



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Sterling Ranch East Phase 1 Preliminary Plan
 Schedule No.(s) : 5200000547, 5200000553 & 554, 5228000037 & 38, 5233000015 thru 18, 5200000552
 Legal Description : See Exhibit B – Legal Description

APPLICANT INFORMATION

Company : Classic SRJ Land, LLC.
 Name : Doug Stimple
 Owner Consultant Contractor
 Mailing Address : 2138 Flying Horse Club Dr., Colorado Springs, CO., 80921

 Phone Number : (719) 592-9333
 FAX Number : (719) 457-1442
 Email Address : DouglasS@classichomes.com

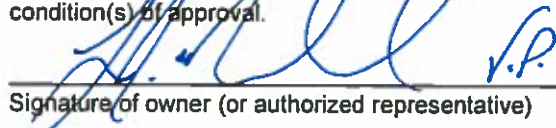
ENGINEER INFORMATION

Company : JR ENGINEERING
 Name : MIKE BRAMLETT Colorado P.E. Number : 32314
 Mailing Address : 5475 TECH CENTER DRIVE, SUITE 235, COLORADO SPRINGS, COLORADO 80919

 Phone Number : 719-593-2593
 FAX Number : N/A
 Email Address : MBRAMLETT@JRENGINEERING.COM

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

 V.P.
 Signature of owner (or authorized representative)

2/21/2023
 Date

Engineer's Seal, Signature
 And Date of Signature





DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **ECM section 2.2.5.B Roadway Access Criteria and 2.3.2 Design Standards and 2.3.7.B Intersection Spacing and General Access Standards** of the Engineering Criteria Manual (ECM) is requested for the Boulder City Drive and Future K-8 school site access points to Briargate Parkway.

Identify the specific ECM standard which a deviation is requested:

Per ECM Section 2.2.5.B Roadway Access Criteria and 2.3.2 Design Standards Table 2.6 and 2.3.7 , urban 4 lane principal arterials are to have intersection spacing of ½ mile and intermediate access points are not allowed.

However, the ECM does mention the Right-in/right-out and ¾ movement intermediate accesses may be permitted as a deviation if they meet the criteria for sight distances, turn lane requirements, grades and no not negatively impact traffic operations or safety.

State the reason for the requested deviation:

Current roadway plans for Briargate parkway submitted under CDR 221, show a ¾ access point at Boulder City Drive and a ¾ access point for the future K-8 school site.

The Boulder City Drive access point is primarily needed to provide an opportunity for east bound traffic on Briargate Parkway to turn left (north) into future Sterling Ranch East Filing No. 2 and the westernmost units at the future Four Square at Sterling Ranch East without having to continue eastbound on Briargate Parkway to the Sterling Ranch Road intersection and then continue north to the eastern access points for these two developments. This access point is generally a ¼ mile from either the Wheatland Drive or Sterling Ranch Road intersections and specifically is 1,430 feet from the BGP/Sterling Ranch Road intersection and 1,215 feet from the Briargate/Wheatland intersection.

The future K-8 school site ¾ access provides an opportunity for west bound traffic on Briargate Parkway to turn left (south) into the future school site as an alternative to turning south at the Sterling Ranch Road intersection and then continuing south to the main school site entrance. This access point is generally a ¼ mile from either the Wheatland Drive or Sterling Ranch Road intersections and specifically is 1,435 feet from the Briargate/Wheatland intersection and 1,210 feet from the BGP/Sterling Ranch Road intersection.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

See Exhibit A for a representation of the two ¾ access points from the Sterling Ranch East Phase 1 Preliminary Plan and details from Briargate Parkway roadway plans.

Each ¾ access is a right in-out / left in design and has been analyzed with the traffic study presented for the Sterling Ranch East Preliminary Plan reviews.

As a ¾ access, Boulder City Drive provides an opportunity for east bound traffic on Briargate Parkway to turn left (north) into future Sterling Ranch East Filing No. 2 and the westernmost units at the future Four Square at Sterling Ranch East without having to continue on Briargate Parkway to the Sterling Ranch Road intersection and then continue north to the eastern access points for these two developments. The right in, right out component of this intersection provides a similar opportunity for westbound Briargate Parkway travelers.

As a ¾ access, the future K-8 school site ¾ access provides an opportunity for west bound traffic on Briargate Parkway to turn left (south) into the future school site as an alternative to turning south at the Sterling Ranch Road intersection and then continue south to the main school site entrance. The right in, right out component of this intersection provides a similar opportunity for east bound Briargate Parkway travelers.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The Boulder City Drive ¾ access point can shorten the eastbound route into Sterling Ranch East Filing 2 and the westernmost Foursquare at Sterling Ranch lots by up to ¾ of a mile. This ¾ access also provides a secondary means of access/egress to these lots in the event of an emergency.

The future K-8 school site ¾ access point will allow for more efficient school campus operations and also provides a secondary means of access/egress to the school site in the event of an emergency.

The Sand Creek Channel is west of these proposed access points and is a topographical constraint that limits the ability of the western developments to extend roadway into the Sterling Ranch East Filing 2 and the school sites.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

This request is not based on financial considerations. The proposed ¾ access points on Briargate Parkway allow for alternative means of access/egress to better serve the traffic needs of the Sterling Ranch East residents and students.

The inclusion of these two access points will result in a better LOS at the Briargate/SR Rd intersection. The traffic study for Sterling Ranch East Preliminary Plan #1 included the access points in the Level of Service Analysis for the Briargate/Sterling Ranch Road intersection. LSC was recently asked to analyze the impact to LOS without the access points and stated that LOS would reduce from C to D without the Boulder City Drive Access. The school site access is provided to allow for a secondary means of access and a full level of service analysis can't occur until the School furthers its Development Planning. Copies of the email correspondence from LSC is available at the rear of Exhibit A.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations.

Each access point is provided with a dedicated right turn and left turn deceleration lanes to reduce conflict with overtaking vehicles as the turning vehicle slows consistent with the recommendations of the traffic study..

Conflicting movements can occur as a vehicle makes a left turn across the flow of the roadway traffic into the access point or when a vehicle exits the access point and enters the flow of the traffic when making a right turn onto Briargate. The access points have more than adequate line of sight which will help mitigate the potential for accidents. Per the traffic study, acceleration lanes were not required at these access points.

The deviation will not adversely affect maintenance and its associated cost.

Maintenance of the El Paso County roadways will not be adversely impacted. However, there will be a slight increase in the infrastructure costs for the additional signage, curb and gutter, etc.

The deviation will not adversely affect aesthetic appearance.

The deviation does not affect aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

Yes, the deviation meets the design intent and purpose of the ECM standards and is a balance of the various ECM standards for transportation planning and design.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

Yes, the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities for Briargate Parkway stormwater runoff as required by the criteria.

REVIEW AND RECOMMENDATION:

2.2.5.B Roadway Access Criteria and 2.3.2 Design Standards and 2.3.7.B Intersection Spacing and General Access Standards

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.



Approved by Jeff Rice El Paso County Department of Public Works on behalf of Elizabeth Nijkamp, Deputy County Engineer	
04/26/2023 4:55:32 PM	

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

--	--

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Additional design details for the proposed school site access will be required with the associated access permit when development plans for the school site are submitted.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



KEY MAP

STERLING RANCH EAST PRELIMINARY PLAN NO. 1
 SECTION 27, 28, 33 & 34 IN TOWNSHIP 12 SOUTH RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN EL PASO COUNTY, CO
 PRELIMINARY PLAN

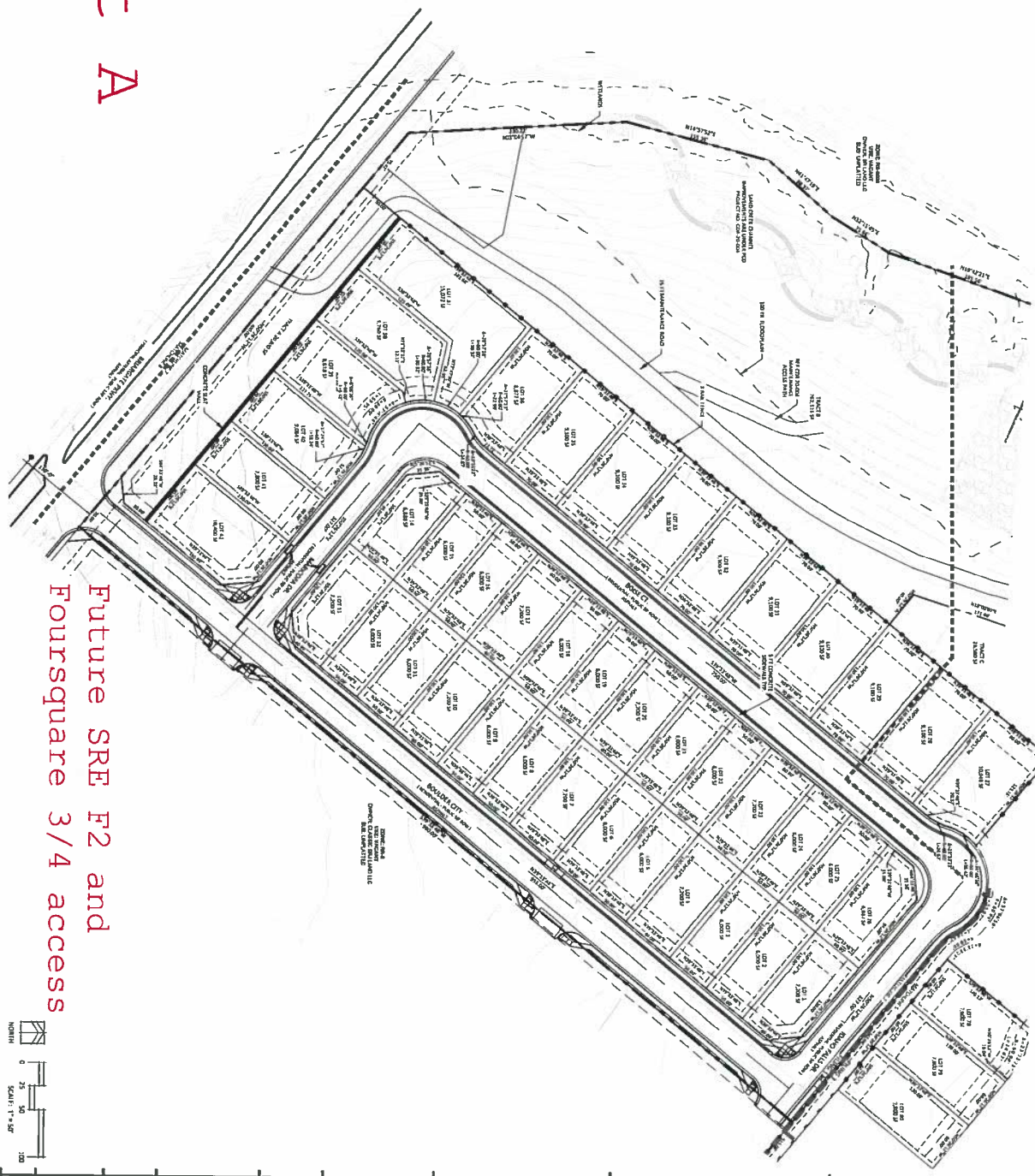


Exhibit A

Future SRF F2 and
 Foursquare 3/4 access



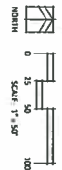
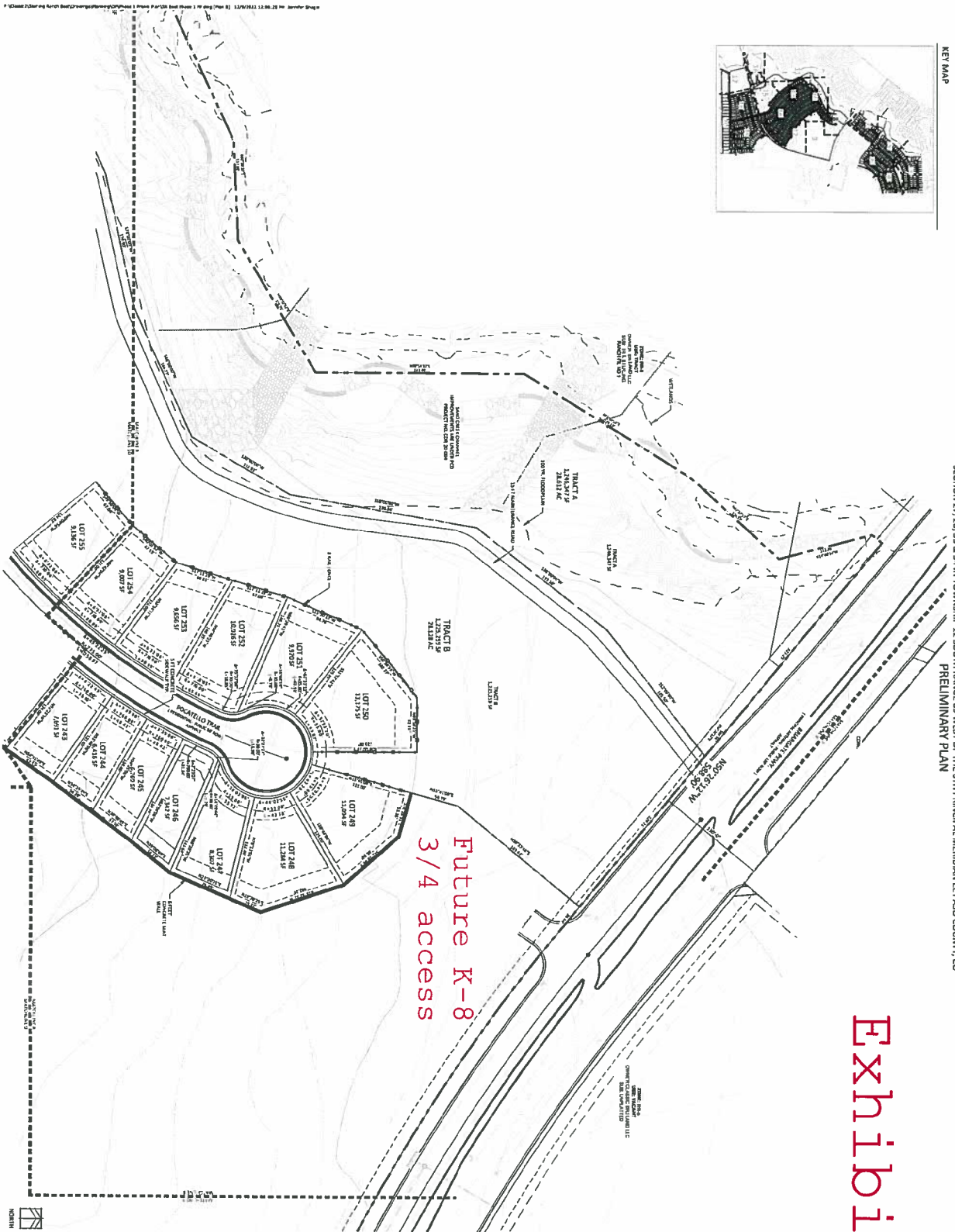
<p>N.B.S. Inc. 619 N. Colorado Colorado Springs, CO 80903 Tel. 719.471.0011 Fax. 719.471.0152 www.nbsinc.com <small>© 2011, N.B.S. Inc. All Rights Reserved.</small></p>	
<p>STERLING RANCH EAST PRELIMINARY PLAN NO. 1 EL PASO COUNTY, CO</p>	
<p>DATE: 11/11/2011 PROJECT: SRF F2 and F3 PREPARED BY: N.B.S. Inc. REVIEWED BY: M. LITTLE</p>	
<p>ENTITLEMENT</p>	
DATE:	11/11/2011
BY:	CHUCK GARDNER
SCALE:	1" = 50'
PLAN NO.	7 OF 36
PROJECT:	SRF F2 and F3

KEY MAP



STERLING RANCH EAST PRELIMINARY PLAN NO. 1
SECTION 27, 28, 33 & 34 IN TOWNSHIP 12 SOUTH RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN EL PASO COUNTY, CO
PRELIMINARY PLAN

Exhibit A



N.E.S. Inc.
618 N. Cascade Street, Suite 200
Colorado Springs, CO 80903
Tel: 719.471.0073
Fax: 719.471.0267
www.nesinc.com
© 2016, All Rights Reserved

STERLING RANCH EAST PRELIMINARY PLAN NO. 1
EL PASO COUNTY, CO

DATE: 11/15/2016
PROJECT: 1616
PREPARED BY: N.E.S.
SCALE: AS SHOWN

ENTITLEMENT

8 or 36
PRELIMINARY SITE PLAN

8 or 36
SP-22-004

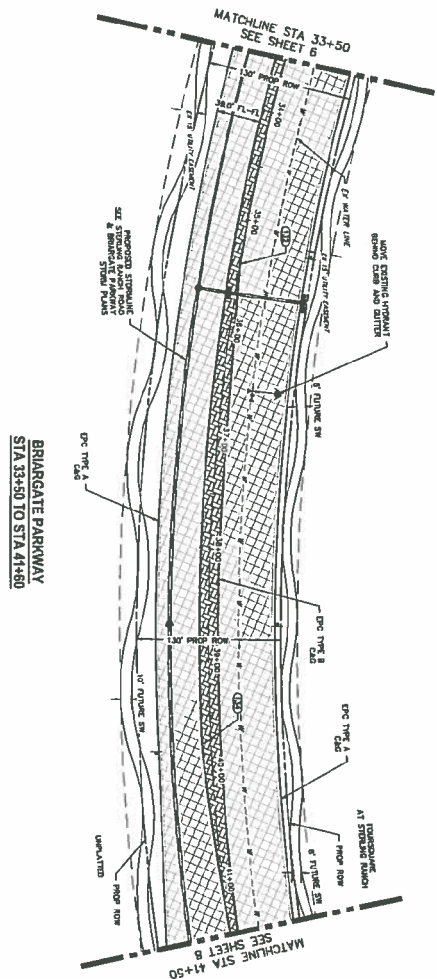
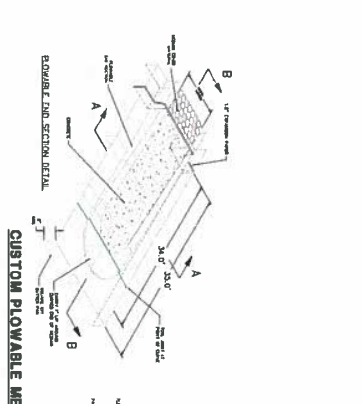
1:\Client\2308\eg Archt\Bldg\2308\eg\2308\01\Plan\Pre\1616.dwg (Plot 8) 11/16/2016 11:36:28 PM Jacoby Blyng

Exhibit A

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	NOTES	DESCRIPTION
43	30+08.43	4.75' (0.3)	BRIARGATE PARKWAY	7141.4		PCB
44	31+02.47	9.50' (0.3)	BRIARGATE PARKWAY	7141.6		PCB
45	30+38.42	7.75' (0.3)	BRIARGATE PARKWAY	7141.6		PT
46	30+74.37	8.50' (0.3)	BRIARGATE PARKWAY	7141.4		PT
47	30+100.32	8.50' (0.3)	BRIARGATE PARKWAY	7141.3		EOB C&G
48	30+74.37	8.50' (0.3)	BRIARGATE PARKWAY	7141.4		EOB C&G
49	31+100.32	4.75' (0.3)	BRIARGATE PARKWAY	7141.2		PCB
50	32+141.03	3.50' (0.3)	BRIARGATE PARKWAY	7141.3		PCB
51	32+181.74	3.50' (0.3)	BRIARGATE PARKWAY	7141.3		PCB
52	33+122.45	9.75' (0.3)	BRIARGATE PARKWAY	7141.3		PT
53	34+163.16	4.75' (0.3)	BRIARGATE PARKWAY	7141.3		PT
54	35+203.87	7.15' (0.3)	BRIARGATE PARKWAY	7141.2		PCB
55	35+244.58	10.25' (0.3)	BRIARGATE PARKWAY	7141.5		EOB C&G
56	35+285.29	10.25' (0.3)	BRIARGATE PARKWAY	7141.6		EOB C&G
57	36+326.00	6.50' (0.3)	BRIARGATE PARKWAY	7141.6		PCB
58	37+366.71	6.50' (0.3)	BRIARGATE PARKWAY	7141.6		PCB
59	38+407.42	6.50' (0.3)	BRIARGATE PARKWAY	7141.6		PT
60	39+448.13	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
61	40+488.84	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
62	41+529.55	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
63	42+570.26	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
64	43+610.97	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
65	44+651.68	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
66	45+692.39	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
67	46+733.10	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
68	47+773.81	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
69	48+814.52	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
70	49+855.23	6.50' (0.3)	BRIARGATE PARKWAY	7141.7		PT
71	50+895.94	4.75' (0.3)	BRIARGATE PARKWAY	7141.9		PCB

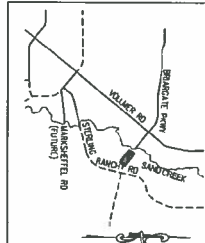
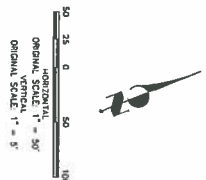
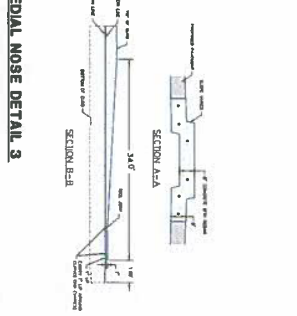
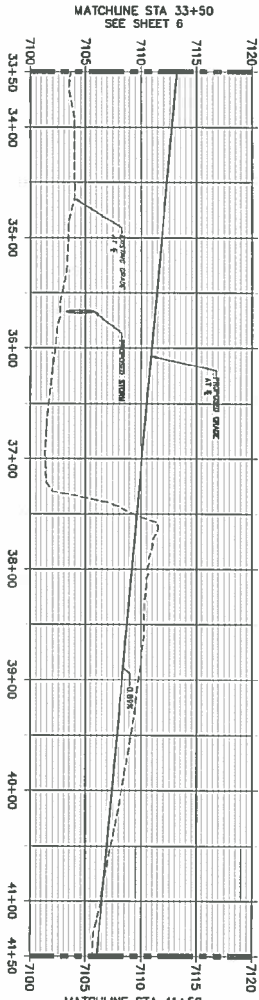
SHEET 6 POINT TABLE

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	NOTES	DESCRIPTION
121	34+403.1	0.00' (0)	BRIARGATE PARKWAY	7115.1		P
124	34+781.1	6.50' (0)	BRIARGATE PARKWAY	7107.2		P



Construction Details

BRARGATE PARKWAY PROFILE (2)
STA 33+50.00 TO 41+50.00



LEGEND

Gravel	Gravel
Asphalt Concrete	Asphalt Concrete
Concrete	Concrete
Grass	Grass
Proposed Hill	Proposed Hill

ROADWAY NOTES
1. ALL STATIONING AND POINT ELEVATIONS ARE FROM THE BENCHMARK INDICATED ON THE PLAN.
2. A DESIGN SPEED OF 50 MPH, L&D 9 B&D 20.

ENGINEER'S STATEMENT
I, THE ENGINEER, HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO AND THAT I HAVE PREPARED THIS PLAN AND PROFILE IN ACCORDANCE WITH THE REQUIREMENTS OF THE COLORADO PROFESSIONAL ENGINEERING ACT AND THE REGULATIONS THEREUNDER.
DATE: 12/15/22
BY: CRB

STERLING RANCH ROAD & BRIARGATE PARKWAY SEGMENT 2 STREET PLANS BRIARGATE PARKWAY STREET PLAN & PROFILE	H-SCALE	1" = 50'	No. REVISION	BY	DATE
	V-SCALE	1" = 5'			
	DATE	12/15/22			
SHEET 7 OF 32 JOB NO. 2518B.03	DRAWN BY	CRB			
	CHECKED BY				
	DRAWN BY	CRB			

J-R ENGINEERING
A Western Company
Colorado 303-742-3300 • Colorado Springs 719-593-2583
For Color 504-691-3888 • www.jr-engineering.com

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

UNLESS SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, J-R ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

Mike Bramlett

From: Jeff Hodsdon <jeff@lsctrans.com>
Sent: Tuesday, April 25, 2023 1:30 PM
To: Mike Bramlett
Cc: Kirstin Ferrin; Kyle Campbell (kcampbell@classicconsulting.net); Loren Moreland; Ryan Burns
Subject: Re: FW: Briargate 3/4 turn intersection deviation
Attachments: 2043 Total Traffic LOS at Sterling Ranch & BG - with and without the 3-4 at Boulder City Dr - PM Reports.pdf

Loren/Mike, Here is some technical justification for the 3/4 access.

Without the 3/4 movement access points (if the deviation is denied), the LOS for the EB LT goes from LOS C to LOS D during the PM peak but more importantly we were already pushing the volume where the county might want a dual left even **with** the deviation (general rule of thumb is up to 300 vph for a single left). With the deviation and the allowance for 3/4 access, the projected volume is 329 vph, and without the deviation, it would be 371 vph.

With the deviation (and the 3/4, EB left turn bay) - LOS C 30.8 sec/veh v/c: 0.83
Without the deviation (and no 3/4) - LOS D 39.2 sec/veh v/c:0.90

Absent the deviation, with a higher volume of left turns at the BG/Sterling Ranch Road intersection and a v/c of 0.9, **queuing has the potential to be problematic.**

Absent the deviation, the LOS is still showing in the D range, but as a single LT lane with 370 vph, the county may want to see dual lefts. They may see dual lefts as a better option than allowing the 3/4 EB left turn lane upstream. The problem with going to dual lefts, is that Sterling Ranch Road is only planned to have one northbound departure lane (receiving lane) north of Briargate. Also, dual lefts often need to have protected phasing (turn on green arrow only), which is generally less efficient than a single left with protected/permissive phasing (flashing yellow arrow).

With the allowance for a 3/4, those eastbound left turns will be able to occur upstream of the signal at BG/Sterling Ranch Road at the same time the EB lefts at the BG/Sterling Ranch Rd. intersection are turning (efficient operations). Assuming everything else being equal, this generally results in less signal "green time" needed for the left turn phase and more for the WB through movement (better signal progression).

Having the left-in at the 3/4 access allows for flexibility. During the peak times for the EB left at the BG/Sterling Ranch Road intersection, drivers will learn that using the upstream left-in will be a good option to avoid periods of peak congestion if that occurs in the downstream left turn bay. It would provide redundancy, and thus options for drivers.

Hope this helps. Mike, feel free to call me with questions. Technical report sheets attached.

Timings
5: Sterling Ranch Rd & Briargate Pkwy

2042 Total Traffic No 3/4 Access E/O Sterling Ranch Rd
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	921	135	157	799	131	193	190	86	86	87	158
Future Volume (vph)	371	921	135	157	799	131	193	190	86	86	87	158
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		Free	4		Free
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	25.0		10.0	25.0	
Total Split (s)	22.0	68.0	68.0	12.0	58.0	58.0	15.0	30.0		10.0	25.0	
Total Split (%)	18.3%	56.7%	56.7%	10.0%	48.3%	48.3%	12.5%	25.0%		8.3%	20.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	75.0	63.0	63.0	60.3	53.3	53.3	35.0	25.0	120.0	25.0	20.0	120.0
Actuated g/C Ratio	0.62	0.52	0.52	0.50	0.44	0.44	0.29	0.21	1.00	0.21	0.17	1.00
v/c Ratio	0.90	0.52	0.16	0.53	0.54	0.18	0.57	0.52	0.06	0.36	0.30	0.10
Control Delay	39.2	19.9	2.7	19.0	26.0	7.1	41.3	47.6	0.1	38.3	46.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	19.9	2.7	19.0	26.0	7.1	41.3	47.6	0.1	38.3	46.8	0.1
LOS	D	B	A	B	C	A	D	D	A	D	D	A
Approach Delay		23.3			22.7			36.3			22.4	
Approach LOS		C			C			D			C	

Intersection Summary

























Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 86.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Sterling Ranch Rd & Briargate Pkwy



Timings
5: Sterling Ranch Rd & Briargate Pkwy

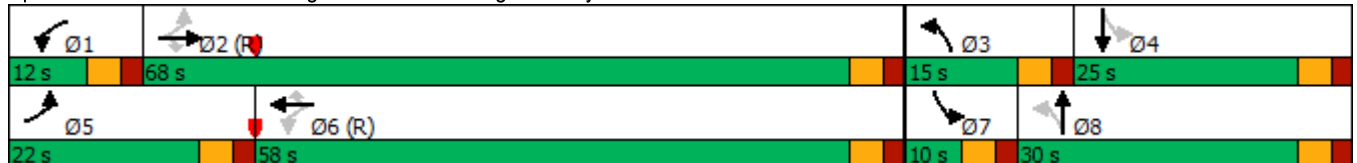
2042 Total Traffic
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	924	131	155	827	105	193	190	83	86	87	133
Future Volume (vph)	329	924	131	155	827	105	193	190	83	86	87	133
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		Free	4		Free
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	25.0		10.0	25.0	
Total Split (s)	22.0	68.0	68.0	12.0	58.0	58.0	15.0	30.0		10.0	25.0	
Total Split (%)	18.3%	56.7%	56.7%	10.0%	48.3%	48.3%	12.5%	25.0%		8.3%	20.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	75.0	63.0	63.0	61.2	54.2	54.2	35.0	25.0	120.0	25.0	20.0	120.0
Actuated g/C Ratio	0.62	0.52	0.52	0.51	0.45	0.45	0.29	0.21	1.00	0.21	0.17	1.00
v/c Ratio	0.83	0.52	0.15	0.53	0.55	0.14	0.57	0.52	0.05	0.36	0.30	0.09
Control Delay	30.8	20.0	2.8	18.9	25.8	5.4	41.3	47.6	0.1	38.3	46.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	20.0	2.8	18.9	25.8	5.4	41.3	47.6	0.1	38.3	46.8	0.1
LOS	C	B	A	B	C	A	D	D	A	D	D	A
Approach Delay		20.9			22.8			36.6			24.2	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 85.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Sterling Ranch Rd & Briargate Pkwy



Mike Bramlett

From: Jeff Hodsdon <jeff@lsctrans.com>
Sent: Wednesday, April 26, 2023 9:56 AM
To: Mike Bramlett
Cc: Kirstin Ferrin; Kyle Campbell (kcampbell@classicconsulting.net); Loren Moreland; Ryan Burns
Subject: Re: FW: Briargate 3/4 turn intersection deviation

Mike, We don't have much information about the future school or what their plan would look like, so our volumes are preliminary estimates only. Would it be possible to separate the 3/4 to the south as a separate access subject to a future deviation to be submitted by the school district -or do we need to include now because it's part of the CDs for Briargate? We did not show high use of the school 3/4 - IE the volumes we show are about what busses or visitors would generate or perhaps use as a secondary access for faculty- This is not to suggest it couldn't be used for parent drop off/pick up. Access volumes will be estimated with the future site plan for the school. I think it is good to plan for the 3/4 access there to give the school another access option as part of the overall school circulation plan in the future - they usually like to have a separate bus access and/or it could be used for faculty/staff and visitors (or potentially parent pick up/drop off as long as they don't set up the parent PU/drop off such that it overloads the turn lanes on Briargate. The 3/4 to the south could potentially be approved contingent upon reevaluation of traffic in a TIS specific to the school site plan.

Kirstin, did I miss anything?

Thanks, Jeff

On Tue, Apr 25, 2023 at 1:57 PM Mike Bramlett <mbramlett@jrengineering.com> wrote:

Jeff,

This is exactly what I needed for Boulder City Drive. Can you make similar statements for school site access? I would think the main entrance to the school site would be at Sterling Ranch Road but not having the school site ¾ access on BGP increases eastbound BGP left turns south onto Sterling Ranch and west bound BGP right turns south to Sterling Ranch Rd?

Thanks



JOB NO. 1183.22-03R
MARCH 28, 2022
REV. APRIL 26, 2022
PAGE 1 OF 6

619 N. Cascade Avenue, Suite 200 (719) 785-0790
Colorado Springs, Colorado 80903 (719) 785-0799 (Fax)

LEGAL DESCRIPTION: STERLING RANCH EAST PHASE I PRELIMINARY PLAN

THREE (3) PARCELS OF LAND BEING A PORTION OF SECTIONS 27, 28, 33 AND 34, ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE WEST END WHICH IS THE CENTER-EAST ONE-SIXTEENTH CORNER OF SAID SECTION 28, BY A 3-1/4" ALUMINUM SURVEYORS CAP STAMPED "ESI PLS 10376, 2006" AND AT THE EAST END, WHICH IS A 30' WITNESS CORNER TO THE EAST OF THE EAST QUARTER CORNER OF SAID SECTION 28, BY A 3-1/4" ALUMINUM SURVEYORS CAP STAMPED "ESI 10376, 2006", IS ASSUMED TO BEAR N89°08'28"E, A DISTANCE OF 1356.68 FEET.

PARCEL 1

COMMENCING AT THE CENTER-EAST ONE-SIXTEENTH CORNER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN EL PASO COUNTY, COLORADO, SAID POINT BEING THE SOUTHWESTERLY CORNER OF RETREAT AT TIMBERRIDGE FILING NO. 1 RECORDED UNDER RECEPTION NO. 220714653 RECORDS OF EL PASO COUNTY, COLORADO;

THENCE S12°01'42"W, A DISTANCE OF 7255.05 FEET TO THE POINT OF BEGINNING;

THENCE N76°19'20"E, A DISTANCE OF 1787.08 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 23°26'55", A RADIUS OF 1540.00 FEET AND A DISTANCE OF 630.26 FEET TO A POINT ON CURVE;
THENCE S36°12'00"E, A DISTANCE OF 188.72 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 54°34'00", A RADIUS OF 575.00 FEET AND A DISTANCE OF 547.61 FEET TO A POINT OF TANGENT;
THENCE N89°14'00"E, A DISTANCE OF 7.06 FEET;
THENCE S00°46'00"E, A DISTANCE OF 1085.87 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO;
THENCE S89°14'14"W, ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 166.30 FEET TO THE SOUTHEAST CORNER OF SECTION 33 OF SAID TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO;

THENCE ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33 THE FOLLOWING TWO (2) COURSES:

1. S89°13'48"W, A DISTANCE OF 1401.41 FEET;
2. S89°04'30"W, A DISTANCE OF 1646.85 FEET;

THENCE N35°56'43"E, A DISTANCE OF 113.88 FEET;
THENCE N78°47'17"E, A DISTANCE OF 182.32 FEET;
THENCE N54°45'26"E, A DISTANCE OF 199.63 FEET;
THENCE N30°01'21"W, A DISTANCE OF 151.07 FEET;
THENCE N05°59'19"W, A DISTANCE OF 253.00 FEET;
THENCE N17°59'13"E, A DISTANCE OF 156.80 FEET;
THENCE N40°32'14"W, A DISTANCE OF 73.04 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 74.739 ACRES.

PARCEL 2

COMMENCING AT THE CENTER-EAST ONE-SIXTEENTH CORNER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN EL PASO COUNTY, COLORADO, SAID POINT BEING THE SOUTHWESTERLY CORNER OF RETREAT AT TIMBERRIDGE FILING NO. 1 RECORDED UNDER RECEPTION NO. 220714653 RECORDS OF EL PASO COUNTY, COLORADO;

THENCE S00°12'09"E, A DISTANCE OF 3492.74 FEET TO THE POINT OF BEGINNING;

THENCE S50°26'12"E, A DISTANCE OF 588.91 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 26°05'19", A RADIUS OF 2065.000 FEET AND A DISTANCE OF 940.26 FEET TO A POINT OF TANGENT;
THENCE S76°31'31"E, A DISTANCE OF 232.57 FEET;
THENCE S31°31'31"E, A DISTANCE OF 49.50 FEET;
THENCE S13°28'29"W, A DISTANCE OF 1168.84 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 62°50'51", A RADIUS OF 1460.00 FEET AND A DISTANCE OF 1601.47 FEET TO A POINT OF TANGENT;
THENCE S76°19'20"W, A DISTANCE OF 1901.79 FEET TO THE SOUTHEASTERLY CORNER OF STERLING RANCH FILING NO. 1 RECORDED UNDER RECEPTION NO. 218714161;

THENCE ON THE EASTERLY BOUNDARY OF SAID STERLING RANCH FILING NO. 1 THE FOLLOWING TWENTY-SIX (26) COURSES:

1. N76°13'42"W, A DISTANCE OF 278.31 FEET;
2. N17°53'47"W, A DISTANCE OF 105.91 FEET;
3. N46°52'24"E, A DISTANCE OF 128.28 FEET;
4. N15°27'56"W, A DISTANCE OF 241.77 FEET;
5. N00°53'19"W, A DISTANCE OF 131.63 FEET;
6. N35°47'33"E, A DISTANCE OF 139.61 FEET;
7. N46°04'45"E, A DISTANCE OF 252.38 FEET;
8. N60°18'33"E, A DISTANCE OF 166.84 FEET;
9. N65°39'18"E, A DISTANCE OF 252.42 FEET;
10. N02°44'27"E, A DISTANCE OF 452.46 FEET;
11. N26°06'12"W, A DISTANCE OF 393.42 FEET;
12. N04°22'24"W, A DISTANCE OF 296.69 FEET;
13. N13°28'59"E, A DISTANCE OF 371.46 FEET;
14. S88°53'18"E, A DISTANCE OF 56.14 FEET;
15. S19°39'33"E, A DISTANCE OF 163.51 FEET;
16. S50°40'25"E, A DISTANCE OF 72.52 FEET;
17. N50°58'40"E, A DISTANCE OF 94.24 FEET;
18. N40°27'16"E, A DISTANCE OF 150.60 FEET;
19. N65°02'48"E, A DISTANCE OF 632.56 FEET;
20. N87°30'37"E, A DISTANCE OF 117.08 FEET;
21. N59°31'52"E, A DISTANCE OF 178.71 FEET;
22. N00°14'13"E, A DISTANCE OF 243.48 FEET;
23. N31°50'18"E, A DISTANCE OF 229.19 FEET;
24. N42°37'17"E, A DISTANCE OF 138.57 FEET;
25. N14°40'14"W, A DISTANCE OF 112.26 FEET;
26. N39°33'48"E, A DISTANCE OF 15.00 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 161.900 ACRES.

PARCEL 3

COMMENCING AT THE CENTER-EAST ONE-SIXTEENTH CORNER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN EL PASO COUNTY, COLORADO, SAID POINT BEING THE SOUTHWESTERLY CORNER OF RETREAT AT TIMBERRIDGE FILING NO. 1 RECORDED UNDER RECEPTION NO. 220714653 RECORDS OF EL PASO COUNTY, COLORADO;

THENCE ON THE SOUTHERLY, WESTERLY AND SOUTHERLY BOUNDARY OF SAID RETREAT AT TIMBERRIDGE FILING NO. 1 THE FOLLOWING THREE (3) COURSES:

1. N89°08'28"E, A DISTANCE OF 1326.68 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 28;
2. S00°53'18"E, A DISTANCE OF 1316.78 FEET;
3. N87°35'00"E, A DISTANCE OF 73.64 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING N87°35'00"E, ON THE SOUTHERLY BOUNDARY OF SAID RETREAT AT TIMBERRIDGE FILING NO. 1, A DISTANCE OF 619.76 FEET;
THENCE CONTINUING N87°35'00"E, A DISTANCE OF 639.38 FEET;

THENCE S00°54'30"E, A DISTANCE OF 1401.50 FEET;
THENCE S77°09'45"W, A DISTANCE OF 226.32 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 63°41'16", A RADIUS OF 770.00 FEET AND A DISTANCE OF 855.90 FEET TO A POINT OF TANGENT;
THENCE S13°28'29"W, A DISTANCE OF 121.71 FEET;
THENCE N76°31'31"W, A DISTANCE OF 326.10 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 26°05'19", A RADIUS OF 175.00 FEET AND A DISTANCE OF 79.68 FEET TO A POINT OF TANGENT;
THENCE N50°26'12"W, A DISTANCE OF 587.17 FEET;
THENCE S39°33'48"W, A DISTANCE OF 980.00 FEET;
THENCE N50°26'12"W, A DISTANCE OF 545.41 FEET;
THENCE N03°04'57"W, A DISTANCE OF 230.22 FEET;
THENCE N14°57'52"E, A DISTANCE OF 155.36 FEET;
THENCE N41°47'19"E, A DISTANCE OF 88.37 FEET;
THENCE N32°15'45"E, A DISTANCE OF 71.66 FEET;
THENCE N19°42'21"E, A DISTANCE OF 185.56 FEET;
THENCE N12°38'34"E, A DISTANCE OF 55.41 FEET;
THENCE N27°12'58"E, A DISTANCE OF 75.48 FEET;
THENCE N01°04'54"E, A DISTANCE OF 49.42 FEET;
THENCE N87°04'53"E, A DISTANCE OF 91.55 FEET;
THENCE N12°28'27"E, A DISTANCE OF 90.70 FEET TO A POINT OF CURVE;
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 85°24'40", A RADIUS OF 85.46 FEET AND A DISTANCE OF 127.39 FEET TO A POINT OF REVERSE CURVE;
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 21°27'48", A RADIUS OF 208.41 FEET AND A DISTANCE OF 78.07 FEET TO A POINT OF REVERSE CURVE;
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 66°07'59", A RADIUS OF 43.53 FEET AND A DISTANCE OF 50.24 FEET TO A POINT ON CURVE;
THENCE S63°10'02"E, A DISTANCE OF 59.72 FEET;
THENCE S82°52'49"E, A DISTANCE OF 82.74 FEET;
THENCE N82°29'37"E, A DISTANCE OF 85.63 FEET;
THENCE N51°10'06"E, A DISTANCE OF 86.23 FEET;
THENCE N56°06'51"E, A DISTANCE OF 68.55 FEET;
THENCE N29°35'35"E, A DISTANCE OF 198.68 FEET;
THENCE N51°16'10"E, A DISTANCE OF 361.44 FEET;
THENCE N27°44'47"E, A DISTANCE OF 82.16 FEET;
THENCE N07°20'33"E, A DISTANCE OF 248.45 FEET;
THENCE N17°58'09"E, A DISTANCE OF 105.84 FEET;
THENCE N23°30'33"E, A DISTANCE OF 96.02 FEET;
THENCE N04°00'08"E, A DISTANCE OF 38.97 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 84.735 ACRES.

CONTAINING A TOTAL CALCULATED AREA OF 321.374 ACRES.

LEGAL DESCRIPTION STATEMENT:

I, DOUGLAS P. REINELT, A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE ABOVE LEGAL DESCRIPTION AND ATTACHED EXHIBIT WERE PREPARED UNDER MY RESPONSIBLE CHARGE AND ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, ARE CORRECT.

DOUGLAS P. REINELT, PROFESSIONAL LAND SURVEYOR
COLORADO P.L.S. NO. 30118
FOR AND ON BEHALF OF CLASSIC CONSULTING
ENGINEERS AND SURVEYORS, LLC

DATE