

Table 4
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Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2

Roadway Improvements

Item	Segment ID ⁽¹⁾	Improvement Description	Timing	Design ADT (vpd)	Projected Short-Term ADT (vph)	Projected Intermediate-Term ADT (vph)	Projected 2040 ADT (vpd)	Responsibility
1	SR1	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Marksheffel Road to Dines Boulevard	With Sterling Ranch Fil No. 2	20,000	3,155	5,410	12,785	Sterling Ranch
2	SR2	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Dines Boulevard to Briargate Parkway	Intermediate/ Long-Term Future	20,000	0	0	10,175	Sterling Ranch
3	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. Close the Tahiti Drive/Vollmer Road intersection as part of the improvement	With Sterling Ranch Fil No. 2	40,000	3,155	4,035	24,185	Sterling Ranch
4	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	Intermediate Term (When the Level of Service at Marksheffel/Vollmer degrades below ECM Standards)	40,000	0	5,085	26,710	Sterling Ranch
5	M3	Construct Marksheffel Road between the south boundary of the Sterling Ranch Master Plan Area and Woodmen Road	Intermediate Term	40,000	0	5,085	26,710	Others
6	M4	Construct Marksheffel Road between Black Forest Road and Vollmer Road	Long-Term Future	40,000	0	0	25,515	Others
7	V1 northbound	Consideration of restriping the 38' of pavement for two 11' southbound lanes (remove the bike lane), a 12' northbound lane and a 4' outside paved shoulder along the east edge ⁽²⁾	To be evaluated with the first development within Sterling Ranch Phase 2	5,500 (Directional northbound)	5,415 (Directional northbound)	4,670 (Directional northbound)	7,840 (Directional northbound)	Sterling Ranch
	V1 southbound			10,000 (Directional southbound)	5,415 (Directional southbound)	4,670 (Directional southbound)	7,840 (Directional southbound)	---
8	V1	Improve Vollmer Road from Dry Needle Place to Marksheffel Road to a standard 4-Lane Urban Minor Arterial Cross Section (Add a second northbound through lane and painted center median) ⁽³⁾	Long-Term Future	20,000	10,830	9,335	15,680	Sterling Ranch and/or Others
9	V2	Improve Vollmer Road from Marksheffel Road to Lochwinnoch Lane to a standard 4-Lane Urban Minor Arterial Cross Section ⁽³⁾	Short-Term Future (With Sterling Ranch Phase 2)	20,000 (Note: Existing Capacity 8,000 ⁽⁴⁾)	7,900	9,490	18,800	Sterling Ranch

Notes:

(1) See Figure 23

(2) See Exhibit 1

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

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

(5) Source: *The Ranch Sketch Plan Master Traffic Impact Study* by LSC Transportation Consultants, Inc. July 9, 2019 PCD File No. SKP-18-006

(6) Source: *Homestead North Phase 1 Traffic Impact Study* by LSC Transportation Consultants, Inc. August 5, 2020 PCD File No. SP-20-008

Source: LSC Transportation Consultants, Inc. (January 2021)