ranch East Phase 1 Preliminary Plan	This intersection may be eligible intersection under the fee impact program.
<b>14) Marksheffel Road/Sterling Ranch Road</b>				
3	Signalization of the intersection	Once warrants are met. The decision on timing of traffic signal installation rests with El Paso County Public Works.	Anticipated by buildout of Sterling Ranch East Phase 1 Preliminary Plan	SRMD#3
<b>102) Briargate Parkway/Boulder City Place</b>				
4	Construct an eastbound left-turn lane on Briargate Parkway approaching Boulder City Place. The lane should be 285' long plus a 200' taper.	eastbound left-turn volume > 10 vph	With Sterling Ranch East Phase 1 Preliminary Plan or Foursquare at Sterling Ranch	
5	Construct a westbound right-turn deceleration lane on Briargate Parkway approaching Boulder City Place. The lane should be 235' long plus a 200' taper.	westbound right-turn volume > 25 vph	Long Term	Sterling Ranch
<b>103) Briargate Parkway/Future School 3/4 Movement Access</b>				
6	Construct a westbound left-turn lane on Briargate Parkway approaching the school access. The lane should be 285' long plus a 200' taper.	westbound left-turn volume > 10 vph	Long Term With development of the K-8 School Parcel (Tract M)	Sterling Ranch
7	Construct an eastbound right-turn deceleration lane on Briargate Parkway approaching the school access. The lane should be 235' long plus a 200' taper.	eastbound right-turn volume > 25 vph	Long Term With development of the K-8 School Parcel (Tract M)	Sterling Ranch
<b>5) Briargate Parkway/Sterling Ranch Road</b>				
8	Construct an eastbound left-turn lane on Briargate Parkway approaching Sterling Ranch Road. The lane should be 435' long plus a 200' taper.	eastbound left-turn volume > 10 vph	With Sterling Ranch East Phase 1 Preliminary Plan or Foursquare at Sterling Ranch	
9	Construct an eastbound right-turn deceleration lane on Briargate Parkway approaching Sterling Ranch Road. The lane should be 235' long plus a 200' taper.	eastbound right-turn volume > 25 vph	Long Term With development of the K-8 School Parcel (Tract M)	Sterling Ranch
10	Construct a northbound to eastbound right-turn acceleration lane on Briargate Parkway at Sterling Ranch Road. The lane should be 580' long plus a 180' taper.	northbound right-turn volume > 50 vph	Long Term With development of the K-8 School Parcel (Tract M)	Sterling Ranch
11	Construct a westbound left-turn lane on Briargate Parkway approaching Sterling Ranch Road. The lane should be 285' long plus a 200' taper.	westbound left-turn volume > 10 vph	Long Term	Sterling Ranch
12	Construct an eastbound right-turn deceleration lane on Briargate Parkway approaching Sterling Ranch Road. The lane should be 235' long plus a 200' taper.	eastbound right-turn volume > 25 vph	Long Term	
13	Construct a southbound to westbound right-turn acceleration lane on Briargate Parkway at Sterling Ranch Road. The lane should be 580' long plus a 180' taper.	southbound right-turn volume > 50 vph	With Sterling Ranch East Phase 1 Preliminary Plan	
<b>303) Sterling Ranch Road/Lubbock Trail</b>				
14	Construct an northeastbound right-turn deceleration lane on Sterling Ranch Road approaching Lubbock Trail. The lane should be 155' long plus a 160' taper	northeastbound right-turn volume > 50 vph	Long Term With development of the Elementary School Parcel (Tract F)	Sterling Ranch
15	Construct a southwestbound left-turn lane on Sterling Ranch Road approaching Lubbock Trail. The lane should be 305' long plus a 200' taper.	southwestbound-turn volume > 25 vph	Long Term With development of the Elementary School Parcel (Tract F)	Sterling Ranch
<b>304) Sterling Ranch Road/Bellflower Drive</b>				
16	Construct an northeastbound left-turn deceleration lane on Sterling Ranch Road approaching Bellflower Drive. The lane should be 205' long plus a 160' taper	northeastbound left-turn volume > 25 vph	With Sterling Ranch East Phase 1 Preliminary Plan	Sterling Ranch
17	Construct a southwestbound left-turn lane on Sterling Ranch Road approaching Bellflower Drive. The lane should be 205' long plus a 200' taper.	southwestbound-turn volume > 25 vph	Long Term (Needed with construction of a northeastbound left-turn lane)	Sterling Ranch
<b>305) Sterling Ranch Road/Lake Tahoe Drive</b>				
18	Construct an northeastbound left-turn deceleration lane on Sterling Ranch Road approaching Lake Tahoe Drive. The lane should be 225' long plus a 160' taper	northeastbound left-turn volume > 25 vph	With Sterling Ranch East Phase 1 Preliminary Plan	Sterling Ranch
19	Construct a southwestbound left-turn lane on Sterling Ranch Road approaching Lake Tahoe Drive. The lane should be 205' long plus a 200' taper.	southwestbound-turn volume > 25 vph	Not Required (Needed with construction of a northeastbound left-turn lane)	Sterling Ranch
20	Construct an northeastbound right-turn deceleration lane on Sterling Ranch Road approaching Lake Tahoe Drive. The lane should be 155' long plus a 160' taper	northeastbound right-turn volume > 50 vph	Long Term	Sterling Ranch
<b>306) Sterling Ranch Road/Newport Beach Place</b>				
21	Construct a northeastbound left-turn lane on Sterling Ranch Road approaching Newport Beach Place. The lane should be 205' long plus a 200' taper.	northeastbound left-turn volume > 25 vph	With Sterling Ranch East Phase 1 Preliminary Plan	Sterling Ranch
<b>308) Sterling Ranch Road/Idaho Falls Drive</b>				
22	Construct a northeastbound left-turn lane on Sterling Ranch Road approaching Idaho Falls Drive. The lane should be 240' long plus a 200' taper.	northeastbound left-turn volume > 25 vph	With Sterling Ranch East Phase 1 Preliminary Plan	Sterling Ranch
<b>309) Sterling Ranch Road/Vancouver Street</b>				
23	Construct a northeastbound left-turn lane on Sterling Ranch Road approaching Vancouver Street. The lane should be 265' long plus a 200' taper.	northeastbound left-turn volume > 25 vph	With Sterling Ranch East Phase 1 Preliminary Plan	Sterling Ranch

Notes:  
Source: LSC Transportation Consultants, Inc. (November 2022)

Future SRE Filings

SRE Fil 1

SRE Fil 1A

SRE Fil 1A

Future SRE Filings

SRE Fil 1

SRE Fil 1

SRE Fil 1

SRE Fil 1A

Future SRE Filings

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- ☰ Number: 1 Author: kdferrin Subject: Text Box Date: 2/10/2023 2:12:14 PM  
[Source: Sterling Ranch East Phase 1 Rezoning and Preliminary Plan TIS, November 17, 2022.  
With notes for Sterling Ranch East Filings 1A and 1 by LSC 11/17/2022](#)

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  - ☰ Number: 2 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[Future SRE Filings](#)

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  - ☰ Number: 3 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1](#)

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  - ☰ Number: 4 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1A](#)

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  - ☰ Number: 5 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1A](#)

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  - ☰ Number: 6 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[Future SRE Filings](#)

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  - ☰ Number: 7 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1](#)

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  - ☰ Number: 8 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1](#)

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  - ☰ Number: 9 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1](#)

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  - ☰ Number: 10 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[SRE Fil 1A](#)

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  - ☰ Number: 11 Author: kdferrin Subject: Callout Date: 2/10/2023 2:14:23 PM  
[Future SRE Filings](#)



Source: Sterling Ranch East Phase 1 Rezoning and Preliminary Plan TIS, November 17, 2022. Improvements needed prior to Sterling Ranch East Filings 1 and 1A have been highlighted in green. Improvements needed with Sterling Ranch East Filings 1 and 1A are highlighted in yellow and noted.

**Table 6**

**Roadway Segment Improvements**  
Sterling Ranch East Phase 1 Preliminary Plan  
(Page 1 of 2)

See Preliminary Plan TIS 1  
comments

Segment ID <sup>(1)</sup> (See Figure 16 for map)	Improvement Description	Timing	Design ADT (vpd)	Projected 2042 ADT (vpd)	Responsibility
V1 northbound	Restriping the 38' of pavement for two 11' southbound lanes (remove the bike lane), a 12' northbound lane and a 4' outside paved shoulder along the east edge. <sup>(2)</sup> (Pending City Traffic Engineering Approval)	With Sterling Ranch Filing No. 4	5,500 (Directional northbound)	13,080	Sterling Ranch
V1 southbound			10,000 (Directional southbound)		
V1	Improve Vollmer Road between Dry Needle Place and the Sterling Ranch south boundary to a standard 4-Lane Urban Minor Arterial Cross Section (Add a second northbound through lane and painted center median) <sup>(2)</sup>	Intermediate-Term Future	20,000		Sterling Ranch, if necessary prior to construction by Others
V2	Improve Vollmer Road between the Sterling Ranch south boundary to Lochwinnoch Lane/Sterling property boundary to a standard 4-Lane Urban Minor Arterial Cross Section. <sup>(2)</sup>	Short-Term Future (With Sterling Ranch Fil No. 2 Or Sterling Ranch Phase 2)	20,000 (Note: Existing Capacity 8,000) <sup>(3)</sup>	14,385	Sterling Ranch
V3	Short Term: Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch boundary (northeast of Glider Loop) to provide 36' of pavement (existing pavement 1 approx. 23.38') and stripe for one through lane and plus a 6' paved striped outside shoulder in each direction. <sup>(2)</sup>	Short-Term Future (With Homestead North)	11,000 (Note: Existing Capacity 8,000) <sup>(3)</sup>	15,040	Sterling Ranch  By others - pursuant to the recent development agreement between Sterling Ranch and EPC.
	Long Term: Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch boundary (northeast of Glider Loop) to a standard 4-Lane Urban Minor Arterial Cross Section. <sup>(2)</sup>	Long-Term Future	20,000		
V4	Improve Vollmer Road from Sterling Ranch boundary (northeast of Glider Loop) to Briargate Parkway to a standard 4-Lane Urban Minor Arterial Cross Section. <sup>(2)</sup>	Sections V4, V5, V6 to be constructed by May 2024	20,000	14,495	Sterling Ranch
V5	Improve Vollmer Road from Briargate Parkway to Jane Kirkham Drive to a standard 4-Lane Urban Minor Arterial Cross Section. <sup>(2)</sup>	Sections V4, V5, v6 to be constructed by May 2024	20,000	11,690	Sterling Ranch
V6	Improve Vollmer Road from Jane Kirkham Drive to Sam Bass Drive to a standard 4-Lane Urban Minor Arterial Cross Section. <sup>(2)</sup>	Short-Term Future - May 2024 Sections V4, V5, v6 to be constructed by May 2024	20,000	11,425	Sterling Ranch
V7	Improve Vollmer Road between Sam Bass Drive and Poco Road to a 4-lane Urban Minor Arterial but with necessary lane transitions, redirect tapers, etc. south of Poco to adequately transition between the 4-Lane Urban Minor Arterial Cross Section and the 2-Lane Rural Arterial Cross Section north of Poco Road.	Sections V4, V5, v6 to be constructed by May 2024	20,000	9,920	Sterling Ranch
V8	Improve Vollmer Road from Poco Road to Shoup Road to a Rural 2-Lane Arterial Cross Section. <sup>(2)</sup>	Long-Term Future	10,000	8,760	El Paso County Project ID U-12

Part 1/2 of this table (see Part 2 on next page)

**Notes:**


(1) See Figure 10

(2) Adequate transition/redirect tapers would be needed between the various cross sections on Vollmer Road. Based on the criteria contained in Table 2-29 of the *El Paso Engineering Criteria Manual* an appropriate taper ratio for a roadway with a design speed of 40 mile per hour is 20:1

(3) Source: Table 20 Road Impact Fee Study Updated November 16, 2016


Source: LSC Transportation Consultants, Inc. (11/22/2022 12:45 PM)

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 Number: 1    Author: dsdrice    Subject: Callout    Date: 1/13/2023 1:50:28 PM

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[See Preliminary Plan TIS comments](#)

 Author: kdferrin    Subject: Sticky Note    Date: 2/10/2023 1:38:45 PM  
LSC Response: The table has been replaced with a copy from the most recent Preliminary Plan TIS

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