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Copper Chase at Sterling Ranch
Traffic Technical Memorandum
PUDSP-22-002 ¹ 
(LSC #184990)
May 26, 2022



Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they conform 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.

6/15/22
Date

LSC Responses to TIS Redline Comments

Page: 1

 Number: 1 Author: jchodsdon Subject: Sticky Note Date: 4/26/2023 08:31:49
LSC Responses to TIS Redline Comments

 Number: 2 Author: jchodsdon Subject: Sticky Note Date: 4/26/2023 08:34:07
LSC Note: This report has been updated and revised for consistency with recent Sterling Ranch TIS reports.

SUBDIVISION STREET CLASSIFICATIONS

All of the internal streets within Copper Chase at Sterling Ranch are planned to be private. Figure 5 shows the recommended street classifications for 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.
- A PUD Modification request to allow for private streets within the development.

ROADWAY IMPROVEMENTS


Tables 4 and 5 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIS* contained a summary of needed improvements and recommendations for auxiliary turn-lane lengths. Tables 2 and 3 present an updated version of these tables with the latest revisions in red font. Improvements needed prior to the Copper Chase at Sterling Ranch development have been highlighted. See Figure 23 from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 TIS* for the location of each roadway segment.

The following roadway improvements from Table 4¹ will be required with Copper Chase at Sterling Ranch development if not completed with Sterling Ranch Filing No. 2:


- Item 1 – Construct Sterling Ranch Road as an Urban Non-Residential Collector from Marksheffel Road to Bynum Drive
- Item 3 – Construct Marksheffel Road as an Urban Principal Arterial to City of Colorado Springs standards with 107' of right-of-way between Vollmer Road and Sterling Ranch Road. Close the Tahiti Drive/Vollmer Road intersection as part of the improvement

The following auxiliary lanes shown in Table 5² will be required with Copper Chase at Sterling Ranch development if not completed with Sterling Ranch Filing No. 2:

- 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


 Number: 1 Author: CDurham Subject: Text Box Date: 11/8/2022 18:41:06 -07'00'

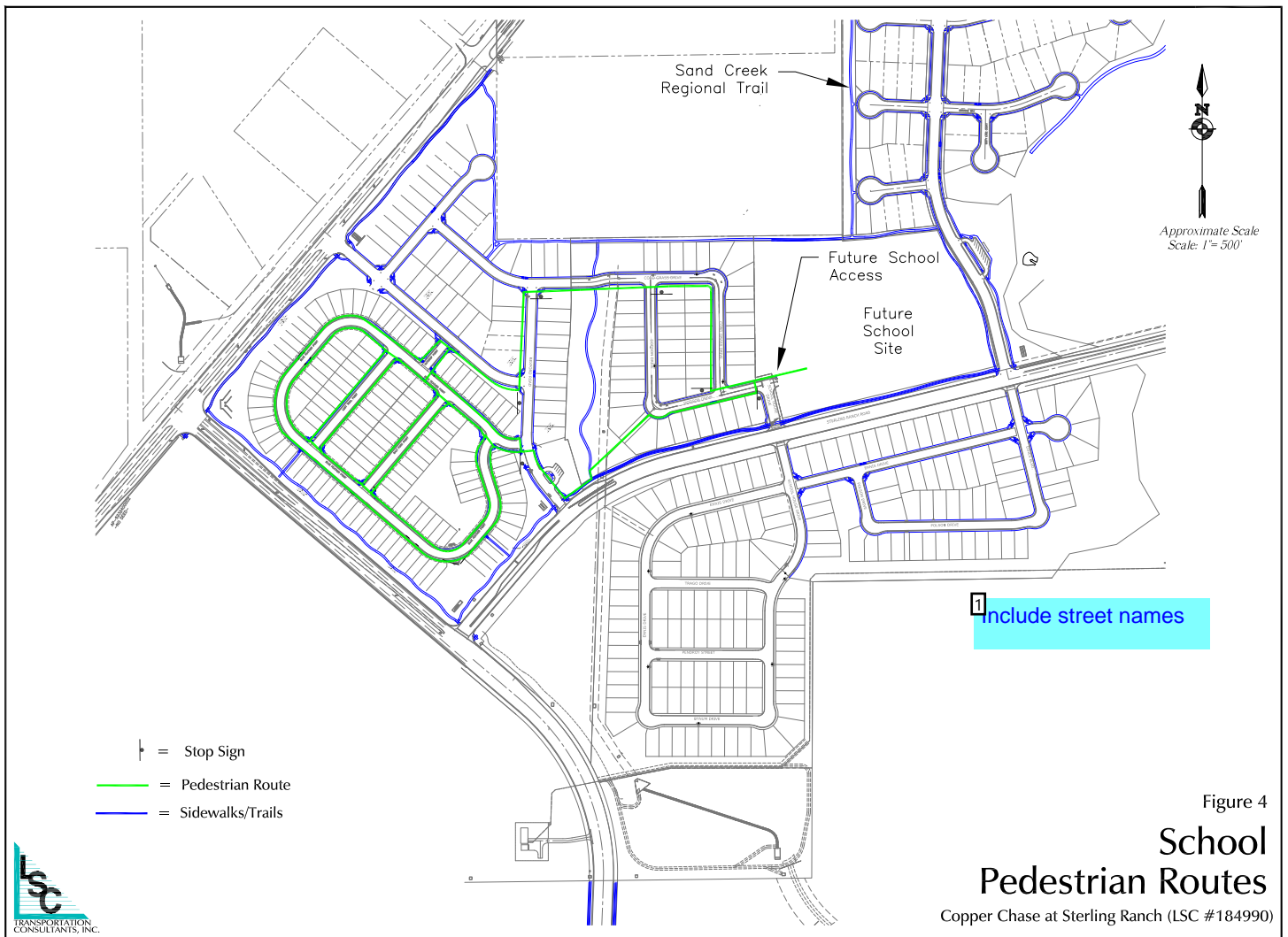
2

 Author: jchodsdon Subject: Sticky Note Date: 4/26/2023 08:34:43
LSC Response: This reference has been modified in the updated TIS.

 Number: 2 Author: CDurham Subject: Text Box Date: 11/8/2022 18:41:16 -07'00'


3

 Author: jchodsdon Subject: Sticky Note Date: 4/26/2023 08:34:49
LSC Response: This reference has been modified in the updated TIS.




1 include street names

Figure 4
**School
 Pedestrian Routes**
 Copper Chase at Sterling Ranch (LSC #184990)

 Number: 1 Author: CDurham Subject: Text Box Date: 11/8/2022 18:43:52 -07'00'

[Include street names](#)

 Author: jchodsdon Subject: Sticky Note Date: 4/26/2023 08:35:37
LSC Response: Added as requested. Note: this Figure has been modified the updated TIS
