



Planning and Community
 Development Department
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Sterling Ranch - CDR 20-005 Vollmer, Marksheffel and Sterling Ranch Rd. Construction Drawing Review
 Schedule No.(s) : 5200000364
 Legal Description : PT SE4SE4 LY S of Vollmer Rd ex RD w/ MR Sect 32-12-65 Ex Tr 2 Conv by Rec #210065613

APPLICANT INFORMATION

Company : SR Land, LLC.
 Name : Jim Morley
 Owner Consultant Contractor
 Mailing Address : 20 Boulder Crescent, Suite 102, COLORADO SPRINGS, COLORADO, 80903

 Phone Number : (719) 491-3024
 FAX Number : N/A
 Email Address : Jmorley3870@aol.com

ENGINEER INFORMATION

Company : JR ENGINEERING
 Name : MIKE BRAMLETT Colorado P.E. Number : 32314
 Mailing Address : 5475 TECH CENTER DRIVE, SUITE 235, COLORADO SPRINGS, COLORADO 80919

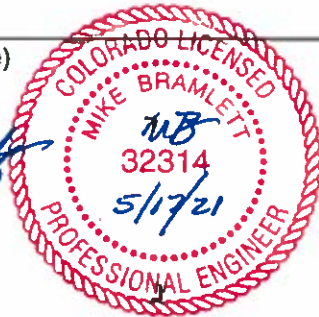
 Phone Number : 719-593-2593
 FAX Number : N/A
 Email Address : MBRAMLETT@JRENGINEERING.COM

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 until corrections are made, 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) 5/19/2021 Date

Engineer's Seal, Signature And Date of Signature Mike Bramlett



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **ECM section 2.2.4 Roadway Functional Classifications** of the Engineering Criteria Manual (ECM) is requested for the Marksheffel Road Right of Way and cross section.

Identify the specific ECM standard which a deviation is requested:

Marksheffel Road will be owned and maintained by the City of Colorado Springs as a 4 lane urban principal arterial cross section. The ECM does not currently have a cross section that is consistent with the city standard for this type of roadway.

State the reason for the requested deviation:

The purpose of this deviation is to document the cross-section and ROW dedication necessary to be build Marksheffel Rd to the city standard from Vollmer Road to just south of the intersection of Sterling Ranch road.

In the future (Sterling Ranch Phase 2) Marksheffel will be constructed using the city cross section south to the Sterling Ranch boundary.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

See Exhibit A for a cross section and right of way width that is proposed for Marksheffel Road.

The applicant will provide:

From station 43+43.86 to station 45+93.94: A 119 foot wide right of way to allow for turning movements at .Vollmer Road. The pavement mat will be 80 ft wide with 30" wide curb and gutter both sides.

From station 45+94 to station 47+74: A transitional taper to the "typical cross section

From station 47+74 to the end of the proposed roadway within Filing 2 at station 57+65: The typical cross section of a 107 foot wide right of way. The pavement mat will be 68 ft wide providing 4 through lanes with a six foot asphalt should on each side. There will be a 12 ft. wide striped median to provide for turning movements..

See Exhibit B for a history of earlier discussions on the roadway requirements and eventual Memo of Understanding between El Paso County, the City of Colorado Springs and SR Land, LLC.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship 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.

Provide justification:

The Engineering Criteria Manual does not contemplate roadways that will be owned and maintained by the City of Colorado Springs.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

This request is not based on financial considerations. The roadway will be owned and maintained by the City of Colorado Springs.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations as it is part of the City roadway system.

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

Maintenance of the El Paso County roadways will not be impacted as it is part of the City roadway system.

The deviation will not adversely affect aesthetic appearance.

The deviation has no bearing on the aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

Yes, the deviation meets the design intent and purpose of the ECM standards.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

Yes, the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities as required by the criteria.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

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

Γ 7

L J

Denied by the ECM Administrator

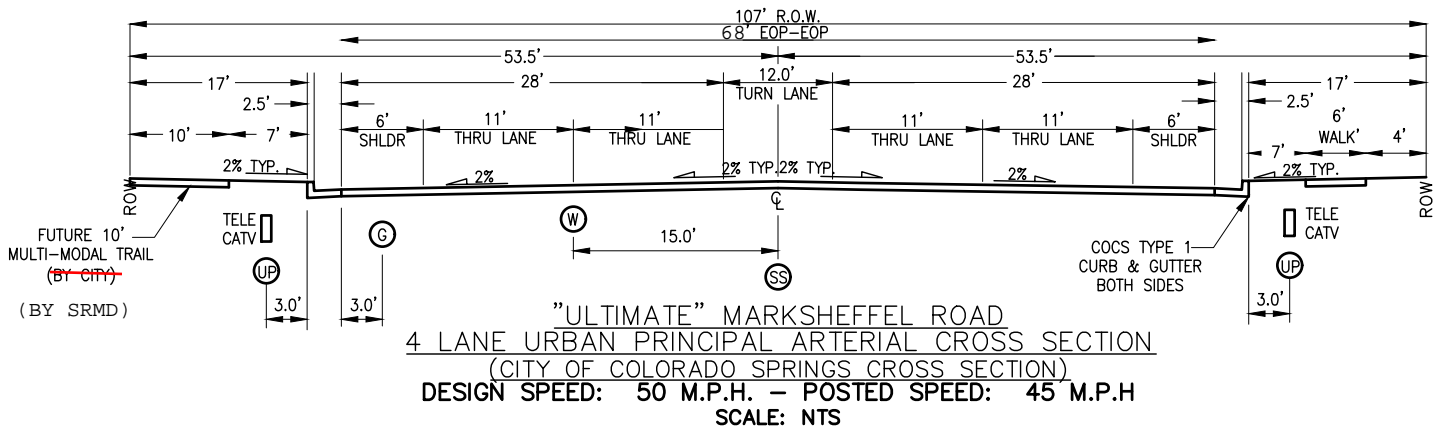
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ 7

L J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

- Conditions of deviation approval:
1. El Paso County will not maintain Marksheffel road with the proposed design, and will only facilitate approvals and coordinate transfer of the road, upon completion of construction, to the City of Colorado Springs. Ultimate plan approval, notice to proceed and MS4/stormwater enforcement remains under the County’s jurisdiction until such time that the road is actually annexed into the City.
 2. Construction of the approved cross-section (above) is at the developer’s risk as the County cannot guarantee City acceptance of the road and associated deeds. Any revisions necessary to meet County requirements due to a change in City commitments will be the developer’s responsibility.
 3. The City may require construction of the full four-lane cross-section from Vollmer Road southeast along Platted area (Sterling Ranch Filing No. 2).
 4. The City may require a 25% escrow contribution to the traffic signal at Vollmer Road.
 5. Tahiti Drive will be closed at the Marksheffel /Vollmer intersection.
 6. Any additional easements necessary for drainage, slope easements and other public improvements shall be shown on plans as “public improvement easements”. If these easements are required, they shall be provided by separate recorded document (non-exclusive public easements) approved by El Paso County and referenced on the plans prior to plan approval.
 7. A 25-foot non-exclusive County trail corridor easement is required along the northeast side of Marksheffel Road and shall be shown on all plans. It is assumed that this corridor will remain under County jurisdiction.



TYPICAL SECTION
MARKSHEFFEL ROAD
STERLING RANCH FIL 2
JOB NO. 2518801
JAN, 26, 2021
SHEET 1 OF 1



J·R ENGINEERING

A Westrian Company

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

Mike Bramlett

From: Alazzeh, Zaker <Zaker.Alazzeh@coloradosprings.gov>
Sent: Monday, March 1, 2021 6:29 PM
To: Mike Bramlett
Cc: Dagnillo, Joel
Subject: RE: Sterling Ranch - Marksheffel Rd Coordination

Mike,

The 4 feet shoulder was approved by the previous city traffic engineer and most likely it had to do with constraints for the width of the bridge. The city standard is 6 feet shoulders for Principal Arterial, so we will require 6 feet for this stretch. The cross-section shown in your plan is acceptable, however when the city takes then ownership of this stretch of Marksheffel it will need to be fully build (not interim build).

Joel will get with you if he has any comments on curb & gutter and sidewalk.

Let us know if you have any questions.
Thanks,

Zaker Alazzeh, P.E.
Traffic Engineering Manager
City of Colorado Springs
(719) 385-5468



From: Mike Bramlett <mbramlett@jrengineering.com>
Sent: Thursday, February 25, 2021 8:02 AM
To: Alazzeh, Zaker <Zaker.Alazzeh@coloradosprings.gov>
Cc: Jeff Rice <JeffRice@elpasoco.com>
Subject: RE: Sterling Ranch - Marksheffel Rd Coordination

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Zaker,

As we discussed in our phone call yesterday, I have attached our Marksheffel road plans from Vollmer to Sterling Ranch Road. These plans are in for construction review with EPC. COS will take over this road once the road is built to the south property line of Sterling Ranch and an agreement is in place between EPC, COS and Sterling Ranch Metro District. Until that agreement is in place, SRMD will be responsible for maintenance.

The plans show a 6 ft. shoulder but show the 10 ft. multi-purpose trail as "future". The attached Aspen View plans only show a 4 ft shoulder and a transition will occur on Sterling Ranch property. Not sure why Aspen View was allowed to continue a 4 ft shoulder throughout the project as the boundary between Aspen View and Sterling Ranch is almost a half mile away from the Sand Creek bridge at the south end of Aspen View.

After you have had a chance to review, I would be happy to have a discussion with you to discuss. Sterling Ranch is anxious to begin construction.

Thanks

Mike Bramlett, PE
Client Manager
JR Engineering, LLC
5475 Tech Center Drive, Suite 235, Colorado Springs, CO 80919
Phone: (719) 593-2593 Cell: (719) 659-7679

mbramlett@jrengineering.com

From: Alazzeah, Zaker [<mailto:Zaker.Alazzeah@coloradosprings.gov>]
Sent: Friday, December 11, 2020 10:39 AM
To: Mike Bramlett
Subject: RE: Sterling Ranch - Marksheffel Rd Coordination

Hello Mike,

After discussion with the city EDR engineers. I think were matching the pavement section coming off the bridge to the south.

Zaker Alazzeah, P.E.
Traffic Engineering Manager
City of Colorado Springs
(719) 385-5468



From: Mike Bramlett <mbramlett@jrengineering.com>
Sent: Monday, December 7, 2020 12:58 PM
To: Alazzeah, Zaker <Zaker.Alazzeah@coloradosprings.gov>
Subject: RE: Sterling Ranch - Marksheffel Rd Coordination

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Zaker,

Thanks for the reply. I am sure the client is going to ask me "Why did Aspen Meadows have a four ft. shoulder"? Any insight you could provide would help.

Thanks

Mike Bramlett, PE
Client Manager
JR Engineering, LLC

5475 Tech Center Drive, Suite 235, Colorado Springs, CO 80919
Phone: (719) 593-2593 Cell: (719) 659-7679

mbramlett@jrengineering.com

From: Alazzeh, Zaker [<mailto:Zaker.Alazzeh@coloradosprings.gov>]
Sent: Monday, December 7, 2020 12:24 PM
To: Mike Bramlett
Subject: RE: Sterling Ranch - Marksheffel Rd Coordination

Hello Mike,

Typically shoulders is 6' feet for this cross-section in the traffic criteria. Let us provide 6' shoulders then we can reduce the area outside of the C&G (sidewalk & landscape area) to 17'. This will still accommodate the 10' Multi-use trail and 7' landscape area in the west section.

Let me know if you have any questions.
Thanks,

Zaker Alazzeh, P.E.
Traffic Engineering Manager
City of Colorado Springs
(719) 385-5468



From: Mike Bramlett <mbramlett@jrengineering.com>
Sent: Thursday, December 3, 2020 7:05 AM
To: Frisbie, Todd <Todd.Frisbie@coloradosprings.gov>; Alazzeh, Zaker <Zaker.Alazzeh@coloradosprings.gov>
Subject: FW: Sterling Ranch - Marksheffel Rd Coordination

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Todd and Zaker,

I am hoping to get your comments/direction on the cross section quickly so re-design can progress. The only real design questions are shoulder width. The trail timing issue does not affect roadway geometry.

Thanks

Mike Bramlett, PE
Client Manager
JR Engineering, LLC
5745 Tech Center Drive, Suite 235, Colorado Springs, CO 80919
Phone: (719) 593-2593 Cell: (719) 659-7679

From: Mike Bramlett

Sent: Thursday, November 26, 2020 8:11 AM

To: Todd.Frisbie@coloradosprings.gov; zaker.alazze@coloradosprings.gov; Jeff Rice

Cc: Elizabeth Nijkamp; Lori Seago; Kari Parsons ; jmorley3870@aol.com; Eric Howard (EHowardPC@Gmail.com); Chaz Collins; Erin Ganaway; Becky Brush; Kirstin Ferrin; Jeff Hodsdon (Jeff@LSCTrans.com)

Subject: Sterling Ranch - Marksheffel Rd Coordination

Todd, Zaker and Jeff,

Thank you for your input at our last coordination meeting on 11/3. At the meeting, the big take-aways that I wrote down were as follows;

1. A variety of cross sections have been prepared in the past, need to get alignment between all stakeholders.
2. City would prefer to accept Marksheffel after it is fully completed from Vollmer to its connection at Aspen Meadows/south property line of Sterling Ranch.
3. Aspen Meadows is approximately 2 years away from having at least an interim cross section (2 lanes?) completed.
4. Since Marksheffel is going to be built in phases – who is responsible for maintenance until City acceptance.
5. If Sterling Ranch builds full ultimate section from Vollmer to Sterling Ranch Rd., County traffic fee program would provide some reimbursement - need to determine how much.

To help progress this discussion since the Marksheffel agreement is holding up progress towards approval of Sterling Ranch Filing 2 Final Plat/CDs, I have attached a proposed cross section for review.

The cross section details are;

- The cross section shows 4-11 ft lanes, 12 ft turn lane, 5 ft shoulders, future 10 ft multimodal trail (by city) on south and west side and a 6 ft. sidewalk on north and east side.
 - The 5 ft. shoulder is in response to city's request for a wider shoulder, noting that the Aspen Meadows cross section to the south utilizes a 4 ft shoulder.
 - The 10 ft multimodal sidewalk is shown as future and to be built by the city after it takes over responsibility for the roadway and the Aspen Meadows multimodal trail is brought to the Sterling Ranch south boundary. On the Aspen Meadows plans by Matrix, the trail ends at Cowpoke.
 - If the city requires the trail be constructed by Sterling Ranch, then Sterling Ranch would like the shoulder width reduced to 4 ft consistent with Aspen Meadows.
- Sterling Ranch would build the full section from Vollmer to just past the Sterling Ranch Rd. intersection as part of Sterling Ranch Filing 2 development which is in CD/Plat approval phase.
- City takes responsibility for maintenance once roadway can be travelled from Sterling Ranch south boundary to Vollmer Rd. In the interim, Sterling Ranch Metro District can provide maintenance.

After I receive your initial comments on the above, I can set up another meeting with the group to discuss next steps in December.

Thanks,

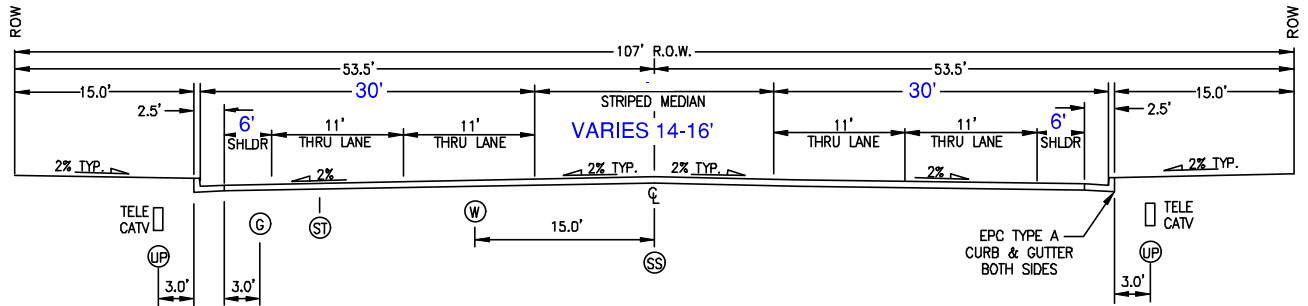
Mike Bramlett, PE

Client Manager

JR Engineering, LLC

3730 Sinton Road, Suite 219, Colorado Springs, CO 80907

Phone: (303) 267-6240 Cell: (719) 659-7679



NOTE:
MEANDERING SIDEWALK TO BE PROVIDED
WITHIN TRACTS IMMEDIATELY ADJACENT
TO ROADWAY (NOT SHOWN)

MARKSHEFFEL ROAD (107' ROW)
(MODIFIED) 4 LANE URBAN MINOR ARTERIAL CROSS SECTION
SCALE: NTS

PROPOSED SECTION (DEVIATION)

Cross section above is as agreed to by Kathleen Krager and Jeff Rice on November 29, 2018.

Conditions of deviation approval:

1. El Paso County will not maintain Marksheffel Road with the proposed design, and will only facilitate approvals and coordinate transfer of the road, upon completion of construction, to the City of Colorado Springs. Ultimate plan approval, notice to proceed, and MS4/stormwater enforcement remains under the County's jurisdiction until such time that the road is actually annexed into the City.
2. Construction of the approved cross-section (above) is at the developer's risk as the County cannot guarantee City acceptance of the road and associated deeds. Any revisions necessary to meet County requirements due to a change in City commitments will be the developer's responsibility.
3. The City may require construction of the full four-lane cross-section from Vollmer Road southeast along platted areas (Sterling Ranch Filing No. 2).
4. The City may require a 25% escrow contribution to the traffic signal at Vollmer Road.
5. The intersection at Vollmer Road shall be designed and constructed to allow for realignment of Tahiti Drive from the northwest at an appropriate location entering the new intersection.
6. Any additional easements necessary for drainage, slope easements and other public improvements shall be shown on plans as "public improvements easements." If these easements are required, they shall be provided by separate recorded document (non-exclusive public easements) approved by El Paso County and referenced on the plans prior to plan approval.
7. A 25-foot non-exclusive County trail corridor easement is required along the northeast side of Marksheffel Road and shall be shown on all plans. It is assumed that this corridor will remain under County Jurisdiction.