



Development Services Department  
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## DEVIATION REVIEW AND DECISION FORM

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

**DSD FILE NO.:**

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### General Property Information:

Address of Subject Property (Street Number/Name): 1111 Meadowbrook Parkway

Tax Schedule ID(s) #:5408101046

Legal Description of Property:

TR C CLAREMONT BUSINESS PARK FIL NO 2

anticipated to be replatted as:

Subdivision or Project Name: Claremont Commercial Subdivision Filing No 2.

Section of ECM from Which Deviation is Sought: 2.3.7.E.1 Turn Lane Design Elements

Specific Criteria from Which a Deviation is Sought: Turn Lane Design

Proposed Nature and Extent of Deviation: Allow abbreviated left-turn lane lengths on Meadowbrook Parkway between Marksheffel Road and the north full-movement site access given the constrained distance (about 490 feet) between the two intersections. The ECM prescribes deceleration plus vehicle storage distance plus transition taper for left-turn lanes on collector roadways where turn lanes are required per section 2.3.7.D. The attached striping plan for Meadowbrook Parkway reflects turn bay storage and abbreviated reverse curve bay tapers between the site access and Marksheffel. The intent of the striping plan was to allocate the back-to-back left-turn stacking distance available between the intersections to the eastbound left-turn lane (future dual left-turn lanes) at Marksheffel and the westbound left-turn lane at the north site access on Meadowbrook Parkway.

### Applicant Information:

Applicant: Land First, Inc.

Email Address: rwaldthausen@yahoo.com

Applicant is: \_\_\_\_\_ Owner ☒ Consultant \_\_\_\_\_ Contractor

Mailing Address: 1378 Promontory Bluff View Colorado Springs. State: CO Postal Code: 80921

Telephone Number: 719-491-0801

### Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCTrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs

State: CO Postal Code: 80903

Registration Number: 31684

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: 2.3.7.E.1 Turn Lane Design Elements

Specific Criteria from Which a Deviation is Sought: Turn Lane Design

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PCD File No. SP-17-004

Reason for the Requested Deviation: The deviation is requested given the constrained distance for back-to-back left-turn lanes between the two intersections. Background: The access to the commercial development on the north side of Meadowbrook Parkway was built at the current location due to site constraints. The north site access to this site has been planned to align with the access on the north side.

Comparison of Proposed Deviation to ECM Standard: The ECM standard for a 35-mph posted speed limit is 155 feet of full-width lane plus a 160 taper plus storage distance. These lengths apply to both the eastbound left turn at the Marksheffel intersection and the westbound/southwest-bound left-turn lane approaching the site access points of Meadowbrook Parkway. Regarding storage distance, ECM Table 2-30 calls for 100 feet of storage for the Stop-Controlled intersections; however, the westbound left turn is at a Stop-sign-controlled intersection, but it is not a Stop-sign-controlled approach rather a left turn from the major street. Eighty-five feet of storage is proposed for this left-turn lane. The dual left storage distance for the eastbound dual left-turn lanes at the Marksheffel/Meadowbrook intersection based on Figure 2-27 is about 275 to 300 feet minimum. The striping shows about 225-foot dual left-turn lanes. The taper shown is about 100 feet.

Applicable Regional or National Standards used as Basis:

**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.

The deviation is requested given the constrained distance for back-to-back left-turn lanes between the two intersections (about 490 feet). The north site access to this site has been planned to align with the access on the north side. The access to the commercial development on the north side of Meadowbrook Parkway was built at the current location due to site constraints.

☐ 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.

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**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.

The deviation is requested due to the limited back-to-back storage distance along Meadowbrook Parkway between Marksheffel and the north site access.

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

The proposed left-turn lane and taper dimensions shown on the striping plan will provide the optimal balance for the back-to-back left-turn lanes along Meadowbrook Parkway between Marksheffel and the north site access given the spacing constraint. Please refer to the queuing analysis in the traffic report.

The deviation will not adversely affect safety or operations.

The traffic report presents a queuing analysis for the left-turn lane lengths depicted in the striping and signing plan. The queuing analysis indicates during one fifteen-minute interval during the afternoon peak hour the eastbound through/right lane blocked entry to the adjacent eastbound left-turn lanes about 25 percent of the time and backed to the site access intersection about two percent of the time. The

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left-turn block time for one fifteen-minute interval during the afternoon peak hour was between ten and twenty percent for the eastbound left-turn lanes. Occasional queue backups during peak times will not be not unexpected by motorists along Meadowbrook Parkway given the proximity to Marksheffel Road, the relatively short distance between these intersections, and that the priority signal green time at this intersection will be given the north/south signal phases on Marksheffel.

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

This deviation will not change the maintenance cost.

The deviation will not adversely affect aesthetic appearance.

This deviation will not change the aesthetic appearance.

**Owner, Applicant and Engineer Declaration:**

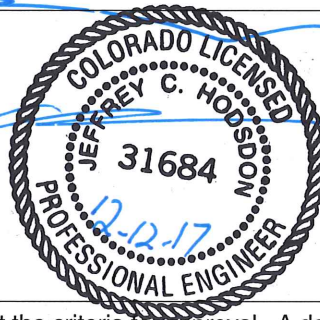
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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.

Donald Watterson, agent 12/11/17  
Signature of owner (or authorized representative) Date

Donald Watterson, agent 12/11/17  
Signature of applicant (if different from owner) Date

[Signature] 12-12-17  
Signature of Engineer Date

Engineer's Seal



**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 ECM is hereby granted based on the justification provided. Comments:

\_\_\_\_ Additional comments or information are attached.

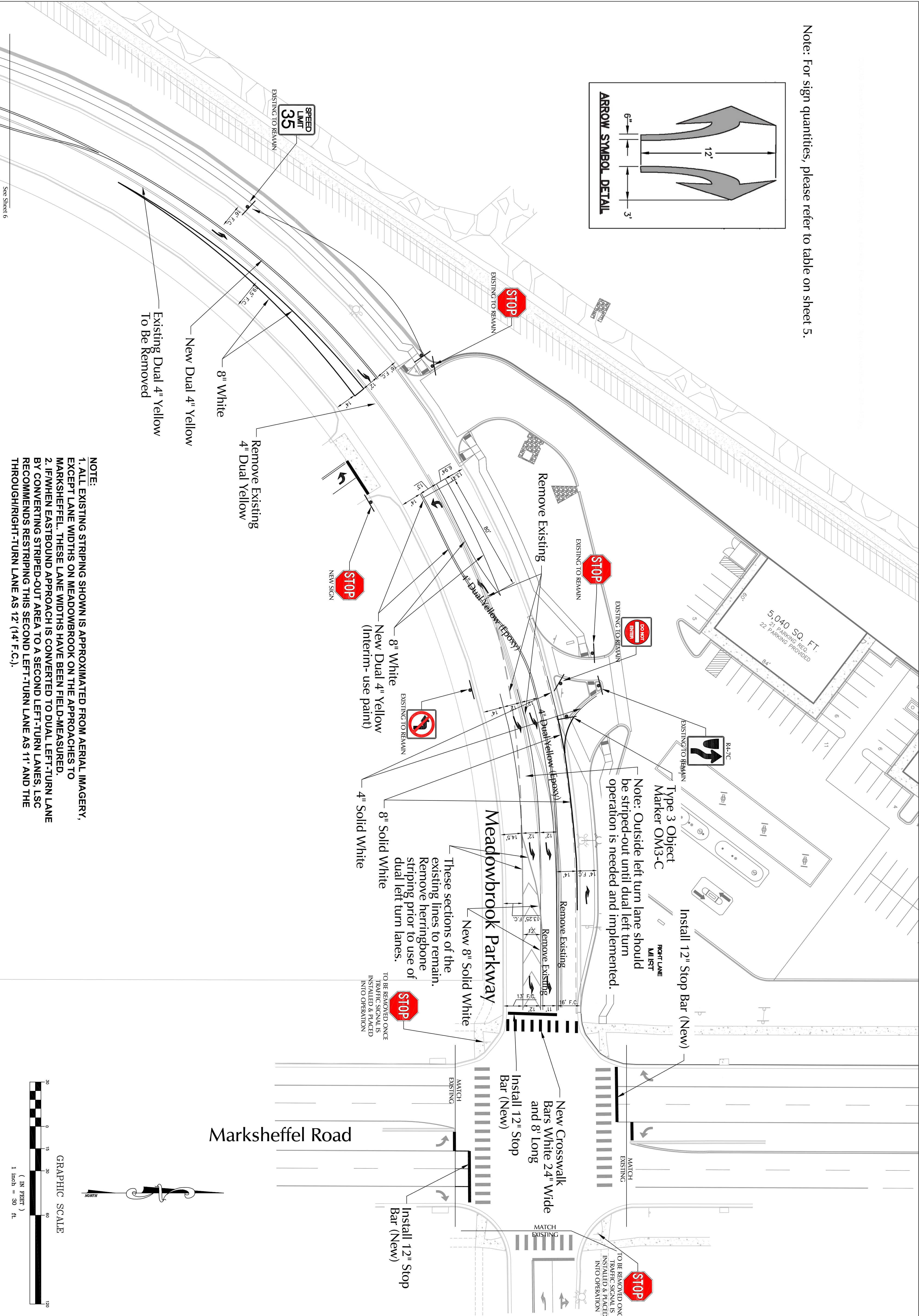
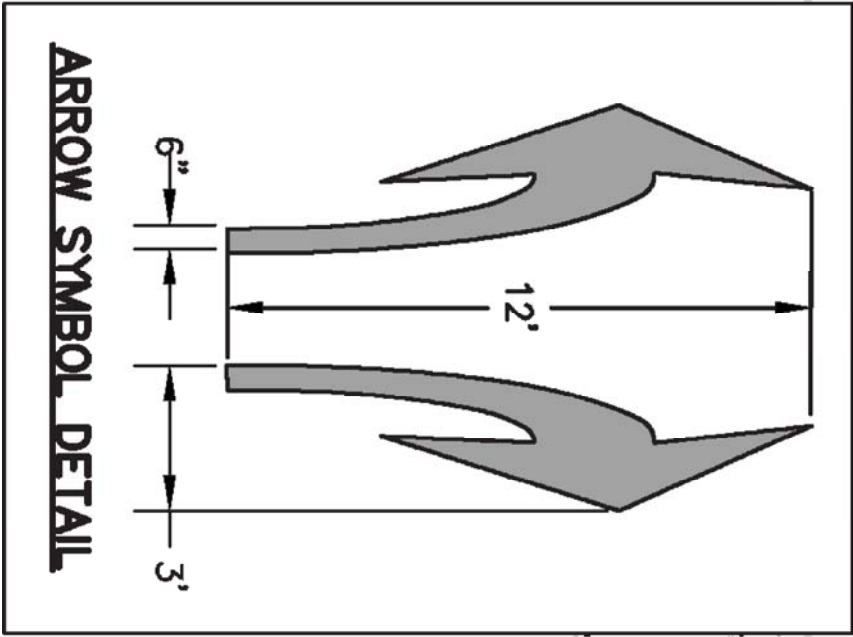
**DENIED by the ECM Administrator**

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

\_\_\_\_ Additional comments or information are attached.



Note: For sign quantities, please refer to table on sheet 5.



- NOTE:**
1. ALL EXISTING STRIPING SHOWN IS APPROXIMATED FROM AERIAL IMAGERY, EXCEPT LANE WIDTHS ON MEADOWBROOK ON THE APPROACHES TO MARKSHEFFEL. THESE LANE WIDTHS HAVE BEEN FIELD-MEASURED.
  2. IF/WHEN EASTBOUND APPROACH IS CONVERTED TO DUAL LEFT-TURN LANE BY CONVERTING STRIPED-OUT AREA TO A SECOND LEFT-TURN LANES, LSC RECOMMENDS RESTRIPIING THIS SECOND LEFT-TURN LANE AS 11' AND THE THROUGH/RIGHT-TURN LANE AS 12' (14' F.C.).

## STREET PAVEMENT MARKING & MEADOWBROOK PKWY. SIGN PLAN

### Meadowbrook Parkway @ Marksheffel Road

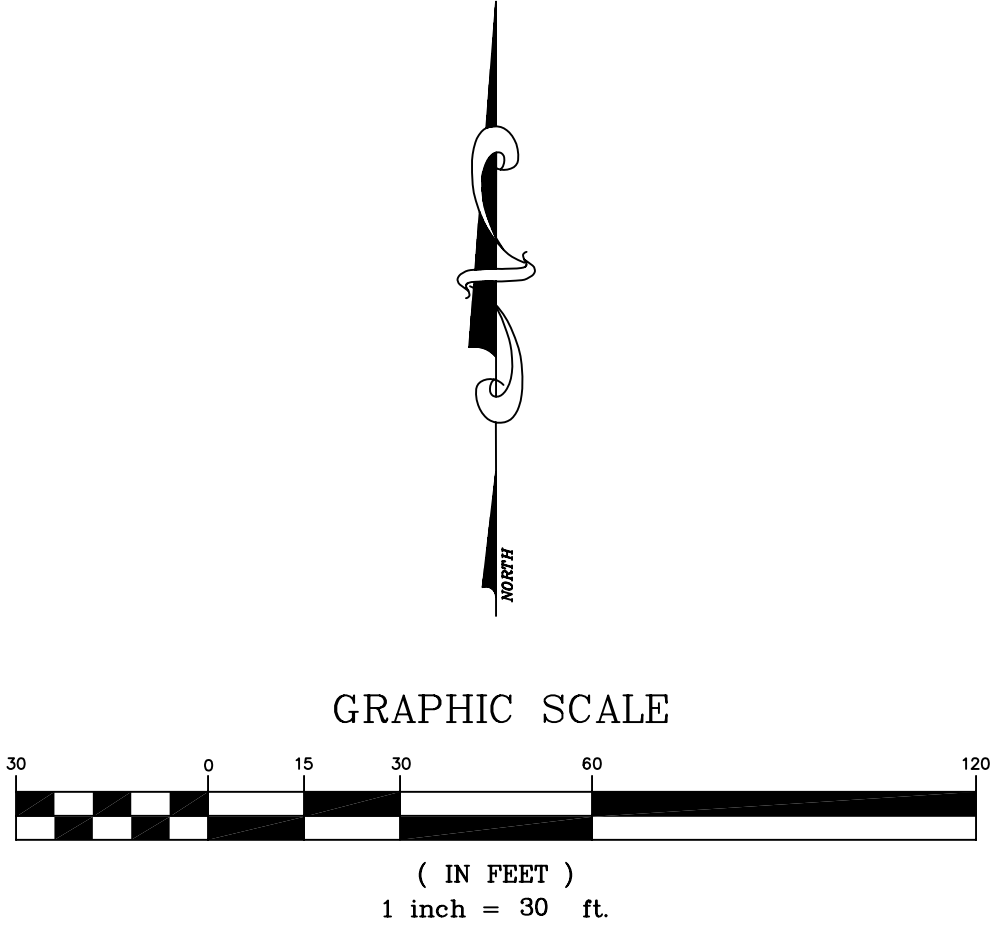
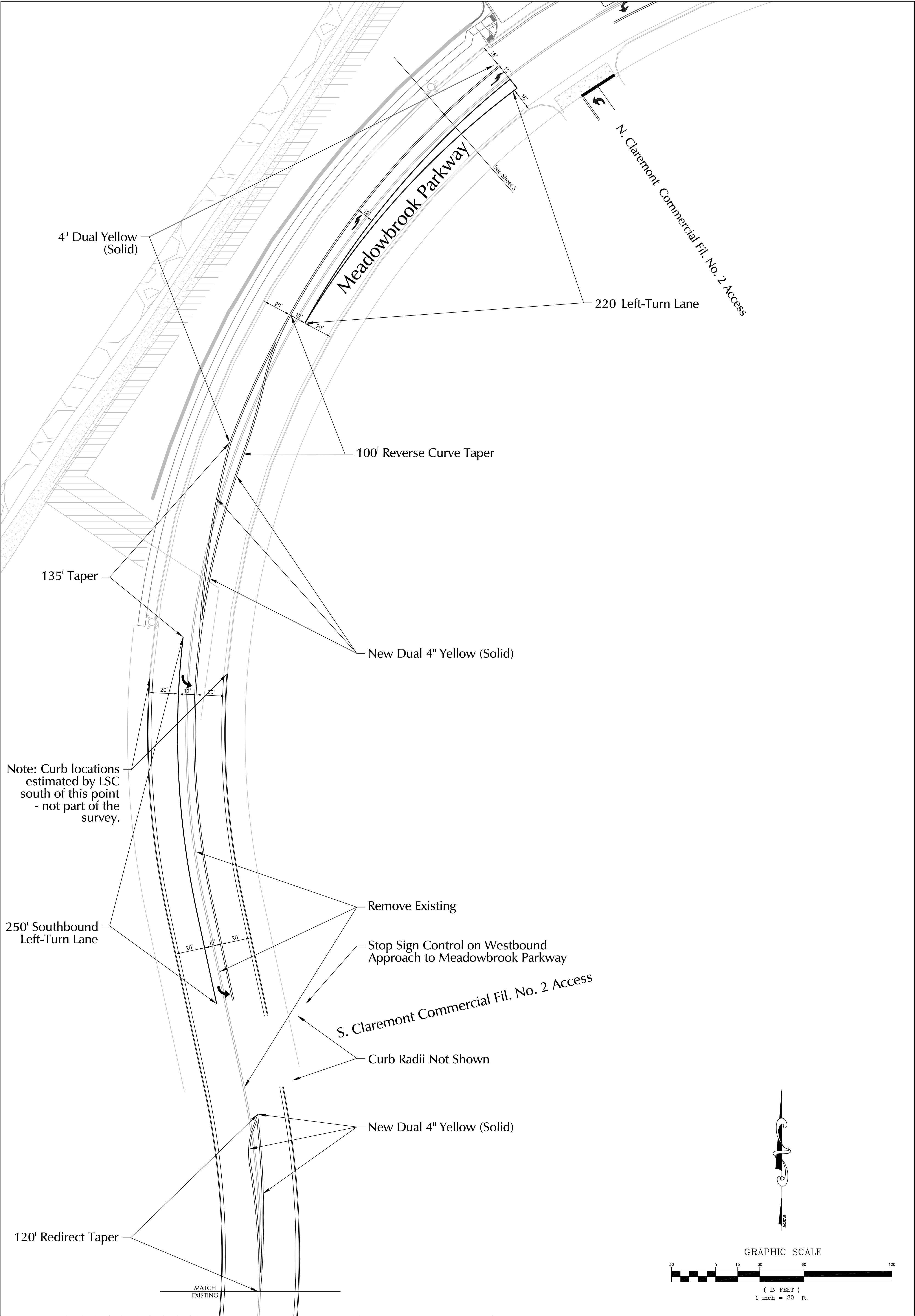
LSC  
TRANSPORTATION CONSULTANTS  
546 E. Pecos Road, Suite 210, Cimarron, NM 88103  
TEL: 505.763.3283 FAX: 505.763.3280  
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Project Manager  
JEFFREY C. HODSDON, PE, PTOE

REVISIONS	DATE
Revisions #1	6/19/15
Revisions #2	7/29/15
Revisions #3	12/10/17
DATE:	8/3/15
SCALE:	1" = 30'
DRAWN BY:	MR
JOB NO.:	144671
DWG.:	144671_S 11-28-17.dwg

SHT NO. : 5  
OF 7

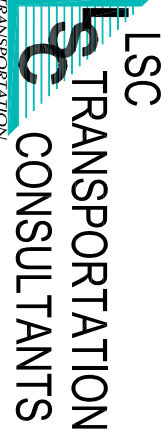




Project Manager JEFFREY C. HODSDON, PE, PTOE	
REVISIONS	DATE
DATE: 8/3/15	
SCALE: 1" = 30'	
DRAWN BY: MR	
JOB NO.: 144671	
DWG: 144671_S 11-28-17.dwg	

SHT NO. : 6

OF 7



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# MEADOWBROOK PKWY. STREET PAVMENT MARKING & SIGN PLAN

## Meadowbrook Parkway @ Marksheffel Road