



LSC TRANSPORTATION CONSULTANTS, INC.  
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Sterling Ranch Filing No. 3  
Transportation Memorandum  
(LSC #184662)  
EPC PDC File No. SF2132  
April 19, 2022

**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.

  
\_\_\_\_\_ V.P.

  
\_\_\_\_\_  
Date



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April 19, 2022

Mr. Jim Morley  
Morley-Bentley Investments, LLC  
20 Boulder Crescent, 1st Floor  
Colorado Springs, CO 80903

RE: Sterling Ranch Filing No. 3  
El Paso County, Colorado  
Transportation Memorandum  
LSC #184662

Dear Mr. Morley:

LSC Transportation Consultants, Inc. has prepared this transportation memorandum to accompany the Sterling Ranch Filing No. 3 submittal. Sterling Ranch is located east of Vollmer Road near Lochwinnoch Lane between the future extensions of Marksheffel Road and Stapleton Drive in El Paso County, Colorado. This memorandum contains the following:

- A summary of the proposed land use and access plan;
- The projected average weekday and peak-hour vehicle trips to be generated by the Filing No. 3 land uses;
- Recommendations for street functional classifications for streets within Filing No. 3;
- The required Countywide Road Impact Fees; and
- An amendment to the Improvements Table from the Preliminary Plan (Table 4 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA*).

#### **PREVIOUS TRAFFIC REPORTS**

LSC prepared a traffic impact study (TIS) for the entire Sterling Ranch development dated June 5, 2008. LSC also prepared a traffic impact analysis for the Phase 2 Preliminary Plan entitled *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 Traffic Impact Analysis*, dated June 23, 2021. That Preliminary Plan TIS included the area now planned for Sterling Ranch Filing No. 3.

#### **SITE DEVELOPMENT AND LAND USE**

Sterling Ranch Filing No. 3 includes 63 lots for single-family homes. Two full-movement access points are proposed to Sterling Ranch Road. The land use and access plan are consistent with what was assumed in the Phase 2 TIS. The site plan for the currently-proposed Filing No. 3 is attached.

## **TRIP GENERATION**

Estimates of the traffic volumes expected to be generated by the site have been made using the nationally-published trip-generation rates found in *Trip Generation, 10<sup>th</sup> Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 1 shows the results of the trip-generation estimates.

As shown in Table 1, Sterling Ranch Filing No. 3 is projected to generate about 595 new vehicle trips on the average weekday, with about one-half of the vehicles entering and one-half of the vehicles exiting in a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 a.m. and 8:30 a.m., about 12 vehicles would enter and 35 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:30 p.m. and 6:30 p.m., about 39 vehicles would enter and 23 vehicles would exit the site.

## **SHORT-TERM AND 2040 TOTAL TRAFFIC AND LEVELS OF SERVICE**

Please refer to *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 Traffic Impact Analysis* dated June 23, 2021 for the short-term, intermediate-term, and 2040-total traffic volumes and level of service analysis. These volumes include the Filing 3 site-generated traffic.

## **INTERSECTION SIGHT DISTANCE**

The intersections proposed to provide access to Filing No. 3 were evaluated for intersection sight distance with the Preliminary Plan TIS. Please refer to Figure 4 of the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA*. A copy of that Figure is attached for reference.

## **ROADWAY CLASSIFICATIONS**

As shown in Figure 22 of the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA*, all streets within Filing No. 3 should be classified as Urban Local. A copy of Figure 22 from that report is attached for reference.

## **RECOMMENDED IMPROVEMENTS**

As shown in the attached Table 4 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA* the following auxiliary lanes are recommended as part of Sterling Ranch Filing No. 3:

- A northbound right-turn deceleration lane on Sterling Ranch Road approaching Hazlett Drive. This lane should be 155' long plus a 160' taper.
- A southbound left-turn lane on Sterling Ranch Road approaching Hazlett Drive. This lane should be 305' long plus a 160' taper.
- A westbound right-turn deceleration lane will not be required on Sterling Ranch Road approaching Dines Boulevard.

All required improvements at the intersection of Marksheffel Road/Sterling Ranch Road are being completed as part of Sterling Ranch Filing No. 2.

The attached Table 4 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA* is an amended version. The "Filing No. 3 amendment" to the table is shown in red font. The amendment is associated with **item no. 7** in the table.

#### **ROADWAY IMPROVEMENT FEE PROGRAM**

This project will be required to participate in the El Paso County Road Improvement Fee Program. Sterling Ranch Filing No. 3 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. Based on 63 lots, the total building permit fee would be \$76,923.

\* \* \* \* \*

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/KDF:jas

Enclosures: Table 1  
Sterling Ranch No. 3 Site Exhibit  
Pages from *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA*  
Table 4 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA (w/April 2022 Filing 3 revision)*

**Table 1**

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The table area is currently blank.



**Table 3  
Trip Generation Estimate  
Sterling Ranch Filing No. 3**

| Land<br>Use<br>Code | Land<br>Use<br>Description     | Trip<br>Generation<br>Units | Trip Generation Rates <sup>(1)</sup> |                      |      |                      | Total External Trips Generated |                               |                      |     |                      |     |
|---------------------|--------------------------------|-----------------------------|--------------------------------------|----------------------|------|----------------------|--------------------------------|-------------------------------|----------------------|-----|----------------------|-----|
|                     |                                |                             | Average<br>Weekday<br>Traffic        | Morning<br>Peak Hour |      | Evening<br>Peak Hour |                                | Average<br>Weekday<br>Traffic | Morning<br>Peak Hour |     | Evening<br>Peak Hour |     |
|                     |                                |                             |                                      | In                   | Out  | In                   | Out                            |                               | In                   | Out | In                   | Out |
| 210                 | Single-Family Detached Housing | 63 DU                       | 9.44                                 | 0.19                 | 0.56 | 0.62                 | 0.37                           | 595                           | 12                   | 35  | 39                   | 23  |

Notes:

(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)

(2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

Sep-21

**Sterling Ranch No. 3 Site Exhibit**



# STERLING RANCH FILING NO. 3

## A REPLAT OF ALL OF TRACT A, STERLING RANCH FILING NO. 2 RECORDED UNDER RECEPTION NO. \_\_\_\_\_ & A PORTION OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO

### BE IT KNOWN BY THESE PRESENTS:

THAT SR LAND, LLC, BEING THE OWNER OF THE FOLLOWING DESCRIBED TRACT OF LAND TO WIT:

### LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN A PORTION OF THE SW1/4 OF SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, EL PASO COUNTY, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AS MONUMENTED AT THE SOUTHWEST CORNER OF SAID BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624" AND AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624", SAID LINE BEARS N89°14'14"E, A DISTANCE OF 2,722.69 FEET.

COMMENCING AT SAID SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER (SW1/4) OF SAID SECTION 34; THENCE N76°27'59"W, A DISTANCE OF 3,285.79 FEET TO THE NORTHEASTERLY CORNER OF STERLING RANCH FILING NO. 2, RECORDED UNDER RECEPTION NO. \_\_\_\_\_ IN THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER, SAID POINT BEING THE POINT OF BEGINNING;

THENCE ON THE SOUTHERLY LINE OF THAT 20' ELECTRIC EASEMENT RECORDED UNDER RECEPTION NO. 218054783, N76°19'20"E A DISTANCE OF 306.51 FEET;

THENCE DEPARTING SAID SOUTHERLY EASEMENT LINE, SIX (6) COURSES:

- S76°13'42"E A DISTANCE OF 113.48 FEET;
- S40°32'14"E A DISTANCE OF 104.08 FEET;
- S17°59'13"W A DISTANCE OF 156.80 FEET;
- S05°59'16"E A DISTANCE OF 253.00 FEET;
- S30°01'27"E A DISTANCE OF 151.07 FEET;
- S54°45'26"W A DISTANCE OF 199.63 FEET, TO A POINT ON THE SOUTHERLY LINE, AND ITS EXTENSION, OF THAT PROPERTY RECORDED UNDER RECEPTION NO. 21705379;

THENCE ON SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES:

- S78°47'17"W A DISTANCE OF 182.32 FEET;
- S35°56'43"W A DISTANCE OF 113.87 FEET, TO A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33;

THENCE ON SAID SOUTH LINE, S89°04'30"W A DISTANCE OF 1,073.19 FEET, TO A POINT OF NON-TANGENT CURVE;

THENCE DEPARTING SAID SOUTH LINE, THE FOLLOWING THREE (3) COURSES:

- ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS S61°10'09"E, HAVING A RADIUS OF 225.00 FEET, A CENTRAL ANGLE OF 17°06'47" AND AN ARC LENGTH OF 67.20 FEET, TO A POINT OF REVERSE CURVE;
- ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 175.00 FEET, A CENTRAL ANGLE OF 59°37'18" AND AN ARC LENGTH OF 182.10 FEET, TO A POINT OF TANGENT;
- N13°40'40"W A DISTANCE OF 303.66 FEET, TO A POINT ON THE NORTHERLY LINE OF THAT 20' ELECTRIC EASEMENT RECORDED UNDER RECEPTION NO. 218054783;

THENCE ON SAID NORTHERLY EASEMENT LINE, N76°19'20"E A DISTANCE OF 982.10 FEET;

THENCE DEPARTING SAID NORTHERLY EASEMENT LINE, N13°40'40"W A DISTANCE OF 80.00 FEET, TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 910,909 SQUARE FEET OR 20.9116 ACRES.

### ACCEPTANCE CERTIFICATE FOR TRACTS:

THE DEDICATION OF TRACTS A AND B ARE FOR LANDSCAPE PURPOSES, DRAINAGE, PEDESTRIAN ACCESS, OPEN SPACE, AND UTILITIES PURPOSES AND ARE HEREBY ACCEPTED FOR OWNERSHIP AND MAINTENANCE BY STERLING RANCH METROPOLITAN DISTRICT NO. 1.

BY: \_\_\_\_\_

AS: \_\_\_\_\_ OF STERLING RANCH METROPOLITAN DISTRICT NO. 1

STATE OF COLORADO )  
                                  ) SS  
COUNTY OF EL PASO )

ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, A.D.

BY: \_\_\_\_\_

AS: \_\_\_\_\_ OF STERLING RANCH METROPOLITAN DISTRICT NO. 1

WITNESS MY HAND AND OFFICIAL SEAL:

MY COMMISSION EXPIRES: \_\_\_\_\_

NOTARY PUBLIC: \_\_\_\_\_

### OWNERS CERTIFICATE/ DEDICATION STATEMENT:

THE ABOVE OWNER HAVE CAUSED SAID TRACT OF LAND TO BE SURVEYED AND PLATTED INTO TRACTS, LOTS, STREETS, AND EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT, WHICH PLAT IS DRAWN TO A FIXED SCALES AS INDICATED THEREON AND ACCURATELY SETS FORTH THE BOUNDARIES AND DIMENSIONS OF SAID TRACT AND LOCATIONS OF SAID EASEMENTS, AND WHICH TRACT SO PLATTED SHALL BE KNOWN AS STERLING RANCH FILING NO. 3, EL PASO COUNTY, COLORADO.

ALL STREETS HEREBY PLATTED ARE HEREBY DEDICATED TO PUBLIC USE AND SAID OWNER DOES HEREBY PERSONALLY COVENANT AND AGREE THAT ALL PLATTED STREETS WILL BE CONSTRUCTED TO EL PASO COUNTY STANDARDS, AND THAT PROPER DRAINAGE FOR SAME WILL BE PROVIDED AT HIS OWN EXPENSE, ALL TO THE SATISFACTION OF THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, AND UPON ACCEPTANCE BY RESOLUTION, ALL STREETS SO DEDICATED WILL BECOME MATTERS OF MAINTENANCE BY EL PASO COUNTY, COLORADO.

THE AFOREMENTIONED, SR LAND, LLC HAS EXECUTED THIS INSTRUMENT THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, A.D.

BY: \_\_\_\_\_

PRINTED NAME: \_\_\_\_\_

AS: \_\_\_\_\_ OF SR LAND, LLC

STATE OF COLORADO )  
                                  ) SS  
COUNTY OF EL PASO )

THE FORGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, A.D. BY: \_\_\_\_\_

AS: \_\_\_\_\_ OF SR LAND, LLC

WITNESS MY HAND AND OFFICIAL SEAL:

MY COMMISSION EXPIRES: \_\_\_\_\_  
NOTARY PUBLIC

### ACCEPTANCE CERTIFICATE FOR TRACTS:

THE DEDICATION OF TRACT C IS FOR FUTURE RESIDENTIAL DEVELOPMENT PURPOSES AND IS HEREBY ACCEPTED FOR OWNERSHIP AND MAINTENANCE BY SR LAND, LLC.

BY: \_\_\_\_\_

AS: \_\_\_\_\_ OF SR LAND, LLC

STATE OF COLORADO )  
                                  ) SS  
COUNTY OF EL PASO )

ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, A.D.

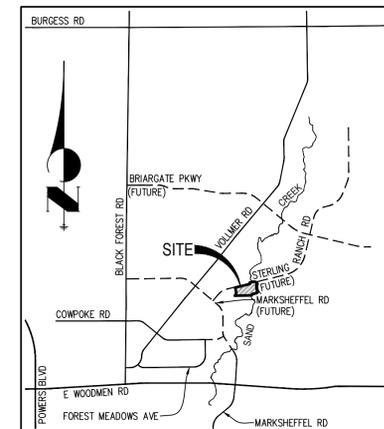
BY: \_\_\_\_\_

AS: \_\_\_\_\_ OF SR LAND, LLC

WITNESS MY HAND AND OFFICIAL SEAL:

MY COMMISSION EXPIRES: \_\_\_\_\_

NOTARY PUBLIC: \_\_\_\_\_



VICINITY MAP  
N.T.S.

### SURVEYOR'S CERTIFICATE:

THE UNDERSIGNED REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATES AND DECLARES THAT THE ACCOMPANYING PLAT WAS SURVEYED AND DRAWN UNDER HIS RESPONSIBLE CHARGE AND ACCURATELY SHOWS THE DESCRIBED TRACT OF LAND, AND SUBDIVISION THEREOF, AND THAT THE REQUIREMENTS OF TITLE 38 OF THE COLORADO REVISED STATUTES, 1973, AS AMENDED, HAVE BEEN MET TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

JARROD ADAMS, PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 38252  
FOR AND ON BEHALF OF JR ENGINEERING, LLC

### NOTICE:

ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

### PCD DIRECTOR CERTIFICATE:

THIS PLAT FOR "STERLING RANCH FILING NO. 3" WAS APPROVED FOR FILING BY THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, SUBJECT TO ANY NOTES OR CONDITIONS SPECIFIED HEREON.

\_\_\_\_\_  
CHAIR, PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DATE

### BOARD OF COUNTY COMMISSIONERS CERTIFICATE:

THIS PLAT FOR "STERLING RANCH FILING NO. 3" WAS APPROVED FOR FILING BY THE EL PASO COUNTY, COLORADO BOARD OF COUNTY COMMISSIONERS ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 202\_\_\_\_, SUBJECT TO ANY NOTES SPECIFIED HEREON AND ANY CONDITIONS INCLUDED IN THE RESOLUTION OF APPROVAL. THE DEDICATIONS OF LAND TO THE PUBLIC (STREETS AND EASEMENTS) ARE ACCEPTED, BUT PUBLIC IMPROVEMENTS THEREON WILL NOT BECOME MAINTENANCE RESPONSIBILITY OF EL PASO COUNTY UNTIL PRELIMINARY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL AND THE SUBDIVISION IMPROVEMENTS AGREEMENT.

\_\_\_\_\_  
PRESIDENT, BOARD OF COUNTY COMMISSIONERS DATE

### CLERK AND RECORDER

STATE OF COLORADO )  
                                  ) SS  
COUNTY OF EL PASO )

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN MY OFFICE

AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M., THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, A.D.

AND IS DULY RECORDED AT RECEPTION NO. \_\_\_\_\_ OF THE RECORDS OF EL PASO COUNTY, COLORADO.

CHUCK BROERMAN, RECORDER

BY: \_\_\_\_\_  
DEPUTY

JOB NO. 25188.02  
JUNE 7, 2021  
SHEET 1 OF 3

### FEES:

DRAINAGE FEE: \_\_\_\_\_  
BRIDGE FEE: \_\_\_\_\_  
SCHOOL FEE: \_\_\_\_\_  
PARK FEE: \_\_\_\_\_

### SUMMARY:

|               |               |         |
|---------------|---------------|---------|
| 63 LOTS       | 9.0622 ACRES  | 43.33%  |
| 3 TRACTS      | 7.5238 ACRES  | 35.98%  |
| RIGHTS-OF-WAY | 4.3256 ACRES  | 20.69%  |
| TOTAL         | 20.9116 ACRES | 100.00% |

FILE NO. SF-21-XXX



Centennial 303-740-9393 • Colorado Springs 719-593-2593  
Fort Collins 970-491-9888 • www.jrengineering.com

# STERLING RANCH FILING NO. 3

## A REPLAT OF ALL OF TRACT A, STERLING RANCH FILING NO. 2 RECORDED UNDER RECEPTION NO. \_\_\_\_\_ & A PORTION OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO

### PLAT NOTES:

1. BASIS OF BEARINGS: BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AS MONUMENTED AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624" AND AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624", SAID LINE BEARS N89°14'14"E, A DISTANCE OF 2,722.56 FEET.
2. WATER SERVICE SHALL BE SUPPLIED BY STERLING RANCH METROPOLITAN DISTRICT NO. 1.
3. SEWER SERVICE SHALL BE SUPPLIED BY STERLING RANCH METROPOLITAN DISTRICT NO. 1.
4. ELECTRIC SERVICES SHALL BE PROVIDED BY MOUNTAIN VIEW ELECTRIC ASSOCIATION.
5. NATURAL GAS SERVICES SHALL BE PROVIDED BY COLORADO SPRINGS UTILITIES.
6. FIRE PROTECTION BY THE BLACK FOREST FIRE PROTECTION DISTRICT.
7. ALL STRUCTURAL FOUNDATIONS SHALL BE LOCATED AND DESIGNED BY A PROFESSIONAL ENGINEER, CURRENTLY LICENSED IN THE STATE OF COLORADO.
8. THE FOLLOWING REPORTS HAVE BEEN SUBMITTED IN ASSOCIATION WITH THE PRELIMINARY PLAN SP 20-03 OR FINAL PLAT FOR THIS SUBDIVISION AND ARE ON FILE AT THE COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT: TRANSPORTATION IMPACT STUDY; DRAINAGE REPORT; WATER RESOURCES REPORT; WASTEWATER DISPOSAL REPORT; NATURAL HAZARDS REPORT; GEOLOGY AND SOILS REPORT; WETLAND STUDY/ 404 PERMIT.
9. ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORM WATER DRAINAGE IN AND THROUGH THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE INDICATED. STRUCTURES, FENCES, MATERIALS OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.
10. UNLESS OTHERWISE INDICATED, ALL SIDE LOT LINES ARE HEREBY PLATTED ON EITHER SIDE WITH A 5 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT, EXCEPT WHEN THE SIDE YARD IS ADJACENT TO A PUBLIC STREET AND THEREFORE A 10 FOOT PUBLIC IMPROVEMENT, PUBLIC UTILITY AND DRAINAGE EASEMENT. ALL FRONT LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT PUBLIC IMPROVEMENT, PUBLIC UTILITY AND DRAINAGE EASEMENT, AND ALL REAR LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT. ALL EXTERIOR SUBDIVISION BOUNDARIES ARE HEREBY PLATTED WITH A 7 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT. THE SOLE RESPONSIBILITY FOR THE SURFACE MAINTENANCE OF EASEMENTS IS HEREBY VESTED WITH THE INDIVIDUAL PROPERTY OWNERS.
11. DEVELOPER SHALL COMPLY WITH FEDERAL AND STATE LAWS, REGULATIONS, ORDINANCES, REVIEW AND PERMIT REQUIREMENTS, AND OTHER AGENCY REQUIREMENTS, IF ANY, OF APPLICABLE AGENCIES INCLUDING, BUT NOT LIMITED TO, THE COLORADO PARKS AND WILDLIFE, COLORADO DEPARTMENT OF TRANSPORTATION, U.S. ARMY CORP OF ENGINEERS AND THE U.S. FISH AND WILDLIFE SERVICE REGARDING THE ENDANGERED SPECIES ACT, PARTICULARLY AS IT RELATES TO THE LISTED SPECIES.
12. THE ADDRESS EXHIBITED ON THIS PLAT ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT THE LEGAL DESCRIPTION AND ARE SUBJECT TO CHANGE.
13. NO DRIVEWAY SHALL BE ESTABLISHED UNLESS AN ACCESS PERMIT HAS BEEN GRANTED BY EL PASO COUNTY.
14. NO LOT OR INTEREST THEREIN, SHALL BE SOLD, CONVEYED, OR TRANSFERRED WHETHER BY DEED OR BY CONTRACT, NOR SHALL BUILDING PERMITS BE ISSUED, UNTIL AND UNLESS EITHER THE REQUIRED PUBLIC AND COMMON DEVELOPMENT IMPROVEMENTS HAVE BEEN CONSTRUCTED AND COMPLETED AND PRELIMINARILY ACCEPTED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT BETWEEN THE APPLICANT/ OWNER AND EL PASO COUNTY AS RECORDED UNDER RECEPTION NUMBER \_\_\_\_\_ IN THE OFFICE OF THE CLERK AND RECORDER OF EL PASO COUNTY, COLORADO OR, IN THE ALTERNATIVE, OTHER COLLATERAL IS PROVIDED TO MAKE PROVISION FOR THE COMPLETION OF SAID IMPROVEMENTS IN ACCORDANCE WITH THE EL PASO COUNTY LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL. ANY SUCH ALTERNATIVE COLLATERAL MUST BE APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT CHAIR AND MEET THE POLICY AND PROCEDURE REQUIREMENTS OF EL PASO COUNTY PRIOR TO THE RELEASE BY THE COUNTY OF ANY LOTS FOR SALE, CONVEYANCE OR TRANSFER.  
  
THIS PLAT RESTRICTION MAY BE REMOVED OR RESCINDED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT CHAIR UPON EITHER APPROVAL OF AN ALTERNATIVE FORM OF COLLATERAL OR COMPLETION AND PRELIMINARY ACCEPTANCE BY THE EL PASO BOARD OF COUNTY COMMISSIONERS OF ALL IMPROVEMENTS REQUIRED TO BE CONSTRUCTED AND COMPLETED IN ACCORDANCE WITH SAID SUBDIVISION IMPROVEMENTS AGREEMENT. THE PARTIAL RELEASE OF LOTS FOR SALE, CONVEYANCE OR TRANSFER MAY ONLY BE GRANTED IN ACCORDANCE WITH ANY PLANNED PARTIAL RELEASE OF LOTS AUTHORIZED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT.

### PLAT NOTES:

15. NO STRUCTURES OR FENCES ARE PERMITTED WITHIN DESIGNATED "FLOODPLAIN" AREAS. (MODIFICATION OF THIS NOTE MAY BE ALLOWED IF THE PLAN APPROVED BY THE FLOODPLAIN ADMINISTRATOR, PROVIDED THIS CREATES NO CONFLICT WITH APPROVED PLANS OR CONDITIONS.)
16. A PORTION OF THIS SITE IS LOCATED WITHIN A DESIGNATED FEMA FLOODPLAIN AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, COMMUNITY MAP NUMBER 08041C0533G, EFFECTIVE DATE DECEMBER 7, 2018.
17. NOTICE: THIS PROPERTY MAY BE ADVERSELY IMPACTED BY NOISE, DUST, FUMES, AND LIGHT POLLUTION CAUSED BY ADJACENT INDUSTRIAL PROPERTIES AND ACTIVITIES. THE BUYERS SHOULD RESEARCH AND BE AWARE OF THIS POTENTIALITY AND THE RAMIFICATIONS THEREOF.
18. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO CRS 18-4-508.
19. ALL PROPERTY WITHIN THIS SUBDIVISION IS INCLUDED IN STERLING RANCH METROPOLITAN DISTRICT NO. 1.
20. THE STERLING RANCH METROPOLITAN DISTRICT NO. 1 WILL BE RESPONSIBLE FOR MAINTENANCE OF THE ROADS AND DRAINAGE FACILITIES UNTIL PRELIMINARY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE, THE ENGINEERING CRITERIA MANUAL, AND THE SUBDIVISION IMPROVEMENTS AGREEMENT.
21. ALL PROPERTY WITHIN THIS SUBDIVISION IS SUBJECT TO A DECLARATION OF COVENANT AS RECORDED AT RECEPTION NUMBER \_\_\_\_\_ OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER.
22. SPECIAL DISTRICT DISCLOSURE: A TITLE 32 SPECIAL DISTRICT ANNUAL REPORT AND DISCLOSURE FORM SATISFACTORY TO THE DEVELOPMENT SERVICES DEPARTMENT SHALL BE RECORDED WITH EACH PLAT.
23. MAILBOXES SHALL BE INSTALLED IN ACCORDANCE WITH ALL EL PASO COUNTY AND UNITED STATES POSTAL SERVICE REGULATION.
24. THE SUBDIVIDER(S) AGREES ON BEHALF OF HIM/HERSELF AND ANY DEVELOPER OR BUILDER SUCCESSORS AND ASSIGNEES THAT SUBDIVIDER AND/OR SAID SUCCESSORS AND ASSIGNS SHALL BE REQUIRED TO PAY TRAFFIC IMPACT FEES IN ACCORDANCE WITH THE EL PASO COUNTY ROAD IMPACT FEE PROGRAM RESOLUTION (RESOLUTION NO. 19-471), OR ANY AMENDMENTS THERETO, AT OR PRIOR TO THE TIME OF BUILDING PERMIT SUBMITTALS. THE FEE OBLIGATION, IF NOT PAID AT FINAL PLAT RECORDING, SHALL BE DOCUMENTED ON ALL SALES DOCUMENTS AND ON PLAT NOTES TO ENSURE THAT A TITLE SEARCH WOULD FIND THE FEE OBLIGATION BEFORE SALE OF THE PROPERTY. TRANSPORTATION IMPACT FEES ARE TO BE PAID AT BUILDING PERMIT. THE SUBDIVIDER AGREES TO THE INCLUSION OF THE STERLING RANCH FILING NO. 2 INTO THE EL PASO COUNTY PUBLIC IMPROVEMENT DISTRICT NO. 2 AS RECORDED AT RECEPTION NO. \_\_\_\_\_.
25. THERE SHALL BE NO DIRECT RESIDENTIAL LOT ACCESS TO DINES BOULEVARD, VOLLMER ROAD, MARKSHEFFEL ROAD, OR STERLING RANCH ROAD.
26. THE FOLLOWING LOTS HAVE BEEN FOUND TO BE IMPACTED BY GEOLOGIC HAZARDS, MITIGATION MEASURES AND A MAP OF THE HAZARD AREA CAN BE FOUND IN THE GEOLOGIC HAZARD REPORT BY ENTEC DATED MAY 4, 2021 IN SF-20-03 AVAILABLE AT THE EL PASO PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT. THE FOLLOWING LOTS AND TRACTS ARE IMPACTED:  
  
FLOODPLAIN: TRACT C
27. NO REPLAT OR RESUBDIVISION OF TRACT C SHALL BE RECORDED UNTIL AND UNLESS THE IMPROVEMENTS DESCRIBED IN EXHIBIT A TO THE SUBDIVISION IMPROVEMENTS AGREEMENT FOR STERLING RANCH FILING NO. 3 HAVE BEEN COMPLETED BY THE SUBDIVIDER AND DISTRICT AND APPROVED BY THE COUNTY AND THE DISTRICT FOR PRELIMINARY ACCEPTANCE PURSUANT TO THE COUNTY'S ENGINEERING CRITERIA MANUAL.

| LINE TABLE |             |          |
|------------|-------------|----------|
| LINE       | BEARING     | DISTANCE |
| L1         | S31°19'20"W | 49.50'   |
| L2         | N58°40'39"W | 36.77'   |
| L3         | N31°19'21"E | 36.76'   |
| L4         | N58°40'39"W | 36.77'   |
| L5         | N31°19'21"E | 36.77'   |
| L6         | S52°18'05"E | 41.65'   |
| L7         | N69°40'42"E | 45.79'   |
| L8         | N28°31'11"E | 25.00'   |
| L9         | S89°04'30"W | 20.00'   |
| L10        | S76°19'20"W | 24.34'   |
| L11        | S76°19'20"W | 25.34'   |
| L12        | S76°19'20"W | 3.38'    |
| L13        | S31°19'20"W | 36.77'   |
| L14        | N89°04'30"E | 51.26'   |
| L15        | N58°40'39"W | 36.78'   |
| L16        | N31°19'21"E | 35.41'   |
| L17        | N56°25'30"W | 38.20'   |
| L18        | N31°19'21"E | 36.78'   |
| L19        | N58°40'40"W | 49.50'   |
| L20        | N31°19'20"E | 49.50'   |

| CURVE TABLE |           |         |        |
|-------------|-----------|---------|--------|
| CURVE       | DELTA     | RADIUS  | LENGTH |
| C1          | 7°13'05"  | 175.00' | 22.05' |
| C2          | 12°55'39" | 200.00' | 45.13' |
| C3          | 77°14'51" | 52.00'  | 70.11' |
| C4          | 23°33'23" | 60.00'  | 24.67' |
| C5          | 23°33'23" | 60.00'  | 24.67' |
| C6          | 30°12'01" | 60.00'  | 31.63' |
| C7          | 41°09'31" | 60.00'  | 43.10' |
| C8          | 39°14'51" | 60.00'  | 41.10' |
| C9          | 13°45'14" | 60.00'  | 14.40' |
| C10         | 12°45'09" | 200.00' | 44.51' |
| C11         | 12°45'09" | 175.00' | 38.95' |
| C12         | 12°45'09" | 225.00' | 50.08' |
| C13         | 2°36'42"  | 225.00' | 10.26' |
| C14         | 10°08'27" | 225.00' | 39.82' |
| C15         | 23°33'23" | 60.00'  | 24.67' |
| C16         | 7°03'31"  | 60.00'  | 7.39'  |
| C17         | 16°29'52" | 60.00'  | 17.28' |
| C18         | 90°00'00" | 52.00'  | 81.68' |
| C19         | 23°33'08" | 60.00'  | 24.66' |
| C20         | 17°19'01" | 60.00'  | 18.13' |

| CURVE TABLE |            |         |         |
|-------------|------------|---------|---------|
| CURVE       | DELTA      | RADIUS  | LENGTH  |
| C21         | 6°14'06"   | 60.00'  | 6.53'   |
| C22         | 15°22'55"  | 200.00' | 53.69'  |
| C23         | 0°57'24"   | 175.00' | 2.92'   |
| C24         | 48°26'52"  | 55.00'  | 46.51'  |
| C25         | 8°20'43"   | 55.00'  | 8.01'   |
| C26         | 59°13'39"  | 55.00'  | 56.85'  |
| C27         | 121°14'22" | 55.00'  | 116.38' |
| C28         | 40°12'40"  | 55.00'  | 38.60'  |
| C29         | 37°26'41"  | 55.00'  | 35.94'  |
| C30         | 17°52'41"  | 55.00'  | 17.16'  |
| C31         | 23°07'25"  | 55.00'  | 22.20'  |
| C32         | 5°41'56"   | 225.00' | 22.38'  |

| AREA TABLE |           |           |
|------------|-----------|-----------|
| PARCEL #   | AREA (SF) | AREA (AC) |
| TRACT A    | 22,033    | 0.5058    |
| TRACT B    | 277,403   | 6.3683    |
| TRACT C    | 28,300    | 0.6497    |
| 1          | 7,842     | 0.1800    |
| 2          | 6,751     | 0.1550    |
| 3          | 12,130    | 0.2785    |
| 4          | 6,178     | 0.1418    |
| 5          | 9,835     | 0.2258    |
| 6          | 5,500     | 0.1263    |
| 7          | 5,499     | 0.1262    |
| 8          | 5,177     | 0.1189    |
| 9          | 5,411     | 0.1242    |
| 10         | 5,251     | 0.1205    |
| 11         | 5,250     | 0.1205    |
| 12         | 5,250     | 0.1205    |
| 13         | 5,250     | 0.1205    |
| 14         | 5,250     | 0.1205    |
| 15         | 5,250     | 0.1205    |
| 16         | 5,250     | 0.1205    |
| 17         | 5,250     | 0.1205    |
| 18         | 5,250     | 0.1205    |
| 19         | 5,109     | 0.1173    |
| 20         | 4,979     | 0.1143    |

| AREA TABLE |           |           |
|------------|-----------|-----------|
| PARCEL #   | AREA (SF) | AREA (AC) |
| 21         | 7,491     | 0.1720    |
| 22         | 7,462     | 0.1713    |
| 23         | 6,000     | 0.1377    |
| 24         | 8,638     | 0.1983    |
| 25         | 6,732     | 0.1545    |
| 26         | 5,597     | 0.1285    |
| 27         | 5,597     | 0.1285    |
| 28         | 5,597     | 0.1285    |
| 29         | 5,686     | 0.1305    |
| 30         | 6,197     | 0.1423    |
| 31         | 8,237     | 0.1891    |
| 32         | 5,000     | 0.1148    |
| 33         | 5,283     | 0.1213    |
| 34         | 5,849     | 0.1343    |
| 35         | 6,415     | 0.1473    |
| 36         | 6,972     | 0.1600    |
| 37         | 7,163     | 0.1644    |
| 38         | 9,613     | 0.2207    |
| 39         | 7,767     | 0.1783    |
| 40         | 5,500     | 0.1263    |
| 41         | 5,500     | 0.1263    |
| 42         | 5,500     | 0.1263    |
| 43         | 7,362     | 0.1690    |

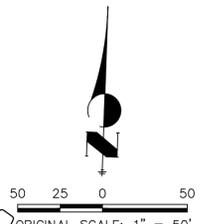
| AREA TABLE |           |           |
|------------|-----------|-----------|
| PARCEL #   | AREA (SF) | AREA (AC) |
| 44         | 7,024     | 0.1613    |
| 45         | 5,750     | 0.1320    |
| 46         | 5,750     | 0.1320    |
| 47         | 5,750     | 0.1320    |
| 48         | 5,750     | 0.1320    |
| 49         | 5,750     | 0.1320    |
| 50         | 5,750     | 0.1320    |
| 51         | 5,750     | 0.1320    |
| 52         | 5,750     | 0.1320    |
| 53         | 5,750     | 0.1320    |
| 54         | 5,750     | 0.1320    |
| 55         | 5,750     | 0.1320    |
| 56         | 6,900     | 0.1584    |
| 57         | 6,900     | 0.1584    |
| 58         | 7,025     | 0.1613    |
| 59         | 6,262     | 0.1438    |
| 60         | 5,500     | 0.1263    |
| 61         | 6,354     | 0.1459    |
| 62         | 6,068     | 0.1393    |
| 63         | 6,650     | 0.1527    |

JOB NO. 25188.02  
JUNE 7, 2021  
SHEET 2 OF 3

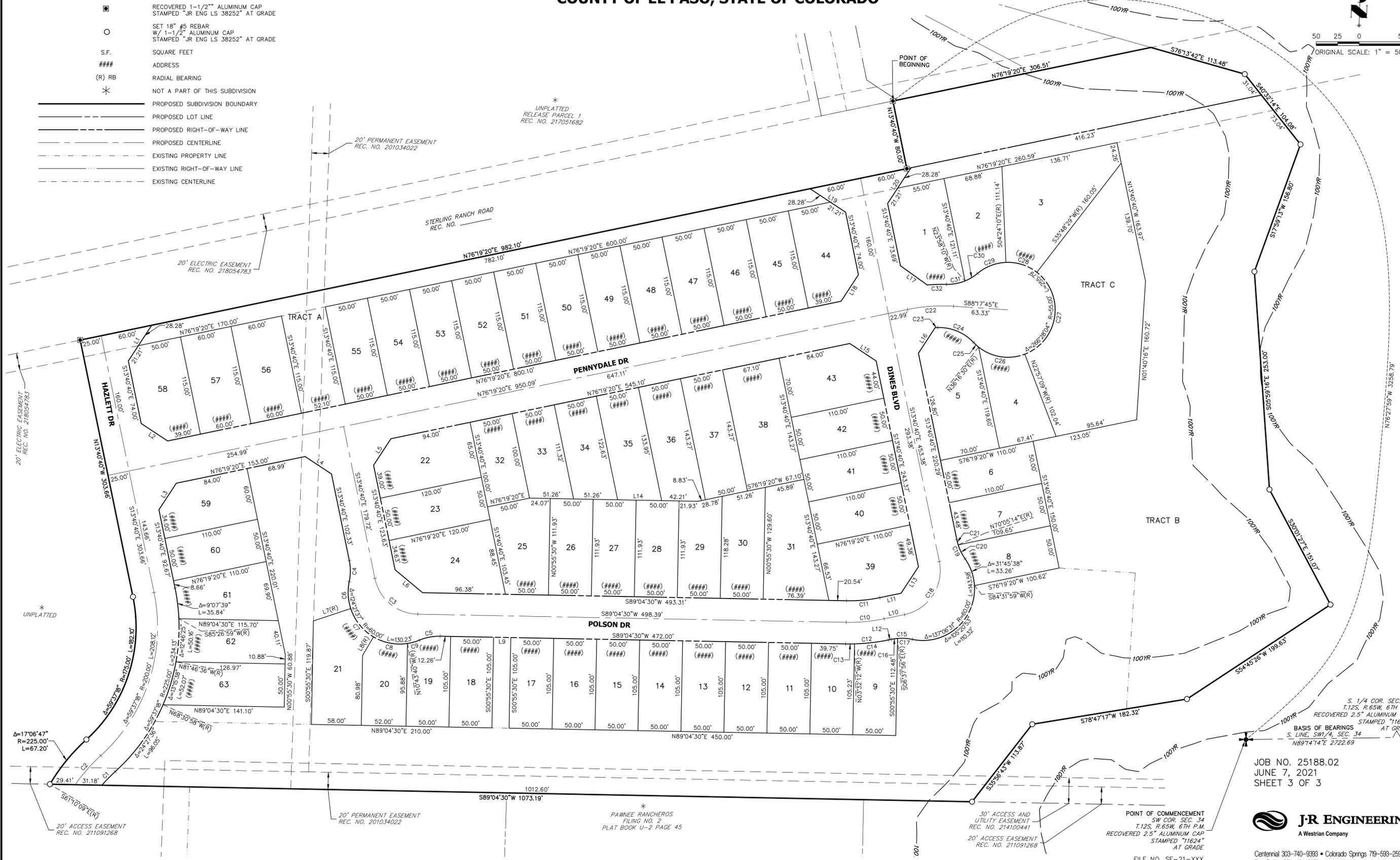


# STERLING RANCH FILING NO. 3

A REPLAT OF ALL OF TRACT A, STERLING RANCH FILING NO. 2 RECORDED UNDER RECEPTION NO. \_\_\_\_\_ &  
 A PORTION OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
 COUNTY OF EL PASO, STATE OF COLORADO



- LEGEND**
- ◼ RECOVERED 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252" AT GRADE
  - SET 18" #5 REBAR W/ 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252" AT GRADE
  - S.F. SQUARE FEET
  - ### ADDRESS
  - (R) RB RADIAL BEARING
  - \* NOT A PART OF THIS SUBDIVISION
  - PROPOSED SUBDIVISION BOUNDARY
  - PROPOSED LOT LINE
  - PROPOSED RIGHT-OF-WAY LINE
  - PROPOSED CENTERLINE
  - EXISTING PROPERTY LINE
  - EXISTING RIGHT-OF-WAY LINE
  - EXISTING CENTERLINE



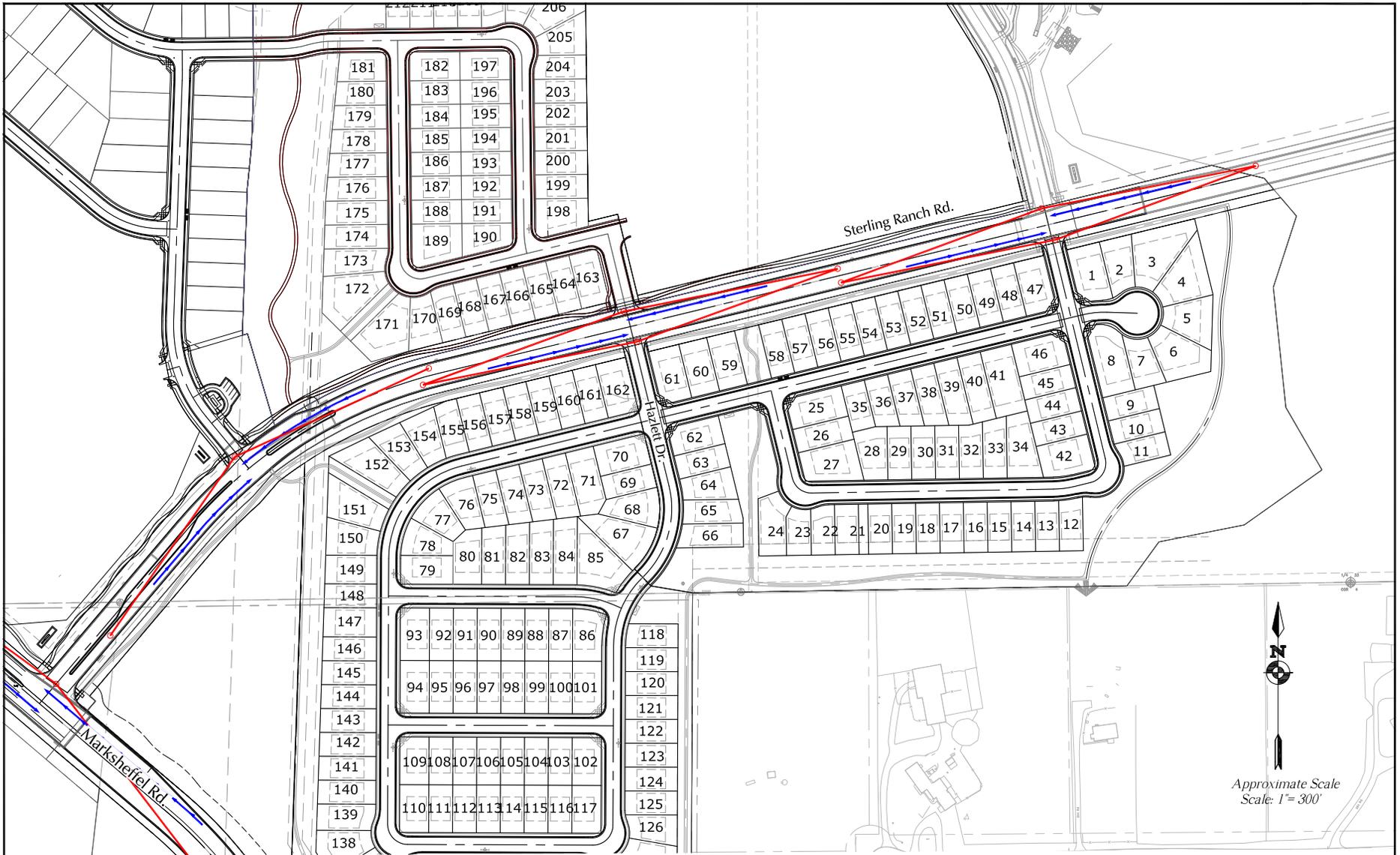
JOB NO. 25188.02  
 JUNE 7, 2021  
 SHEET 3 OF 3



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 Fort Collins 970-491-9888 • www.jrengineering.com

FILE NO. SF-21-XXX





**LEGEND:**

- = ECM Required Intersection Sight Distance (445' from Table 2-21 Based on a Design Speed of 40mph)
- = ECM Required Stopping Sight Distance (305' from Table 2-17 Based on a Design Speed of 40mph)

# Sterling Ranch Road Sight Distance Analysis

Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 (LSC #184660)



Figure 4

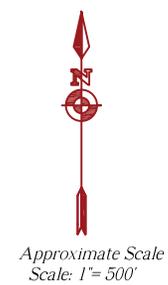
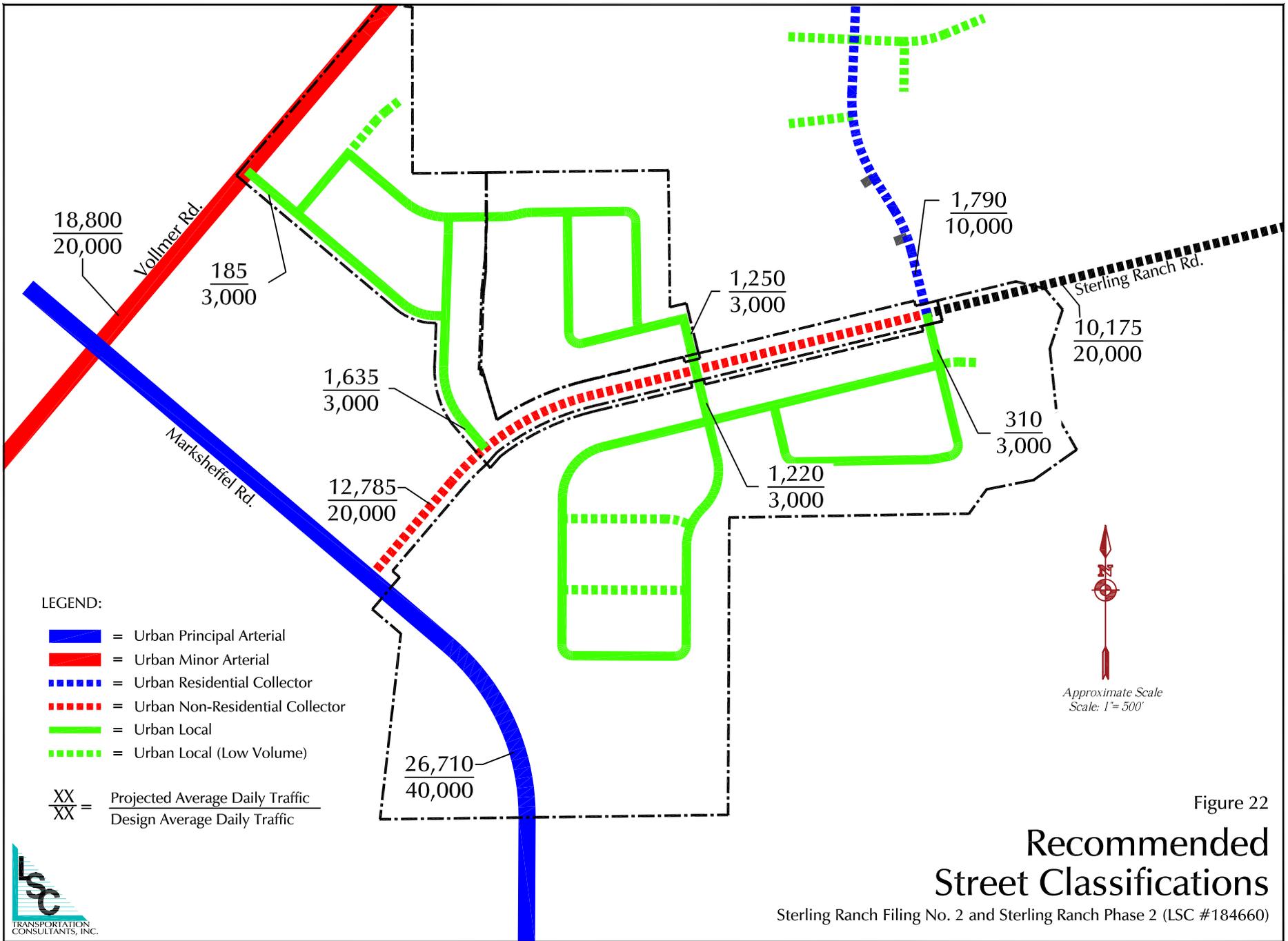


Figure 22  
**Recommended  
Street Classifications**

Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 (LSC #184660)



**Table 4 from the Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIA**

(w/April 2022 Filing 3 revision)



**Table 4**  
**(page 1 of 2)**

**Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2**

**Roadway Improvements**

| Item | Segment ID <sup>(1)</sup> | 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             | Restriping the 38' of pavement for two 11' southbound lanes (remove the bike lane), a 12' northbound lane and a 4' outside paved shoulder along the east edge <sup>(2)</sup><br><b>(Pending City Traffic Engineering Approval)</b>                | With Sterling Ranch Filing No. 4                                                                  | 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) <sup>(3)</sup>                                            | 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 <sup>(3)</sup>                                                                                                             | Short-Term Future (With Sterling Ranch Phase 2)                                                   | 20,000 (Note: Existing Capacity 8,000 <sup>(4)</sup> ) | 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 w/Filing No. 3 Revision in red 4/6/2022)

**Table 4**

(page 2 of 2)

**Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2**

**Roadway Improvements**

|    |       |                                                                                                                                                                                                                                                                       |                                                            |                                        |       |       |                       |                                                                 |
|----|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------|-------|-------|-----------------------|-----------------------------------------------------------------|
| 10 | V3    | Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch/McClintock Station boundary to provide 36' of pavement (existing pavement approx. 23.38') and stripe for one through lane and plus a 6' paved, striped outside shoulder in each direction <sup>(3)</sup> | Short-Term Future (With Homestead North)                   | 11,000 (Note: Existing Capacity 8,000) | 7,230 | 8,855 | 18,735                | Sterling Ranch                                                  |
| 11 |       | Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch/McClintock Station boundary south of Dines Boulevard to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(3)</sup>                                                                              | Long-Term Future                                           | 20,000                                 | 6,415 | 8,040 | 17,735                | Sterling Ranch and/or Others                                    |
| 12 | V4    | Improve Vollmer Road from Sterling Ranch/McClintock Station boundary south of Dines Boulevard to Sam Bass Drive to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(3)</sup>                                                                                | Short-Term Future (With Homestead North Fil 1)             | 20,000                                 | 5,935 | 8,110 | 17,385                | Sterling Ranch                                                  |
| 13 | B1    | Construct the south half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Dr                                                                                                                                                  | Short-Term Future (With Homestead at Sterling Ranch Fil 2) | 20,000                                 | 1,190 | 1,190 | 36,400                | Sterling Ranch                                                  |
| 14 |       | Construct the north half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Dr                                                                                                                                                  | Long-Term Future                                           | 40,000                                 |       |       |                       | Sterling Ranch and/or others                                    |
| 15 | B2-B3 | Construct Briargate Pkwy as a 4-Lane Principal Arterial Wheatland Dr and Banning Lewis Parkway                                                                                                                                                                        | Long-Term Future                                           | 40,000                                 | 0     | 0     | 36,675 <sup>(5)</sup> | Sterling Ranch and/or others                                    |
| 16 | B4    | Construct Briargate Pkwy as a 4-Lane Principal Arterial between Banning Lewis Parkway and Meridian Road                                                                                                                                                               | Long-Term Future                                           | 40,000                                 | 0     | 0     | 34,375 <sup>(6)</sup> | Others                                                          |
| 17 | B5    | Construct Briargate Pkwy as a 4-Lane Principal Arterial between its current terminus and Black Forest Road and between Black Forest Road and Vollmer Road                                                                                                             | Long-Term Future                                           | 40,000                                 | 0     | 0     | 33,160                | Others                                                          |
| 18 | ---   | Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between the south Sterling Ranch boundary and Briargate Pkwy                                                                                                                                           | Long-Term Future                                           | 40,000                                 | 0     | 0     | ---                   | Sterling Ranch and/or others w/ cost recovery                   |
| 19 | ---   | Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between Woodmen Road and the south Sterling Ranch boundary                                                                                                                                             | Long-Term Future                                           | 40,000                                 | 0     | 0     | ---                   | Others                                                          |
| 20 | ---   | Widen Woodmen Road from 4-lane to 6-lane section from Powers Boulevard to US 24                                                                                                                                                                                       | Long-Term Future                                           | ---                                    | ---   | ---   | ---                   | Woodmen Road Metro District/ Others                             |
| 21 | ---   | Widen Black Forest Road from 2-lane to 6-lane section from Woodmen Road to Baker Road                                                                                                                                                                                 | Long-Term Future                                           | ---                                    | ---   | ---   | ---                   | Woodmen Heights District/ Wolf Ranch/ Other Adjacent Properties |

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 w/Filing No. 3 Revision in red 4/6/2022)