



LSC TRANSPORTATION CONSULTANTS, INC.

516 North Tejon Street
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lscs.com

MEMORANDUM

DATE: April 23, 2014

TO: Jim Morley - Morley-Bentley Investments

CC: John Maynard - NES, Inc.
Virgil Sanchez, PE - M&S Civil Consultants, Inc.

FROM: Jeffrey C. Hodsdon, P.E., PTOE - LSC Transportation Consultants, Inc. *JCH*

SUBJECT: Sterling Ranch Phase 1 - LSC #144010
South Vollmer Road Deviation Request Memorandum
Reference # PUD 09-005, and ZCP (PUD 09-004)

LSC Transportation Consultants, Inc. has prepared this deviation request memorandum for the proposed Sterling Ranch Phase 1 residential development. The site is located east of Vollmer Road between the future extensions of Marksheffel Road and Briargate Parkway in El Paso County, Colorado. This memorandum requests a design deviation to allow a Local Street access to Vollmer Road at less than the one-quarter-mile access spacing typically required for Minor Arterials. Following are the relevant *El Paso County Engineering Criteria Manual (ECM)* deviation criteria and our justifications.

DEVIATION REQUESTS

4 LANE URBAN

5.9.6 *Limits of Consideration*

The ECM Administrator may only consider a project-specific deviation to an existing Standard when one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.*
- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.*
- A change to the standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.*

LSC Justification: The proposed Vollmer Road/access intersection would be located about 875 feet north of the planned Vollmer Road/Marksheffel Road intersection and about 885 feet south of the existing Vollmer Road/Lochwinnoch Lane intersection. It is important for project circulation and for the portion of the Sterling Ranch development that would be served by the Vollmer Road/access intersection to have two access points. The only other access would be to Sterling Ranch Road. The *June 5, 2008 Sterling Ranch Updated Traffic Impact Analysis* showed access to this area of Vollmer Road being shared with the adjacent Barbarick industrial development's access at the Vollmer Road/Lochwinnoch Lane intersection. However, it has since been determined that using the Vollmer Road/Lochwinnoch Lane intersection for the Sterling Ranch development is not possible. Furthermore, it would be undesirable to mix the residential traffic generated by the Sterling Ranch development with the industrial traffic generated by the Barbarick development.

5.9.7 *Criteria for Approval*

In approving a request for deviation, the deviation must not be detrimental to public safety or injurious to surrounding property. No deviation shall be approved unless it is demonstrated that:

- *The request for a deviation is not based exclusively on financial considerations;*

LSC Justification: The requested deviation is not based exclusively on financial considerations. A second access point is needed for the portion of the Sterling Ranch development to be served by the proposed Vollmer Road/access intersection.

- *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

LSC Justification: Placing the access point on Vollmer Road halfway between Marksheffel Road and Lochwinnoch Lane would provide adequate distance to allow for potential auxiliary lanes. Also, the access spacing for streets on the west side of Vollmer is comparable to the access spacing requested with this deviation.

- *The deviation will not adversely affect safety or operations;*

LSC Justification: The level of service would be acceptable (see attached) and the proposed spacing would provide adequate distance to allow for potential auxiliary lanes. Also, this intersection would be a T-intersection, which is easier for left-turning traffic to negotiate and has fewer conflict points than an 4-leg intersection.

- *The deviation will not adversely affect maintenance and its associated cost;*

LSC Justification: It appears the deviation would not adversely affect maintenance and the associated maintenance costs.

- *The deviation will not adversely affect aesthetic appearance.*

LSC Justification: It appears the deviation would not adversely affect aesthetic appearance.

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	4	422	26	2	835
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	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	4	459	28	2	908

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1371	459	0
Stage 1	459	-	459
Stage 2	912	-	0
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	161	602	1102
Stage 1	636	-	-
Stage 2	392	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	161	602	1102
Mov Cap-2 Maneuver	288	-	-
Stage 1	636	-	-
Stage 2	391	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	288	602	1102	-
HCM Lane V/C Ratio	-	-	0.151	0.007	0.002	-
HCM Control Delay (s)	-	-	19.7	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

HCM 2010 TWSC
2: Vollmer & south site access

2035 Total Traffic
PM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	26	3	1094	86	5	822
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	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	3	1189	93	5	893

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2093	1189	0
Stage 1	1189	-	1189
Stage 2	904	-	-
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	58	229	587
Stage 1	289	-	-
Stage 2	395	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	58	229	587
Mov Cap-2 Maneuver	178	-	-
Stage 1	289	-	-
Stage 2	392	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	178	229	587	-
HCM Lane V/C Ratio	-	-	0.159	0.014	0.009	-
HCM Control Delay (s)	-	-	29	20.9	11.2	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	0	-

Procedures Manual

Procedure # R-FM-051-07

Page 1 of 5

Date Issued: 12/31/07
Revision Issued: N/A
Rescinded: N/A

Subject: DEVIATION REVIEW AND DECISION FORM

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.9 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. RELATED PROCEDURES

1.6.1. Governing Procedures

P-AR-063-07 Deviation

1.6.2. Other Related Procedures

P-AR-012-07 Administrative Relief

1.7. RESOURCE

Attached is the Deviation Review and Decision Form that is used by the applicant/engineer for requesting and justifying a deviation. The form is reviewed by the ECM Administrator and approved or denied. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00

DSD FILE NO.:

P	V	D	0	9	0	0	4
---	---	---	---	---	---	---	---

5

General Property Information:

Address of Subject Property (Street Number/Name): 8715 Vollmer Road
Tax Schedule ID(s) #: 5200000364; 365; 231

Legal Description of Property: PT SE4SE4 LY South of Vollmer Road EX RD W/MR Section 32-12-65

Subdivision or Project Name: Sterling Ranch

Section of ECM from Which Deviation is Sought: 2.3.2

Specific Criteria from Which a Deviation is Sought: One-quarter-mile access spacing on Minor Arterials

Proposed Nature and Extent of Deviation: Allow site access on Vollmer Road about 875 feet north of the planned Marksheffel Road and about 885 feet south of Lochwinnoch Lane

Applicant Information:

Applicant: Morley-Bentley Investments, LLC - Jim Morley Email Address: jmorley3870@aol.com
Applicant is: Owner Consultant Contractor
Mailing Address: 20 Boulder Crescent, 1st Floor, Colorado Springs State: CO Postal Code: 80903
Telephone Number: 719-471-1742 Fax Number: _____

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE Email Address: Jeff@LSCTrans.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 516 North Tejon Street, Colorado Springs State: CO Postal Code: 80903
Registration Number: 39018 State of Registration: CO
Telephone Number: 719-633-2868 Fax Number: 719-633-5430

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: 2.3.2

Specific Criteria from Which a Deviation is Sought: One-quarter-mile access spacing on Minor Arterials

Proposed Nature and Extent of Deviation: Allow site access on Vollmer Road about 875 feet north of the planned Marksheffel Road and about 885 feet south of Lochwinnoch Lane

Reason for the Requested Deviation: See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

Comparison of Proposed Deviation to ECM Standard: ECM Standard: One-quarter-mile access spacing on Minor Arterials

Proposed Deviation: 875-foot access spacing on Vollmer Road between the site access and Marksheffel Road and 885-foot access spacing on Vollmer Road between the site access and Lochwinnoch Lane

Applicable Regional or National Standards used as Basis:

El Paso County Procedures Manual
Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

The ECM standard is inapplicable to a particular situation.

Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST

The request for a deviation is not based exclusively on financial considerations.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

The deviation will not adversely affect safety or operations.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

The deviation will not adversely affect maintenance and its associated cost.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

The deviation will not adversely affect aesthetic appearance.

See attached "Sterling Ranch Phase 1 South Vollmer Road Deviation Request Memorandum" dated April 21, 2014 by LSC

Owner, Applicant and Engineer Declaration:

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Jim Morley
Signature of owner (or authorized representative)

4/22/14

Date

Signature of applicant (if different from owner)

Date

Jeffrey C. Hodsdon, P.E., PTOE
Signature of Engineer

4/22/14

Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

Date

This request has been determined to have met the criteria for approval. A deviation from Section _____ of ECM is hereby granted based on the justification provided. Comments:

____ Additional comments or information are attached.

DENIED by the ECM Administrator

[Signature]

Date

5-8-2014

This request has been determined not to have met criteria for approval. A deviation from Section 2.3.2 of ECM is hereby denied. Comments:

____ Additional comments or information are attached.