

thresholds for an Eight-Hour Vehicular-Volume Traffic-Signal and only one 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/Sterling Ranch in the short-term.

SUBDIVISION STREET CLASSIFICATIONS

All of the internal streets within Copper Chase at Sterling Ranch should be classified as Urban Local. Figure 13 shows the recommended street classifications for the internal streets and the streets in the vicinity of the site.

DEVIATION REQUESTS

The following deviation requests to the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)* have been included with this submittal:

- A deviation from the maximum mid-block ped ramp spacing
- A deviation from the number of ped ramps at a “T” intersection
- A deviation from the minimum center-line radius and minimum intersection-spacing standards. [Deviation request for tangent length between broken back curves & for K-values at stop conditions on a local road \(Refer to comment on CD's\).](#)¹

ROADWAY IMPROVEMENTS


Table 6 from the *Sterling Ranch East Rezoning and Preliminary Plan TIS* contained a summary of needed area improvements. Appendix Table 2 is a copy of this table with the improvements needed either prior to or with Copper Chase at Sterling Ranch highlighted. Please see Figure 14 for a map of the key street-segment locations. These recommendations are consistent with the LSC Sketch Plan TIS report.

The following auxiliary lanes shown will be required with Copper Chase at Sterling Ranch development if not completed with Sterling Ranch Filing No. 2. Note: These are shown on the construction plans by JR Engineering for these adjacent roadways and construction is underway


- Marksheffel/Vollmer
 - 155-foot northbound right-turn deceleration lane on Vollmer approaching Marksheffel, plus a 160-foot taper
 - 310-foot southbound left-turn lane on Vollmer approaching Marksheffel, plus a 160-foot taper.
 - 425-foot westbound left-turn lane on Marksheffel approaching Vollmer, plus a 200-foot taper
 - 235-foot westbound right-turn deceleration lane on Marksheffel approaching Vollmer, plus a 200-foot taper

LSC Responses to Copper Chase TIS Redline Comments

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 Number: 1 Author: CDurham Subject: Text Box Date: 6/29/2023 1:21:40 PM

[Deviation request for tangent length between broken back curves & for K-values at stop conditions on a local road \(Refer to comment on CD's\).](#)

 Author: kdferrin Subject: Sticky Note Date: 7/5/2023 2:39:58 PM
LSC Response: Added as requested.
