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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): n/a
Tax Schedule ID(s) #:5226101007
Legal Description of Property: TR E PAINT BRUSH HILLS FIL NO 13 A

Subdivision or Project Name:
Paint Brush Hills Filing 13E

Section of ECM from Which Deviation is Sought: 2.3.7.D.2 Exclusive Right Turn Lane Required

Specific Criteria from Which a Deviation is Sought: Minor Arterials (State Highway Access Code Designation - RB for Rural and NR-B for Urban) and Lower Classifications Right Turn Lane: A right turn lane is required for any access with a projected peak hour right turning volume of 50 VPH or greater.

Proposed Nature and Extent of Deviation: Request to waive the requirement for a southbound right turn deceleration lane on Londonderry Drive approaching Rockingham Drive due to the projected low southbound through traffic volumes on Londonderry Drive at this intersection.

Applicant Information:

Applicant: Eagle Development Company c/o The Landhuis Company
Email Address: JMark@landhuisco.com
Applicant is: ☒ Owner ☐ Consultant ☐ Contractor
Mailing Address: 212 North Wahsatch Avenue, Suite 301 Colo. Spgs. State: CO Postal Code: 80903
Telephone Number: (719) 635-3200; Cell: (303) 210-7747 Fax Number: Fax: (719) 635-3244

Engineer Information:

Engineer: Jeffery C. Hodsdon, P.E., P.T.O.E. Email Address: jeff@lsctrans.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 545 E. Pikes Peak Ave. Suite 210 Colorado Springs State: CO Postal Code: 80903
Registration Number: 31684 State of Registration: Colorado
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.D.2 Exclusive Right Turn Lane Required

Specific Criteria from Which a Deviation is Sought: Minor Arterials (State Highway Access Code Designation - RB for Rural and NR-B for Urban) and Lower Classifications Right Turn Lane: A right turn lane is required for any access with a projected peak hour right turning volume of 50 VPH or greater.

Proposed Nature and Extent of Deviation: Waive the requirement for a southbound right turn deceleration lane on Londonderry Drive approaching Rockingham Drive due to the projected low southbound through traffic volumes on Londonderry Drive at this intersection.

Reason for the Requested Deviation: The projected southbound right-turn volume on Londonderry Drive approaching Rockingham Drive is 57 VPH. The combined southbound approach volume on this approach to this intersection is

projected to be 77 VPH. Most of the 77 is comprised of the right turning volume. The projected through volume during the PM peak is only 14 vehicles per hour. This is due to the loop configuration of Londonderry and the anticipated distribution of trips. Based on similar standards used by the Colorado Department of Transportation it is reasonable to waive the need for an exclusive right-turn lane when the projected volumes for the travel lane are low. The projected volume is only 7 VPH above the threshold where a right-turn lane is required by the ECM.

Comparison of Proposed Deviation to ECM Standard: The projected right-turn volume on Londonderry Drive approaching Rockingham Drive is 57 VPH or 7 VPH above the threshold where a right-turn lane is required by the ECM.

Applicable Regional or National Standards used as Basis: NOTE: The ECM specifically references the State Highway Access Code. The State of Colorado State Highway Access Code Section 3.5(5) (copy attached for reference): The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right turn deceleration lane may be dropped if the design hour volume in the travel lane is predicted to be below 150 vehicles per hour (VPH). The southbound approach volume on Londonderry Drive approaching Rockingham Drive during the afternoon peak hour is 77 VPH.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

☒ The ECM standard is inapplicable to a particular situation.

JUSTIFICATION

For this particular situation, reference within the ECM to the Colorado State Highway Access Code is applicable. The State of Colorado State Highway Access Code Section 3.5 (5): The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right turn deceleration lane may be dropped if the design hour volume in the travel lane is predicted to be below 150 vehicles per hour (VPH).

☐ 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.

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 request is based on low southbound through volumes (20-year traffic projections), CDOT criteria and the ability to restripe for a turn lane within the existing roadway width if needed in the future.

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

Based on criteria used by the Colorado Department of Transportation it is reasonable to waive the need for a turn lane when volumes in the travel lane are low. Also, there would be sufficient existing roadway width to restripe for a right turn lane within the existing roadway width if width if needed in the future.

The deviation will not adversely affect safety or operations.

Based on criteria used by the Colorado Department of Transportation it is reasonable to waive the need for a turn lane when volumes in the travel lane are

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The deviation will not adversely affect maintenance and its associated cost.	low. The projected 20-year southbound through volume at this intersection during the PM peak hour is 14 vehicles per hour due to the looping configuration of Londonderry Drive. There will be four times as many right turning vehicles as through vehicles - drivers will expect right turns at this intersection.
The deviation will not adversely affect aesthetic appearance.	Maintenance costs will be less as there will be less pavement area and the west curb line will be consistent.
	<u>The width of pavement would be less, which would have a more aesthetic appearance.</u>

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.

Signature of owner (or authorized representative)

Date

Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

Date

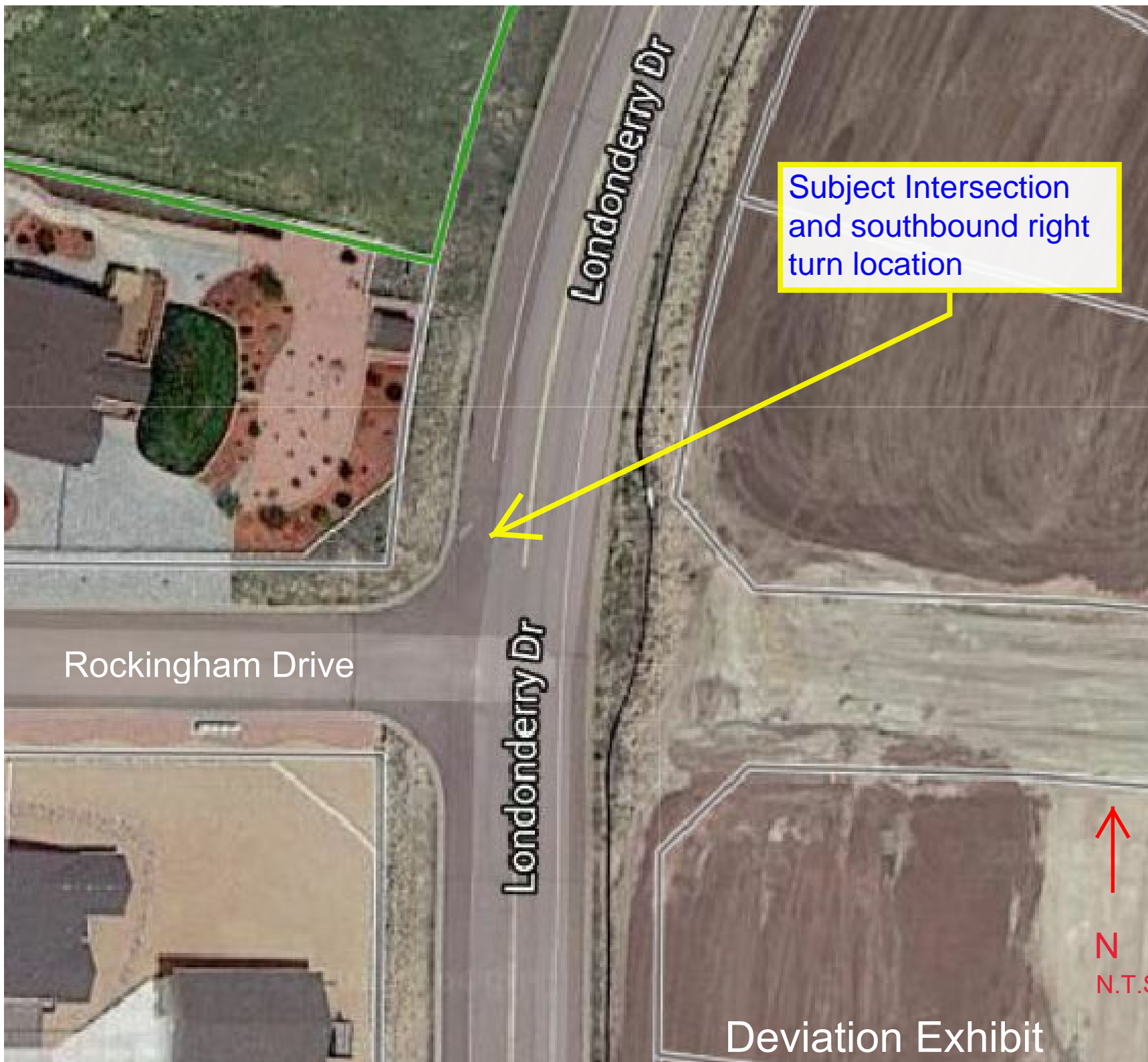
This request has been determined to have met the criteria for approval. A deviation from Section _____ of ECM is hereby granted based on the justification provided. Comments:

Additional comments or information are attached.

DENIED by the ECM Administrator

_____ 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.



Subject Intersection
and southbound right
turn location

Rockingham Drive

Londonderry Dr

Londonderry Dr



N
N.T.S

Deviation Exhibit

3.5 Auxiliary Turn Lanes

(1) Auxiliary lanes are required as described within each category in Section Three. In addition, auxiliary lanes may also be required where any of the following subsections require.

(2) If necessary, for specifically identified and documented safety and operation reasons, a right turn acceleration lane may be required when, a) for any access where a high traffic volume on the highway or using the access and the lack of acceptable gaps in traffic make use of an acceleration lane necessary for vehicles to safely and efficiently enter the highway traffic flow through the use of available short gaps in traffic, or b) where necessary for public safety and traffic operations based upon site and roadway specific conditions such as horizontal and vertical curves, or c) the posted speed is greater than 40 MPH.

(3) If necessary, for specifically identified and documented safety and operation reasons, a left turn acceleration lane may be required when unique location factors such as; highway speed and traffic density, access volume, the volume of commercial trucks, the influence of nearby access, existing highway auxiliary lanes close to the access, nearby traffic control devices, available stopping sight distance, and where other topographic and highway design factors exist that determine the need.

(4) For those access locations that have a high percentage of trucks using the access, it may be required that each auxiliary lane be built to full length and width according to table 4-6 and the transition taper length shall extend beyond the full length.

(5) The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right turn deceleration lane may be dropped if the volume in the travel lane is predicted to be below 150 DHV. The left turn deceleration lane may be dropped if the opposing traffic is predicted to be below 100 DHV. The right turn acceleration lane may be dropped if the adjacent traveled lane is predicted to be below 120 DHV. The left turn acceleration lane may be dropped if the volume in the inside lane in the direction of travel is predicted to be below 120 DHV.

3.6 CATEGORY F-W - Interstate System, Freeway Facilities

Functional Characteristics and Category Assignment Criteria

(1) This category is appropriate for use on highways that have the capacity for high speed and relatively high traffic volumes over medium and long distances in an efficient and safe manner. They provide for interstate, interregional, intra-regional, intercity and, in larger urban areas, intracity travel. Interstate freeways are typical of this category.

Access Granting Criteria Including Category Related Access Location, Operation and Design Standards

(2) All opposing traffic movements shall be separated by physical constraints such as grade separations and non-traversable median separators. Access to the roadway, when allowed, shall consist of directional ramps, shall be suitably spaced and designed to provide the minimum differential between the speed of the through traffic stream and the speed of the merging or diverging vehicles. Location and design of access shall be determined on an individual basis by the Department in accordance with its authority under section 43-3-101 et seq., C.R.S., as amended, this Code, and the