

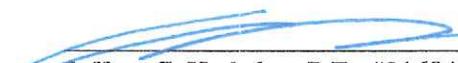


LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Branding Iron at Sterling Ranch Filing No. 1
Homestead at Sterling Ranch Filing No. 1
Traffic Technical Memorandum
(LSC #144010)
December 19, 2017

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.


Jeffrey C. Hodsdon, P.E., #31684



12-19-17
Date

Developer's Statement

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



12/19/2017
Date



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December 19, 2017

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

RE: Branding Iron at Sterling Ranch Filing No. 1
Homestead at Sterling Ranch Filing No. 1
El Paso County, CO
Traffic Technical Memorandum
LSC #144010

Dear Mr. Morley:

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the first two residential filings proposed within the Sterling Ranch development. As shown on Figure 1, 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. 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 first phase of the Sterling Ranch development dated March 16, 2015. Since completion of that report, several transportation memoranda regarding the Sterling Ranch development have been prepared, the latest of which was dated October 2, 2017. The 2015 report and the 2017 memorandum included the parcels currently proposed as Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1. This report is intended as a site-specific, final plat traffic report for the two currently proposed filings.

REPORT CONTENTS

This report presents:

- Current traffic volume data.
- Estimates of projected intermediate-term (2025) traffic volumes.
- The recommended street classifications for the internal streets within the proposed development.
- Roadway capacity of the proposed Vollmer Road interim cross section.
- An evaluation of the ability of the short-term roadway improvements to accommodate the projected short-term traffic volumes.
- The project's obligation (if any) to the County roadway improvement fee program.

LAND USE AND ACCESS

The Branding at Sterling Ranch Filing No. 1 is planned to include 51 lots for single-family homes. The Homestead at Sterling Ranch Filing No. 1 is planned to include 72 lots for single-family homes. The site plan for these two filings is shown in Figure 2. This land use is consistent with the land use assumed in the October 2017 transportation memorandum.

Figure 3 shows the new street connections planned to be constructed in the spring of 2018. As shown on Figure 3, a section of Marksheffel Road is planned to be constructed southeast from Vollmer Road to Sterling Ranch Road, Sterling Ranch Road is planned to be constructed northeast from Marksheffel Road to Dines Boulevard, and Dines Boulevard is planned to be constructed between Sterling Ranch Road and Vollmer Road. Access for the two currently proposed filings is proposed to Dines Boulevard.

The October 2017 memorandum also assumed the construction of a short section of Stapleton Drive east of Vollmer Road. This section is not planned to be constructed with the currently proposed filings.

EXISTING TRAFFIC VOLUMES

Figure 4 shows the existing daily and peak-hour traffic volumes on Vollmer Road adjacent to the site. The traffic volumes are from the attached traffic counts conducted adjacent to the site in September 2017. Figure 4 also shows the average weekday traffic volumes on Vollmer Road based on 24-hour machine (tube) counts conducted in September 2017.

Planned with S.R. Filing 1

2025 BACKGROUND TRAFFIC

Figure 5 shows the projected 2025 background traffic volumes. Background traffic is the traffic estimated to be on the roadways without the Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filings No. 1 traffic. Background traffic includes the existing traffic volumes (from Figure 4) plus increases in through traffic due to regional growth plus traffic estimated to be generated by buildout of the proposed Retreat at Timber Ridge development to be located generally northeast of the intersection of Vollmer Road and Poco Road.

TRIP GENERATION

The site-generated vehicle-trips were estimated using the nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 1 shows the current trip generation estimate.

Address second point of access, conditions of approval #16 and #20 on Sterling Ranch Filing No. 1: "16. In accordance with the Subdivision Improvements Agreement, no tract shall be replatted into buildable lots until construction of the road improvements associated with this final plat necessary to serve such tract are complete and preliminarily accepted by the County, or collateral acceptable to the County Attorney's Office has been provided."; "20. The Sterling Ranch Filing No. 1 Final Plat will create Tracts K and BB. Neither Tract K nor BB may be replatted into buildable lots until additional offsite road improvements are constructed so as to provide a second point of access to the development."

SHORT-TERM DIRECTIONAL DISTRIBUTION

Figure 6 shows the short-term directional distribution estimates. This figure has been taken from the July 2, 2014 Sterling Ranch traffic report. Note: It is our understanding that the Marksheffel extension northwest across Sand Creek to Vollmer Road is anticipated to occur in the short term, however this analysis assumes this connection not yet completed.

INTERMEDIATE-TERM (2025) SITE-GENERATED TRAFFIC

Figure 7 shows the projected site-generated traffic volume for the Branding Iron at Sterling Ranch Filing No. 1. Figure 8 shows the projected site-generated traffic volume for the Homestead at Sterling Ranch Filing No. 1. The site-generated traffic volumes were calculated by applying the directional distribution percentages (from Figure 6) to the trip generation estimates (from Table 1). Figure 9 shows the total site-generated traffic volumes. These volumes are the sum of the Branding Iron at Sterling Ranch Filing No. 1 site-generated traffic volumes from Figure 7 plus the Homestead at Sterling Ranch Filing No. 1 site-generated traffic volumes from Figure 8.

INTERMEDIATE-TERM (2025) TOTAL TRAFFIC

Figure 10 shows the projected total traffic volumes for the intermediate term. Total traffic volumes include 2025 background through traffic on Vollmer Road (from Figure 5) plus site-generated traffic volumes from these two proposed subdivision filings (from Figure 9).

LONG-TERM TRAFFIC

Please refer to the master traffic report—the June 5, 2008 Sterling Ranch Updated Traffic Impact Analysis by LSC—for the long-term peak-hour traffic volume projections and level of service analysis. The original report is for the entire Sterling Ranch Sketch Plan.

ESTIMATED VOLLMER ROAD CAPACITY

Currently the MTCP indicates a capacity of existing Vollmer Road to be about 6,000 vehicles per day. The El Paso County *Engineering Criteria Manual* (ECM) indicates the ADT capacity of an ECM-standard rural minor arterial (two lanes) to be 10,000 vehicles per day. However, the proposed interim cross section is a hybrid between urban and rural cross sections and would include auxiliary turn lanes. With the addition of ECM-standard auxiliary right- and left-turn deceleration lanes, LSC estimates the capacity to be about 14,000 vehicles per day through the area of the improved cross section. This is comparable to the fee study estimate of the capacity of Fontaine Boulevard west of Marksheffel, which has a two-lane cross section and auxiliary turn lanes. 

Address paragraph 6.d. of the SIA: "6d.Vollmer Road: With respect to the Vollmer Road improvements described in Exhibit A, the parties agree that the addition of two lanes to the existing two lane cross section shall be required completed no later than three years from the date of recording of Filing No. 1. In the event that any portions of the four lane cross section of Vollmer Road are not completed within the three year time period, collateral sufficient in the opinion of the County to assure completion of the improvements must be posted by the Subdivider and a deadline by which such road improvements shall be completed shall be established by written agreement."

The projected intermediate-term total traffic volume as shown in Figure 9 would be 4,920 vehicles per day—well below the estimated capacity of 14,000 vehicles per day for a roadway of this cross section. The projected volume would also be below the estimated existing capacity of 6,000 vehicles per day.

PROJECTED INTERSECTION LEVELS OF SERVICE

The intersections of Marksheffel Road/Vollmer Road and Dines Boulevard/Vollmer Road, were analyzed to determine the projected levels of service for the intermediate-term total traffic volumes based on the unsignalized intersection analysis procedures from the *Highway Capacity Manual 6th Edition*. Figure 10 shows the level of service analysis results. The level of service reports are attached.

All of the intersections analyzed are projected to operate at a level of service B or better for all movements as stop-sign-controlled intersections.

SUBDIVISION STREET CLASSIFICATIONS

Figure 11 shows the recommended street classifications for Sterling Ranch Road, Dines Boulevard, and the internal streets within Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1.

ROADWAY IMPROVEMENTS

Based on the criteria contained in the El Paso County *Engineering Criteria Manual* and the classification of Vollmer Road as a Minor Arterial, northbound right-turn deceleration lanes and southbound left-turn lanes would **not** will be required on Vollmer Road approaching Marksheffel Road and Dines Boulevard following development of the Branding Iron at Sterling Ranch Filings No. 1 and the Homestead at Sterling Ranch Filing No. 1. However, as discussed in the October 2, 2017 transportation memorandum, the applicant is proposing an interim cross section for Vollmer Road between Marksheffel Road and Stapleton Drive with this development. The proposed interim road improvement would widen the roadway to the east side. There would continue to be one through lane each direction but the interim road improvements would allow for southbound left-turn and northbound right-turn lanes at the Briargate Parkway/Vollmer and Dines/Vollmer intersections.

TRANSPORTATION IMPROVEMENT FEE PROGRAM

These two subdivision filings will be required to participate in the Countywide Transportation Improvement Fee Program. This project will annex into the 10 mil PID. Based on a per-lot upfront building permit fee of \$923 per dwelling unit, the total building permit fee amount for the 123 lots (both filings) would be \$113,529.

* * * * *

Mr. Jim Morley
Branding Iron at Sterling Ranch Filing No. 1
Homestead at Sterling Ranch Filing No. 1

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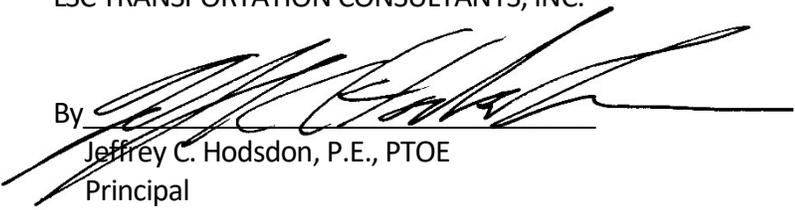
December 19, 2017
Traffic Technical Memorandum

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By



Jeffrey C. Hodsdon, P.E., PTOE
Principal

JCH:KDF:bjwb

Enclosures: Table 1
Figures 1-11
Traffic Count Reports
Level of Service Reports

Table 1
Trip Generation Estimate
Branding Iron at Sterling Ranch Filing No. 1 and
Homestead at Sterling Ranch Filing No. 1

Filing	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾				Total External Trips Generated					
				Average Weekday Traffic	Morning Peak Hour		Evening Peak Hour		Average Weekday Traffic	Morning Peak Hour		Evening Peak Hour	
					In	Out	In	Out		In	Out	In	Out
Branding Iron at Sterling Ranch Filing No. 1	210	Single-Family Detached Housing	51 DU ⁽²⁾	9.44	0.19	0.56	0.62	0.37	481	9	28	32	19
Homestead at Sterling Ranch Filing No. 1	210	Single-Family Detached Housing	72 DU	9.44	0.19	0.56	0.62	0.37	680	13	40	45	26
			123 DU						1,161	22	68	77	45

Notes:

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

(2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

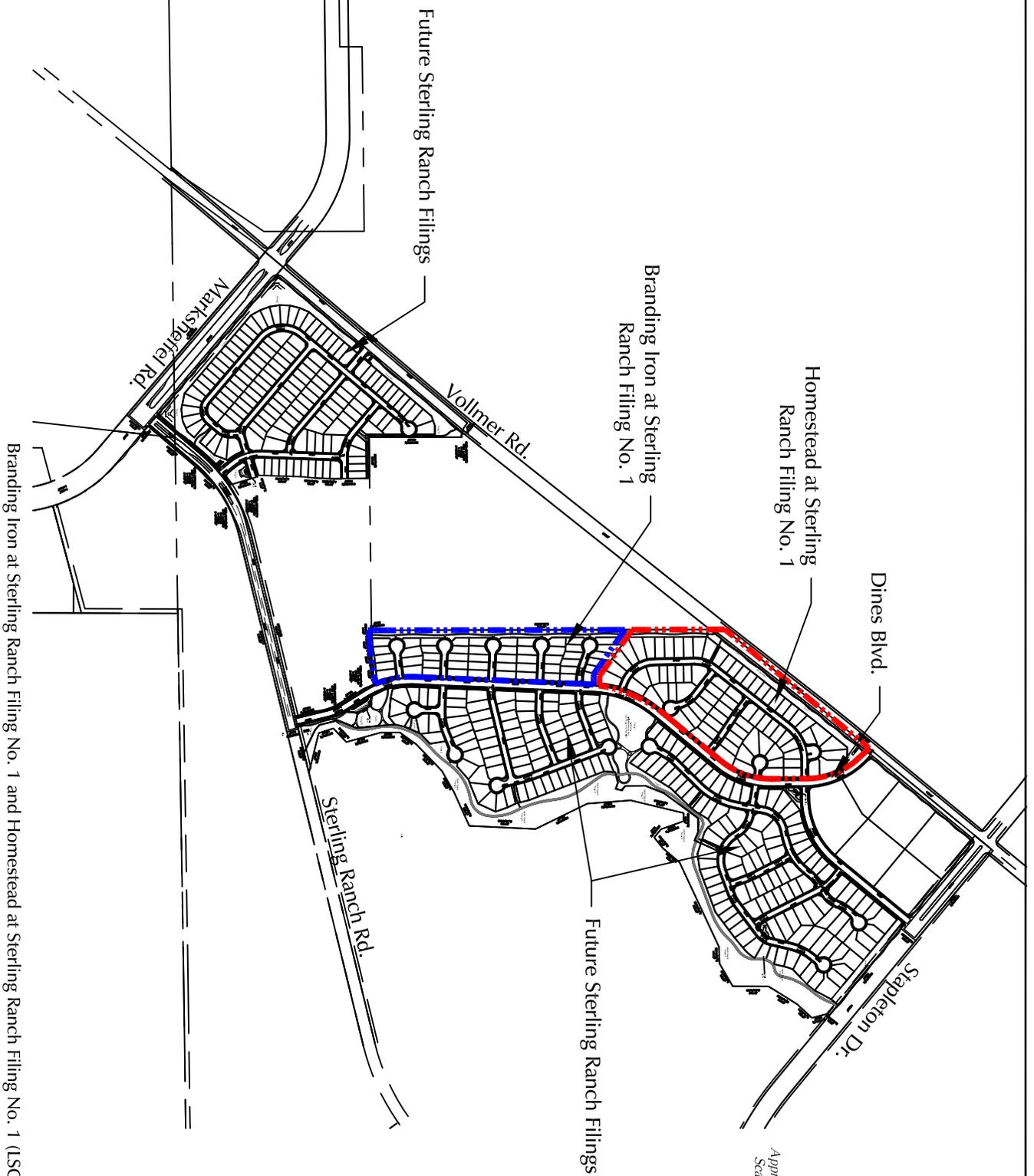


Approximate Scale
Scale: 1" = 3,000'

Figure 1

Vicinity Map

Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

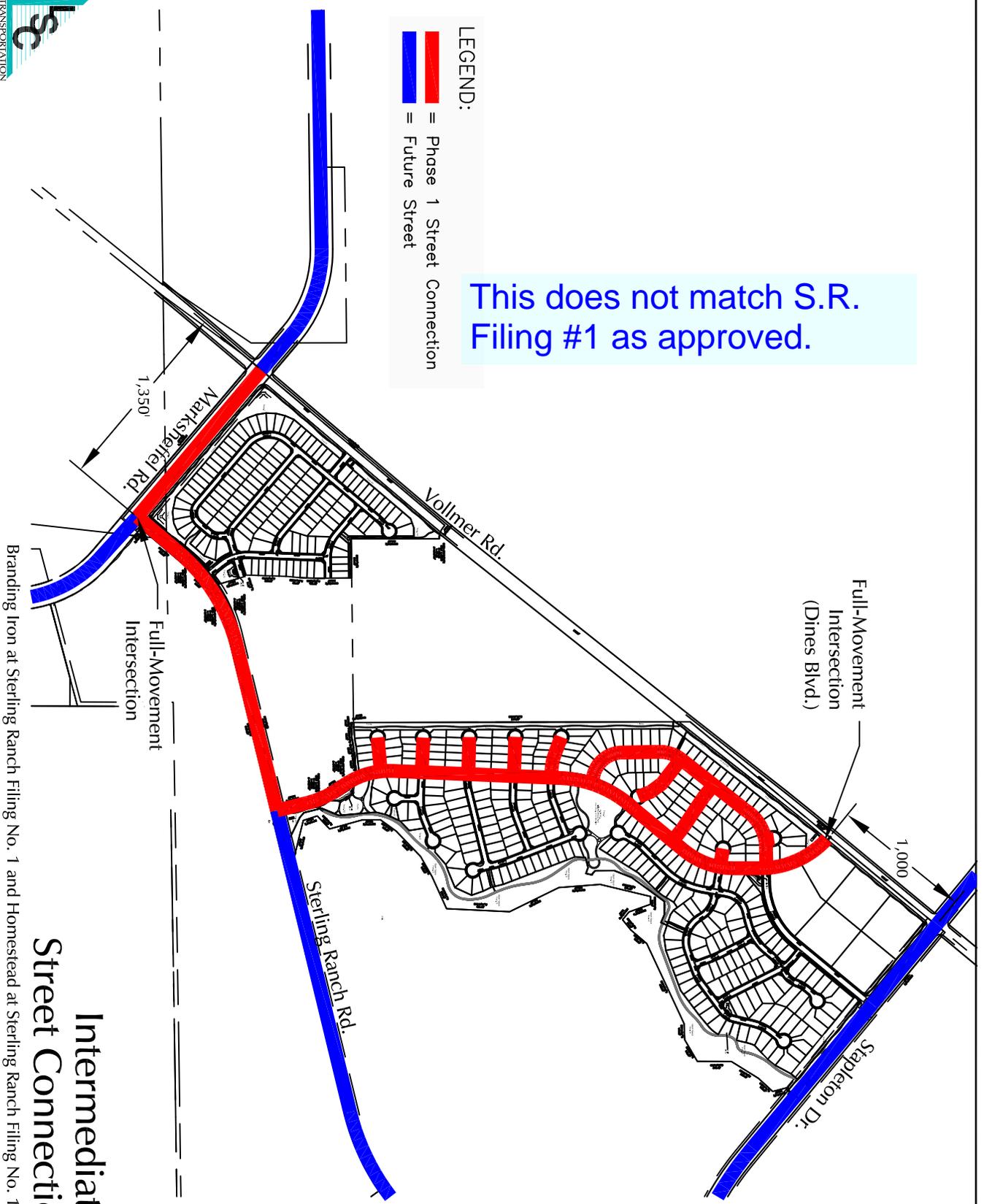


Approximate Scale
Scale: 1" = 1,000'

Figure 2
Site Plan
 Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

This does not match S.R. Filing #1 as approved.

LEGEND:
█ = Phase 1 Street Connection
█ = Future Street

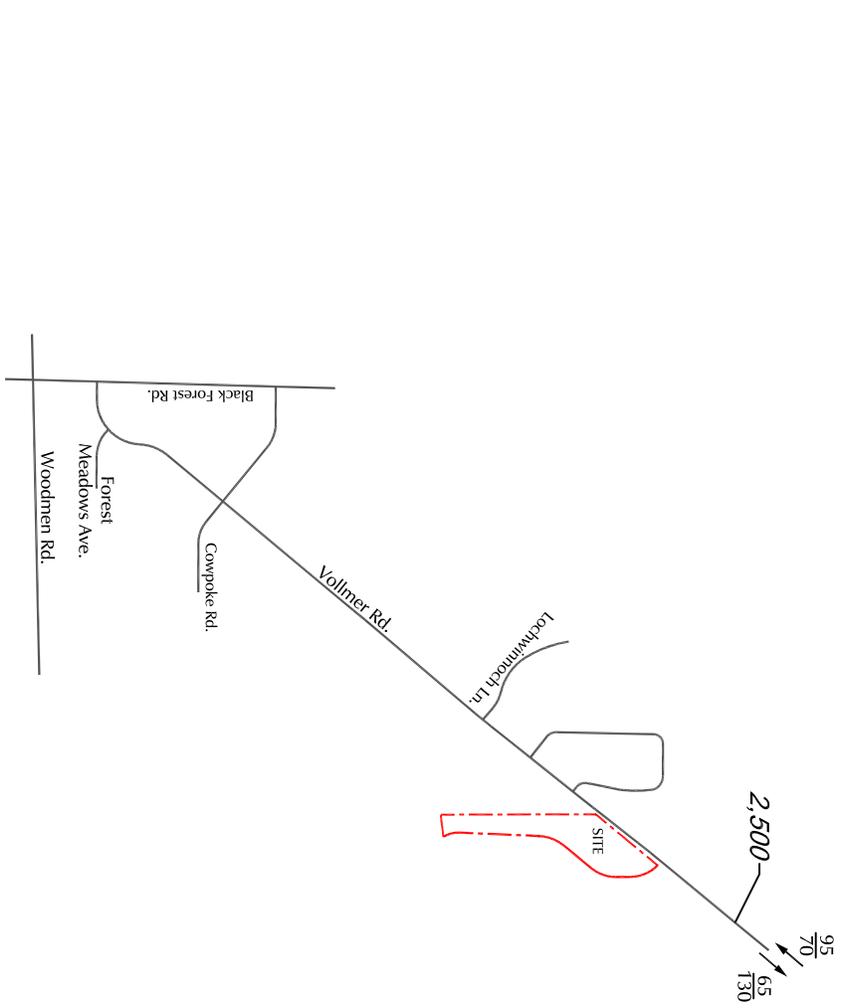


Approximate Scale
 Scale: 1" = 1,000'

Figure 3

Intermediate Term
 Street Connection Plan

Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)



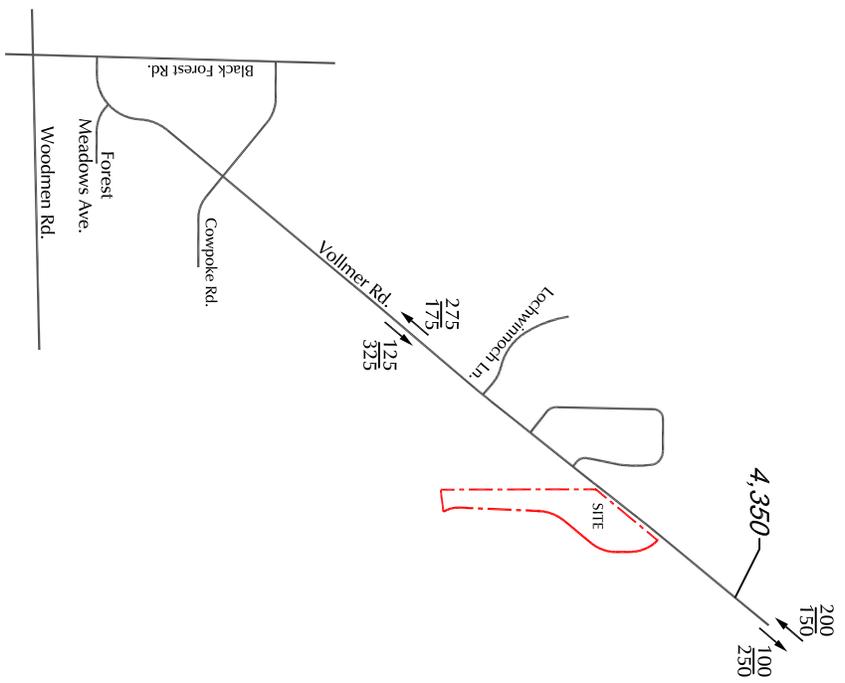
Approximate Scale
Scale: 1" = 3,000'

LEGEND:
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 XXX = Average Weekday Traffic (vehicles per day) September 2017

Figure 4
Existing Traffic Volumes
 Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)



LEGEND:
XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
XXX = Average Weekday Traffic (vehicles per day)



Approximate Scale
Scale: 1" = 3,000'

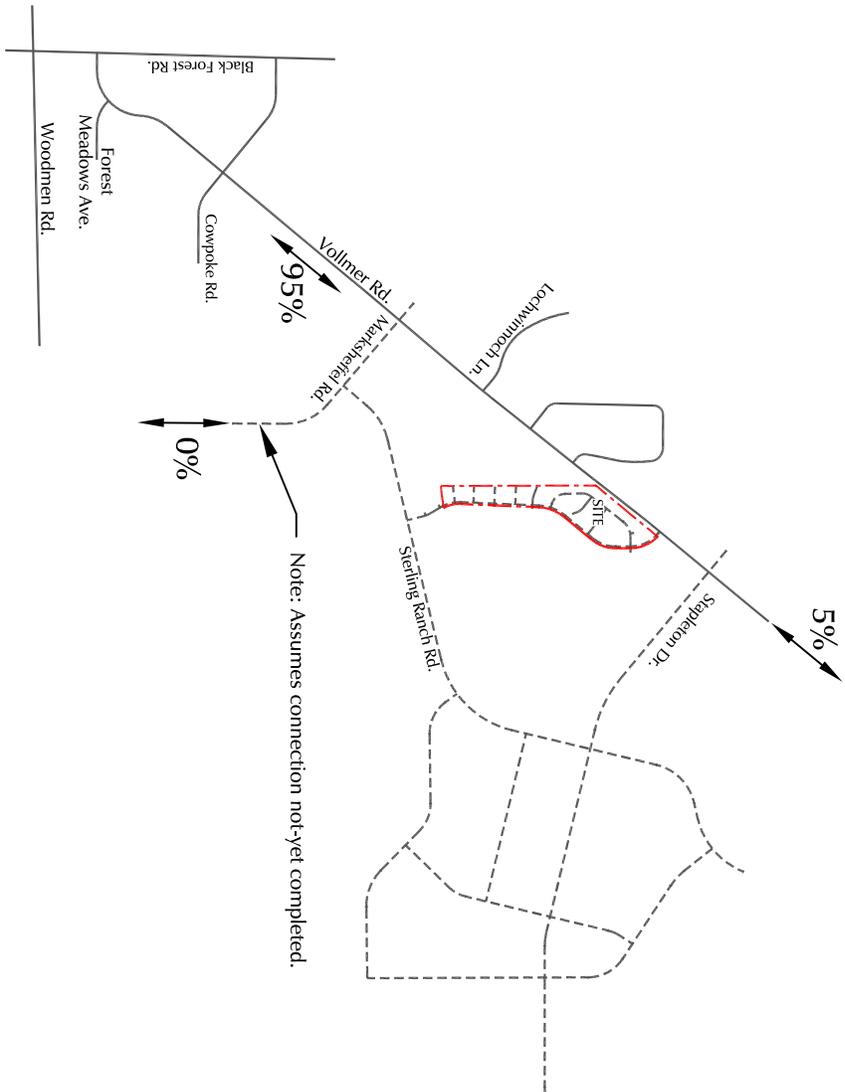
Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

Year 2025 Background Traffic

Figure 5



Approximate Scale
Scale: 1 = 3,000'



LEGEND:



35% = Percent Directional Distribution Residential

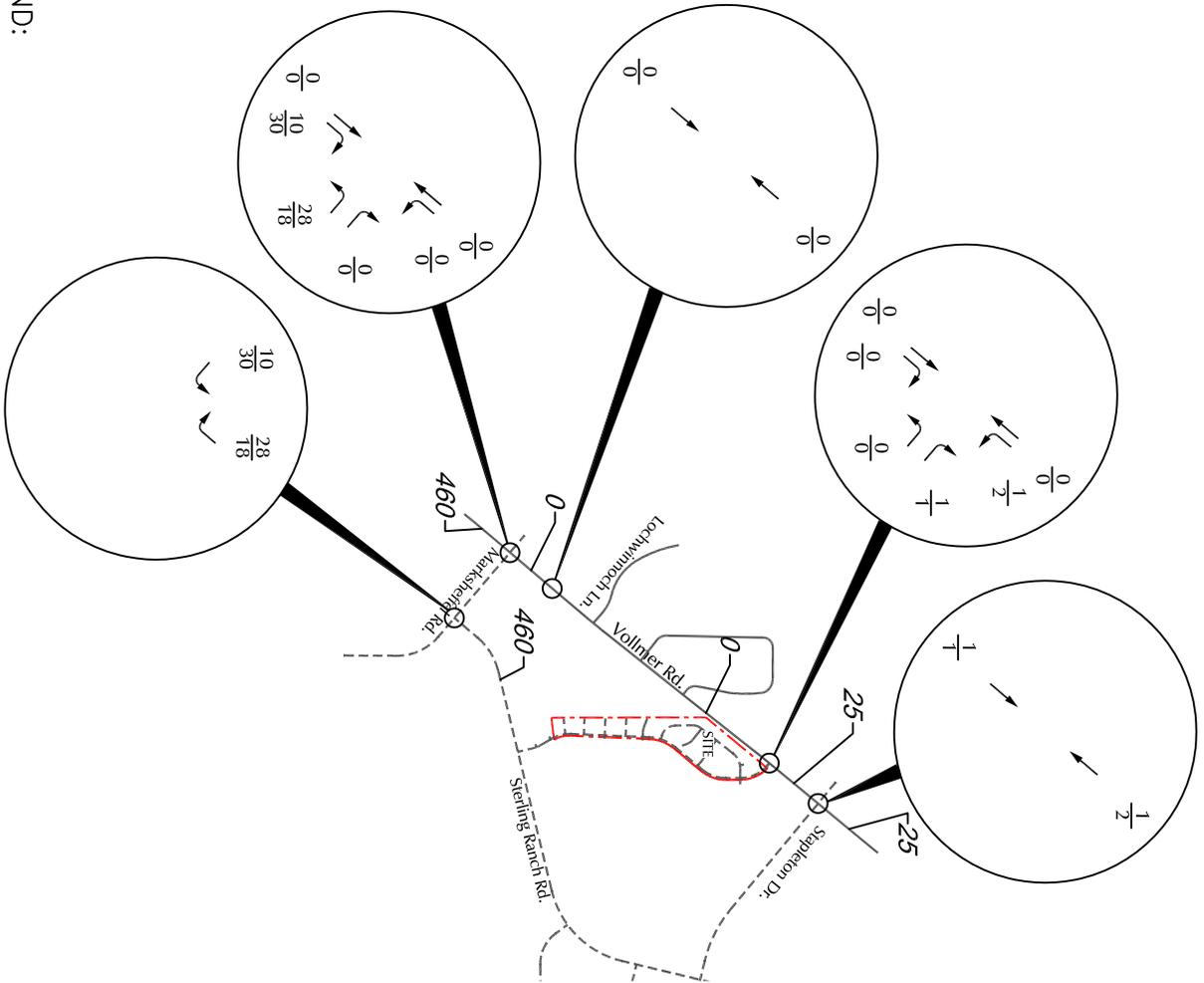
Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

Figure 6

Short-Term Directional Distribution of Site-Generated Traffic



LEGEND:
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 XXX = Average Weekday Traffic (vehicles per day)



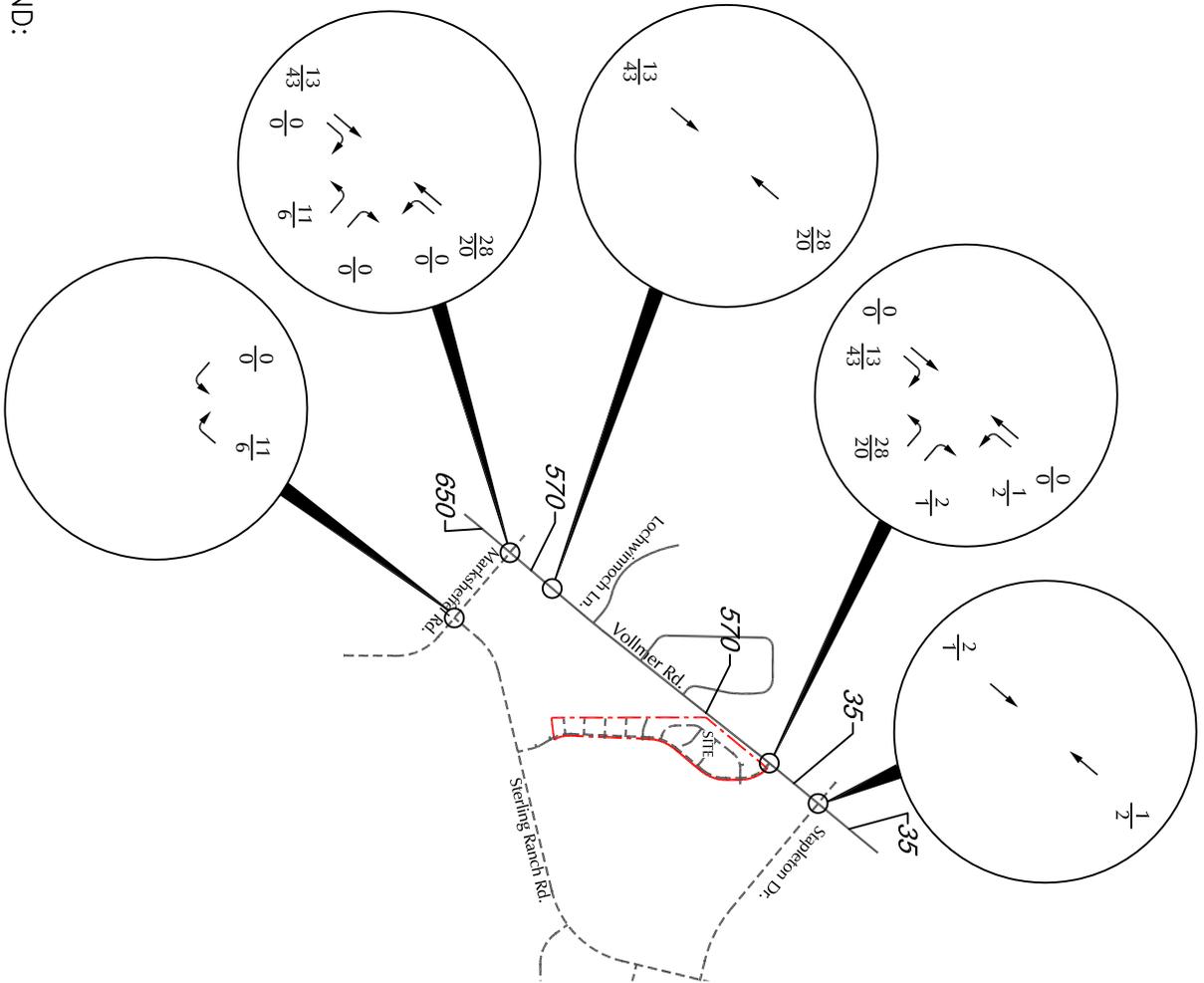
Approximate Scale
 Scale: 1" = 3,000'

Branding Iron at Sterling Ranch Filing No. 1 Short-Term Site-Generated Traffic

Figure 7

Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

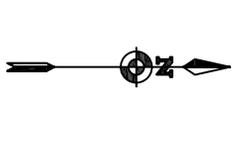
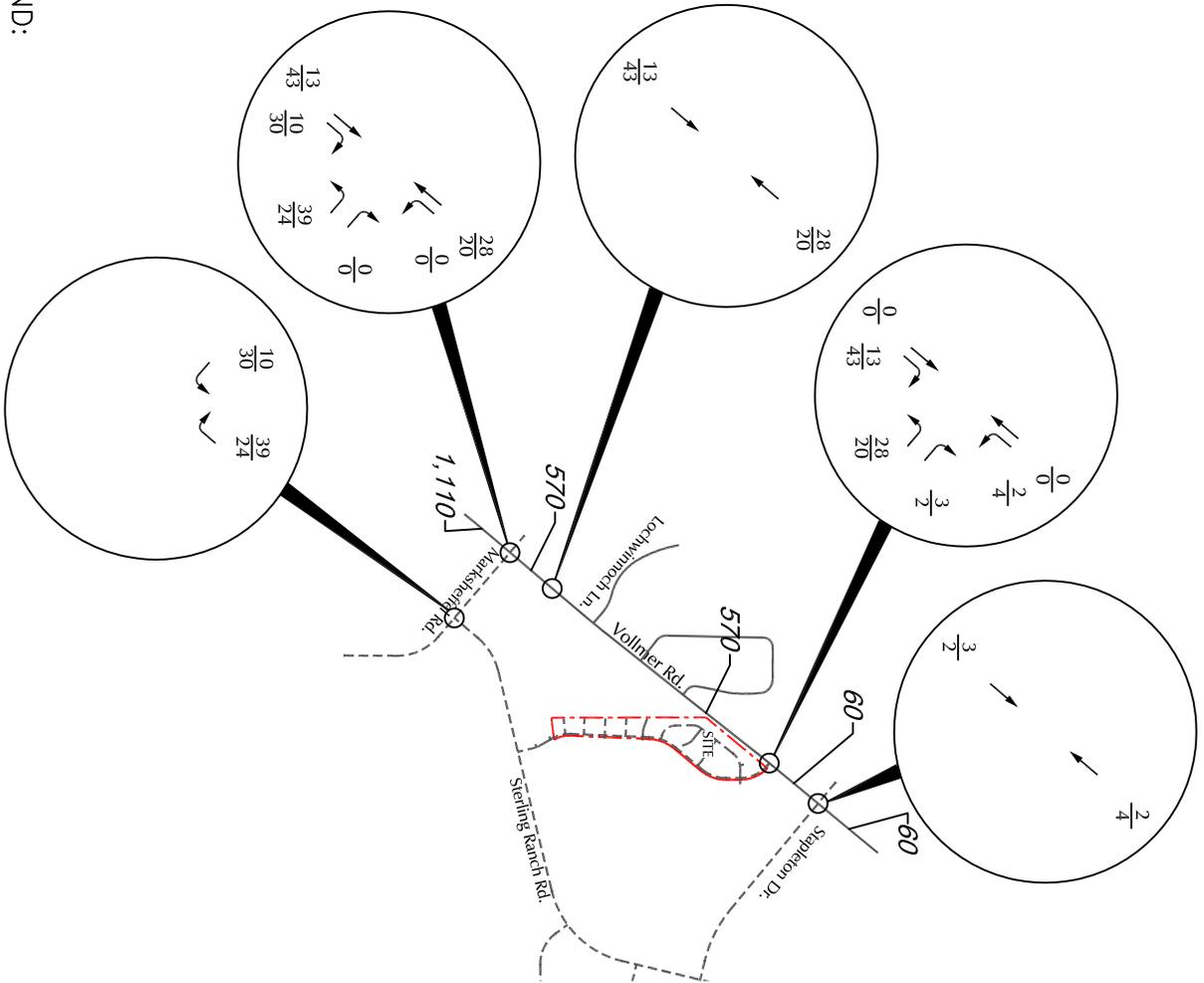
LEGEND:
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 XXX = Average Weekday Traffic (vehicles per day)



Approximate Scale
 Scale: 1" = 3,000'

Figure 8
 Homestead at
 Sterling Ranch Filing No. 1
 Short-Term Site-Generated Traffic
 Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

LEGEND:
 XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 XXX = Average Weekday Traffic (vehicles per day)



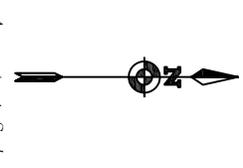
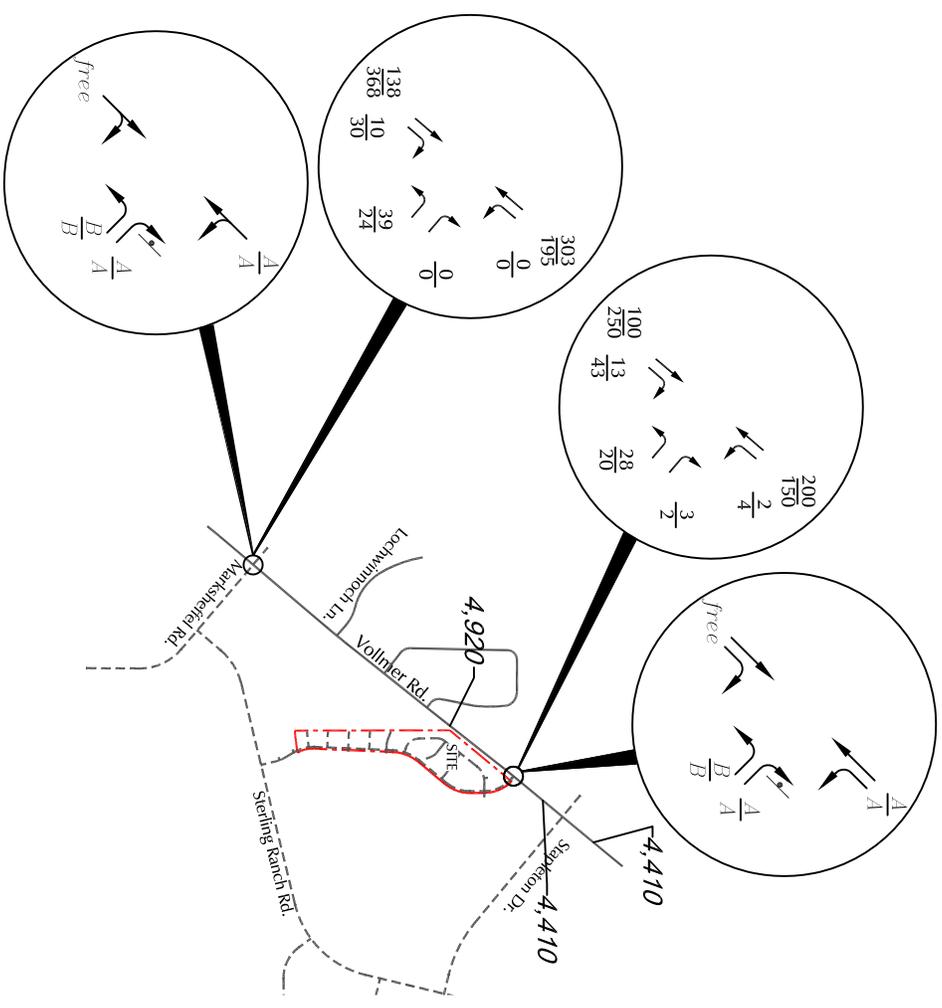
Approximate Scale
 Scale: 1" = 3,000'

* Includes Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1

Figure 9

Short-Term * Site-Generated Traffic

Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)



LEGEND:

- | = Stop Sign
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{A}{A}$ = AM Individual Movement Peak-Hour Level of Service
- $\frac{B}{B}$ = PM Individual Movement Peak-Hour Level of Service
- LSC XXX = Average Weekday Traffic (vehicles per day)

Figure 10

Background plus Site Traffic

Year 2025

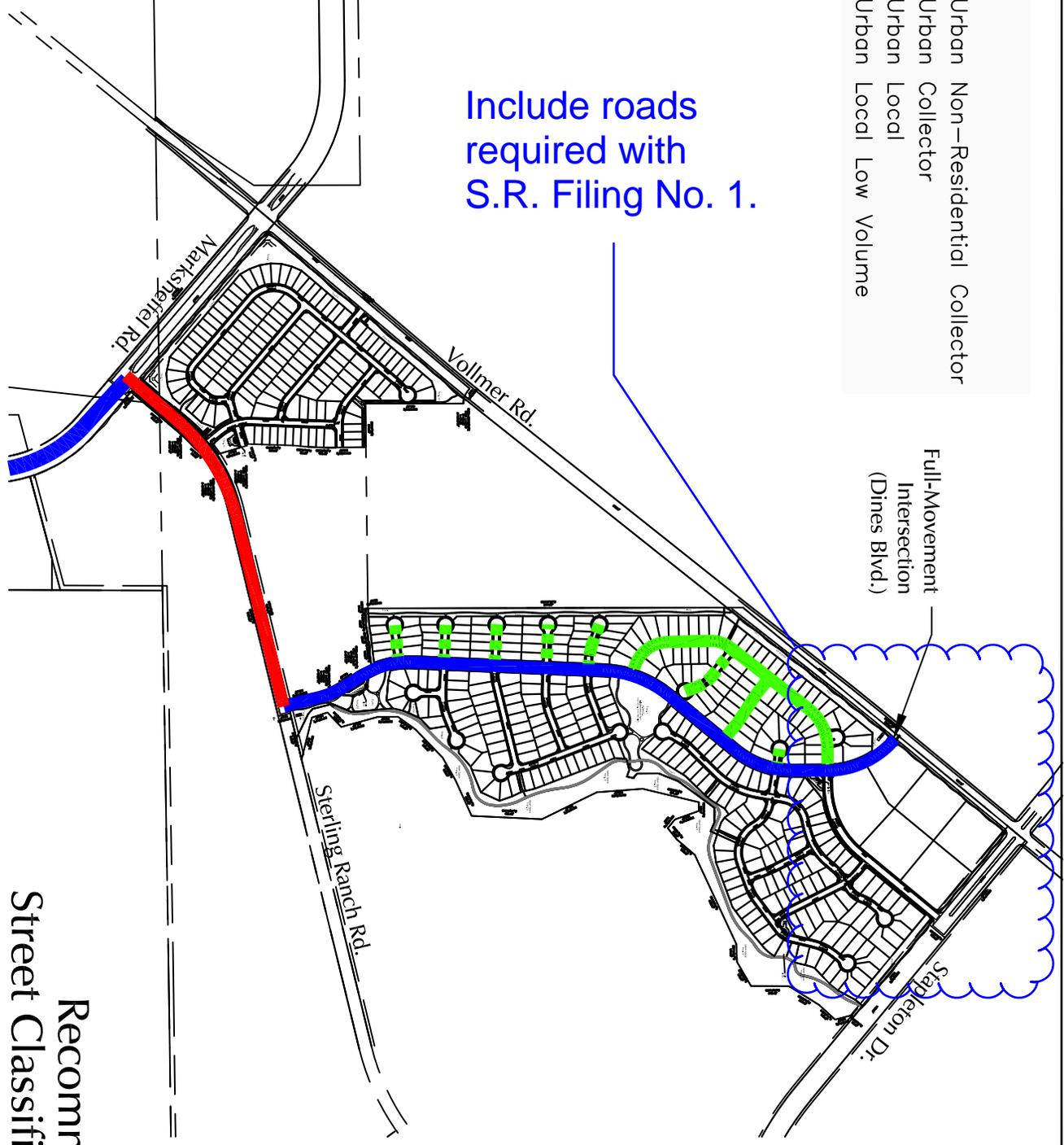


Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

LEGEND:

	= Urban Non-Residential Collector
	= Urban Collector
	= Urban Local
	= Urban Local Low Volume

Include roads required with S.R. Filing No. 1.



Approximate Scale
 Scale: 1" = 1,000'

Figure 11
 Recommended Street Classifications
 Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 (LSC #144010)

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	0	138	10	0	303
Future Vol, veh/h	39	0	138	10	0	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	0	150	11	0	374

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	530	156	0	0	161
Stage 1	156	-	-	-	-
Stage 2	374	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	510	890	-	-	1418
Stage 1	872	-	-	-	-
Stage 2	696	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	510	890	-	-	1418
Mov Cap-2 Maneuver	510	-	-	-	-
Stage 1	872	-	-	-	-
Stage 2	696	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	510	-	1418
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s)	-	-	12.7	0	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	28	3	100	13	2	200
Future Vol, veh/h	28	3	100	13	2	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	235	285	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	109	14	2	247

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	360	109	0	0	123	0
Stage 1	109	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	945	-	-	1464	-
Stage 1	916	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	638	945	-	-	1464	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	791	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	638	945	1464
HCM Lane V/C Ratio	-	-	0.048	0.003	0.002
HCM Control Delay (s)	-	-	10.9	8.8	7.5
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	0	368	30	0	195
Future Vol, veh/h	24	0	368	30	0	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	0	396	32	0	203

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	615	412	0	0	428
Stage 1	412	-	-	-	-
Stage 2	203	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	455	640	-	-	1131
Stage 1	669	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	455	640	-	-	1131
Mov Cap-2 Maneuver	455	-	-	-	-
Stage 1	669	-	-	-	-
Stage 2	831	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	455	-	1131
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	-	-	13.4	0	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	20	2	250	43	4	150
Future Vol, veh/h	20	2	250	43	4	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	235	285	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	2	269	46	4	156

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	433	269	0	0	315	0
Stage 1	269	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	580	770	-	-	1245	-
Stage 1	776	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	578	770	-	-	1245	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	578	770	1245
HCM Lane V/C Ratio	-	-	0.038	0.003	0.003
HCM Control Delay (s)	-	-	11.5	9.7	7.9
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Markup Summary

dsdrice (6)



Subject: Callout
Page Label: 3
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Status:
Checkmark: Unchecked
Author: dsdrice
Date: 3/1/2018 2:17:21 PM
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Address second point of access, conditions of approval #16 and #20 on Sterling Ranch Filing No. 1: "16. In accordance with the Subdivision Improvements Agreement, no tract shall be replatted into buildable lots until construction of the road improvements associated with this final plat necessary to serve such tract are complete and preliminarily accepted by the County, or collateral acceptable to the County Attorney's Office has been provided."; "20. The Sterling Ranch Filing No. 1 Final Plat will create Tracts K and BB. Neither Tract K nor BB may be replatted into buildable lots until additional offsite road improvements are constructed so as to provide a second point of access to the development."



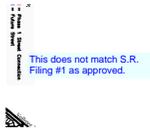
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Author: dsdrice
Date: 3/1/2018 9:57:08 AM
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Planned with S.R. Filing 1



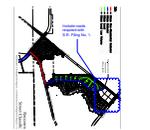
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Author: dsdrice
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Address paragraph 6.d. of the SIA: "6d. Vollmer Road: With respect to the Vollmer Road improvements described in Exhibit A, the parties agree that the addition of two lanes to the existing two lane cross section shall be required completed no later than three years from the date of recording of Filing No. 1. In the event that any portions of the four lane cross section of Vollmer Road are not completed within the three year time period, collateral sufficient in the opinion of the County to assure completion of the improvements must be posted by the Subdivider and a deadline by which such road improvements shall be completed shall be established by written agreement."



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This does not match S.R. Filing #1 as approved.



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Include roads required with S.R. Filing No. 1.



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Page Label: 23
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Status:
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Author: dsdrice
Date: 3/1/2018 2:41:44 PM
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Include Vollmer/Stapleton.