



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING

Accepted for File

By: Daniel Torres, P.E.
Engineering Manager

Date: 09/10/2025 10:27:39 AM
El Paso County Department of Public Works
Development Services



June 5, 2026

Grant Langdon
Antlers Range, LLC
PO Box 38939
Colorado Springs, CO 80937

**RE: Antlers Range Filing 1 / Transportation Memorandum
El Paso County, Colorado**

Dear Grant,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Antlers Range Filing 1. This development is located near the northeast corner of Ayer Road and Meridian Road in El Paso County, Colorado

This transportation memorandum has been revised to address County review comments made to the April 2026 version regarding updates to the evaluation of roadway striping requirements along Ayer Road.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions provided for the development site, and consider potential impacts to the adjacent roadway network. This letter also serves as an update to the Antlers Range Traffic Impact Study¹ prepared for the overall Preliminary Plan application, pursuant to Section B.1.2.C of El Paso County's Engineering Criteria Manual (ECM)².

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and surrounded by a mix of institutional and residential land uses.

The proposed Filing 1 development is understood to entail the new construction of nine single-family detached homes.

¹ Antlers Range: Traffic Impact Study, SM ROCHA, LLC, September 2025.

² El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

The overall traffic impact study for Antlers Range also assumed development of nine single-family detached homes in the same development area as currently proposed with this filing.

Proposed access to the development is provided via one full-movement access onto Ayer Road aligning with Broken Antler Court (referred to as Access A). Consistent with site access analyzed within the overall traffic impact study, Access A will serve five single-family lots, while the additional four lots will have individual driveway access directly onto Ayer Road.

General site and access locations are shown on Figure 1.

A preliminary plan, as prepared by Edward-James Surveying, Inc. is shown on Figure 2. This plan is provided for illustrative purposes only.

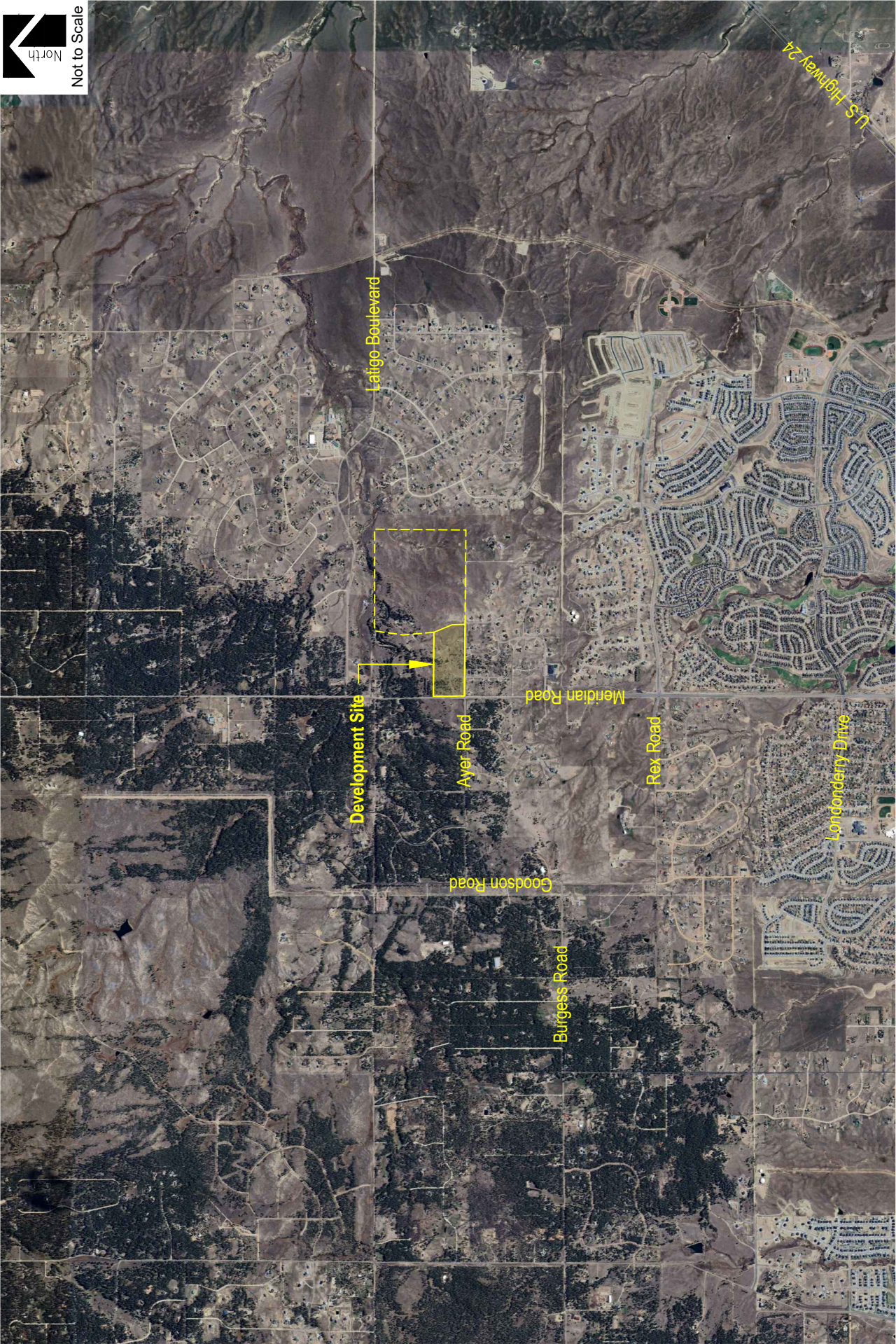
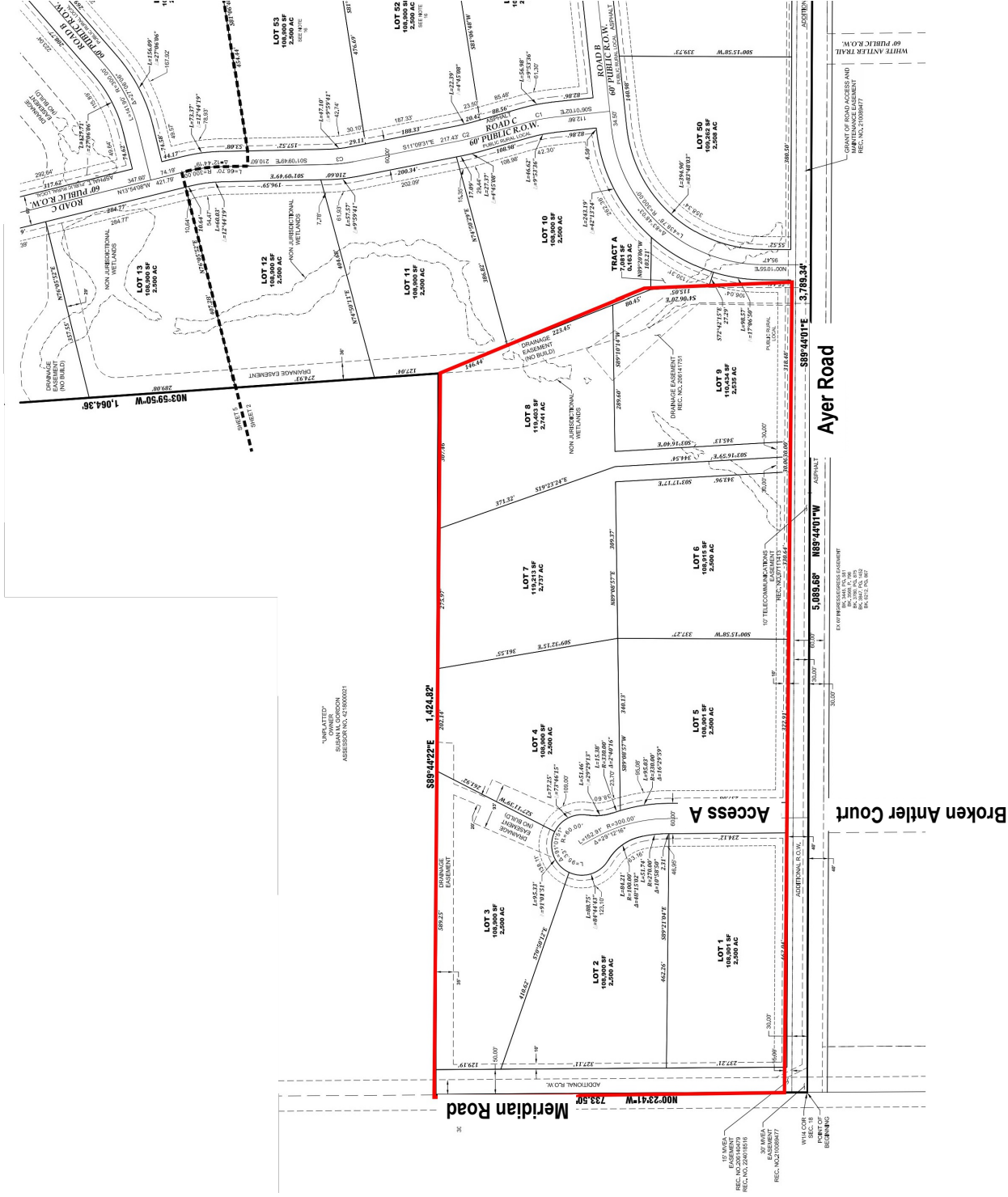


Figure 1
SITE LOCATION



Not to Scale



ANTLERS RANGE FILING 1
Transportation Memorandum

SM ROCHA, LLC

Traffic & Transportation Engineering

Figure 2
PRELIMINARY PLAN

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Existing and Committed Surface Transportation Network

Within the study area, Ayer Road is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadway includes Meridian Road. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)³ is provided below:

Ayer Road is an east-west roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. East of Meridian Road, the County classifies Ayer Road as a non-County maintained roadway and provides a posted speed limit of 35 MPH. It is noted that Ayer Road is expected to be accepted into the County's roadway network as a minor collector roadway.

West of Meridian Road, Ayer Road is classified as a major collector roadway and provides a posted speed limit of 40 MPH.

Meridian Road is a north-south minor arterial roadway having two through lanes north of Rex Road (one lane in each direction) and four through lanes south of Rex Road (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Meridian Road provides a posted speed limit of 55 MPH.

The study intersections along Ayer Road currently operate under stop-controlled conditions. A stop-controlled intersection is defined as a roadway intersection where vehicle right-of-way are controlled by one or more "STOP" signs.

Pursuant to the County's MTCP, Meridian Road is planned to accommodate a six-lane cross-section from Woodmen Road north to Stapleton Drive and a four-lane cross-section from Stapleton Drive north to Rex Road. Its existing two-lane cross-section from Rex Road north to Hodgen Road is planned to undergo rural minor arterial roadway upgrades. The County's MTCP plans for these improvements to be completed by Year 2045.

No other regional or specific improvements for the above-described roadways are known to be planned or committed at this time.

³ El Paso County Major Transportation Corridors Plan Update, El Paso County, July 2024.

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

The overall traffic impact study for Antlers Range used trip generation rates from ITE's Trip Generation Manual, 11th Edition, and included "Single-Family Detached Housing" land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates of the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 210 (Single-Family Detached Housing) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.09	0.19	0.51	0.70	0.58	0.35	0.93

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously assumed land use.

Table 2 – Trip Generation Summary

ITE CODE LAND USE SIZE			TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Assumed *</u>									
210	Single-Family Detached Housing	9 DU	85	2	5	6	5	3	8
<i>Previously Approved Total:</i>			85	2	5	6	5	3	8
<u>Site Development - Proposed</u>									
210	Single-Family Detached Housing	9 DU	82	2	5	6	5	3	8
<i>Proposed Total:</i>			82	2	5	6	5	3	8
<i>Difference Total:</i>			-3	0	0	0	0	0	0

Key: DU = Dwelling Units.

* = Antlers Range: Traffic Impact Study, SM ROCHA, LLC, September 2025.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area has the potential to generate approximately 82 daily trips with 6 of those occurring during the morning peak hour and 8 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed that assumed within the Antlers Range traffic impact study.

It's important to note that, when comparing previously assumed trip generation estimates versus those proposed, Table 2 shows a slight decrease in 24-hour trips. This difference in trips is a direct result of applying trips generations rates from different version of ITE's Trip Generation Manual. For example, 12th Edition rates were applied to the currently proposed land use, while 11th Edition rates were previously applied within the September 2025 Traffic Impact Study.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was considered.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes assumed for the area within the overall Antlers Range traffic study. These volumes are not likely to negatively impact operations of Ayer Road nor other adjacent roadways or intersections.

Levels of Service Analysis

The overall traffic study prepared for Antlers Range used the SYNCHRO computer program to analyze the study intersections for future traffic conditions upon full development buildout.

As discussed previously, and as shown in Table 2, there is no change in peak hour traffic volumes anticipated for the proposed development. As such, the proposed land uses and densities are in compliance with the Antlers Range traffic study and therefore no changes to the level of service (LOS) results presented in the traffic study are expected.

Please reference Attachment A for specific LOS results analyzed within the overall Antlers Range traffic study.

Auxiliary Lane Analysis

Auxiliary lanes for site development access drives were evaluated based on the County's ECM.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7.D.1 of the County's ECM, indicates that no turn lanes are warranted upon development build-out of Filing 1.

Sight Distance and Access Spacing

Pursuant to Section B.2.4.D of the County's ECM, an assessment of the appropriateness of proposed access locations was considered.

Table 2-35 of the County's ECM illustrates how 450 feet of sight distance is required along Ayer Road.

The preliminary plan shows how approximately 550 feet is being provided between Access A and the intersection of Meridian Road and Ayer Road. As a result, the access drive location serving Filing 1 is believed to be appropriate.

With the understanding that this preliminary plan was prepared in accordance to Section 2.3.6 of the County's ECM, access spacing and sight distance along Ayer Road is not expected to be an issue.

The preliminary plan is provided for reference in Attachment B.

A conceptual sight distance exhibit, illustrating approximate intersection sight distance triangles, is included for reference in Attachment C.

Multi-Modal Assessment

In accordance with Section B.2.4.D of the County's ECM, an assessment to adequacy of pedestrian and bicycle facilities within the study area was considered.

Due to the rural characteristics of the development site and surrounding area, this area currently does not accommodate pedestrians nor bicyclists with detached sidewalks, trails, nor bike lanes. It is important to note that, pursuant to existing roadway characteristics provided in Section I, typical roadway cross-sections defined within the County's ECM, and per planned Year 2045 roadway functional classifications identified within the County's MTCP, Ayer Road and Meridian Road are not expected to provide sidewalks nor bicycle lanes adjacent the development area due to the County's plans to maintain the rural characteristic of the surrounding area roadways.

Roadway Striping – Ayer Road

An evaluation of roadway striping was assessed along the study segment of Ayer Road following guidelines provided by the latest Manual on Uniform Traffic Control Devices (MUTCD)⁴.

Upon acceptance of Ayer Road into the County's roadway network as a rural minor collector roadway, and consistent with Section 3B.02 of the MUTCD, Ayer Road is not required to provide center line markings due to its rural classification, and its anticipated ADT of less than 6,000 trips.

It is recognized that Ayer Road west of Meridian Road also provides white edge line pavement markings. However, Section 3B.11 of the MUTCD suggests that white edge line pavement markings are only required on paved streets that are classified as freeways, expressways, or rural arterial roadways. Since Ayer Road is expected to be classified as a rural minor collector roadway, provision for white edge line pavement markings is not warranted.

Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed previously, projected peak hour traffic volumes, and per requirements defined within the County's MTCP and ECM.

When considering Year 2045 total traffic conditions, no infrastructure improvements to the surrounding roadway network were identified to be needed, therefore none are being recommended with the development of Antlers Range Filing 1.

⁴ Manual on Uniform Traffic Control Devices, 11th Edition, Federal Highway Administration, December 2023.

Conclusion

This analysis assessed traffic generation for the Antlers Range Filing 1 development, provided a traffic volume comparison to previous land use assumptions for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and the proposed site access, nor at the Ayer Road intersection with Meridian Road, and is in compliance with the Antlers Range Traffic Impact Study.

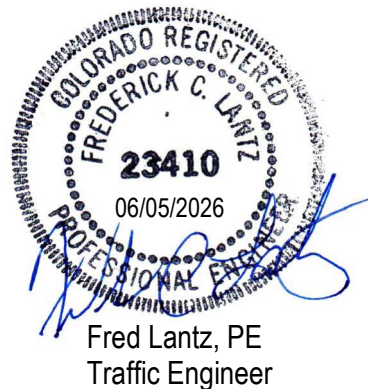
We trust that our findings will assist in the planning and approval of the Antlers Range Filing 1 development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic & Transportation Engineering

Leo Ornelas

Leo Ornelas, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer

Traffic Engineer's Statement

The attached 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.



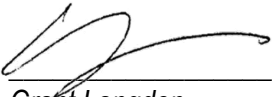
Fred Lantz, P.E. #23410

06/05/2026

Date

Developer's Statement

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



Grant Langdon
Antlers Range, LLC
PO Box 38939
Colorado Springs, CO 80937

6/5/2026

Date

ATTACHMENT A

**Antlers Range TIS
Referenced Traffic Volumes & LOS Results**



Not to Scale

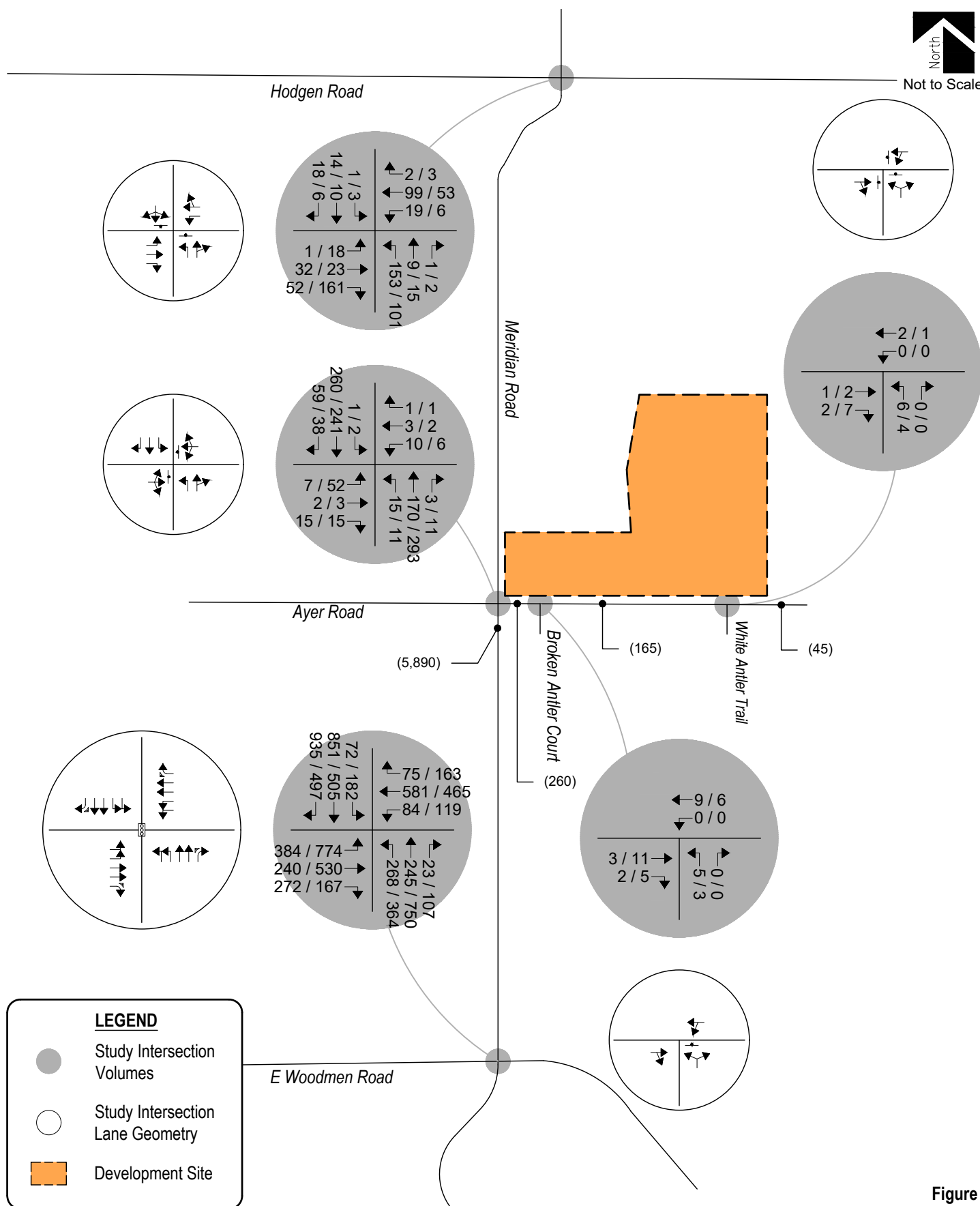


Figure 4
BACKGROUND TRAFFIC - YEAR 2027
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic



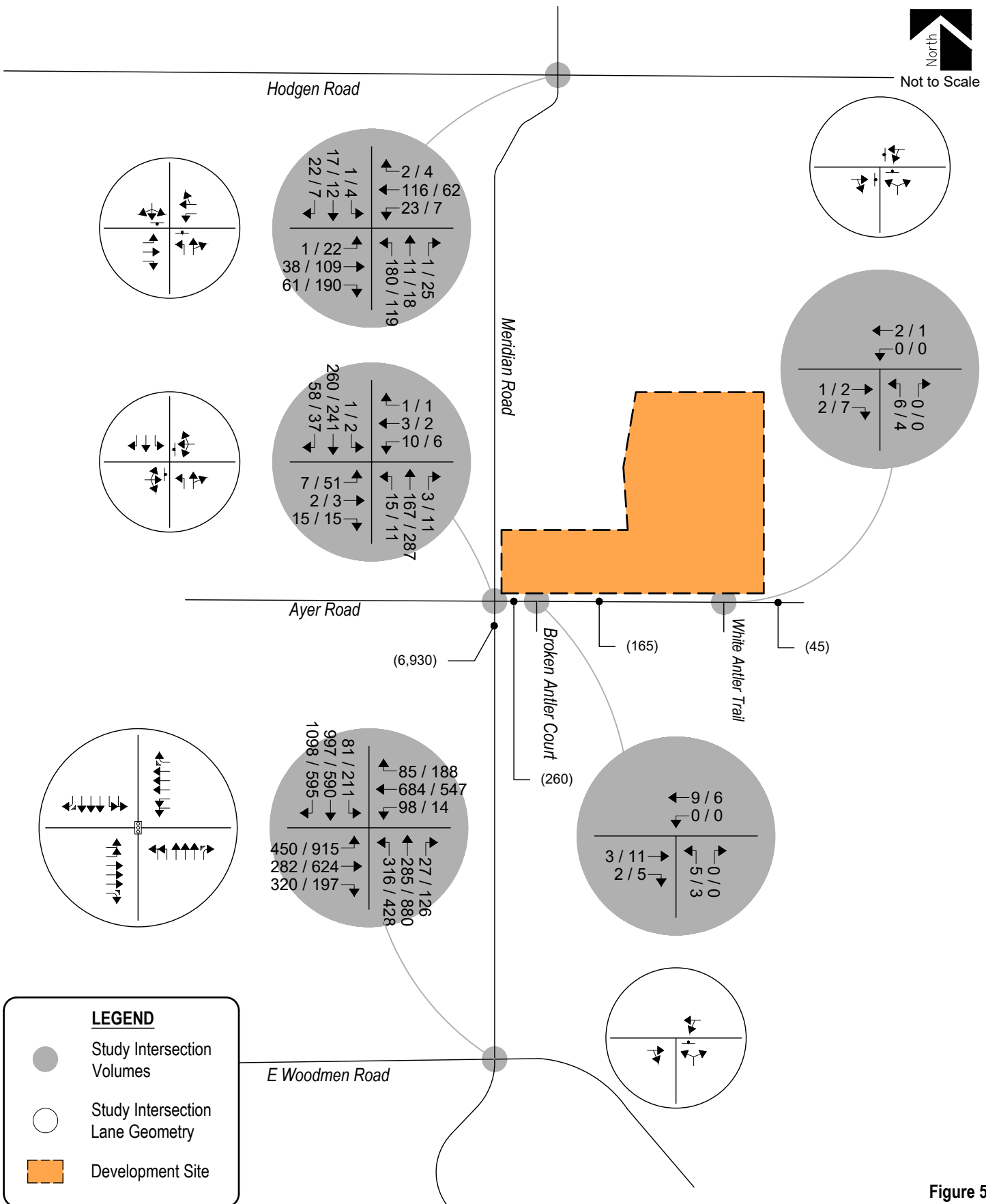
ANTLERS RANGE
Traffic Impact Study

SM ROCHA, LLC
Traffic and Transportation Consultants

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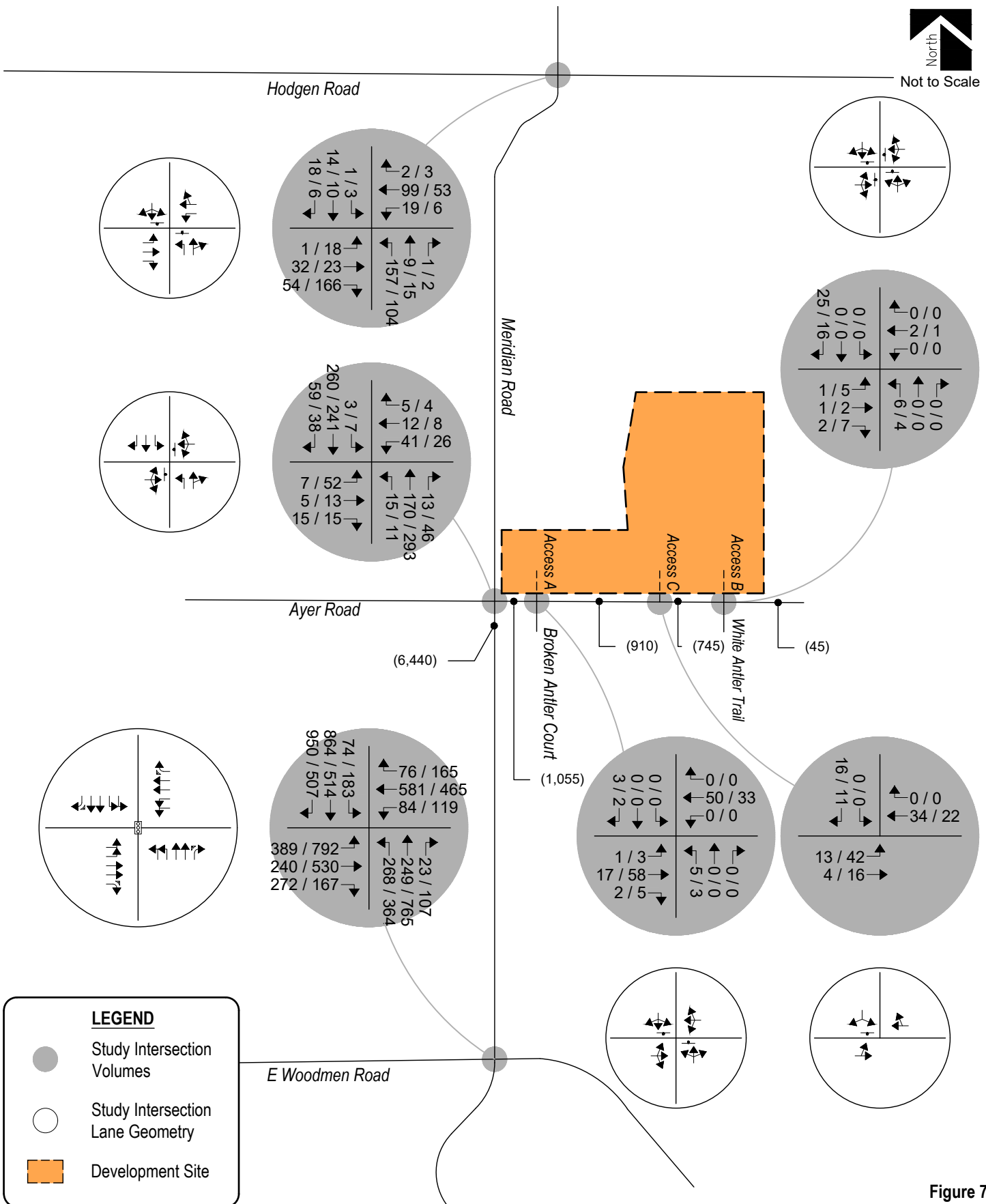


Figure 7
TOTAL TRAFFIC - YEAR 2027
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic



ANTLERS RANGE
Traffic Impact Study

SM ROCHA, LLC
Traffic and Transportation Consultants



Not to Scale

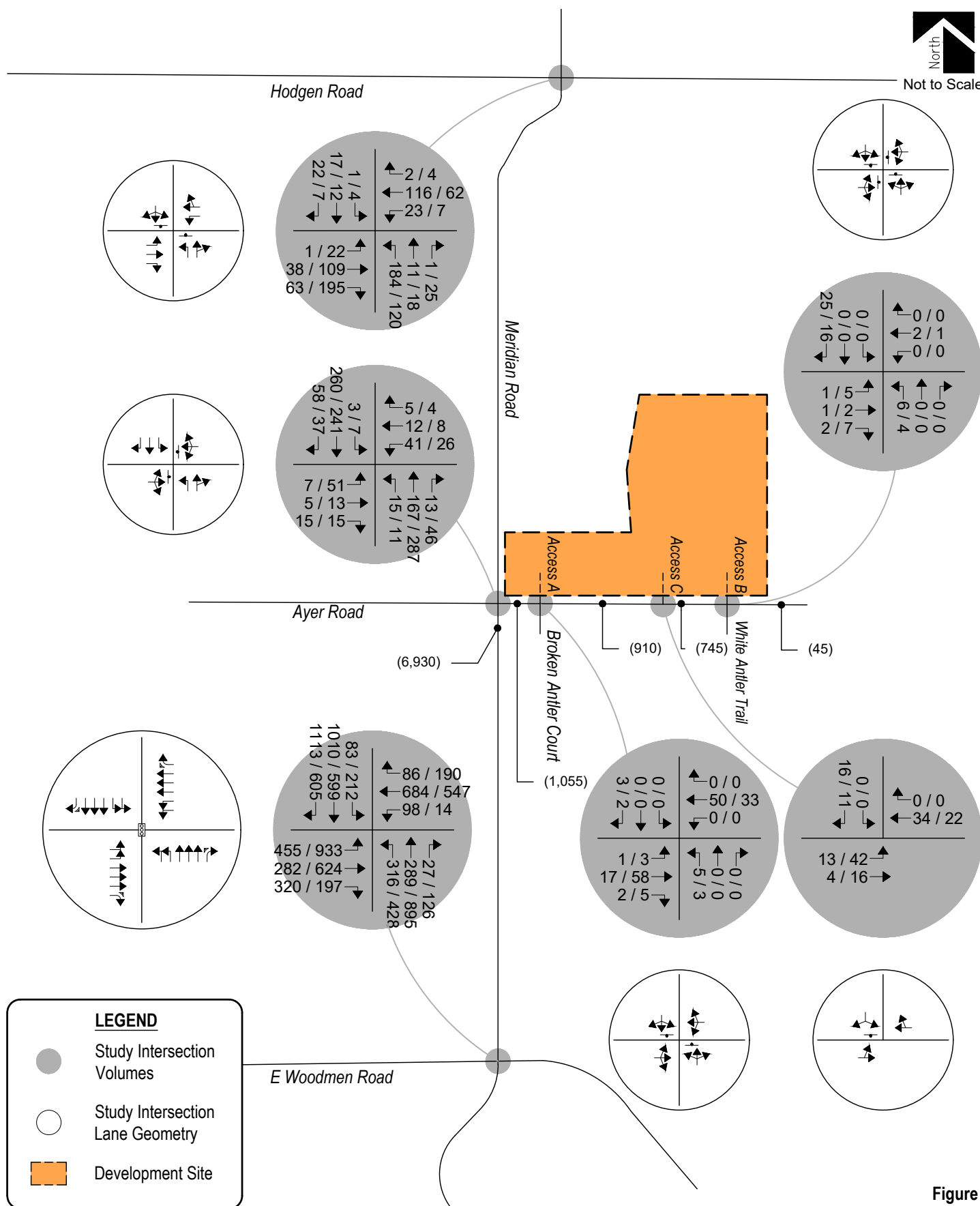


Figure 8
TOTAL TRAFFIC - YEAR 2045
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic



ANTLERS RANGE
Traffic Impact Study

SM ROCHA, LLC
Traffic and Transportation Consultants

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	D (37.8)	D (51.1)
Meridian Road / Ayer Road (Stop-Controlled)		
Eastbound, Left, Through and Right	B	C
Westbound Left, Through and Right	B	C
Northbound Left	A	A
Southbound Left	A	A
Meridian Road / Hodgen Road (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	B	B
Northbound Through and Right	B	A
Southbound Left, Through and Right	A	B
Ayer Road / Broken Antler Court / Access A (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / White Antler Trail / Access B (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
 Stop-Controlled Intersection: Level of Service

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	D (35.4)	D (46.4)
Meridian Road / Ayer Road (Stop-Controlled)		
Eastbound, Left, Through and Right	B	C
Westbound Left, Through and Right	C	C
Northbound Left	A	A
Southbound Left	A	A
Meridian Road / Hodgen Road (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	B	B
Northbound Through and Right	B	A
Southbound Left, Through and Right	B	B
Ayer Road / Broken Antler Court/ Access A (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / White Antler Trail / Access B (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
 Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2045 and upon development build-out, the signalized intersection of Meridian Road and E Woodmen Road is expected to have overall operations at LOS D during the morning and afternoon peak traffic hours.

The unsignalized intersection of Meridian Road and Ayer Road is anticipated to have turning movement operations at LOS C or better during the morning and afternoon peak traffic hours.

The unsignalized intersection of Meridian Road and Hodgen Road continues to project turning movement operations at LOS B or better during the morning and afternoon peak traffic hour.

The unsignalized intersection of Ayer Road and Access A is projected to have turning movement operations at LOS A during the morning and afternoon peak traffic hours.

ATTACHMENT B

Antlers Range Preliminary Plan

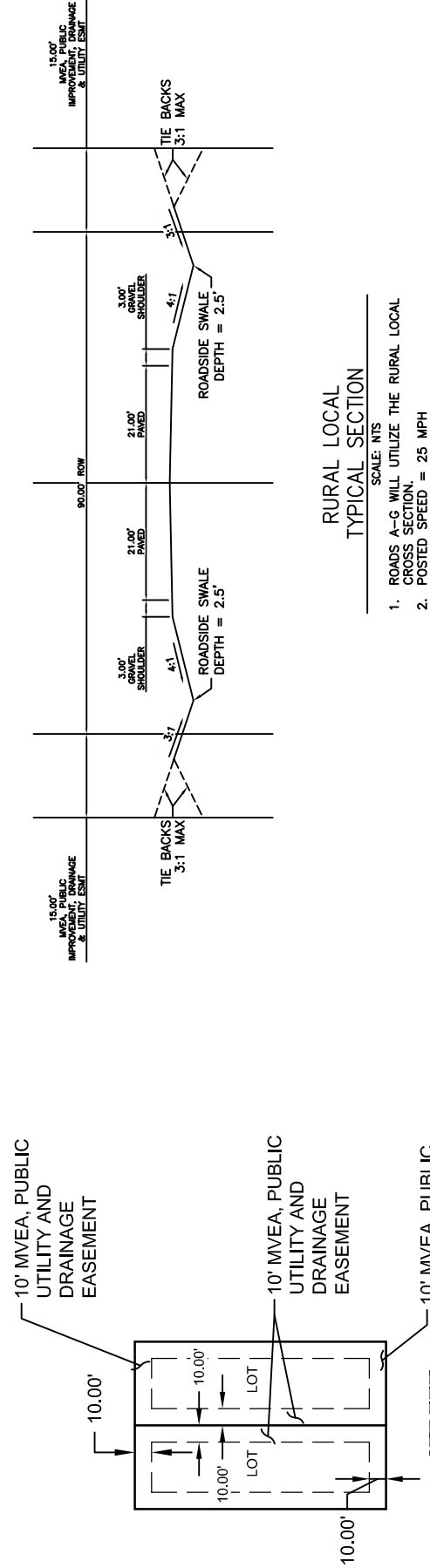
ANTLER RANGE PRELIMINARY PLAN

A PORTION OF THE NORTH HALF OF SECTION 18, TOWNSHIP 12 SOUTH RANGE 64 WEST OF THE 6TH P.M. COUNTY OF EL PASO, STATE OF COLORADO.

LEGAL DESCRIPTION:

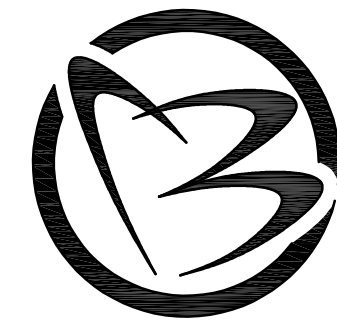
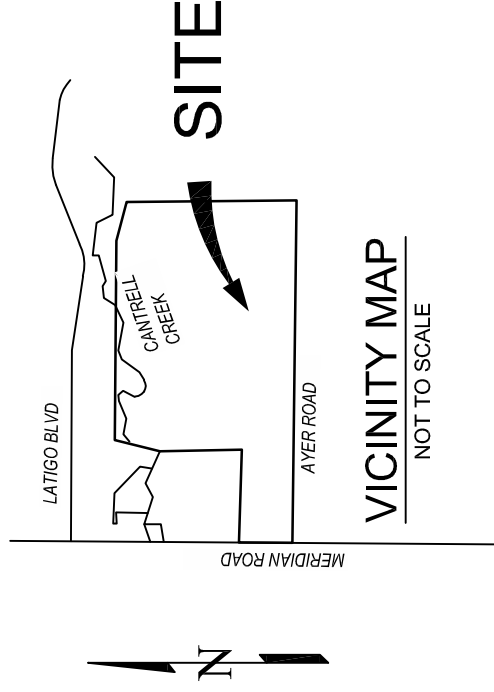
THAT PORTION OF THE NORTH HALF OF SECTION 18, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., COUNTY OF EL PASO, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 18; THENCE N07°29'41"W (ALL BEARINGS USED IN THIS DESCRIPTION ARE TRUE BEARINGS) 733.50 FEET TO THE SOUTHERLY CORNER OF SAID SECTION 18; THENCE N07°29'41"W 733.50 FEET; THENCE EASTERLY AND NORTHERLY ON THE SOUTHERLY AND EASTERLY LINES OF SAID TRACT FOR THE FOLLOWING THREE (3) COURSES: (1) THENCE S89°44'22"E, 1424.82 FEET; (2) THENCE N03°59'50"W, 1004.38 FEET; (3) THENCE N07°22'37"E, 100.84 FEET TO A POINT ON THE EAST LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 3414 AT PAGE 217 OF SAID RECORDS; THENCE N11°37'21"E ON THE EAST LINE OF SAID TRACT A DISTANCE OF 756.95 FEET TO A POINT ON THE SOUTH LINE OF LATIGO COUNTRY ESTATES FILING NO. 1 AS RECORDED IN PLAT BOOK D-3; THENCE ON SAID SOUTH LINE FOR THE FOLLOWING TWO (2) COURSES: (1) THENCE S89°29'22"E, 224.99 FEET; (2) THENCE N7°04'07"E, 3.47 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 18; THENCE S89°41'11"E ON SAID NORTH LINE, 1873.16 FEET TO A POINT ON THE AFOREMENTIONED SOUTH LINE OF LATIGO COUNTRY ESTATES FILING NO. 1; THENCE ON SAID SOUTH LINE FOR THE FOLLOWING FIVE (5) COURSES: (1) THENCE S80°13'26"E, 40.88 FEET; (2) THENCE S76°29'42"E, 177.22 FEET; (3) THENCE N76°51'30"E, 188.48 FEET; (4) THENCE N88°18'38"E, 573.80 FEET; (5) THENCE S74°30'33"E, 610.14 FEET TO A POINT BEING THE WEST LINE OF THE TRACT BEING HEREIN DESCRIBED; THENCE S74°30'33"E 610.14 FEET TO THE SOUTHERLY CORNER OF SAID SECTION 18; THENCE S07°22'08"E ON SAID LINE, 2474.89 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 18; THENCE N08°40'31"W ON THE SOUTH LINE OF THE NORTH HALF OF SAID SECTION 18, 5089.88 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 244.496 ACRES



GENERAL NOTES:

- THE DATE OF PREPARATION IS FEBRUARY 12, 2025.
- BASIS OF BEARINGS: THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18 AND ASSUMED TO BE N00°23'41"W) ON THE WEST LINE OF SAID NORTHWEST QUARTER, 733.50 FEET.
- THIS PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY EDWARD-JAMES SURVEYING, INC. TO DETERMINE OWNERSHIP OF THIS TRACT; VERIFY THE DESCRIPTION SHOWN. VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS. EDWARD-JAMES SURVEYING, INC. RELIED UPON ORDER NUMBER 249212640, PREPARED BY EMPIRE TITLE WITH AN EFFECTIVE DATE OF JANUARY 29, 2025.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS, OR DEFACES ANY PUBLIC LAND SURVEY MONUMENTS OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- THE ADDRESSES) EXHIBITED ON THIS PLAT ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT THE LEGAL DESCRIPTION AND ARE SUBJECT TO CHANGE.
- THE LINEAL UNIT OF MEASURE IS THE U.S. SURVEY FOOT.
- FLOODPLAIN STATEMENT: BASED ON FEMA FIRM MAP 08041C0340G DATED DECEMBER 7, 2018, THE SITE IS ZONE A AND ZONE X. ZONE A AREAS ARE WITHIN THE 1% ANNUAL CHANCE OF FLOOD. ZONE X ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOOD. SITE DEVELOPMENT WILL OCCUR WITHIN ZONE X AREAS.
- UNLESS OTHERWISE INDICATED, FRONT LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT WIDE MVEA. PUBLIC UTILITY, PUBLIC DRAINAGE EASEMENT, ALL SIDE AND REAR LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT MVEA PUBLIC UTILITY AND DRAINAGE EASEMENT, WITH THE SOLE RESPONSIBILITY FOR MAINTENANCE OF THESE EASEMENTS SHALL BE VESTED WITH THE INDIVIDUAL PROPERTY OWNERS.
- ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORM WATER DRAINAGE IN AND THROUGH THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE INDICATED. HOMEBUILDERS ARE RESPONSIBLE TO ENSURE PROPER DRAINAGE AROUND STRUCTURES, INCLUDING ELEVATIONS OF FOUNDATIONS AND WINDOW WELLS IN RELATION TO SIDE-LOT DRAINAGE EASEMENTS AND SWALES. HOMEOWNERS SHALL NOT CHANGE THE GRADE OF THE LOT OR DRAINAGE SWALES WITHIN SAID EASEMENTS, AS CONSTRUCTED BY THE BUILDER, IN A MANNER THAT WOULD CAUSE ADVERSE DRAINAGE IMPACTS TO PROPERTIES, STRUCTURES, FENCES, MATERIALS OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.
- THE FOLLOWING REPORTS HAVE BEEN SUBMITTED AND ARE ON FILE AT THE COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT: PCD FILE NO. SP251, PRELIMINARY DRAINAGE REPORT, WATER RESOURCE REPORT, WASTEWATER DISPOSAL REPORT, GEOLOGY AND SOILS REPORT, FIRE PROTECTION REPORT, NATURAL FEATURES REPORT, AND TRANSPORTATION IMPACT STUDY, WATER SUPPLY INFORMATION SUMMARY.
- DEVELOPER SHALL COMPLY WITH FEDERAL AND STATE LAWS, REGULATIONS, ORDINANCES, REVIEW AND PERMIT REQUIREMENT, AND OTHER AGENCY REQUIREMENTS, IF ANY APPLICABLE AGENCIES INCLUDING, BUT NOT LIMITED TO, THE COLORADO DEPARTMENT OF WILDLIFE, COLORADO DEPARTMENT OF TRANSPORTATION, U.S. ARMY CORP. OF ENGINEERS, THE U.S. FISH & WILDLIFE SERVICE AND/OR REGARDING THE ENDANGERED SPECIES ACT.
- A DRIVEWAY PERMIT IS REQUIRED TO BE APPLIED FOR AND GRANTED BY EL PASO COUNTY PRIOR TO ALL ESTABLISHMENT OF ANY DRIVEWAY.
- MAILBOXES SHALL BE INSTALLED IN ACCORDANCE WITH ALL EL PASO COUNTY AND UNITED STATES POSTAL SERVICE REGULATIONS.
- THE SUBDIVIDER(S) AGREES ON BEHALF OF HIM/HERSELF AND ANY DEVELOPER OR BUILDER SUCCESSORS AND ASSIGNEES THAT SUBDIVIDER AND/OR SAID SUCCESSORS AND ASSIGNEES SHALL BE REQUIRED TO PAY TRAFFIC IMPACT FEES IN ACCORDANCE WITH THE EL PASO COUNTY TRAFFIC IMPACT FEE SCHEDULE, AND TO OBTAIN THE NECESSARY PERMITS AND APPROVEMENTS THERE TO, PRIOR TO THE TIME OF BUILDING PERMIT SUBMITTALS. THE FEE OBLIGATION, IF NOT PAID AT FINAL PLAT RECORDING, SHALL BE DOCUMENTED ON ALL SALES DOCUMENTS AND ON PLAT NOTES TO ENSURE THAT A TITLE SEARCH WOULD FIND THE FEE OBLIGATION BEFORE SALE OF THE PROPERTY.
- THE FOLLOWING LOTS HAVE BEEN FOUND TO BE IMPACTED BY GEOLOGIC HAZARDS, MITIGATION MEASURES AND A MAP OF THE HAZARD AREA(S) CAN BE FOUND IN THE REPORT "SOIL AND GEOLOGY STUDY, ANTLEERS RANGE SUBDIVISION" BY RMG-ROCKY MOUNTAIN GROUP, JANUARY 28, 2025, (JOB NO. 198281) IN FILE SP251 AVAILABLE AT EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT.
- POTENTIALLY FLOODWAY: LOTS 15-17, 20-26
POTENTIALLY SEASONALLY HIGH GROUNDWATER: LOTS 62- 69 & 77-83
STEEP SLOPE: LOTS 35-40, 44, 68, 73, 84
- LOTS 28, 34, 35, 45-48, AND 51-53 WITHIN THE SUBDIVISION MAY POTENTIALLY BE IMPACTED BY HIGH GROUNDWATER. DETAILS CAN BE FOUND IN THE REPORT (TITLE OF REPORT, GENERALLY FROM THE PRELIMINARY PLAN FILE) BY (AUTHOR OF THE REPORT) (DATE OF REPORT) IN FILE NO. (FILE NO.) AVAILABLE AT THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT. DUE TO POTENTIALLY HIGH GROUNDWATER IN THE AREA, EACH INDIVIDUAL LOT IS TO BE INVESTIGATED BY THE LOT OWNER'S GEOLOGICAL ENGINEER OF RECORD FOR FINAL FOUNDATION PARAMETERS AND RECOMMENDATIONS.
- TRACT A IS FOR A CISTERN FOR THE BENEFIT OF THE FALCON FIRE DEPARTMENT. TRACT A IS TO BE OWNED AND MAINTAINED BY THE ANTLER CREEK METROPOLITAN DISTRICT.
- THERE SHALL BE NO DIRECT LOT ACCESS TO MERIDIAN ROAD OR AYER ROAD.
- NO STRUCTURES OR FENCES ARE PERMITTED WITHIN THE DESIGNATED FLOODPLAIN AREA.
- DRAINAGE EASEMENTS ARE TO BE CONSIDERED NO BUILD AREAS.
- THE NUMBER OF LOTS BEING PLATTED IS 84. THE NUMBER OF TRACTS BEING PLATTED IS 1.



EDWARD-JAMES SURVEYING, INC.
4732 Eagleledge Circle
Pueblo, CO 81008
Office: (719) 576-1216
Fax: (719) 545-6247

ANTLER RANGE SUBDIVISION
PRELIMINARY PLAN

A PORTION OF THE NORTH HALF OF SECTION 18, TOWNSHIP 12 SOUTH
RANGE 64 WEST OF THE 6TH P.M.
COUNTY OF EL PASO, STATE OF COLORADO.

DRAWN BY	JWT
CHECKED BY	ERF
H-SCALE	NA
JOB NO.	2556-00
DATE CREATED	2-12-25
DATE ISSUED	DRAFT
SHEET NO	1 OF 11

SP251

TRACT TABLE:

TRACT NO.	AREA	USE/ALLOWED STRUCTURES	OWNER/MAINTENANCE
A	0.067 ACRES	CISTERN	ANTLER CREEK METROPOLITAN DISTRICT

SUMMARY:			
84 LOTS	222.351 ACRES	90.942%	
ROW	21.982 ACRES	8.891%	
TRACT A	0.163 ACRES	0.067	
TOTAL	244.496 ACRES	100%	

- NO LOT OR INTEREST THEREIN, SHALL BE SOLD, CONVEYED, OR TRANSFERRED WHETHER BY DEED OR BY CONTRACT, NOR SHALL BUILDING PERMITS BE ISSUED, UNTIL AND UNLESS EITHER THE REQUIRED PUBLIC AND COMMON DEVELOPMENT IMPROVEMENTS HAVE BEEN CONSTRUCTED AND COMPLETED AND PRELIMINARILY ACCEPTED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT BETWEEN THE APPLICANT/OWNER AND EL PASO COUNTY AS RECORDED AT RECEPTION NO. _____, IN THE OFFICE OF THE CLERK AND RECORDER OF COLORADO, OR THE NATURAL RESOURCES, OTHER LAND AND DEVELOPMENT CODE AND ENGINEERING DEPARTMENT. THE COMPLETION OF SAID IMPROVEMENTS CONFORMANCE WITH THE NATURAL RESOURCES, OTHER LAND AND DEVELOPMENT CODE AND ENGINEERING DEPARTMENT SUCH ALTERNATIVE COLLATERAL MUST BE APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OR IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR AND MEET THE POLICY AND PROCEDURE REQUIREMENTS OF EL PASO COUNTY PRIOR TO THE RELEASE BY THE COUNTY OF ANY LOTS FOR SALE, CONVEYANCE OR TRANSFER.
- THIS PLAT RESTRICTION MAY BE REMOVED OR RESCINDED BY THE BOARD OF COUNTY COMMISSIONERS OR IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR AND MEET THE POLICY AND PROCEDURE REQUIREMENTS OF EL PASO COUNTY PRIOR TO THE RELEASE BY THE COUNTY OF ANY LOTS FOR SALE, CONVEYANCE OR TRANSFER. ALL IMPROVEMENTS REQUIRED TO BE RELEASE OF LOTS FOR SALE, CONVEYANCE OR TRANSFER MAY ONLY BE GRANTED IN ACCORDANCE WITH ANY PLANNED PARTIAL RELEASE OF LOTS AUTHORIZED BY THE SUBMISSIONS IMPROVEMENTS AGREEMENT.

UTILITY PROVIDERS:
WATER-INDIVIDUAL WELL
WASTEWATER-INDIVIDUAL SEPTIC
ELECTRIC-MOUNTAIN VIEW ELECTRIC
GAS-BLACK HILLS ENERGY

RESIDENTIAL SITE DATA:

VACANT LAND NORTH OF AYER ROAD, WEST OF MERIDIAN ROAD
TAX SCHEDULE NUMBER 4219000022
SITE ACREAGE 244.496
EXISTING ZONING A-35
PROPOSED ZONING RR-2.5
NUMBER OF UNITS 84

SHEET INDEX:

PAGE 1 COVER SHEET
PAGES 2-5 PRELIMINARY PLAN
PAGES 6-11 PRELIMINARY GRADING

OWNERS:

ANTLER RANGE LLC
PO BOX 38939
COLORADO SPRINGS, CO 80937

DEVELOPER:

ANTLER RANGE LLC
PO BOX 38939
COLORADO SPRINGS, CO 80937

CIVIL ENGINEER:

ALL TERRAIN ENGINEERING
RYAN BURNS
COLORADO SPRINGS, CO

SURVEYOR:

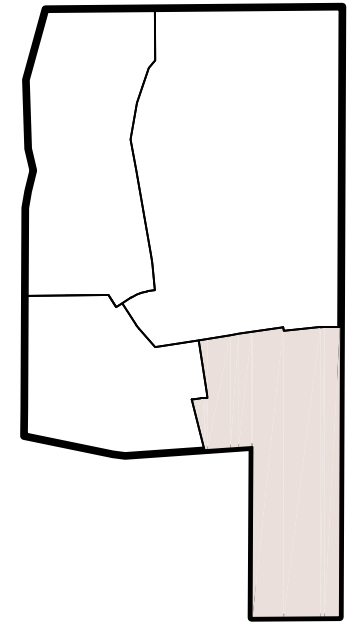
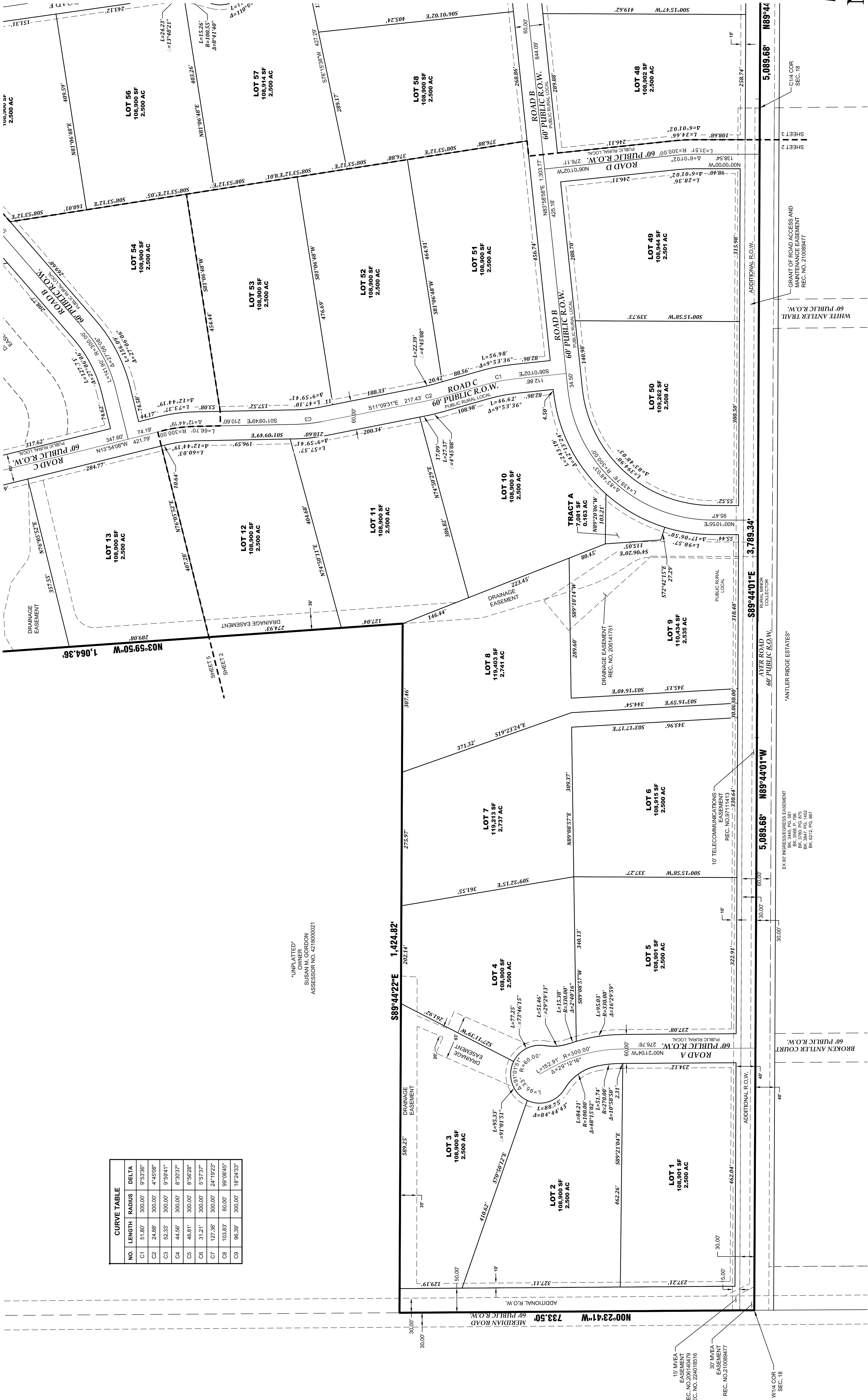
EDWARD-JAMES SURVEYING, INC.
JONATHAN TESSIN
COLORADO SPRINGS, CO
719-576-1216

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COUNTY OF EL PASO, STATE OF COLORADO.

CURVE TABLE		
NO.	LENGTH	RADIUS DELTA
C1	51.80'	300.00' 9°53'36"
C2	24.88'	300.00' 4°45'08"
C3	52.33'	300.00' 9°58'41"
C4	44.58'	300.00' 8°30'37"
C5	46.81'	300.00' 8°58'26"
C6	31.21'	300.00' 5°57'37"
C7	127.36'	300.00' 24°19'23"
C8	103.83'	60.00' 99°08'45"
C9	96.33'	300.00' 18°24'33"

"UNPLATTED" OWNER
SUSAN M. GORDON
ASSESSOR NO. 1218000021

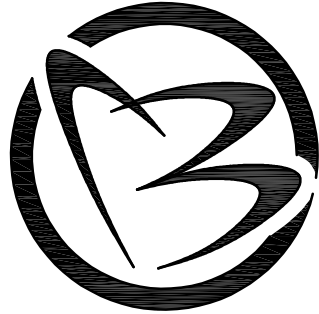


SCALE: 1" = 100'

SP251

NO.	REVISIONS	DESCRIPTION	DATE

EDWARD-JAMES SURVEYING, INC.
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4732 Eagleridge Circle
Pueblo, CO 81008
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Fax: (719) 545-6247



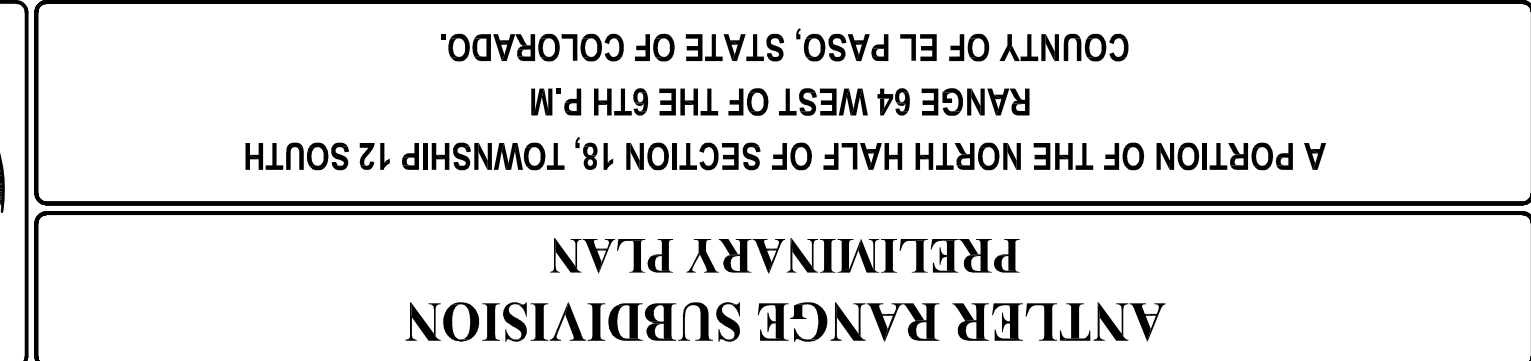
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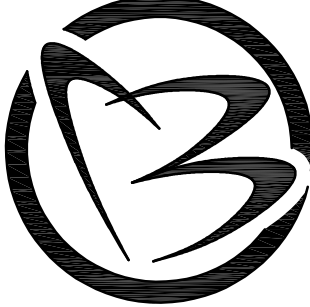


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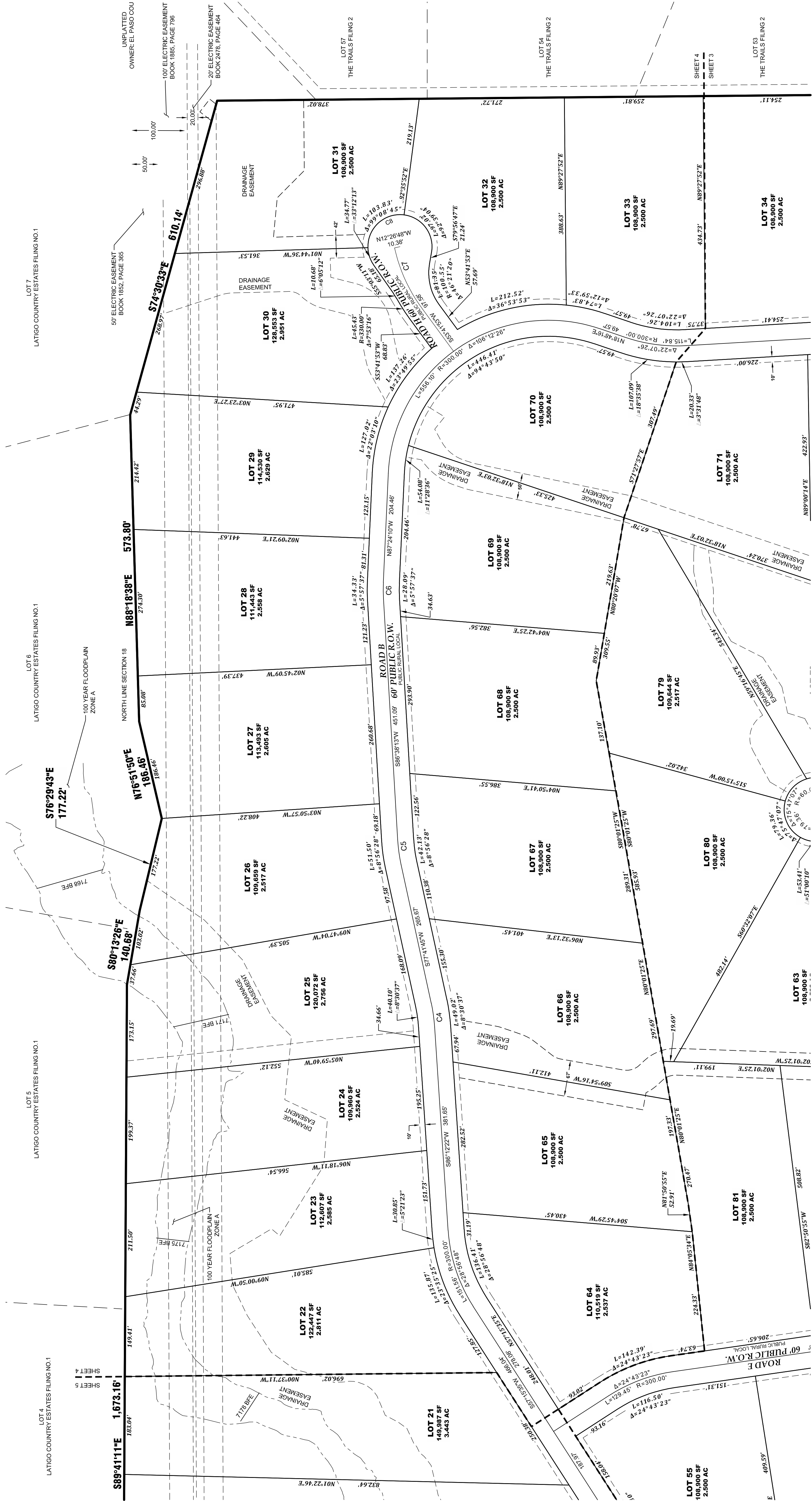


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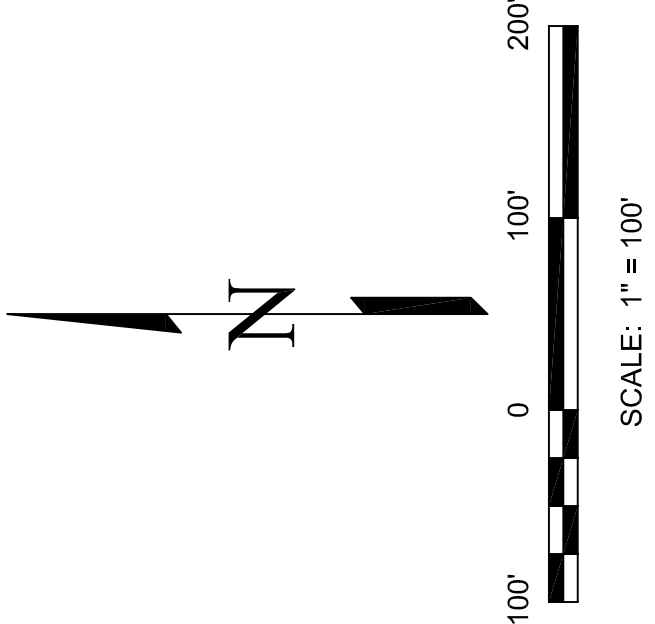
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CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C1	51.80'	300.00'	9°53'38"
C2	24.88'	300.00'	4°45'38"
C3	52.33'	300.00'	9°59'41"
C4	44.56'	300.00'	8°30'37"
C5	46.84'	300.00'	8°56'28"
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C8	103.83'	60.00'	89°08'45"
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LOT 2
COUNTRY ESTATES FILING NO.1

LOT 3
LATIGO COUNTRY ESTATES FILING NO.1

LOT 4
LATIGO COUNTRY ESTATES FILING NO.1



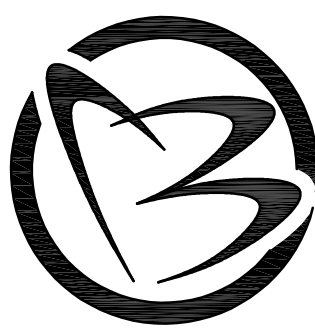
LOT 4
LATIGO COUNTRY ESTATES FILING NO.1

REVISIONS	NO.

DESCRIPTION

DATE _____

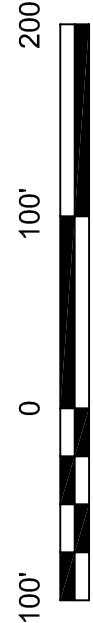
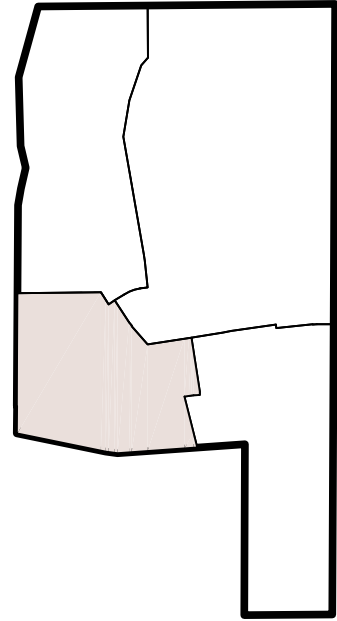
**EDWARD-JAMES
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ATTACHMENT C

Intersection Sight Distance Exhibit

