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Foursquare at Sterling Ranch East  
Traffic Technical Memorandum  
PCD No. PUDSP227  
(LSC #S224590)  
February 24, 2023

**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. P.', written over a horizontal line. The signature is stylized and includes the initials 'v.P.' to the right of the line.

3/1/2023  
Date

# Foursquare at Sterling Ranch East

## Traffic Technical Memorandum

Prepared for:

Loren J. Moreland  
Vice President/ Project Manager  
Classic SRJ  
2138 Flying Horse Club Drive  
Colorado Springs, CO 80921

FEBRUARY 24, 2023

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LSC Transportation Consultants  
Prepared by: Kirstin D. Ferrin, P.E.  
Reviewed by: Jeffrey C. Hodsdon, P.E.

LSC #S224590  
PUDSP227



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February 24, 2023

Mr. Loren J. Moreland  
Vice President/ Project Manager  
Classic SRJ  
2138 Flying Horse Club Drive  
Colorado Springs, CO 80921

RE: Foursquare at Sterling Ranch East  
El Paso County, CO  
Traffic Technical Memorandum  
PUDSP227  
LSC #S224590

Dear Mr. Moreland:

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the Foursquare at Sterling Ranch East residential development. As shown in Figure 1, the site is located north of the future extension of Briargate Parkway and west of the future extension of Sterling Ranch Road in El Paso County, Colorado. LSC recently prepared a traffic impact study (TIS) for the Sterling Ranch East Rezoning and Preliminary Plan ([SP224](#)) that included trips by the currently-proposed filing. This memorandum is intended as a site-specific, final plat traffic report for Foursquare at Sterling Ranch East.

## REPORT CONTENTS

This report presents:

- A summary of the proposed land use and access plan;
- The projected average weekday and peak-hour vehicle trips to be generated by the currently-proposed filing;
- The assignment of the site-generated traffic volumes to the area roadways;
- The recommended street classifications for the internal streets within the currently-proposed filing;
- Improvements needed with the currently-proposed filing; and
- The project's obligation to the County roadway improvement fee program.

## RECENT TRAFFIC REPORTS

- LSC completed an updated master traffic study (MTIS) for the entire Sterling Ranch development, dated February 10, 2023. Appendix Table 1 includes a link to the El Paso County Electronic Development Application Review Program (EDARP) page where a copy of the latest version of that MTIS can be obtained.
- LSC prepared a TIS for the Sterling Ranch East Rezoning and Preliminary Plan, February 10, 2023. The currently proposed filing was accounted for within that recent report. Appendix Table 1 includes a link to the El Paso County Electronic Development Application Review Program (EDARP) page where a copy of the latest version of that 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

Foursquare at Sterling Ranch East is planned to include 158 small lots for single-family homes. The proposed development includes higher density single-family detached units arranged in “packs” of four (referred to as “Foursquare”) with two units adjacent to the public street and two units behind. Figure 2 shows the proposed site plan.

The proposed development is most similar to patio homes, which the *Trip Generation Manual* includes as a “specialized land use” under ITE Land Use 210: Single-Family Detached Housing. However, the data is limited to only three sites and ITE intends to provide further analysis in future editions of the Trip Generation Manual. Until that further data and analysis are available, LSC has selected **ITE Land Use 210 Single-Family Detached Housing**, which results in a more conservative trip-generation estimate for the proposed Foursquare development.

While ITE Land Use 210 was selected for use in this report, LSC considered ITE Land Uses 215 and 220. The description for ITE Land Use: 215 Single-Family Attached Housing states that the units share a wall with an adjoining dwelling unit and the description for ITE Land Use: 220 Multifamily Housing states that the units are located within the same building with at least three other dwelling units. The proposed homes within Foursquare at Sterling Ranch East are all proposed to be detached units on individual small lots with no shared walls.

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, which is planned to be constructed prior to the Villages at Sterling Ranch East, 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. These connections will need to be constructed with Foursquare at Sterling Ranch East if they are not constructed as part of Sterling Ranch East Filing 1.

Full-movement access is proposed to Sterling Ranch Road via Idaho Falls Drive. The proposed access spacing is shown in Figure 2. As shown in the figure, all of the access points meet the intersection spacing requirements.

An additional three-quarter-movement access (Boulder City Drive) is proposed to Briargate Parkway about 1,245 feet east of Wheatland Drive and 1,375 feet west of Sterling Ranch Road. This access will require a deviation to the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*. The *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. This deviation request is being made as part of the application for Sterling Ranch East Filing No. 1 but will also be required by the currently-proposed Foursquare at Sterling Ranch East as it is our understanding that these projects will need to be developed concurrently. The draft 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 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 Drive would serve the future planned K-8 school parcel located southwest of the intersection of Briargate/Sterling Ranch.

The currently-proposed filing was included in the Sterling Ranch Master TIS as Traffic Analysis Zone (TAZ) 19. Traffic projected to be generated by land uses within this zone was included as part of the short-term background traffic volumes in the Sterling Ranch East Rezoning and Preliminary Plan TIS. The land use and access currently proposed are consistent with what was assumed in the Master TIS and the Sterling Ranch East Rezoning and Preliminary Plan TIS.

### **Intersection Sight Distance**

Figure 4a shows a sight-distance analysis at the proposed intersection of Idaho Falls/Sterling Ranch and the two access points to Oak Park Drive. 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 Figure 4a, the proposed intersections to Sterling Ranch Road and Idaho Falls Drive will meet the criteria.

Figure 4b 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 4b, the proposed intersection will meet the criteria.

Unresolved: Address internal sight distances. Some do not meet the 280' minimum (previous PUDSP redline)

### **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. A school crossing will likely be needed at the intersection of Sterling Ranch Road/Briargate Parkway. This intersection is planned to be signal controlled in the future. Although not proposed as part of this project, at the development of the school, there is the potential for consideration of a mid-block pedestrian signal or other treatment for crossing Briargate Parkway west of the Sterling Ranch Road intersection."

### **Safety Analysis**

Unresolved: Address recommendations for pedestrian refuge islands where applicable per ECM 2.5.6.G-J. (see redlines on Figure 2)

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**

Foursquare at Sterling Ranch East 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 Rezoning and Preliminary Plan TIS for the same parcels.

The Villages at Sterling Ranch East is expected to generate 1,490 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 29 vehicles would enter and 82 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 94 vehicles would enter and 55 vehicles would exit the site.

### **TRIP DISTRIBUTION AND ASSIGNMENT**

When the distribution percentages from Figure 8 of the Sterling Ranch East 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.

### **TOTAL TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Please refer to the short-term and 2042 peak-hour traffic-volume projections and level of service analysis shown in Figures 14c and 15c of the *Sterling Ranch East Rezoning & Preliminary Plan TIS*. The proposed land use and access is in compliance with the Sterling Ranch Master TIS and Sterling Ranch Preliminary Plan TIS. As such, there are no changes to these projected volumes or level of service results.

### **SIGNAL WARRANT THRESHOLD ANALYSIS – AM AND PM PEAK HOURS**

The intersections of Marksheffel/Vollmer, Marksheffel/Sterling Ranch, and Briargate/Vollmer were analyzed to determine if the thresholds for Four-Hour and/or Eight-Hour Vehicular-Volume Traffic-Signal Warrant thresholds would be reached or exceeded, based on the projected short-term traffic volumes.

The volumes shown are based on the following:

- The short-term background traffic volumes which are based on the existing traffic volumes plus estimates of traffic to be generated in the short term by buildout of Homestead at Sterling Ranch, Branding Iron at Sterling Ranch, Sterling Ranch Filings 2-4, Copper Chase at Sterling Ranch, Homestead North at Sterling Ranch Filings 1-3, and the Retreat at TimberRidge Filings 1-3,
- The Sterling Ranch East Filing Nos. 1 and 2 site-generated traffic volumes taken from the traffic memo for that subdivision filing.,
- The Villages at Sterling Ranch East site-generated traffic volumes from our current work for the traffic memo for that subdivision,
- The Foursquare at Sterling Ranch East site-generated traffic volumes shown in Figure 5b of this memorandum.



The off-peak-hour volumes are estimates by LSC based on the peak-hour traffic volumes, 72-hour machine counts conducted by LSC on Vollmer Road in November 2020, and vehicle time-of-day distribution data for single-family homes published by the Institute of Transportation Engineers.

### **Marksheffel/Vollmer**

Table 2 shows the results of the analysis for the intersection of Marksheffel/Vollmer. As shown in Table 2, in the short-term only, five of the hours analyzed are projected to meet the thresholds for an Eight-Hour Vehicular-Volume Traffic-Signal Warrant and none of the hours analyzed are projected to meet the thresholds for a Four-Hour Vehicular Volume Traffic Signal Warrant. This analysis indicates that traffic-signal warrant(s) will likely **not** be met at the intersection of Marksheffel/Vollmer with buildout of Sterling Ranch East Filing Nos. 1 and 2, the Villages at Sterling Ranch East, and Foursquare at Sterling Ranch East.

### **Marksheffel/Sterling Ranch**

Table 3 shows the results of the analysis for the intersection of Marksheffel/Sterling Ranch. As shown in Table 3, in the short-term, five of the hours analyzed are projected to meet the thresholds for an Eight-Hour Vehicular-Volume Traffic-Signal Warrant. The traffic volumes for three additional hours are approaching the thresholds. The minor approach volume for all three of these hours is well over the 150 vehicle per hour (vph) minimum threshold and the major approach volumes are within two to 68 vph of the 600 vph threshold. Four of the hours analyzed are projected to meet the thresholds for a Four-Hour Vehicular-Volume Traffic-Signal Warrant.

This analysis indicates that the Eight-Hour and Four-Hour Vehicular Volume traffic-signal warrant(s) may be met at the intersection of Marksheffel/Sterling Ranch with buildout of Sterling Ranch East Filing 1, the Villages at Sterling Ranch East, and Foursquare at Sterling Ranch East. LSC recommends at least eight hours of traffic count volume data be collected at the intersections Marksheffel/Sterling Ranch following completion of Marksheffel Road between Vollmer Road and Woodmen Road, which is planned to be done in 2023. Once the traffic data is completed, 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.

### **Briargate/Vollmer**

Table 4 shows the results of the analysis for the intersection of Briargate/Vollmer. As shown in Table 4, in the short term only, none of the hours analyzed are projected to meet the thresholds for an Eight-Hour Vehicular-Volume Traffic-Signal Warrant or the thresholds for a Four-Hour Vehicular-Volume Traffic-Signal Warrant. This analysis indicates that traffic-signal warrant(s) will likely **not** be met at the intersection of Briargate/Vollmer with buildout of Sterling Ranch East Filing Nos. 1 and 2, the Villages at Sterling Ranch East, and Foursquare at Sterling Ranch East.

## **SUBDIVISION STREET CLASSIFICATIONS**

All of the internal streets within Foursquare at Sterling Ranch East should be classified as Urban Local. Figure 6 shows the recommended street classifications for the internal streets and the streets in the vicinity of the site.

## **DEVIATION REQUESTS**

The Boulder City Drive connection to Briargate Parkway, along with the Briargate Parkway extension to Sterling Ranch Road, are part of a separate Preliminary Plan and Final Plat. However, it is our understanding that both projects will need to develop concurrently because of shared infrastructure. A copy of the proposed deviation request for the three-quarter movement access to Briargate Parkway has been attached.

## **ROADWAY IMPROVEMENTS**

Tables 5 and 6 from the *Sterling Ranch East 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 Foursquare at Sterling Ranch East highlighted.

## **ROADWAY IMPROVEMENT FEE PROGRAM**

This project will be required to participate in the El Paso County Road Improvement Fee Program. Foursquare at Sterling Ranch East Filing 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 158 lots, the total building permit fee would be \$399,266. Note: program fees are subject to change.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.  
Principal

JCH/KDF:jas

Enclosures: Tables 1-4  
Figures 1-6  
Appendix Table 1  
Tables 5 and 6 from *Sterling Ranch East Rezoning and Preliminary Plan TIS* with  
notes by LSC  
Deviation Request

# Tables 1-4

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**Table 1  
FourSquare at Sterling Ranch East  
Trip Generation**

Sketch Plan TAZ	ITE Code	ITE Land Use	Quantity	Unit	Trip Generation Rates <sup>(1)</sup>				Total Trip Generated					
					Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour	
						In	Out	In	Out		In	Out		
19	210	Single-Family Detached Housing	158	DU <sup>(2)</sup>	9.43	0.18	0.52	0.59	0.35	1,490	29	82	94	55

Notes:

(1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)

(2) DU = Dwelling Unit

Source: LSC Transportation Consultants, Inc.

Nov-22

**Table 2**  
**Traffic Signal Warrant Analysis**  
Marksheffel Road/Vollmer Road

Hour	Short-Term Total Traffic <sup>(5)</sup>											Warrant Analysis <sup>(3)</sup>										
	Short-Term Background Traffic <sup>(2)</sup>		SRE Filing Nos. 1 & 2 Generated Traffic		Villages at SRE Generated Traffic		Foursquare at SRE Generated Traffic		Short-Term Total Traffic		Warrant 1: Eight Hour Vehicular Volume Evaluation				Warrant 2: Four Hour Vehicular Volume Evaluation							
	Major <sup>(4)</sup>	Minor <sup>(4)</sup>	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Warrant Thresholds		Warrant Threshold Met?		Short-Term Background	Short-Term Total	Warrant Threshold Minor	Warrant Threshold Met? WB	Warrant Threshold Minor	Warrant Threshold Met? WB		
	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Condition A		Condition B		Condition A	Condition B	Condition A	Condition B	Minimum	WB	Minimum	WB
											Major	Minor	Major	Minor	Condition A	Condition B	Condition A	Condition B				
12-1 AM	49	3	1	0	1	0	2	0	53	3	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
1-2 AM	24	3	0	0	0	0	1	0	25	3	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
2-3 AM	18	0	0	0	0	0	1	0	19	0	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
3-4 AM	26	3	0	0	0	0	1	0	27	3	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
4-5 AM	41	13	1	1	2	0	1	0	45	14	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
5-6 AM	108	34	4	2	5	1	2	0	119	37	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
6-7 AM	320	99	14	5	15	2	7	0	356	106	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
7-8 AM	763	171	23	8	26	3	14	0	826	182	600	150	900	75	Yes	No	Yes	No	219	No	194	No
8-9 AM	851	144	22	7	24	3	16	0	913	154	600	150	900	75	No	No	Yes	Yes	187	No	172	No
9-10 AM	737	91	16	4	18	2	14	0	785	97	600	150	900	75	No	No	No	No	232	No	208	No
10-11 AM	856	91	19	4	20	2	18	0	913	97	600	150	900	75	No	No	No	Yes	186	No	172	No
11-12 PM	971	86	21	4	23	2	24	0	1039	92	600	150	900	75	No	Yes	No	Yes	157	No	138	No
12-1 PM	685	68	21	4	22	1	24	0	752	73	600	150	900	75	No	No	No	No	256	No	224	No
1-2 PM	679	72	23	4	23	2	26	0	751	78	600	150	900	75	No	No	No	No	258	No	225	No
2-3 PM	782	75	25	4	26	2	30	0	863	81	600	150	900	75	No	No	No	No	209	No	184	No
3-4 PM	835	73	29	4	27	2	36	0	927	79	600	150	900	75	No	No	No	Yes	191	No	168	No
4-5 PM	869	91	36	5	35	2	45	0	985	98	600	150	900	75	No	No	No	Yes	183	No	154	No
5-6 PM	732	90	36	5	35	2	44	0	847	97	600	150	900	75	No	No	No	No	234	No	188	No
6-7 PM	505	72	29	4	28	2	37	0	599	78	600	150	900	75	No	No	No	No	338	No	291	No
7-8 PM	320	52	21	3	20	1	27	0	388	56	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
8-9 PM	260	38	19	2	18	1	27	0	324	41	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
9-10 PM	168	29	14	2	13	1	19	0	214	32	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
10-11 PM	95	13	7	1	7	0	9	0	118	14	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
11-12 AM	50	8	4	0	3	0	6	0	63	8	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
Numbers of Hours the Warrant Thresholds Are Met														1	1	2	5					
Warrant Met?														No		No						

Notes:  
 (1) Thresholds are based on 2 or more lanes on the major approach and 1 lane on the minor approach (Warrant evaluation assuming the westbound left turn only for the minor street)  
 (2) Source: Sterling Ranch East Phase 1 Rezoning and Preliminary Plan Traffic Impact Study, November 14, 2022  
 (3) The major street traffic includes all movements (left, through, and right)  
 (4) The minor street traffic includes only the left turns from the minor street  
 (5) Off peak hour traffic volumes are based on the projected peak hour traffic volumes, 72-hour machine counts conducted on Vollmer Road in November 2020 and vehicle time-of-day distribution data for single-family residential published by the Institute of Transportation Engineers  
 Source: LSC Transportation Consultants, Inc.

**Table 3**  
**Traffic Signal Warrant Analysis**  
 Marksheffel Road/Sterling Ranch Road

Hour	Short-Term Total Traffic <sup>(5)</sup>										Warrant Analysis <sup>(1)</sup>												
	Short-Term Background Traffic <sup>(2)</sup>		SRE Filing Nos. 1&2 Generated Traffic		Villages at SRE Generated Traffic		Foursquare at SRE Generated Traffic		Short-Term Total Traffic		Warrant 1: Eight Hour Vehicular Volume Evaluation				Warrant 2: Four Hour Vehicular Volume Evaluation								
	Major <sup>(3)</sup>	Minor <sup>(4)</sup>	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Warrant Thresholds				Short-Term Background		Short-Term Total						
	Marksheffel	Sterling Ranch	Marksheffel	Sterling Ranch	Marksheffel	Sterling Ranch	Marksheffel	Sterling Ranch	Marksheffel	Sterling Ranch	Condition A		Condition B		Condition A	Condition B	Condition A	Condition B	Warrant Threshold Minimum	Warrant Threshold Met? WB	Warrant Threshold Minimum	Warrant Threshold Met? WB	
											Major	Minor	Major	Minor	A	B	A	B					
12-1 AM	40	5	8	3	5	1	2	1	1	55	10	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
1-2 AM	17	5	3	3	2	1	1	1	1	23	10	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
2-3 AM	16	0	3	0	2	0	1	0	0	22	0	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
3-4 AM	18	5	3	3	2	1	1	1	0	24	10	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
4-5 AM	27	18	5	11	3	6	1	3	36	38	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
5-6 AM	57	45	8	27	5	14	2	7	72	93	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
6-7 AM	173	133	27	80	16	42	7	21	223	276	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
7-8 AM	374	230	52	138	30	72	13	36	469	476	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	Yes	
8-9 AM	422	194	60	116	35	61	15	30	532	401	600	150	900	75	No	No	No	No	379	No	324	Yes	
9-10 AM	366	122	52	73	30	38	13	19	461	252	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
10-11 AM	451	122	68	73	39	38	17	19	575	252	600	150	900	75	No	No	No	No	365	No	303	No	
11-12 PM	548	115	88	69	51	36	22	18	709	238	600	150	900	75	No	No	Yes	No	316	No	246	No	
12-1 PM	340	102	88	69	42	38	21	18	491	227	600	150	900	75	No	No	No	No	#N/A	#N/A	345	No	
1-2 PM	350	108	95	72	45	40	23	19	513	239	600	150	900	75	No	No	No	No	Low Volume	No	334	No	
2-3 PM	407	113	111	76	53	42	27	20	598	251	600	150	900	75	No	No	No	No	387	No	291	No	
3-4 PM	460	110	135	74	64	41	33	19	692	244	600	150	900	75	No	No	Yes	No	360	No	253	No	
4-5 PM	522	137	167	92	79	51	41	24	809	304	600	150	900	75	No	No	Yes	No	329	No	198	Yes	
5-6 PM	477	135	164	91	78	50	40	24	759	300	600	150	900	75	No	No	Yes	No	352	No	221	Yes	
6-7 PM	367	108	136	72	64	40	34	19	601	239	600	150	900	75	No	No	Yes	No	Low Volume	No	290	No	
7-8 PM	251	79	98	53	47	29	24	14	420	175	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
8-9 PM	238	57	100	38	48	21	25	10	411	126	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
9-10 PM	165	44	72	29	34	16	18	8	289	97	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
10-11 PM	84	20	35	13	17	7	9	4	145	44	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
11-12 AM	49	13	21	9	9	5	5	2	84	29	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No	
Numbers of Hours the Warrant Thresholds Are Met														0	0	5	0						
Warrant Met?														No	No	No	No	No	No	No	No		

Notes:  
 (1) Thresholds are based on 2 or more lanes on the major approach and 1 lane on the minor approach (Warrant evaluation assuming the southbound left turn only for the minor street)  
 (2) Source: *Sterling Ranch East Phase 1 Rezoning and Preliminary Plan Traffic Impact Study*, February 10, 2023  
 (3) The major street traffic includes all movements (left, through, and right)  
 (4) The minor street traffic includes only the left turns from the minor street  
 (5) Off peak hour traffic volumes are based on the projected peak hour traffic volumes, 72-hour machine counts conducted on Vollmer Road in November 2020 and vehicle time-of-day distribution data for single-family residential published by the Institute of Transportation Engineers  
 Source: LSC Transportation Consultants, Inc.

**Table 4**  
**Traffic Signal Warrant Analysis**  
Briargate Parkway/Vollmer Road

Hour	Short-Term Total Traffic <sup>(5)</sup>												Warrant Analysis <sup>(3)</sup>									
	Short-Term Background Traffic <sup>(2)</sup>		SRE Filing Nos. 1 & 2 Generated Traffic		Villages at SRE Generated Traffic		Foursquare at SRE Generated Traffic		Short-Term Total Traffic		Warrant 1: Eight Hour Vehicular Volume Evaluation				Warrant 2: Four Hour Vehicular Volume Evaluation							
	Major <sup>(4)</sup>	Minor <sup>(4)</sup>	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Warrant Thresholds		Warrant Threshold Met?		Short-Term Background		Short-Term Total					
	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Vollmer	Marksheffel	Condition A		Condition B		Condition A	Condition B	Condition A	Condition B	Warrant Threshold Minor	Warrant Threshold Met? WB	Warrant Threshold Minor	Warrant Threshold Met? WB
											Major	Minor	Major	Minor	Condition A	Condition B	Condition A	Condition B	Minimum		Minimum	
12-1 AM	19	1	2	0	4	0	2	1	27	2	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
1-2 AM	11	1	0	0	1	0	1	1	13	2	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
2-3 AM	6	0	0	0	1	0	1	0	8	0	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
3-4 AM	13	1	0	0	1	0	1	1	15	2	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
4-5 AM	23	4	0	1	3	1	1	3	27	9	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
5-6 AM	79	10	2	3	4	4	2	8	87	25	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
6-7 AM	222	30	6	9	13	10	8	23	249	72	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
7-8 AM	551	52	10	15	25	18	16	40	602	125	600	150	900	75	No	No	No	No	315	No	289	No
8-9 AM	603	44	12	13	29	15	18	34	662	106	600	150	900	75	No	No	No	No	288	No	265	No
9-10 AM	525	28	10	8	25	10	16	21	576	67	600	150	900	75	No	No	No	No	328	No	302	No
10-11 AM	578	28	14	8	33	10	21	21	646	67	600	150	900	75	No	No	No	No	301	No	272	No
11-12 PM	625	26	16	8	42	9	27	20	710	63	600	150	900	75	No	No	No	No	280	No	245	No
12-1 PM	576	25	17	49	14	10	28	20	635	104	600	150	900	75	No	No	No	No	302	No	276	No
1-2 PM	563	27	19	52	16	10	31	21	629	110	600	150	900	75	No	No	No	No	309	No	278	No
2-3 PM	646	28	22	55	18	11	35	22	721	116	600	150	900	75	No	No	No	No	272	No	240	No
3-4 PM	672	27	27	53	21	10	42	22	762	112	600	150	900	75	No	No	No	No	261	No	219	No
4-5 PM	672	34	33	66	27	13	53	27	785	140	600	150	900	75	No	No	No	No	261	No	208	No
5-6 PM	542	34	33	65	27	13	52	27	654	139	600	150	900	75	No	No	No	No	319	No	268	No
6-7 PM	347	27	27	52	23	10	44	21	441	110	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
7-8 PM	206	19	19	38	16	7	32	15	273	79	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
8-9 PM	149	14	20	27	16	5	32	11	217	57	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
9-10 PM	88	11	14	21	11	4	22	9	135	45	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
10-11 PM	55	5	7	10	6	2	11	4	79	21	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
11-12 AM	26	3	4	6	3	1	7	3	40	13	600	150	900	75	No	No	No	No	Low Volume	No	Low Volume	No
Numbers of Hours the Warrant Thresholds Are Met														0	0	0	0		0		0	
Warrant Met?														No	No	No	No		No		No	

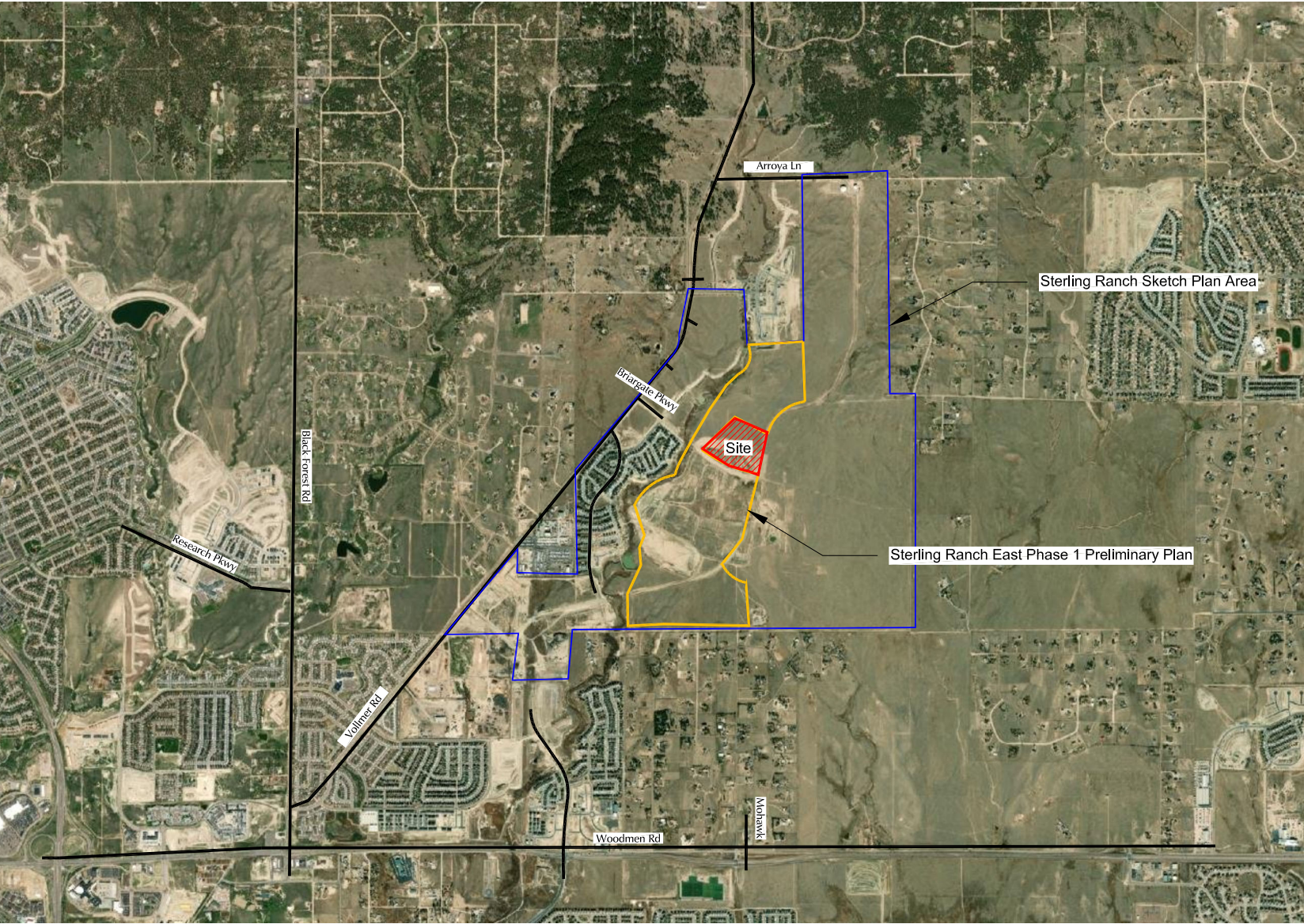
Notes:  
 (1) Thresholds are based on 2 or more lanes on the major approach and 1 lane on the minor approach (Warrant evaluation assuming the westbound left turn only for the minor street)  
 (2) Source: Sterling Ranch East Phase 1 Rezoning and Preliminary Plan Traffic Impact Study, February 10, 2023  
 (3) The major street traffic includes all movements (left, through, and right)  
 (4) The minor street traffic includes only the left turns from the minor street  
 (5) Off peak hour traffic volumes are based on the projected peak hour traffic volumes, 72-hour machine counts conducted on Vollmer Road in November 2020 and vehicle time-of-day distribution data for single-family residential published by the Institute of Transportation Engineers  
 Source: LSC Transportation Consultants, Inc.



# Figures 1-6

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Not to scale

Figure 1

# Vicinity Map

Foursquare at Sterling Ranch (LSC# S224590)



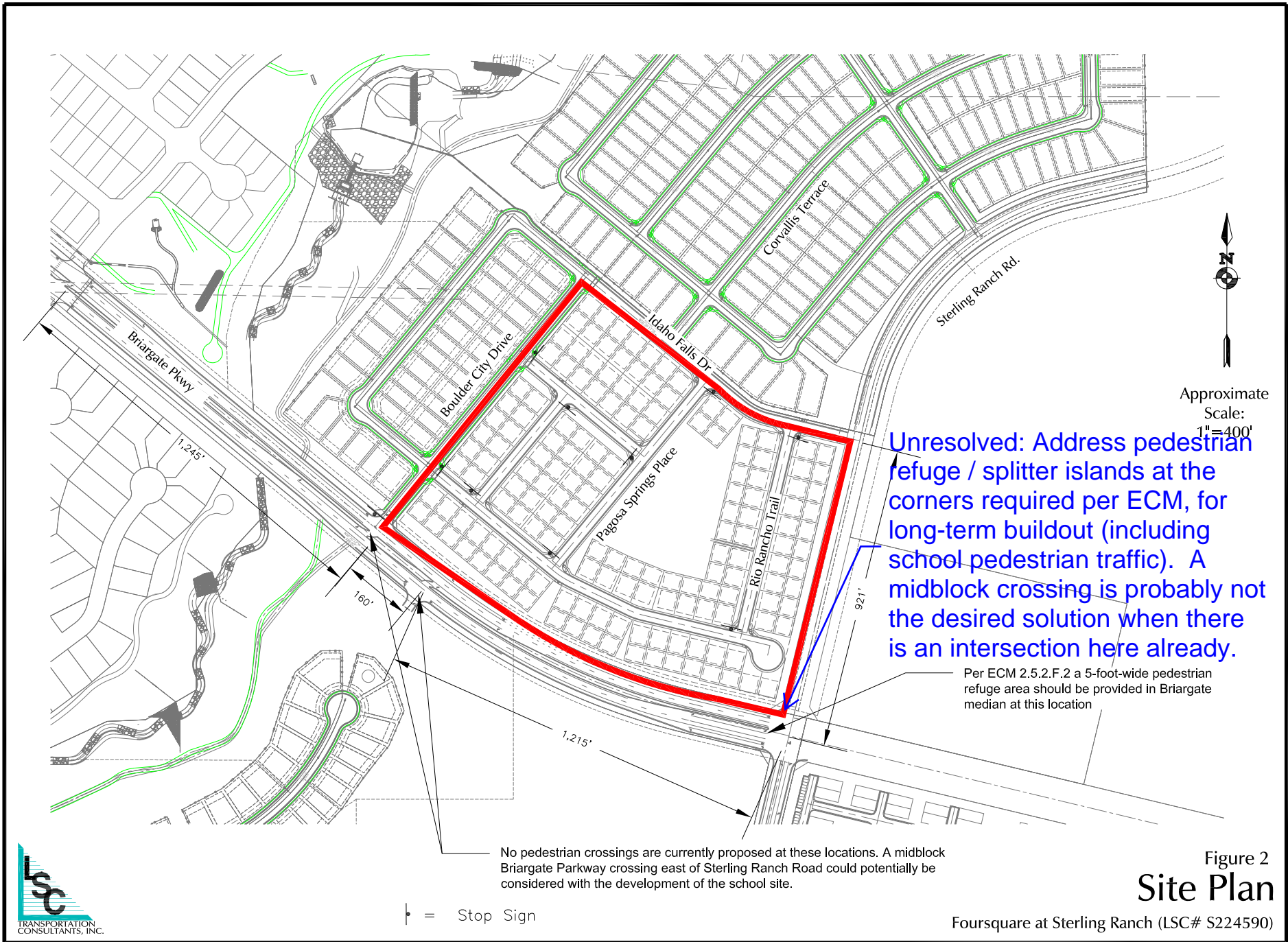
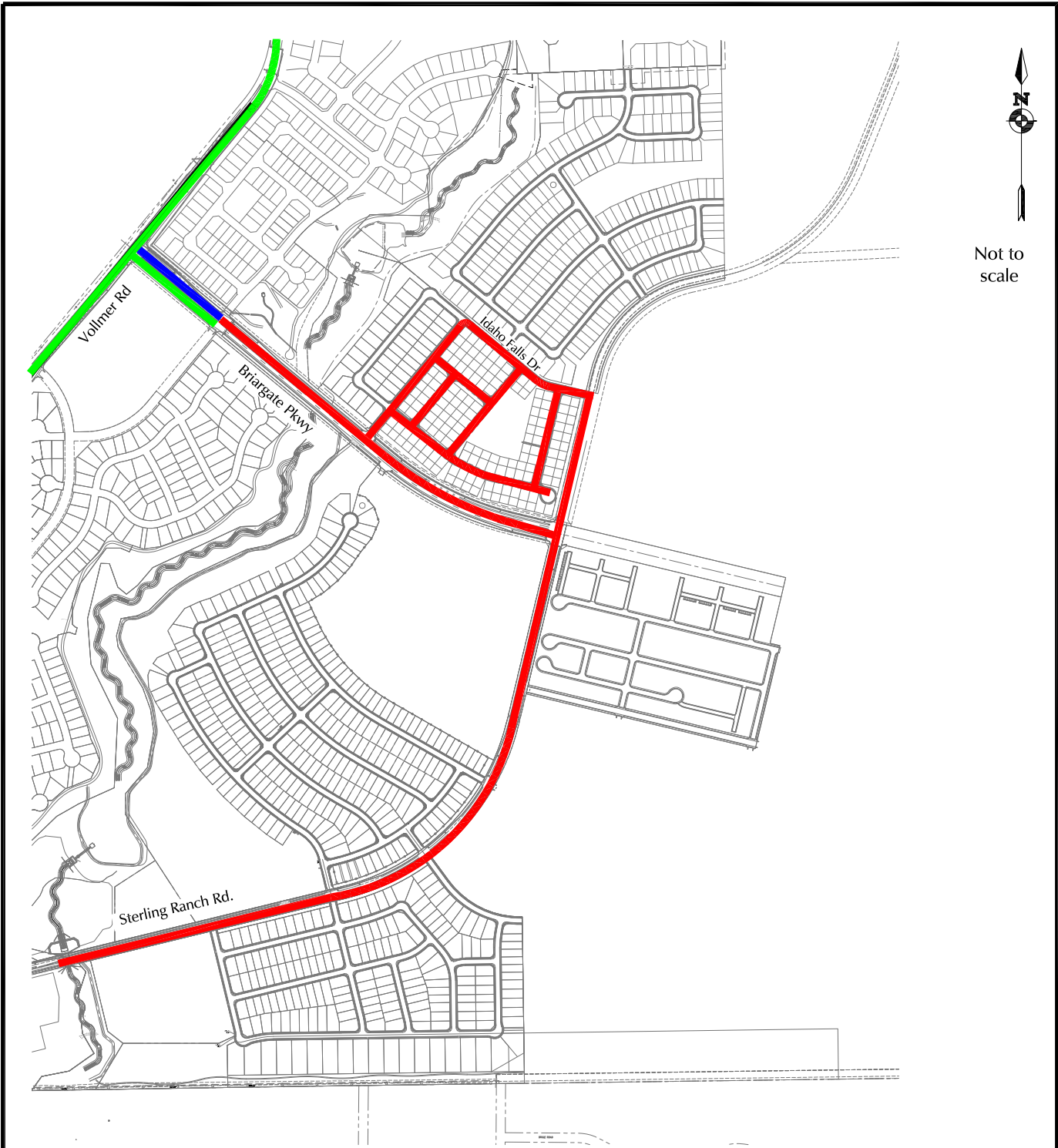


Figure 2  
Site Plan

Foursquare at Sterling Ranch (LSC# S224590)



LEGEND:

- Roadway Connection Planned with Foursquare at Sterling Ranch or Earlier Filings
- The north half of the Briargate Pkwy cross-section is planned to be constructed in the short-term
- Existing Roadway



# Short-Term Roadway Connections

Figure 3

Foursquare at Sterling Ranch (LSC# S224590)

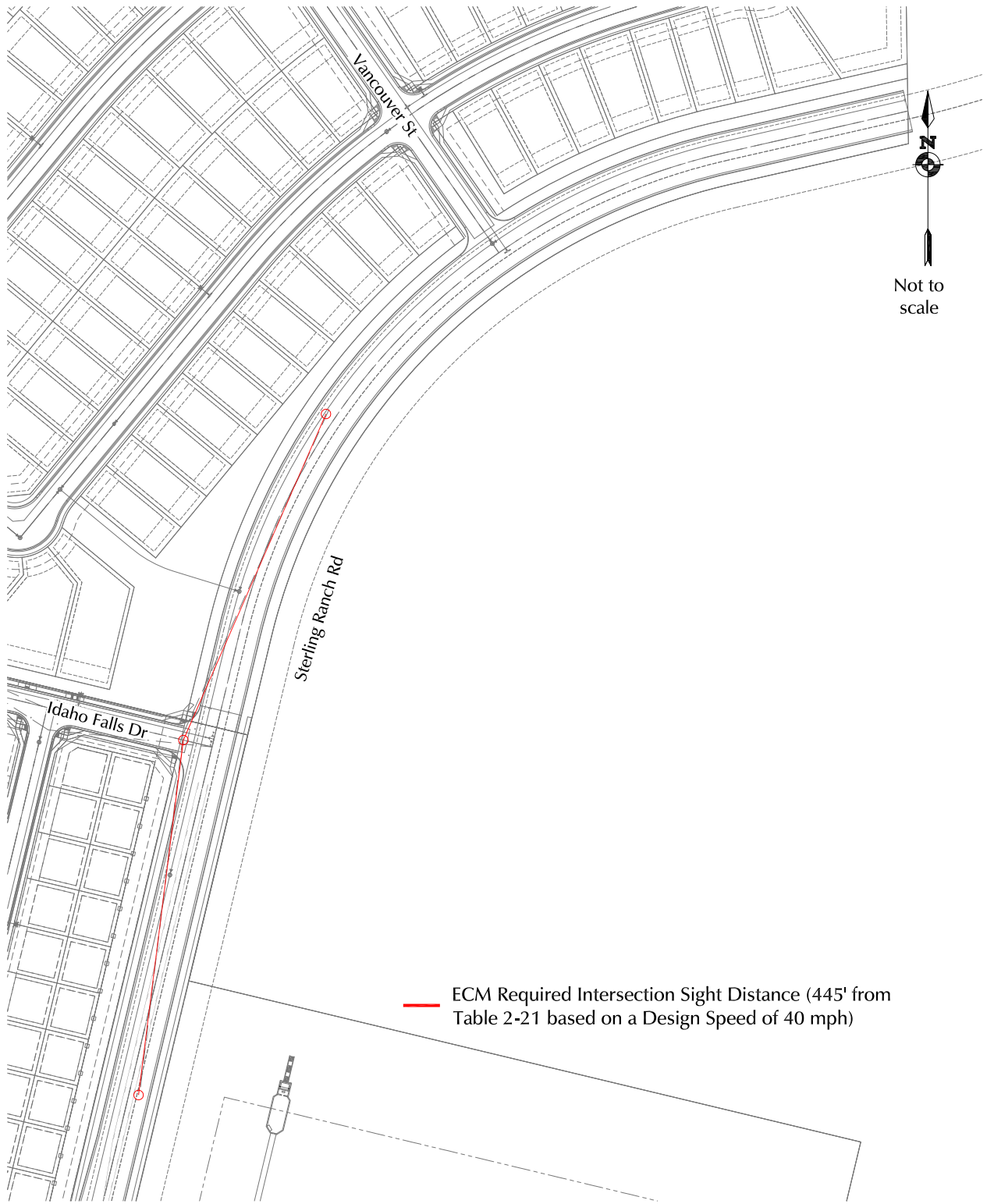


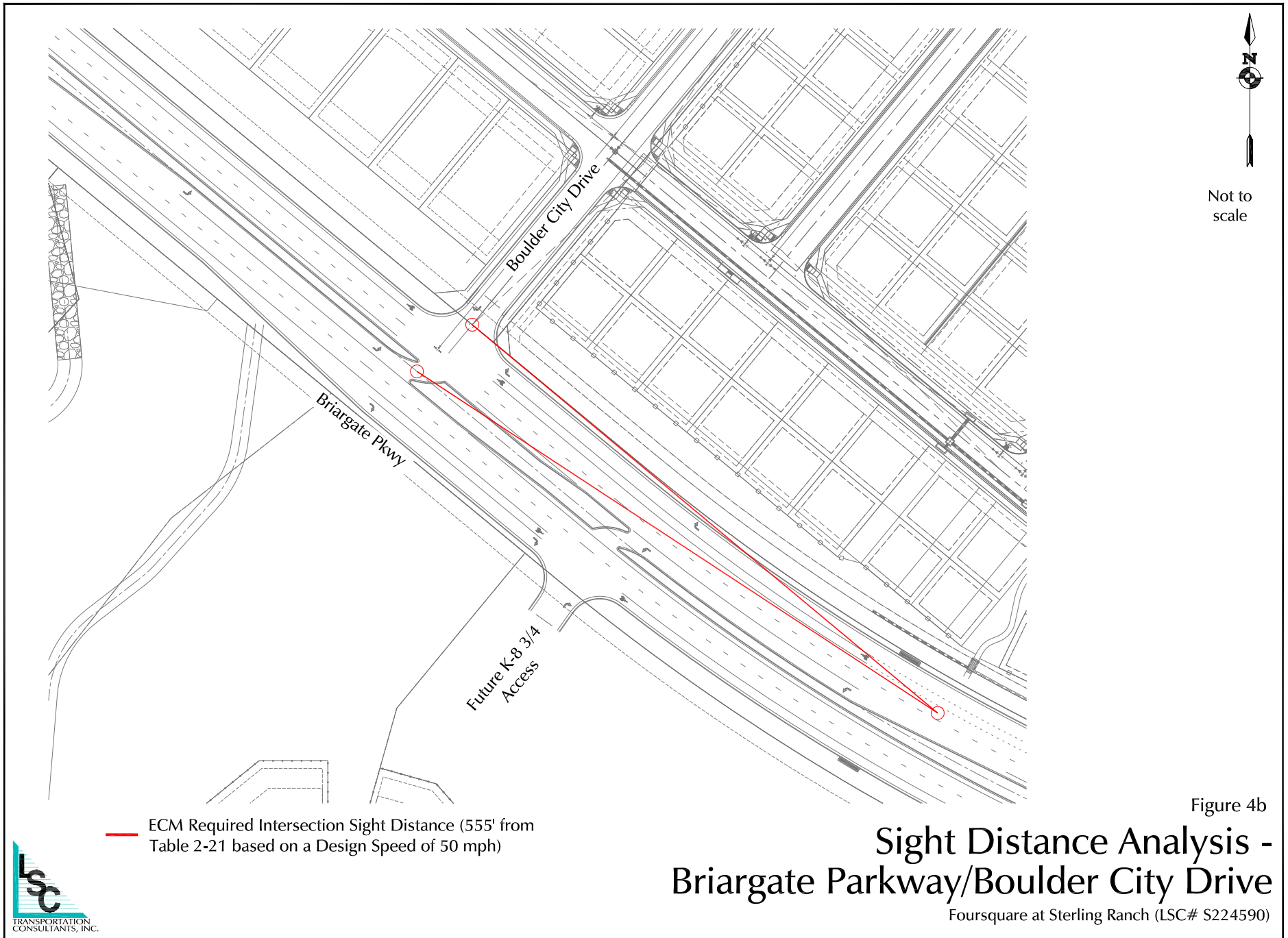
Figure 4a

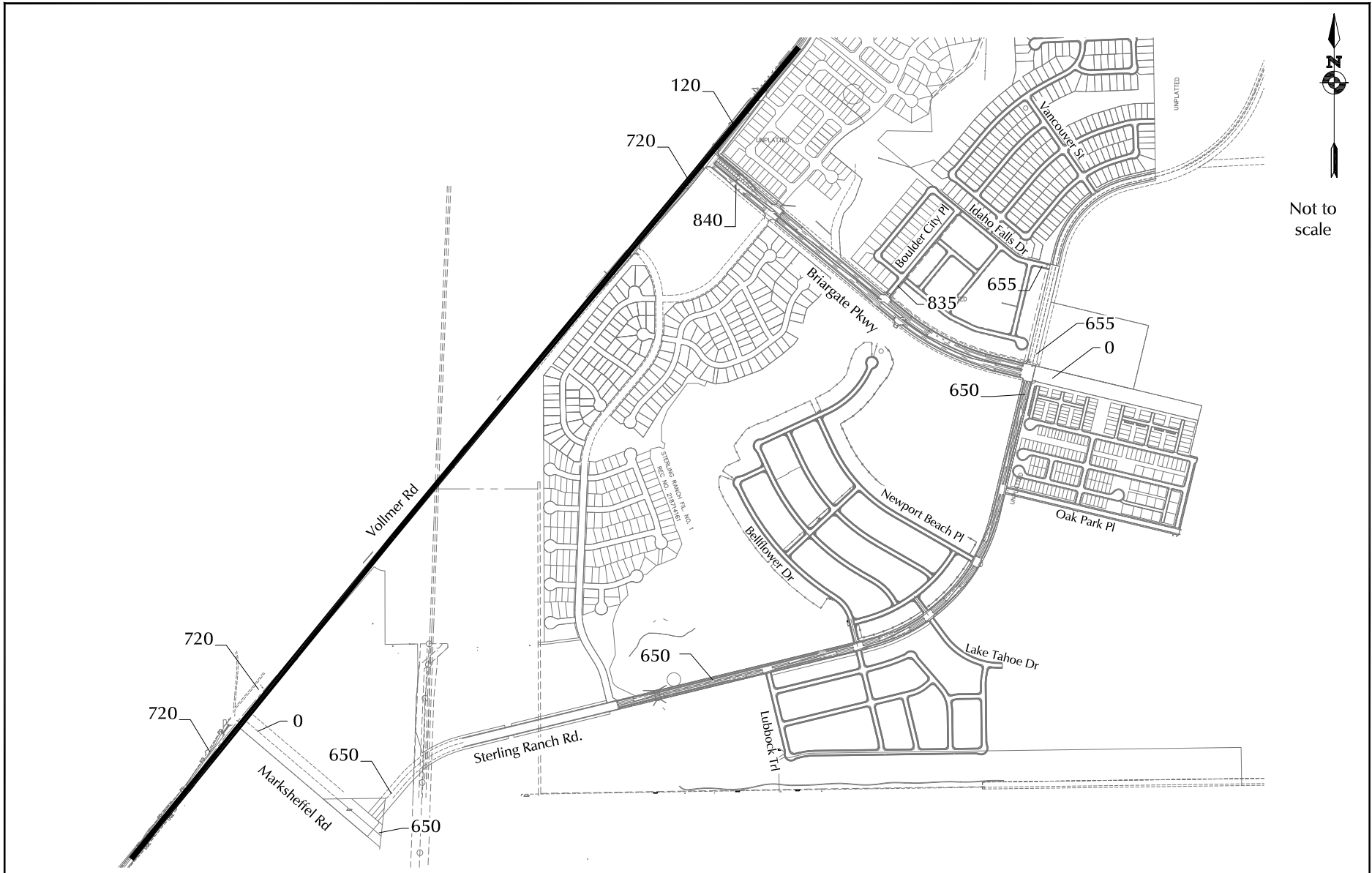
# Sight Distance Analysis - Sterling Ranch Road/Idaho Falls Drive

Foursquare at Sterling Ranch (LSC# S224590)









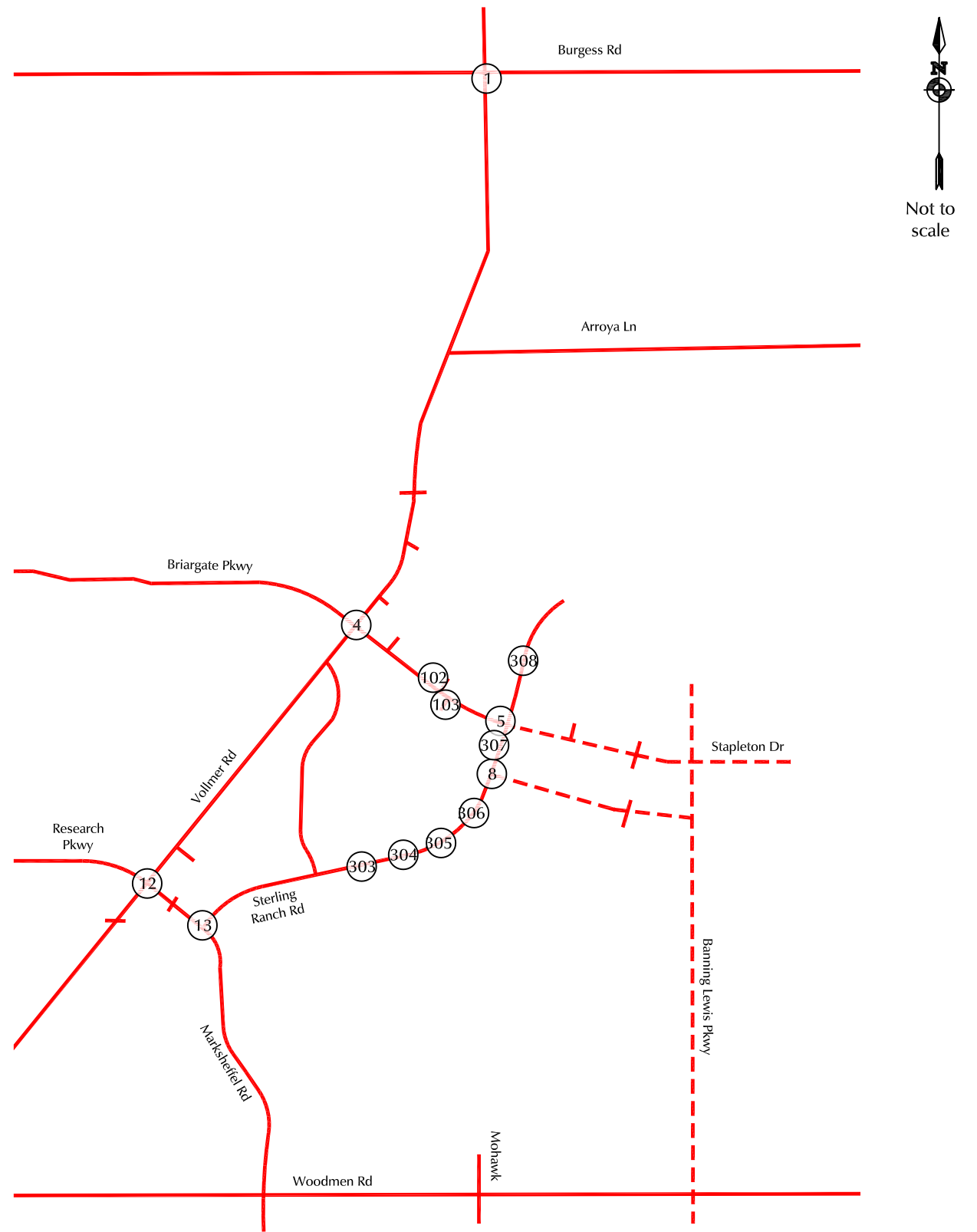
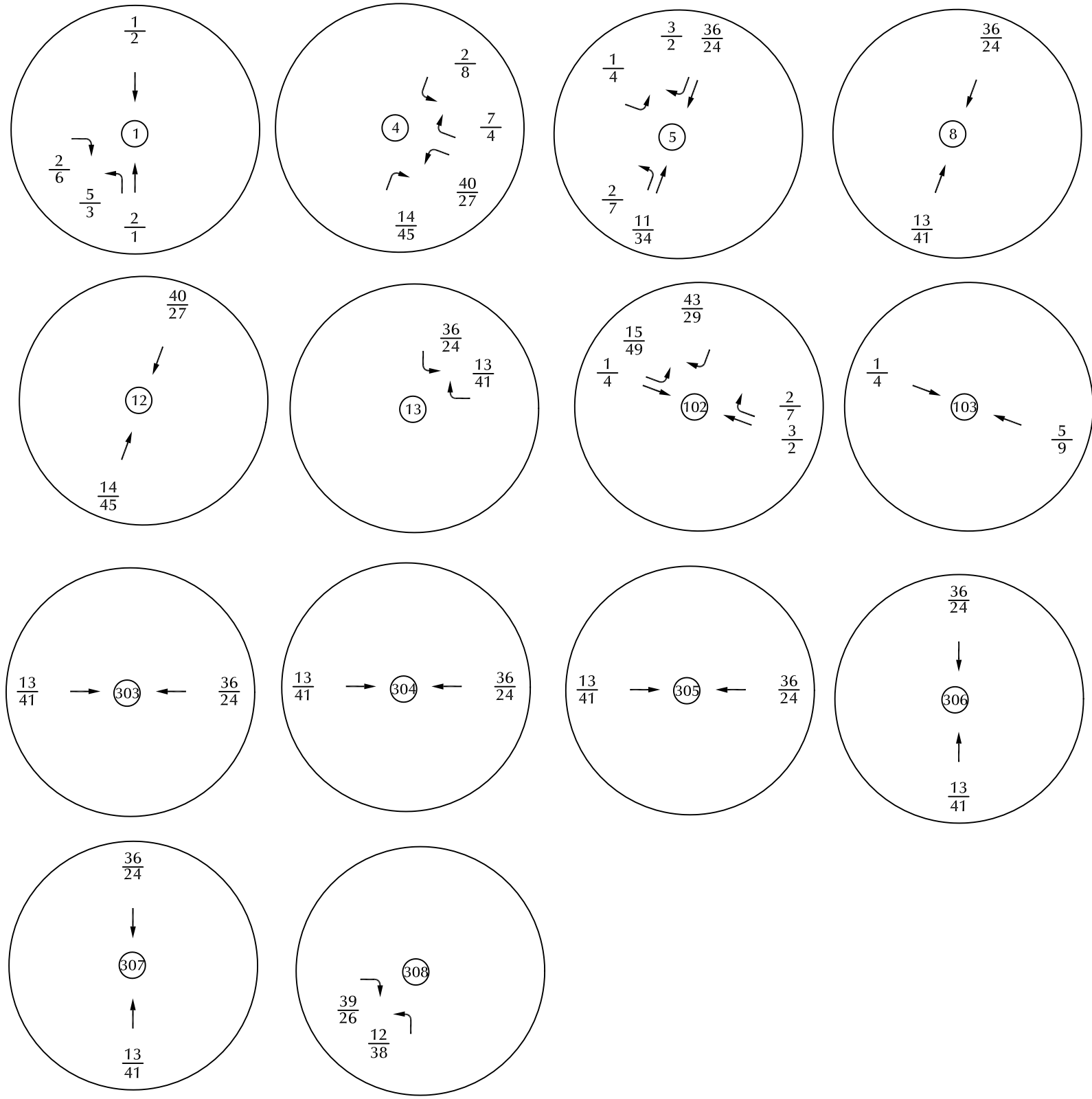
LEGEND: XXX = Average Weekday Traffic (vehicles per day)(AWT)

# Short-Term Site-Generated Average Weekday Traffic

Figure 5a

Foursquare at Sterling Ranch (LSC# S224590)





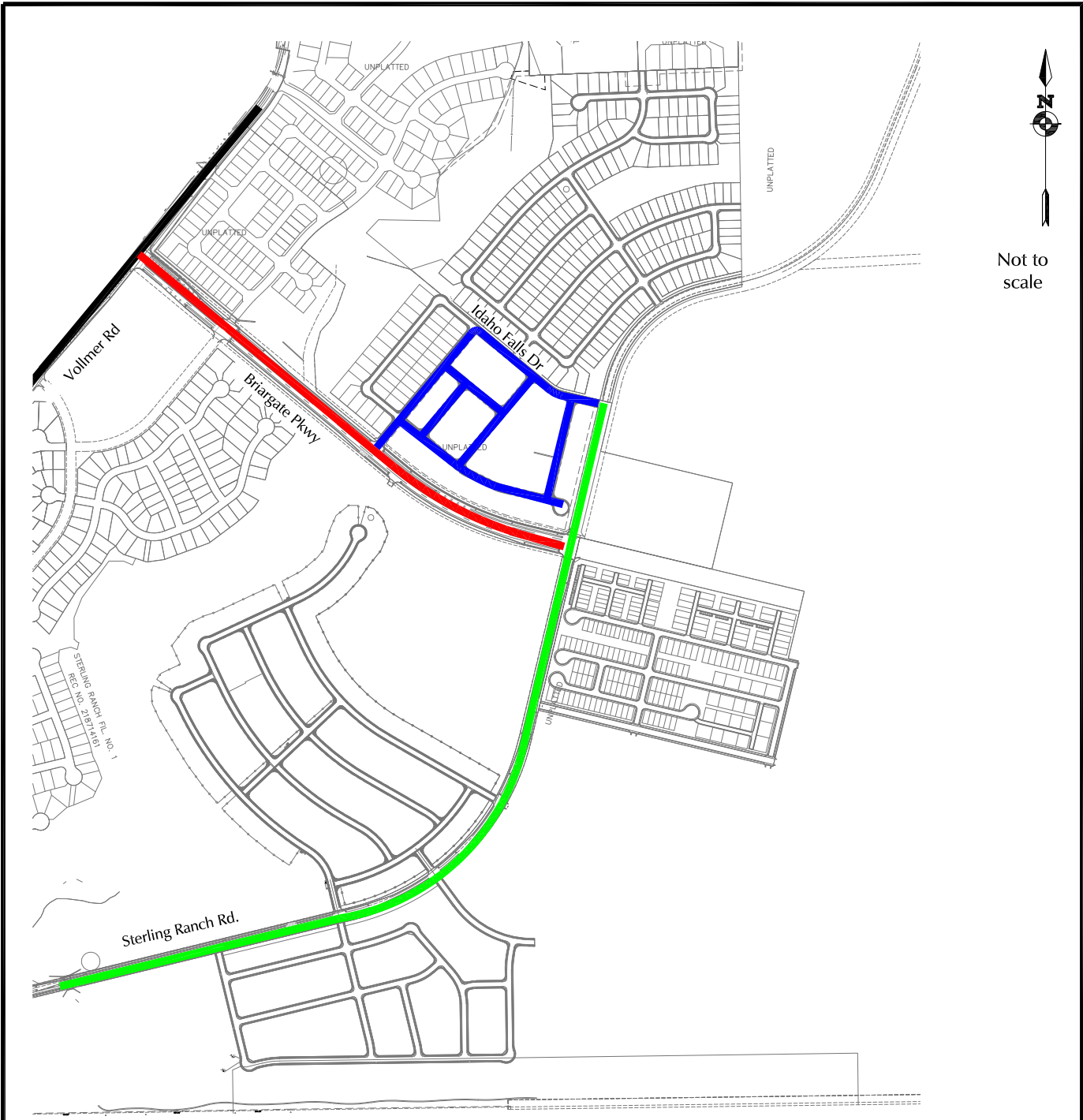
LEGEND:  $\frac{XX}{XX} = \frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$



Figure 5b  
Short-Term Site-Generated Traffic

Foursquare at Sterling Ranch (LSC# S224590)





North arrow pointing up.

Not to scale

LEGEND:

- 4-Lane Urban Principal Arterial
- Urban Local
- Urban Non-Residential Collector



Figure 6  
**Roadway Classifications**  
 Foursquare at Sterling Ranch (LSC# S224590)

# Appendix Table 1



**Appendix Table 1  
Area Traffic Impact Studies  
Foursquare Sterling Ranch East**

<b>Study</b>	<b>PCD File No<sup>(1)</sup></b>	<b>Consultant</b>	<b>Date</b>
<b>Sterling Ranch Reports</b>			
Sterling Ranch Updated Traffic Impact Analysis	<a href="#">SKP07007</a>	LSC Transportation Consultants, Inc	June 5, 2008
Sterling Ranch Phase 1 Traffic Impact Study	<a href="#">P151</a>	LSC Transportation Consultants, Inc	March 16, 2015
Sterling Ranch Phases 1-3 Transportation Memorandum	<a href="#">SP1415</a>	LSC Transportation Consultants, Inc	October 2, 2017
Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 Transportation	<a href="#">SF1724</a> <a href="#">SF1725</a>	LSC Transportation Consultants, Inc	December 19, 2017
Sterling Ranch Filing No. 2 Transportation Memorandum	<a href="#">SF1820</a>	LSC Transportation Consultants, Inc	April 3, 2018
Sterling Ranch Phase 2 Preliminary Plan Traffic Impact Study	<a href="#">SP203</a>	LSC Transportation Consultants, Inc	December 20, 2018
Homestead at Sterling Ranch Filing No. 2 Transportation Memorandum	<a href="#">SF194</a>	LSC Transportation Consultants, Inc	March 3, 2020
Branding Iron at Sterling Ranch Filing No. 2 Transportation Memorandum	<a href="#">SF1918</a>	LSC Transportation Consultants, Inc	May 6, 2020
Sterling Ranch Filing No. 2 and Phase 2 Traffic Impact Study	<a href="#">SF2015</a> <a href="#">SP191</a>	LSC Transportation Consultants, Inc	June 23, 2021
Sterling Ranch Filing No. 3 Transportation Memorandum	<a href="#">SF2132</a>	LSC Transportation Consultants, Inc	April 19, 2022
Copper Chase at Sterling Ranch Transportation Memorandum	<a href="#">PUDSP222</a>	LSC Transportation Consultants, Inc	December 14, 2021
Homestead North Phase 1 Updated Transportation Memorandum	<a href="#">SP208</a>	LSC Transportation Consultants, Inc	January 11, 2022
Homestead North Filing No. 1 Traffic Technical Memorandum	<a href="#">SF2213</a>	LSC Transportation Consultants, Inc	February 2, 2022
Homestead North Filing No. 2 Traffic Technical Memorandum	<a href="#">SF2218</a>	LSC Transportation Consultants, Inc	April 15, 2022
Homestead North Filing 3 Traffic Impact Study	<a href="#">SF2229</a>	LSC Transportation Consultants, Inc	June 17, 2022
The Villages at Sterling Ranch East Preliminary Plan/Traffic Generation Analysis	<a href="#">PUDSP226</a>	SM Rocha, LLC	July 1, 2022
Sterling Ranch Sketch Plan Amendment Master Traffic Impact Study	<a href="#">SKP224</a>	LSC Transportation Consultants, Inc	February 10, 2023
Sterling Ranch East - Rezoning & Preliminary Plan Traffic Impact Study	<a href="#">SP-22-004, P-22-012, P-22-013</a>	LSC Transportation Consultants, Inc	February 10, 2023
Sterling Ranch East Filing Nos 1 & 2 Traffic Technical Memorandum	<a href="#">SF2235</a> <a href="#">SF2237</a>	LSC Transportation Consultants, Inc	February 10, 2023
Sterling Ranch Filing No. 4 Transportation Memorandum	<a href="#">SF2230</a>	LSC Transportation Consultants, Inc	February 21, 2023
<b>Retreat at TimberRidge Reports</b>			
The Retreat at TimberRidge Traffic Impact Analysis	<a href="#">PUD173</a>	LSC Transportation Consultants, Inc	January 25, 2018
The Retreat at TimberRidge Preliminary Plan Traffic Technical Memorandum	<a href="#">SP182</a>	LSC Transportation Consultants, Inc	June 29, 2018
The Retreat at TimberRidge Filing No. 1 Traffic Technical Memorandum	<a href="#">SF199</a>	LSC Transportation Consultants, Inc	April 3, 2020
The Retreat at TimberRidge Filing No. 2 Updated Traffic Technical Memorandum	<a href="#">SF2121</a>	LSC Transportation Consultants, Inc	October 4, 2021
The Retreat at TimberRidge Filing No. 3 Traffic Technical Memorandum		LSC Transportation Consultants, Inc	July 1, 2022
<b>Other Area Reports</b>			
Wolf Ranch School Site Traffic Impact Study	<a href="#">OAR1720</a>	Matrix Design Group, Inc.	5-May-17
The Ranch Sketch Plan Traffic Impact Analysis	<a href="#">SKP186</a>	LSC Transportation Consultants, Inc	July 9, 2019
Lodge III Traffic Impact Study	<a href="#">OAR</a>	LSC Transportation Consultants, Inc	December 13, 2019
Continental 613 Traffic Impact Study	<a href="#">OAR2177</a>	LSC Transportation Consultants, Inc	July 16, 2021
Solace at Black Forest Traffic Impact and Access Analysis	<a href="#">OAR2134</a>	LSC Transportation Consultants, Inc	August 13, 2021
Traffic Impact Study Addendum for Percheron	<a href="#">OAR2173</a>	SM Rocha, LLC	October, 2021
Woodmen East Commercial Center Traffic Impact Analysis	<a href="#">OAR2191</a>	LSC Transportation Consultants, Inc	December 8, 2021
Traffic Impact Study for Jaynes Property	<a href="#">SKP225</a>	SM Rocha, LLC	May, 2022
Traffic Impact Study for Rhetoric Site	<a href="#">P2216</a>	SM Rocha, LLC	June, 2022
Briargate-Stapleton Corridor Study (DRAFT)	<a href="#">briargate-stapleton.com</a>	Wilson & Company	December 9, 2021

Notes:

(1) Follow the links listed below to obtain the most recent version of each listed study. To obtain a copy of the version of each study used in preparing this report please contact LSC Transportation Consultants, Inc.

Source: LSC Transportation Consultants, Inc.

Feb-23

# Additional Attachments

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Tables 5 and 6 from *Sterling Ranch East Rezoning and Preliminary Plan TIS* with notes by LSC



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 Drive</b>				
4	Construct an eastbound left-turn lane on Briargate Parkway approaching Boulder City Drive. 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	Sterling Ranch
5	Construct a westbound right-turn deceleration lane on Briargate Parkway approaching Boulder City Drive. 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	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	Sterling Ranch
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	Sterling Ranch
<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/Westmont Drive</b>				
16	Construct an northeastbound left-turn deceleration lane on Sterling Ranch Road approaching Westmont 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 Westmont 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 Drive</b>				
21	Construct a northeastbound left-turn lane on Sterling Ranch Road approaching Newport Beach Drive. 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. (February 2023)

Future SRE Filings

SRE Fil 2

SRE Fil 2

Future SRE Filings

SRE Fil 1

SRE Fil 1

SRE Fil 1

SRE Fil 2 or Foursquare

Future SRE Filings

LSC recommends at least eight hours of traffic count volume data be collected at the intersection of Marksheffel/Sterling Ranch following completion of Marksheffel Road between Vollmer Road and Woodmen Road, which is planned to be done in 2023. Once the traffic data is completed 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.

Source: Sterling Ranch East Phase 1 Rezoning and Preliminary Plan TIS, February 10, 2023. Improvements needed prior to Sterling Ranch East Filings 1 and 2 and/or Foursquare at Sterling Ranch East have been highlighted in green. Improvements needed with Sterling Ranch East Filings 1 and 2 and/or Foursquare at Sterling Ranch East are highlighted in yellow and noted.

**Table 6**  
**(Page 1 of 2)**  
**Sterling Ranch East Rezoning and Preliminary Plan**  
**Roadway Segment Improvements**

Segment ID <sup>(1)</sup> (See Figure 12 for map)	Improvement Description	Timing	Design ADT (vpd)	Projected 2042 ADT (vpd)	Responsibility
V1 northbound	Per the City of Colorado Springs, an outside paved shoulder will need to be added along the east side of Vollmer Road from Dry Needle Place up to the south end of segment V2 improvements.	With Sterling Ranch Filing No. 4 but potentially complete concurrently with the construction of the right-turn lane at Pioneer Landscape Center access for the Sterling Ranch Recycling Facility (PCD No. PPR2241)	5,500 (Directional northbound)	16,275	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>	The need driven by anticipated traffic from each development impacting this section of Vollmer Road.	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> )	17,475	Sterling Ranch
V3	<b>Short Term:</b> 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 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)	17,380	Sterling Ranch
	<b>Long Term:</b> 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		Sterling Ranch with potential County assistance with ROW acquisition - pursuant to the recent development agreement between Sterling Ranch and EPC.
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>	<b>Short-Term Future— May 2024</b> Updated 10/15/2022 - Sections V4, V5, V6 to be constructed by <b>May 2024</b> (prior note: With Homestead North Filing 1)	20,000	16,445	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>	<b>Short-Term Future— May 2024</b> Updated 10/15/2022 - Sections V4, V5, V6 to be constructed by <b>May 2024</b> (prior note: prior note: With Homestead North Filing 1)	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>	<b>Short-Term Future— May 2024</b> Updated 10/15/2022 - Sections V4, V5, V6 to be constructed by <b>May 2024</b> (prior note: prior note: With Homestead North Filing 2)	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.	<b>Short-Term Future – May 2024</b> Updated 10/15/2022 - Sections V4, V5, V6 to be constructed by <b>May 2024</b> (prior note: With Homestead North Filing 3)	20,000	10,030	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	11,790	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 miles per hour is 20:1

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

Source: LSC Transportation Consultants, Inc. (February 10, 2023)

Table 6

With either SRE Fil 1, SRE Fil 2 or Foursquare

Sterling Ranch East Phase 1 Preliminary Plan

Roadway Segment Improvements

Segment ID <sup>(1)</sup> (See Figure 12 for map)	Improvement Description	Timing	Design ADT (vpd)	Projected 2042 ADT (vpd)	Responsibility
SR1	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Marksheffel Road to Dines Boulevard.	Short Term - with Sterling Ranch Fil No. 2	20,000	14,840	Sterling Ranch
SR2	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Dines Boulevard to Briargate Parkway.	Short-Term	20,000	10,275	Sterling Ranch
SR3	Construct Sterling Ranch Road as an Urban Collector from Briargate Parkway to Vancouver Street.	Short Term	10,000	9,300	Sterling Ranch
SR4	Construct Sterling Ranch Road from Vancouver Street north to Arroya (or ultimate north terminus).	Long-Term Future	10,000	4,260	Sterling Ranch
M1	Construct Marksheffel Road as an Urban Principal Arterial to City of Colorado Springs standards in 107' of right-of-way between Vollmer Road and Sterling Ranch Road.	Updated 10/15/2022: to be completed <b>by the end of 2022</b> (prior note: With Sterling Ranch Fil No. 2)	40,000	23,370	Sterling Ranch
M2	Construct Marksheffel Road as an Urban Principal Arterial to City of Colorado Springs standards in 107' of right-of-way between Sterling Ranch Road and the south boundary of the Sterling Ranch Master Plan Area. <b>10/16/2022 NOTE: With the completion of M2 in 2023, the connection between Vollmer and Woodmen Road (via M3) will be completed.</b>	Short Term Updated 10/15/2022: to be completed <b>in 2023</b> (prior note: With Sterling Ranch Phase 2)	40,000	29,600	Sterling Ranch
M3	Construct Marksheffel Road between the south boundary of the Sterling Ranch Master Plan Area and Woodmen Road. (Note this segment is located within the City of Colorado Springs). <b>10/16/2022 NOTE: With the completion of M2 in 2023, the connection between Vollmer and Woodmen Road (via M3) will be completed.</b>	Updated 10/15/2022: <b>Completed</b> (by Others)	40,000	24,525	Others (Completed)
M4	Construct Marksheffel Road between Black Forest Road and Vollmer Road.	Long-Term Future	40,000	27,910	Others
B1	Construct the south half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Drive [ <b>now full section by 2023</b> ].	Short-Term Future Updated 10/15/2022: <b>Full section</b> to be completed <b>in 2023</b> with Homestead at Sterling Ranch Filing No. 1 (prior note: With Homestead at Sterling Ranch Fil 2)	20,000	24,745	Sterling Ranch
	Construct the north half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Drive [ <b>now full section by 2023</b> ].	Short-Term Future Updated 10/15/2022: <b>Full section</b> to be completed <b>in 2023</b> with Homestead at Sterling Ranch Filing No. 1 (prior note: Long-Term Future)	40,000		
B2	Construct Briargate Pkwy ( <b>full section</b> ) as a 4-Lane Principal Arterial between Wheatland Dr and Sterling Ranch Road.	Short-Term Future Updated 10/15/2022: <b>Full section</b> to be completed <b>in 2023 or Spring 2024</b> (prior note: Long-Term Future)	40,000	26,375	Sterling Ranch
B3	Construct Briargate Pkwy as a 4-Lane Principal Arterial between Sterling Ranch Road and Banning Lewis Parkway.	Intermediate Term	40,000	22,365	Sterling Ranch
B4	Construct Stapleton Road as a 4-Lane Principal Arterial between Banning Lewis Parkway and Meridian Road (including upgrade of existing rural two-lane segment between Towner and Meridian).	Long-Term Future	40,000	17,945	Others
B5	Construct Briargate Pkwy as a 4-Lane Principal Arterial between Black Forest Road and Vollmer Road.	Long-Term Future	40,000	24,340	Others; PPRTA A List Project
BL1	Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between the south Sterling Ranch boundary and Briargate Pkwy.	Long-Term Future	40,000	20,320	Financial assurances for half-section, Sterling Ranch half-section or full-section w/ cost recovery
BL2	Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between Woodmen Road and the south Sterling Ranch boundary. (Note this segment will be located within the City of Colorado Springs)	Long-Term Future	40,000	28,480	Others
W1	Widen Woodmen Road from 4-lane to 6-lane section from Powers Boulevard to US 24.	Long-Term Future	72,000	66,690	PPRTA A-List Project; City of Colorado Springs ConnectCOS Index No.476
B1	Widen Black Forest Road between Woodmen Road to just north of Research Road to two northbound and southbound through lanes.	Black Forest Widening Project	40,000	28,420	City of Colorado Springs
B2	Widen Black Forest Road from just north of Research Road to Briargate Parkway.	Long-Term Future	40,000	25,145	Others/City of Colorado Springs
B3	Widen Black Forest Rd from Briargate Pkwy to Old Ranch Rd as a 4-lane Principal Arterial with bike and pedestrian facilities.	Long-Term Future	40,000	19,135	PPRTA B List Project ConnectCOS Index No. 479

Part 2/2 of this table

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 miles per hour is 20:1

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

Source: LSC Transportation Consultants, Inc. (February 10, 2023)

From Briargate Parkway to Idaho Falls Drive with SRE Fil 2 or Foursquare  
From Idaho Falls Drive to Vancouver Street with future filings

# Deviation Request

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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.

*[Handwritten Signature]* V.P.  
 Signature of owner (or authorized representative)

2/21/2023  
 Date

Engineer's Seal, Signature  
 And Date of Signature

*[Handwritten Signature]*



## 2.2.5.B Roadway Access Criteria and

## and 2.3.7.B Intersection Spacing and General Access Standards

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

A deviation from the standards of or in Section **ECM section 2.3.2 Design Standards** of the Engineering Criteria Manual (ECM) is requested for the Poco Rd and Aspen Valley Intersection K value.

Identify the specific ECM standard which a deviation is requested:

Per ECM Section 2.3.2, Table 2.6, urban 4 lane principal arterials are to have intersection spacing of ½ mile and intermediate access points are not allowed.

Address 2.2.5.B and 2.3.7.B and mention (Right-in/right-out and three quarter movement accesses may be permitted as a deviation if they meet the criteria for sight distances, turn lane requirements, grades and do 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.

State why the access points are needed and the proposed spacings from the next intersections (Wheatland and Sterling Ranch Road).

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 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.)

Add "x" if Sand Creek is a constraint for additional access from the west and mention below

- 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 ¼ access point can shorten the eastbound route into Sterling Ranch East Filing 2 and the westernmost Foursquare at Sterling Ranch lots by up to ¼ of a mile. This ¼ access also provides a secondary means of access/egress to these lots in the event of an emergency.

The future K-8 school site ¼ access point will allow for more efficient school campus operations and also provides a secondary means of access/egress to these lots in the event of an emergency.

The school site or that and lots?

**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 ¼ access points on Briagate Parkway allow for alternative means of access/egress to better serve the traffic needs of the Sterling Ranch East residents and students.

Recommend stating if this will result in better LOS at SRR/Briagate.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations.

Address the additional conflicting movements added with this access and how that could cause accidents and why that's not likely, etc.

State whether all auxiliary lane requirements will be met for the proposed intersections.

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

Maintenance of the El Paso County roadways will not be impacted.

There will be a slight increase in the infrastructure costs for 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:**

**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.

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**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.

Γ

⌋

L

⌋

**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

## **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.

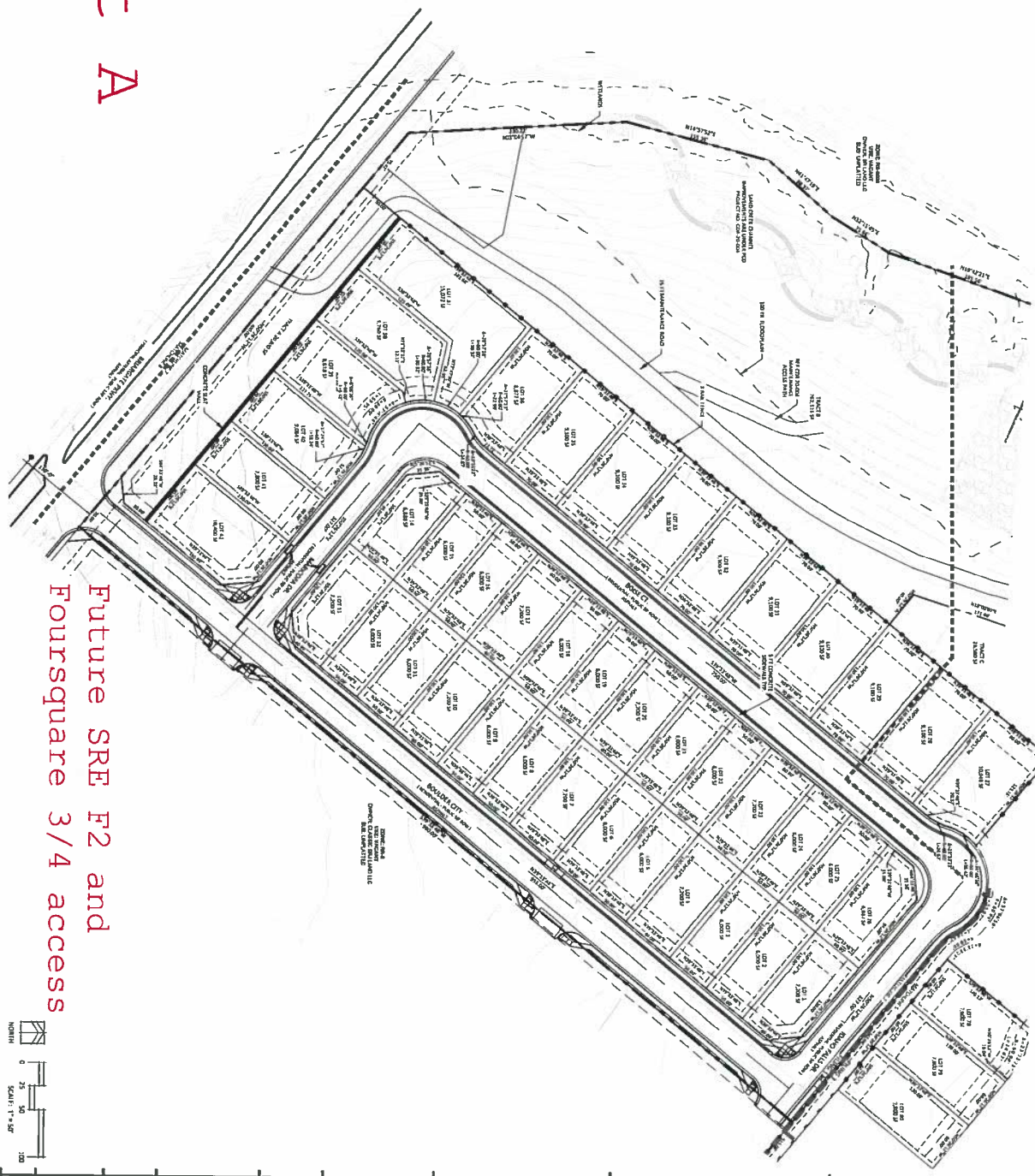
## **1.7. REVIEW FEES**

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



Future SRF F2 and  
 Foursquare 3/4 access




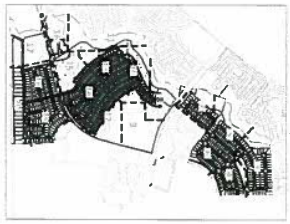
 <p>N.B.S. Inc.          619 N. Colorado          Colorado Springs, CO 80903          TEL: 719.471.0011          FAX: 719.471.0152  <a href="http://www.nbsinc.com">www.nbsinc.com</a>  <small>© 2013, All Rights Reserved</small></p>	
<p><b>STERLING RANCH EAST PRELIMINARY PLAN NO. 1</b>                  EL PASO COUNTY, CO</p>	
<p>DATE: 11/13/2013                  PROJECT: Sterling Ranch East Phase 1                  DRAWING NO: 1001.001                  SCALE: 1" = 50'</p>	
<p>ENTITLEMENT</p>	
DATE:	11/13/2013
BY:	David Thompson
CHECKED BY:	
SCALE:	1" = 50'
<p>PRELIMINARY SITE PLAN</p>	
DATE:	7 OF 36
BY:	SP-22-004

Exhibit A

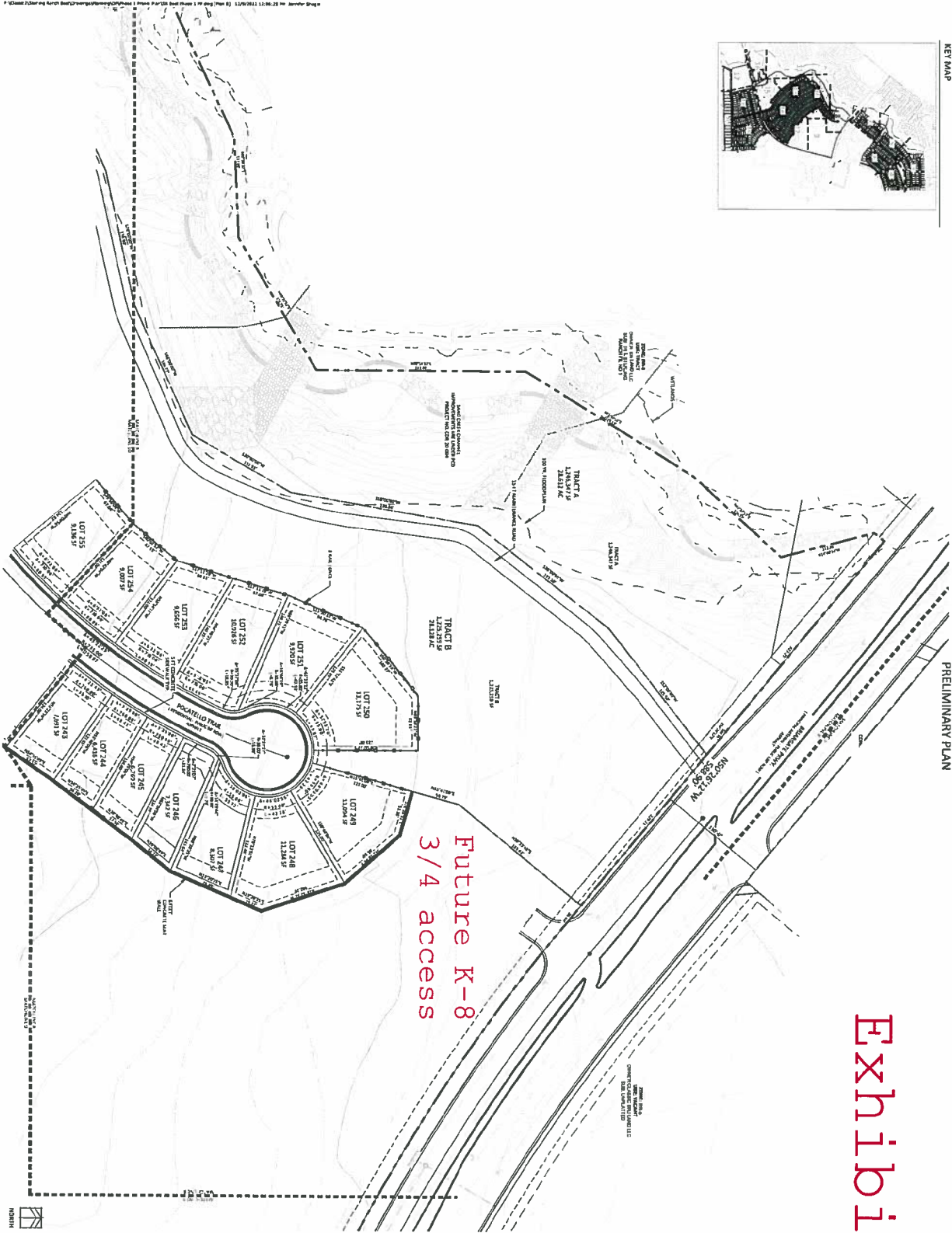


KEY MAP

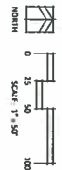


**STERLING RANCH EAST PRELIMINARY PLAN NO. 1**  
SECTION 27, 28, 33 & 34 IN TOWNSHIP 12 SOUTH RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN EL PASO COUNTY, CO  
PRELIMINARY PLAN

# Exhibit A



Future K-8  
3/4 access



N.E.S. Inc.  
618 N. Cascade Street, Suite 200  
Chubbuck, Spring, CO 80903  
Tel: 719.471.0073  
Fax: 719.471.0267  
www.nesinc.com  
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**STERLING RANCH EAST PRELIMINARY PLAN NO. 1**  
EL PASO COUNTY, CO

DATE: 08/15/12  
PROJECT: 121  
PREPARED BY: N.E.S. Inc.  
SCALE: 1" = 50'

ENTITLEMENT

DATE: 08/15/12  
PROJECT: 121  
PREPARED BY: N.E.S. Inc.

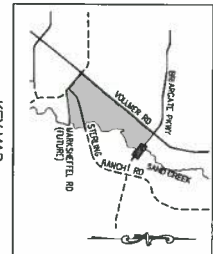
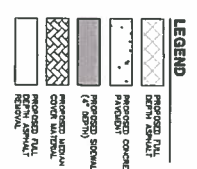
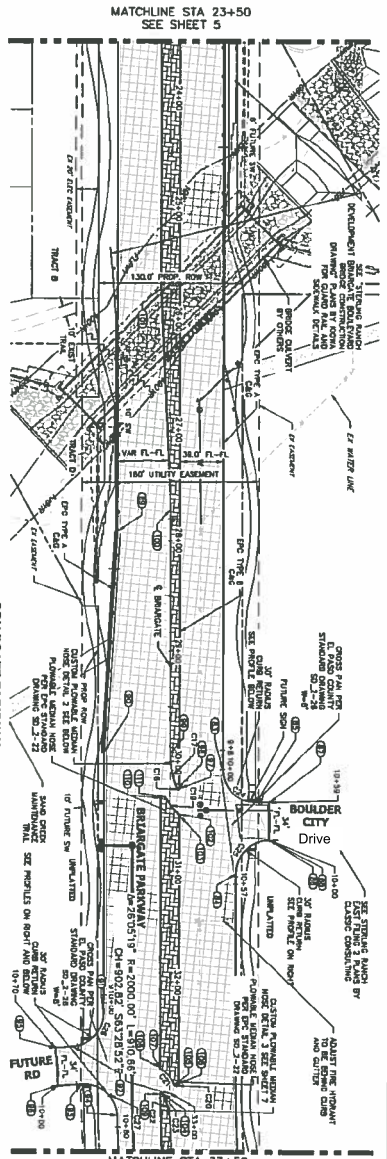
PRELIMINARY SITE PLAN

**8**

8 OF 36

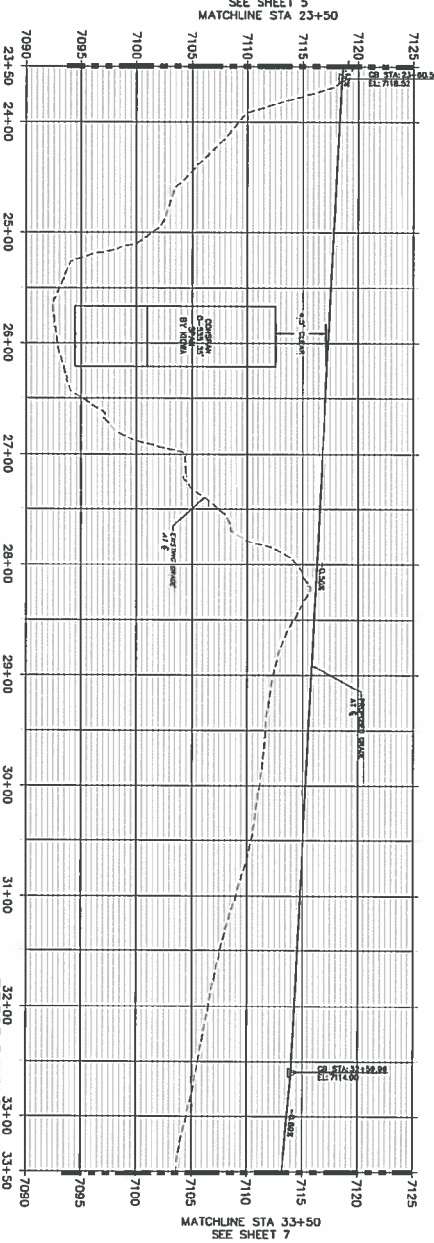
SP-22-004





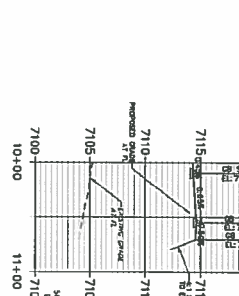
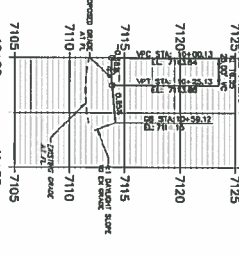
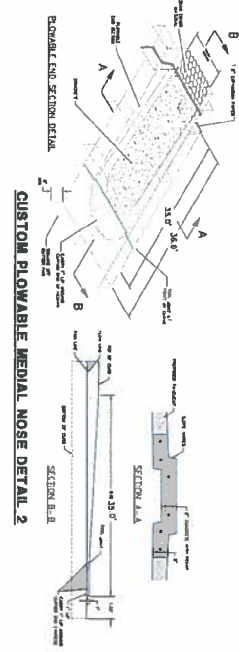
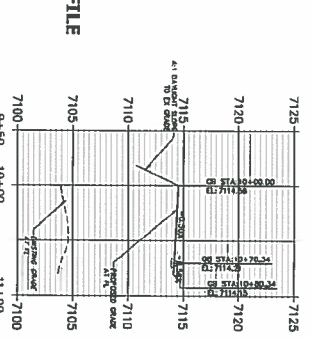
BRIARGATE & BOULDER CITY PLACE NE PROFILE  
STA 10+00.00 TO 10+57.12

# Exhibit A BRIARGATE PARKWAY PROFILE (1) Construction Details



CURVE	DELTA	RADIUS	LENGTH
C08	165.513°	1.00'	2.71'
C17	291.832°	72.15'	23.17'
C18	17.2923°	63.18'	20.00'
C19	151.915°	2.00'	5.30'
C21	239.802°	44.50'	15.20'
C22	232.544°	66.25'	27.87'
C23	155.914°	1.00'	2.86'
C24	89.000°	30.00'	47.17'
C25	90.711°	30.00'	47.20'
C26	85.290°	30.00'	44.87'

BRIARGATE & FUTURE RD SE PROFILE  
STA 9+50.00 TO 11+00.00



**ENGINEER'S STATEMENT**  
I, **James F. Morley**, PE  
REGISTERED PROFESSIONAL ENGINEER  
NO. 10512, STATE OF COLORADO  
DATE: 12/15/22  
I HEREBY CERTIFY THAT I AM THE DESIGNER OF THIS PROJECT.

H-SCALE	1"=50'
V-SCALE	1"=5'
DESIGNED BY	TM
DRAWN BY	CRB
CHECKED BY	

No.	REVISION	BY	DATE

**J-R ENGINEERING**  
A Weather Company  
Colorado 303-441-0000 | Colorado Springs 761-592-2590  
Fort Collins 970-491-2999 | www.jrengineering.com

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

UNLESS SUCH TRUE AS THE DRAWING HAS BEEN APPROVED BY THE APPROPRIATE REVIEWING AGENCIES. J-R ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

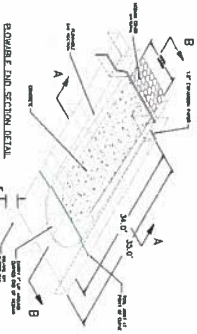
SHEET	6	OF	22
DWG. NO.	25198.03		

# Exhibit A

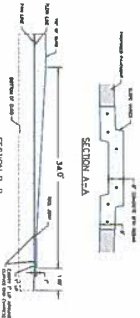
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	NOTES	DESCRIPTION
43	30+08.43	4.75' (0.3)	BRIGADIER PARKWAY	714.4		PC
44	31+02.47	9.50' (0.3)	BRIGADIER PARKWAY	714.6		PC
45	30+38.84	7.75' (0.3)	BRIGADIER PARKWAY	714.65		PT
46	30+76.63	6.50' (0.3)	BRIGADIER PARKWAY	714.4		PT
47	30+38.83	6.50' (0.3)	BRIGADIER PARKWAY	714.15		EO C&G
48	30+76.63	6.50' (0.3)	BRIGADIER PARKWAY	714.14		EO C&G
49	31+14.62	4.75' (0.3)	BRIGADIER PARKWAY	713.27		PC
50	32+18.15	3.50' (0.3)	BRIGADIER PARKWAY	713.24		PC
51	32+72.19	3.50' (0.3)	BRIGADIER PARKWAY	714.24		PC
52	33+26.23	6.75' (0.3)	BRIGADIER PARKWAY	714.43		PC
53	34+30.26	7.15' (0.3)	BRIGADIER PARKWAY	714.21		PC
54	35+34.29	4.75' (0.3)	BRIGADIER PARKWAY	714.46		EO C&G
55	36+38.33	10.00' (0.3)	BRIGADIER PARKWAY	714.56		EO C&G
56	37+42.36	6.50' (0.3)	BRIGADIER PARKWAY	715.00		PC
57	38+46.39	6.50' (0.3)	BRIGADIER PARKWAY	715.46		PC
58	39+50.42	6.50' (0.3)	BRIGADIER PARKWAY	715.92		PC
59	40+54.45	6.50' (0.3)	BRIGADIER PARKWAY	716.38		PC
60	41+58.48	6.50' (0.3)	BRIGADIER PARKWAY	716.84		PC
61	42+62.51	6.50' (0.3)	BRIGADIER PARKWAY	717.30		PC
62	43+66.54	6.50' (0.3)	BRIGADIER PARKWAY	717.76		PC
63	44+70.57	6.50' (0.3)	BRIGADIER PARKWAY	718.22		PC
64	45+74.60	6.50' (0.3)	BRIGADIER PARKWAY	718.68		PC
65	46+78.63	6.50' (0.3)	BRIGADIER PARKWAY	719.14		PC
66	47+82.66	6.50' (0.3)	BRIGADIER PARKWAY	719.60		PC
67	48+86.69	6.50' (0.3)	BRIGADIER PARKWAY	720.06		PC
68	49+90.72	6.50' (0.3)	BRIGADIER PARKWAY	720.52		PC
69	50+94.75	6.50' (0.3)	BRIGADIER PARKWAY	720.98		PC
70	51+98.78	6.50' (0.3)	BRIGADIER PARKWAY	721.44		PC
71	52+02.81	6.50' (0.3)	BRIGADIER PARKWAY	721.90		PC
72	53+06.84	6.50' (0.3)	BRIGADIER PARKWAY	722.36		PC
73	54+10.87	6.50' (0.3)	BRIGADIER PARKWAY	722.82		PC
74	55+14.90	6.50' (0.3)	BRIGADIER PARKWAY	723.28		PC
75	56+18.93	6.50' (0.3)	BRIGADIER PARKWAY	723.74		PC
76	57+22.96	6.50' (0.3)	BRIGADIER PARKWAY	724.20		PC
77	58+26.99	6.50' (0.3)	BRIGADIER PARKWAY	724.66		PC
78	59+31.02	6.50' (0.3)	BRIGADIER PARKWAY	725.12		PC
79	60+35.05	6.50' (0.3)	BRIGADIER PARKWAY	725.58		PC
80	61+39.08	6.50' (0.3)	BRIGADIER PARKWAY	726.04		PC
81	62+43.11	6.50' (0.3)	BRIGADIER PARKWAY	726.50		PC
82	63+47.14	6.50' (0.3)	BRIGADIER PARKWAY	726.96		PC
83	64+51.17	6.50' (0.3)	BRIGADIER PARKWAY	727.42		PC
84	65+55.20	6.50' (0.3)	BRIGADIER PARKWAY	727.88		PC
85	66+59.23	6.50' (0.3)	BRIGADIER PARKWAY	728.34		PC
86	67+63.26	6.50' (0.3)	BRIGADIER PARKWAY	728.80		PC
87	68+67.29	6.50' (0.3)	BRIGADIER PARKWAY	729.26		PC
88	69+71.32	6.50' (0.3)	BRIGADIER PARKWAY	729.72		PC
89	70+75.35	6.50' (0.3)	BRIGADIER PARKWAY	730.18		PC
90	71+79.38	6.50' (0.3)	BRIGADIER PARKWAY	730.64		PC
91	72+83.41	6.50' (0.3)	BRIGADIER PARKWAY	731.10		PC
92	73+87.44	6.50' (0.3)	BRIGADIER PARKWAY	731.56		PC
93	74+91.47	6.50' (0.3)	BRIGADIER PARKWAY	732.02		PC
94	75+95.50	6.50' (0.3)	BRIGADIER PARKWAY	732.48		PC
95	76+99.53	6.50' (0.3)	BRIGADIER PARKWAY	732.94		PC
96	78+03.56	6.50' (0.3)	BRIGADIER PARKWAY	733.40		PC
97	79+07.59	6.50' (0.3)	BRIGADIER PARKWAY	733.86		PC
98	80+11.62	6.50' (0.3)	BRIGADIER PARKWAY	734.32		PC
99	81+15.65	6.50' (0.3)	BRIGADIER PARKWAY	734.78		PC
100	82+19.68	6.50' (0.3)	BRIGADIER PARKWAY	735.24		PC
101	83+23.71	6.50' (0.3)	BRIGADIER PARKWAY	735.70		PC
102	84+27.74	6.50' (0.3)	BRIGADIER PARKWAY	736.16		PC
103	85+31.77	6.50' (0.3)	BRIGADIER PARKWAY	736.62		PC
104	86+35.80	6.50' (0.3)	BRIGADIER PARKWAY	737.08		PC
105	87+39.83	6.50' (0.3)	BRIGADIER PARKWAY	737.54		PC
106	88+43.86	6.50' (0.3)	BRIGADIER PARKWAY	738.00		PC
107	89+47.89	6.50' (0.3)	BRIGADIER PARKWAY	738.46		PC
108	90+51.92	6.50' (0.3)	BRIGADIER PARKWAY	738.92		PC
109	91+55.95	6.50' (0.3)	BRIGADIER PARKWAY	739.38		PC
110	92+59.98	6.50' (0.3)	BRIGADIER PARKWAY	739.84		PC
111	93+64.01	6.50' (0.3)	BRIGADIER PARKWAY	740.30		PC

SHEET 6 POINT TABLE

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	NOTES	DESCRIPTION
121	34+40.21	0.00' (0)	BRIGADIER PARKWAY	711.51		P
124	34+78.11	6.50' (0.3)	BRIGADIER PARKWAY	710.72		P

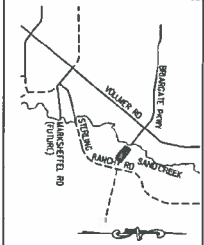
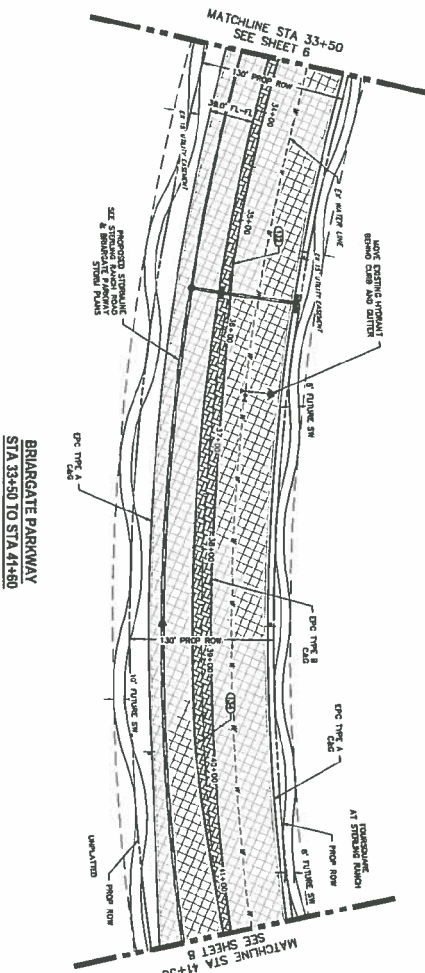
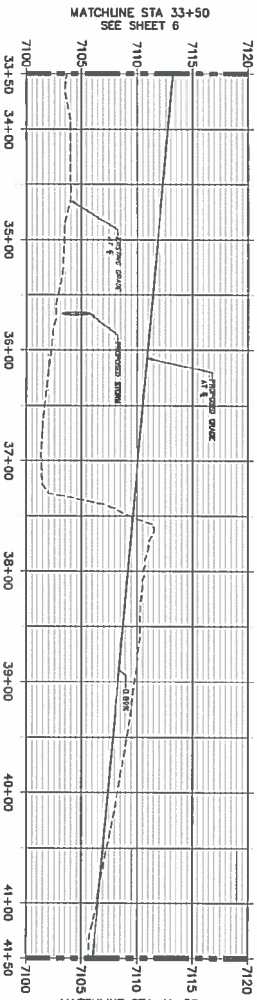


CUSTOM MOVABLE MEDIAL NOSE DETAIL 3



## Construction Details

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



LEGEND

- PROPOSED GRADE
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED MEDIAL NOSE
- PROPOSED CURB
- PROPOSED DITCH
- PROPOSED DRIVE
- PROPOSED DRIVE
- PROPOSED DRIVE
- PROPOSED DRIVE

ROADWAY NOTES  
1. ALL STATIONING AND PROFILE ELEVATIONS ARE IN FEET AND DECIMALS THEREOF.  
2. A DESIGN SPEED OF 50 MPH, LANE 9' AND 9' AND 9'.



ENGINEER'S STATEMENT  
I, JAMES F. MORLEY, P.E., LICENSE NO. 1224, REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, HEREBY CERTIFY THAT I AM THE ENGINEER OF RECORD FOR THE DESIGN OF THE BRIGADIER PARKWAY PROFILE AND PLAN SHOWN ON SHEET 7 OF THIS PROJECT.

STERLING RANCH ROAD & BRIGADIER PARKWAY SEGMENT 2 STREET PLANS  
BRIGADIER PARKWAY STREET PLAN & PROFILE  
SHEET 7 OF 32  
JOB NO. 25188.03

J-R ENGINEERING  
A Western Company  
Colorado 303-740-2800 • Colorado Statewide 781-583-2883  
For Calls 504-491-3888 • 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.



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