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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

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Project Name :	The Commons at Falcon Field	Deviation No. 1	Date: 6/2/2023
Schedule No.(s) :	4307000001 and 4307200015		
Legal Description :	TRACT IN SEC 7-13-64 DESC AS FOLS: BEG AT NW COR OF LOT 13 ARROWHEAD ESTATES FIL NO 1; TH S 00<46'12" W 197.28 FT ALG WLY LN OF SD LOT 13 TO A PT, N 41<58'50" W 798.01 FT TO SELY R/W LN OF US HWY 24, TH ALG SD SELY R/W LN ALG ARC OF CUR TO L SD CUR BEING CONCAVE TO NW HAVING A RAD OF 5800.00 FT AN ARC DIST OF 193.53 FT A C/A OF 01<54'42" WHICH CHORD BEARS N 47<22'56" E 193.52 FT, N 46<25'11" E 760.04 FT TO INTSEC SD SELY R/W LN OF US HWY 24 & WLY R/W LN OF RIO LN, TH SLY ALG SD R/W OF RIO LN S 22<22'28" E 219.81 FT, S 89<10'21" E 1071.23 FT TO NW COR OF LOT 14 OF FALCON RANCH ESTATES SUB, S 00<10'51" E 705.04 FT ALG WLY LN OF SD LOT 14 & LOT 13 FALCON RANCH ESTATES SUB TO THE MOST NLY NW COR OF LOT 10 ARROWHEAD ESTATES FIL NO 1, TH CONT S 00<10'51" E 151.74 FT, TH N 88<55'44" W 1314.29 FT TO POB TRACT IN SEC 7-13-64 DESC AS FOLS: COM AT NW COR OF LOT 13 ARROWHEAD ESTATES FIL NO 1; TH S 00<46'12" W 197.28 FT FOR POB; TH CONT S 00<46'12" W 988.14 FT, S 86<00'46" W 327.52 FT, S 00<25'05" W 68.17 FT, N 89<59'43" W 430.45 FT, N 00<14'15" E 1475.39 FT TO SELY R/W LN OF US HWY 24, TH ALG SD SWLY R/W LN N 50<05'41" E 125.34 FT, TH ALG ARC OF CUR TO L SD CUR BEING CONCAVE TO NW HAVING A RAD OF 5800.00 FT AN ARC DIST OF 178.20 FT A C/A OF 01<45'37" WHICH CHORD BEARS N 49<13'05" E 178.19 FT, TH S 41<58'50" E 798.01 FT TO POB		

APPLICANT INFORMATION

Company :	FALCON FIELD LLC		
Name :	Jim Berger		
	<input checked="" type="checkbox"/> Owner	<input type="checkbox"/> Consultant	<input type="checkbox"/> Contractor
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ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	
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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.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature

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

DEVIATION No. 1 – Intersection Spacing (Rev. 6/2/2023; Original 1/4/2020): A deviation from the standards of or in Sections **2.2.5.D** and **2.3.2** of the Engineering Criteria Manual (ECM) is requested. The request is for a full-movement, roundabout intersection on a proposed Non-Residential Collector street 584 feet south of the Woodmen Road/US Highway 24 intersection (centerline spacing).

This deviation is one of four submitted with this application. Deviation Exhibit A (attached) graphically summarizes all four deviation requests, including this one. Please refer to the attached Deviation Exhibit B which graphically shows this Deviation request No. 1. Deviation Exhibits C and F are also attached and are referenced below.

Identify the specific ECM standard which a deviation is requested:

2.2.5.D Collector Access Standards

On major collector roadways, the closest local roadway intersection to an arterial roadway shall be 660 feet (right-of-way line of arterial to centerline of local roadway).

2.3.2 Design Standards by Functional Classification

Table 2-7: Roadway Design Standards for Urban Collectors and Locals

Criteria for an Urban Non-Residential Collector Roadway: 660 feet intersection spacing

Standard 2.3.2 requires 660 foot spacing between intersections for Urban Non-Residential Collector roadways. This standard is reflected in ECM Table 2-7 (Roadway Design Standards for Urban Collectors and Locals).

2.2.4.B.4 Roadway Functional Classifications and Urban/Rural Designations – Urban Roadways - Non-Residential Collector

Intersection and parcel access locations and design are reviewed by the ECM Administrator to ensure roadway objectives are being met.

595' shown on the exhibit. Additionally, see comments on the preliminary plan and adjust as necessary.

State the reason for the requested deviation:

The roundabout location is limited due to the shape of the properties and the locations of the property lines. The main entry drive connecting this roundabout to the US Highway 24/Woodmen Road intersection needs to be a Non-Residential collector, rather than just an access to the development, for several reasons explained in the justification section below.

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

The standard indicates a minimum of 660 feet intersection spacing in Urban Non-Residential Collectors.

The request would be for an intersection spacing of approximately 585 feet between the US Highway 24/Woodmen Road intersection and the new intersection with Retail Row Street. Please refer to the attached Deviation Exhibit B.

The CDOT comment memo dated May 5, 2023 did not indicate that this proposed spacing from the US Highway 24/Woodmen Road needed would be unacceptable. Our understanding from meetings with CDOT and comment letters is that this spacing is acceptable to CDOT with the conditions/requirements outlined in the comment memo. The proposed spacing exceeds 300 feet from the end of the radius at the intersection of US Highway 24/Woodmen.

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 deviation is needed as the roundabout location is limited due to the shape of the properties and the locations of the property lines. The main entry drive connecting this roundabout to the US Highway 24/Woodmen Road intersection needs to be a non-residential collector, rather than just an access to the development. The reason is that this project is providing for a replacement Rio Lane connection to US Highway 24 to the Woodmen/US Highway 24 intersection per the *US 24 Access Management Plan*. Although Rio Lane is a local roadway, given the development traffic within the site, A Non-Residential Collector street is necessary and proposed for the replacement Rio Lane connection and the main entry to this development. This street connection will likely also provide access to the adjacent parcel to the west, which will also benefit US Highway 24 access management.

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.

The spacing of 585 feet allows for necessary turn lanes and storage at the US Highway 24/Woodmen Road intersection. These lanes are shown in Deviation Exhibit C and the lane lengths are a separate deviation request (Deviation Request No. 3). The roundabout at the main internal intersection ensures that there will not be excessive queuing to impact the US Highway 24/Woodmen Road intersection. The cross section includes additional lanes to reduce the potential overall queue lengths within this 585-foot distance. Please refer to Deviation Exhibit F, which presents the results of the queuing analysis, and the TIS report for the complete queuing analysis.

The deviation will not adversely affect safety or operations.

The request would be for intersection spacing of 585 feet. The roadway has been designed to allow for sufficient turn lanes that accommodate projected 95th percentile queues. Please refer to Deviation Exhibit F, which presents the results of the queuing analysis, and the TIS report for detailed queuing analysis.

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

The deviation will not affect maintenance or maintenance costs as multiple approach lanes to a major intersection are typical. The southbound lanes approaching the roundabout will be analyzed at the design stage to ensure County snow plows and other maintenance vehicles can be accommodated.

The deviation will not adversely affect aesthetic appearance.

The shorter access spacing will not affect the aesthetics as multiple approach lanes and wider cross sections on the approach to a major intersection are typical.

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

The proposed lane design will accommodate the projected queues between Woodmen and the roundabout intersection, which meets the intent and purpose of the ECM intersection spacing standard back from an arterial roadway.

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.

The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit.

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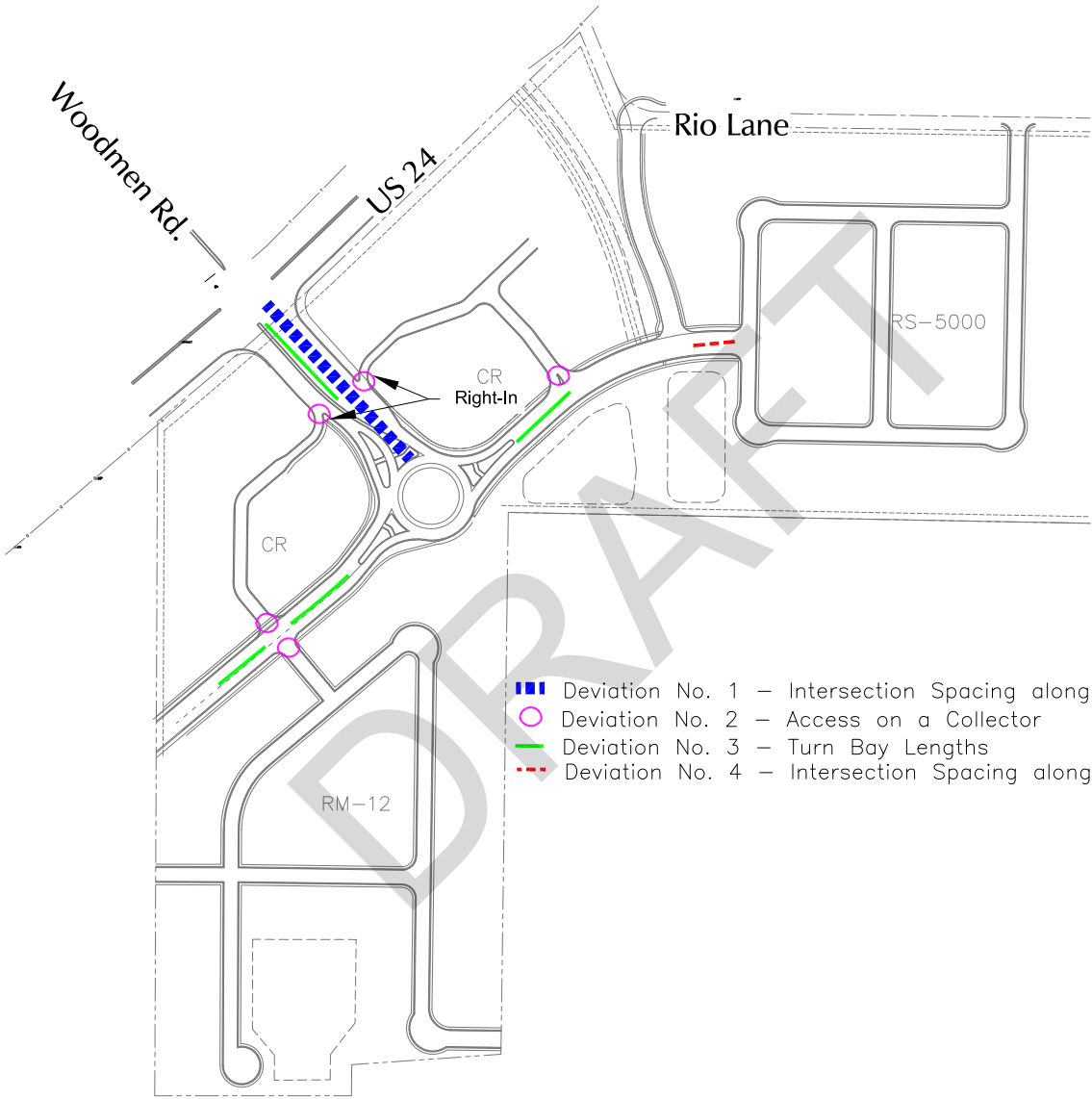
Deviation Exhibits





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Not to scale



-  Deviation No. 1 – Intersection Spacing along an Urban, Non-residential Collector
-  Deviation No. 2 – Access on a Collector
-  Deviation No. 3 – Turn Bay Lengths
-  Deviation No. 4 – Intersection Spacing along an Urban Local Street

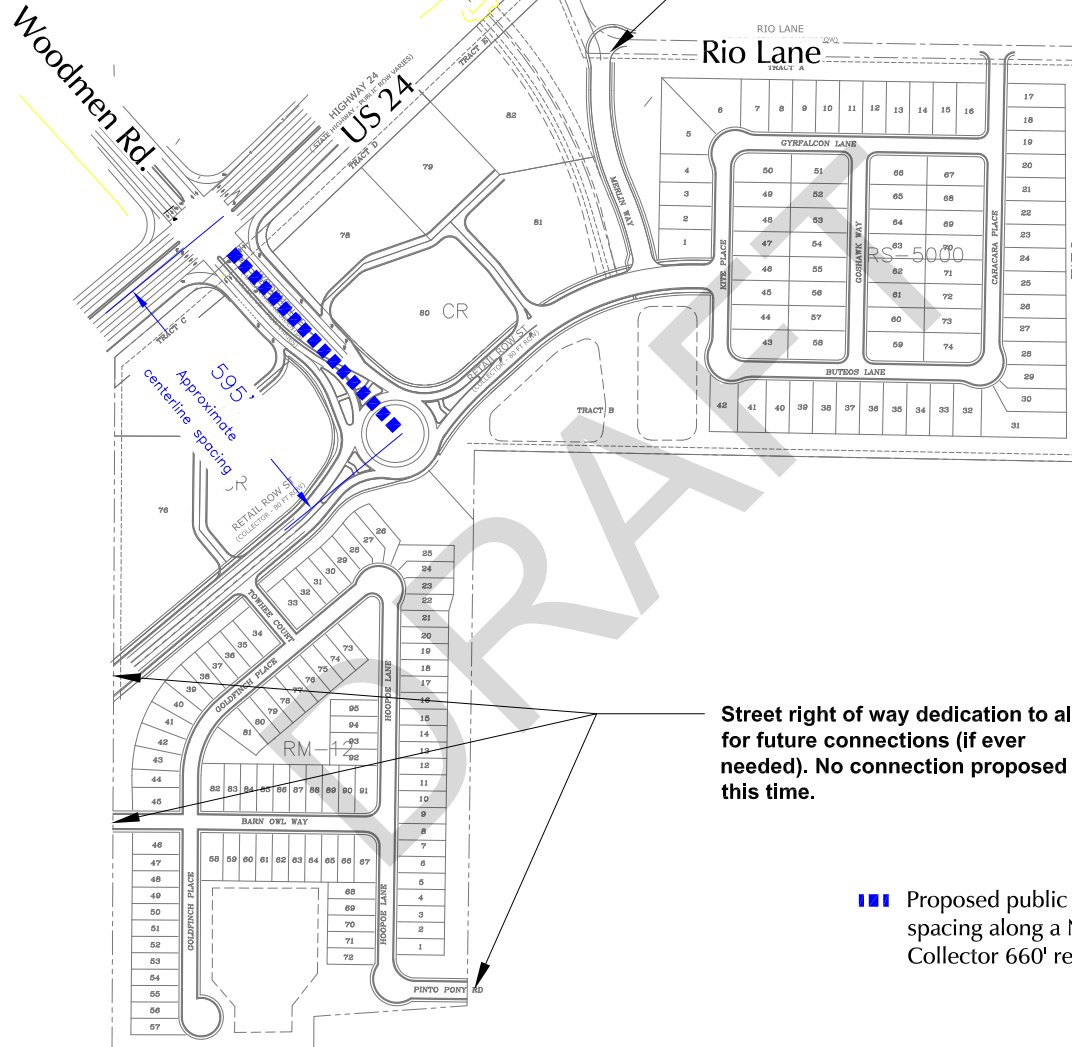
Deviation Exhibit A
Deviation Requests

Commons at Falcon Field (LSC# 234220)



Intersection to be closed. This will remove Rio Lane access to US 24 at this location.

New public street connection to Rio Lane in conjunction with closure of the US Highway 24/Rio intersection.



Street right of way dedication to allow for future connections (if ever needed). No connection proposed at this time.

■ Proposed public street intersection spacing along a Non-residential Collector 660' required, 584' proposed.



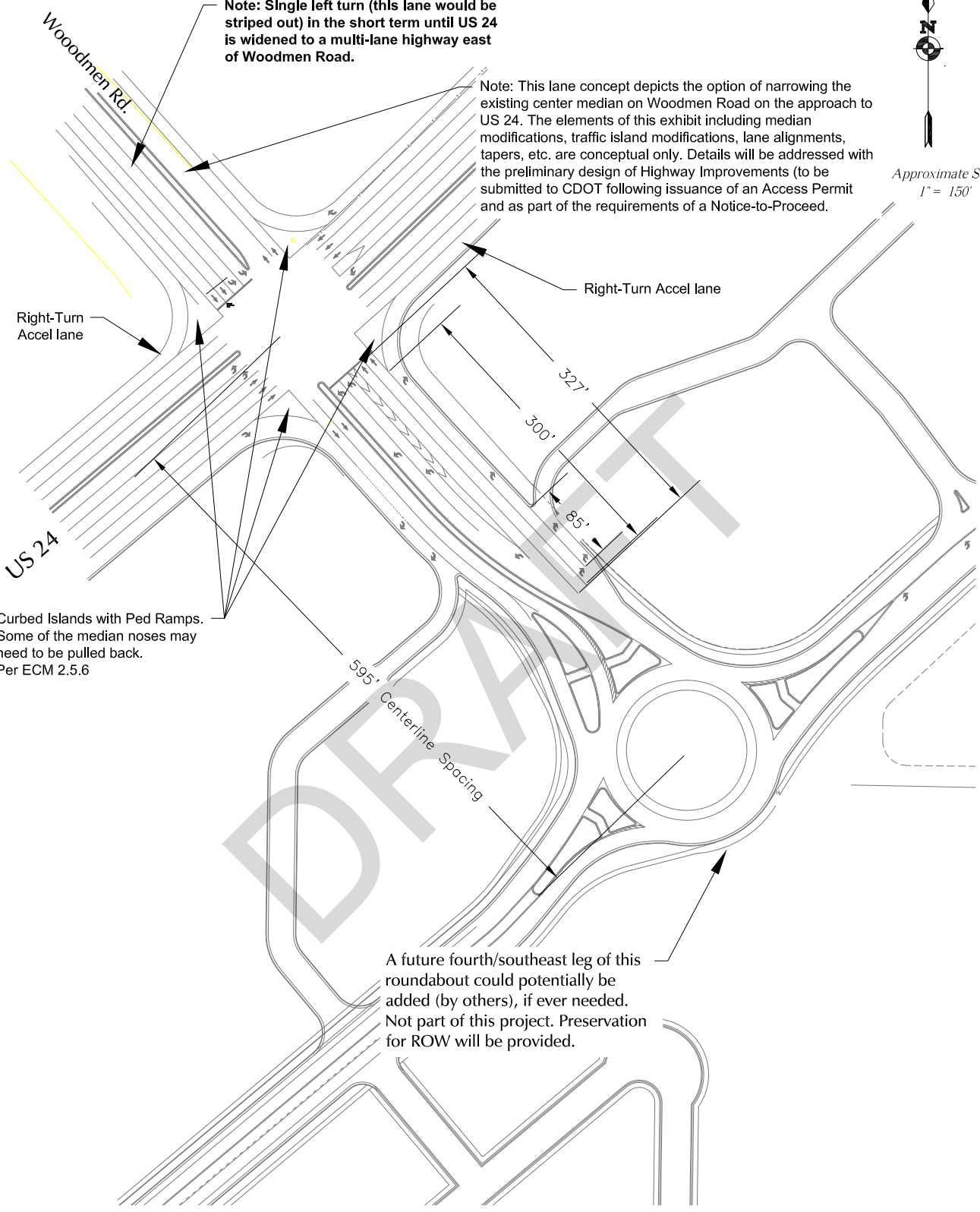
Not to scale



Approximate Scale
1" = 150'

Note: Single left turn (this lane would be striped out) in the short term until US 24 is widened to a multi-lane highway east of Woodmen Road.

Note: This lane concept depicts the option of narrowing the existing center median on Woodmen Road on the approach to US 24. The elements of this exhibit including median modifications, traffic island modifications, lane alignments, tapers, etc. are conceptual only. Details will be addressed with the preliminary design of Highway Improvements (to be submitted to CDOT following issuance of an Access Permit and as part of the requirements of a Notice-to-Proceed.



Right-Turn Accel lane

Right-Turn Accel lane

Curbed Islands with Ped Ramps. Some of the median noses may need to be pulled back. Per ECM 2.5.6

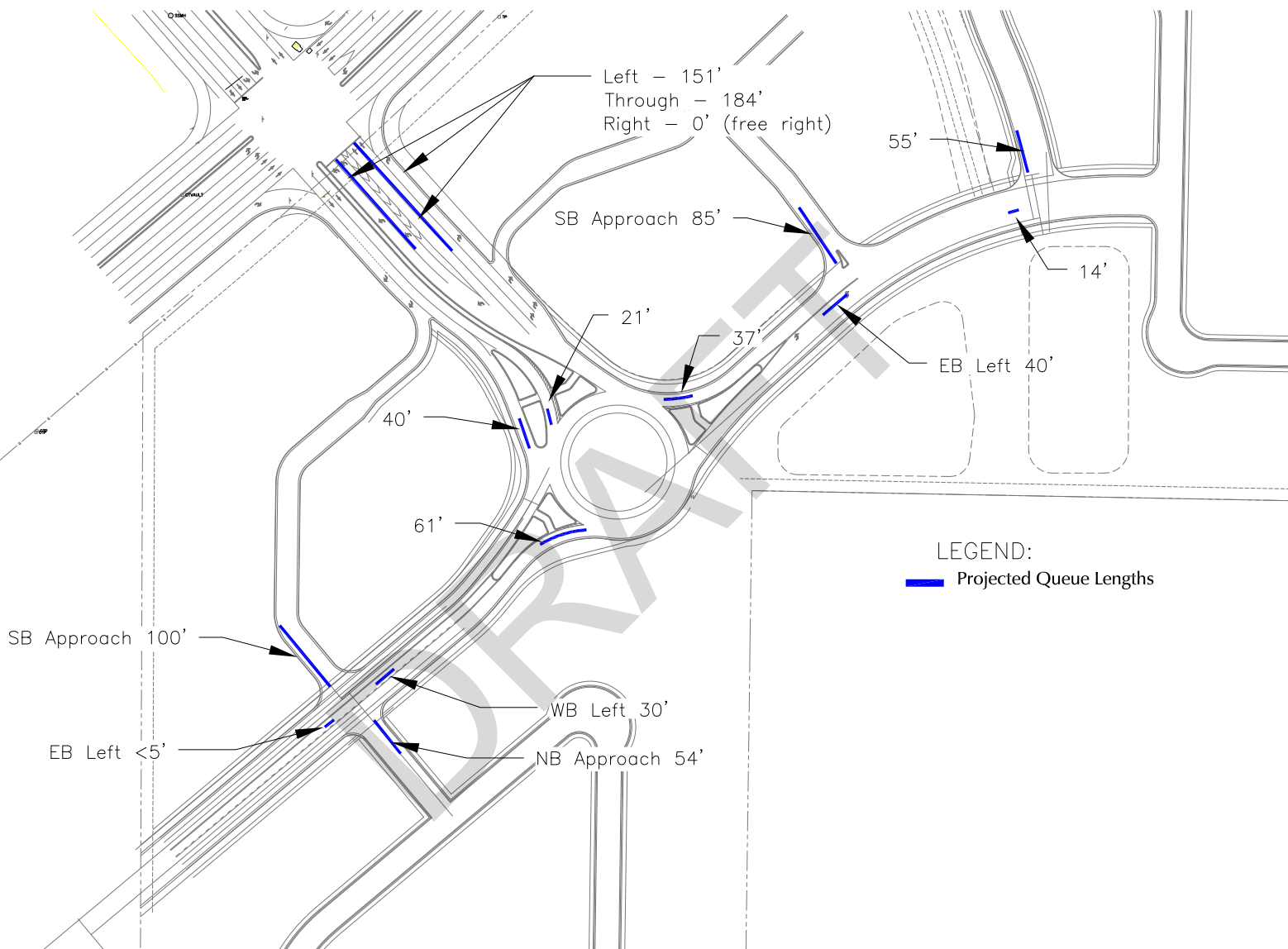
A future fourth/southeast leg of this roundabout could potentially be added (by others), if ever needed. Not part of this project. Preservation for ROW will be provided.

Deviation Exhibit C

Turn Bay Lengths at US 24/Woodmen (northbound/exiting approach)

Commons at Falcon Field (LSC# 234220)





95th Percentile Queue Lengths 2043 Total Traffic

Deviation Exhibit F

Commons at Falcon Field (LSC# 234220)