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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

Intersection Spacing Deviation

PROJECT INFORMATION

Project Name : Red Rock Acres
 Schedule No.(s) : 7109000024 and 7109014003
 Legal Description : TRACT IN NE4SW4 LY E OF CO SCHOOL BUS RD KNOWN AS RED ROCK RANCH DR, SMALL TRI
 PIECE IN SE4SE4NW4 LY E OF CO RD SEC 9-11-67
 TR KNOWN AS ARAPAHOE WELL FORESTVIEW ACRES WATER DIST

APPLICANT INFORMATION

Company : Monument Valley Engineers, Inc
 Name : David Gorman
 Owner Consultant Contractor
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 Colorado Springs, CO 80909
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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
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 FAX Number : 719-633-5430
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OWNER, APPLICANT, AND ENGINEER DECLARATION

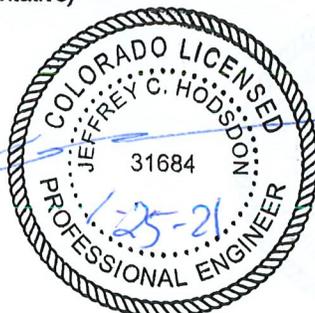
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations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

1-25-21

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Sections **2.2.5.D** and **2.3.2 (Table 2-5)** of the Engineering Criteria Manual (ECM) is requested. The request is for a full-movement, local public roadway connection to Red Rock Ranch Road 915 feet south of State Highway 105 (SH 105). Please refer to the attached Figures 1 and 2 (taken from the TIS report) and the attached intersection exhibit prepared by MVE.

Identify the specific ECM standard which a deviation is requested:

2.3.2 Design Standards by Functional Classification

Table 2-5: Roadway Design Standards for Rural Collectors and Locals
Criteria for a Rural Major Collector Roadway: **¼ mile intersection spacing**

Standard 2.3.2 requires ¼ mile spacing between intersections for Rural Major Collector roadways. This standard is reflected in ECM Table 2-5 (Roadway Design Standards for Rural Collectors and Locals).

Also in the ECM: 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).

(Note: This proposed public street intersection **would meet** this standard. However, although "rural vs. urban" is not specified in 2.2.5.D, to our knowledge this standard has only been applied by EPC staff to **Urban** Collectors.)

State the reason for the requested deviation:

Due to the topography, right-of-way, and other geographical conditions (see section below for details), a deviation is needed to allow the proposed local street connection to the existing Red Rock Ranch Drive short of the minimum intersection spacing in Table 2-5. The street cannot be constructed at 1,320 feet spacing or greater due to the topography within the development.,

Although the project also has access to the lower classification Local road, Rockbrook Road, a street connection to Red Rock Ranch Drive in addition to Rockbrook Road would provide two points of access for the north part of this proposed subdivision and avoid all traffic being routed to the local roadway.

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 ¼ mile (1,320 feet) intersection spacing on Rural Major Collectors.

The request would be for an intersection spacing of approximately 915 feet between the SH 105 intersection and the new intersection for the development street.

This proposed spacing would exceed the prescribed 660-foot spacing in section 2.2.5.D. Although section 2.2.5.D does not specify if the 660' applies to Rural or Urban Major Collectors, in the past, this spacing has been applied to Urban Collectors only with Rural Major Collectors being held to the ¼ mile spacing standard.

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:

- Due to the topography of the land further south and the Monument Creek floodplain, it is not possible to provide the minimum ¼ mile spacing. The proposed location maximizes the distance south of SH 105 (915 feet of spacing) while considering intersection sight distance and roadway grades. See the attached exhibit showing the proposed intersection location.
- No direct access will be allowed to SH 105, so access options are very limited.
- Although a public street connection is also proposed to Rockbrook Road, a second point of access is necessary.

- It would not be logical for this property to develop along the frontage of Red Rock Ranch Drive, but not to have access to it (in the form of a public road connection).
- In the future, CDOT may wish to undertake an access management plan and potentially an associated access management project for SH 105. Denial of this requested deviation would limit CDOT options in the future, which would likely have negative implications for SH 105, a higher classification road (than Red Rock Ranch Drive). By allowing this public street connection to Red Rock Ranch Drive, more access management options would be available to CDOT in the future for the current intersection of SH 105/Rockbrook Road. The reason this is important is that it is unlikely that SH 105/Red Rock Ranch Drive could ever be changed from a full-movement intersection.
- An access/public street intersection to Red Rock Ranch Drive will most likely be necessary for the property across Red Rock Ranch Drive anyway. The reason is that once that property develops, it is likely that CDOT will require that property to take access from Red Rock Ranch Drive. Access to that property could align with this proposed public street to consolidate access.

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 proposed public road spacing of 915 feet along Red Rock Ranch Drive would allow for two access points to the north portion of the development, which is constrained by the existing topography and other factors (per the above section). This location has also been selected to minimize the intersection approach grades on Red Rock Ranch Road and maximize the distance from SH 105. Intersection sight distance can be met with removal of some roadside vegetation. Also, a tract along Red Rock Ranch Drive will be created specifically for the purpose of maintaining sight distance.

This proposed spacing would exceed the prescribed 660-foot spacing in section 2.2.5.D. Although section 2.2.5.D does not specify if the 660' applies to Rural or Urban Major Collectors, in the past, this spacing has been applied to Urban Collectors only with Rural Major Collectors being held to the ¼ mile spacing standard.

The deviation will not adversely affect safety or operations.

The request would be for intersection spacing of 915 feet. The shorter distance will not impact safety or operations on Red Rock Ranch Drive by placing the intersection at this location. This location has also been selected to minimize the intersection approach grades on Red Rock Ranch Road, and maximize the distance from SH 105. Also, intersection sight distance can be met.

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

The deviation will not negatively affect, and would likely positively affect, maintenance and/or maintenance costs. The deviation would create a connecting public street to Rockbrook Road (currently a cul-de-sac street), which would provide better circulation for maintenance vehicles and options for maintenance projects.

The deviation will not adversely affect aesthetic appearance.

The shorter access spacing will not affect the aesthetics. An intersection along this segment would be expected. Not having an intersection would look odd.

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

The proposed design will ensure that there are no queuing issues between the intersections that impact the adjacent intersection. Other criteria such as sight distance would be met.

The current spacing to the first intersection south of SH 105 (Sierra Vista Road) is currently over one-half mile, so although the proposed spacing is less than one-quarter mile, the balance of the distance to Sierra Vista Road would, as a result, be well over one-quarter mile.

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. 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.

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 5.8 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

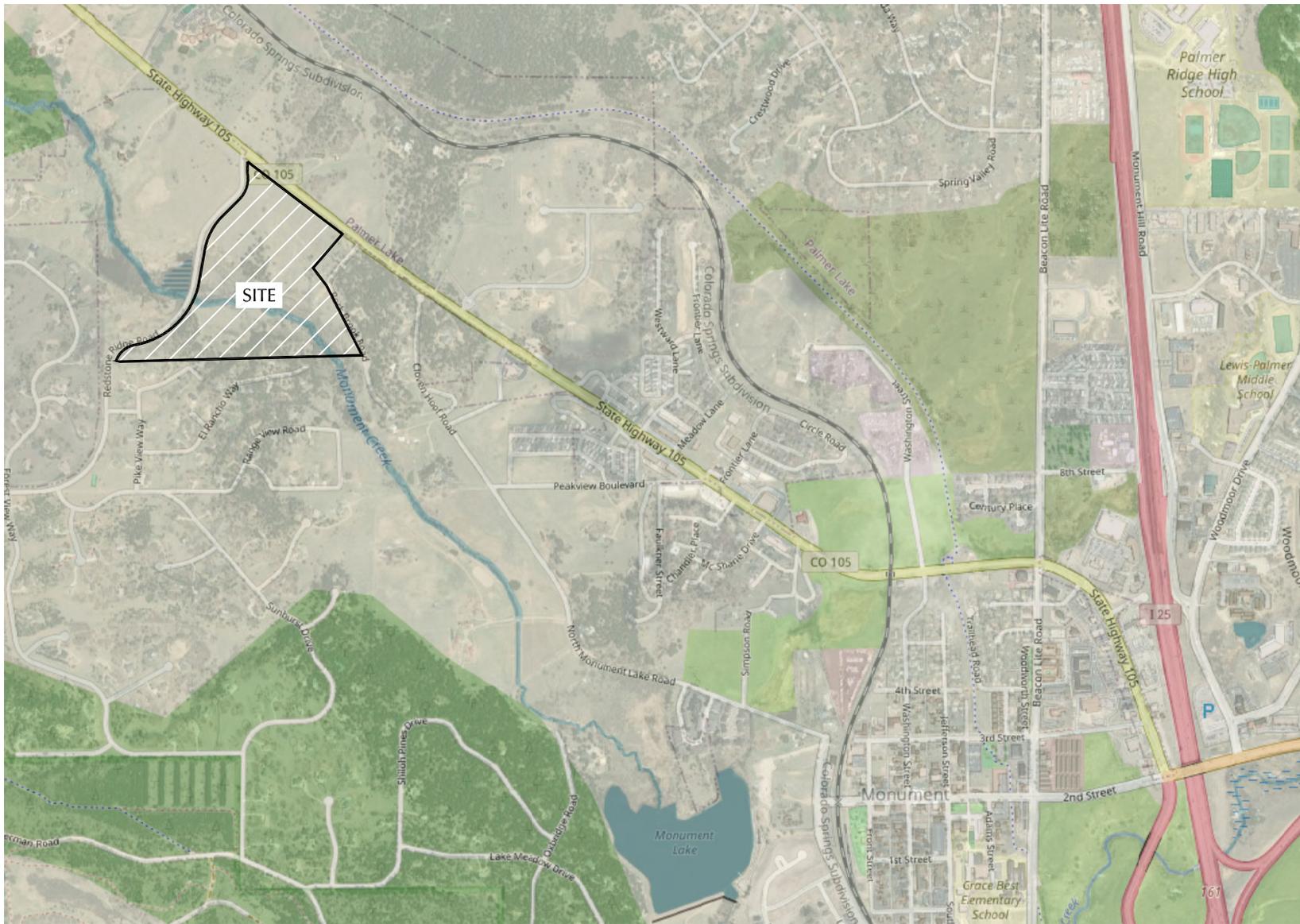
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



Not to scale

Figure 1
Vicinity Map
 Red Rock Acres (LSC# 194970)



Scale:
1"=400'

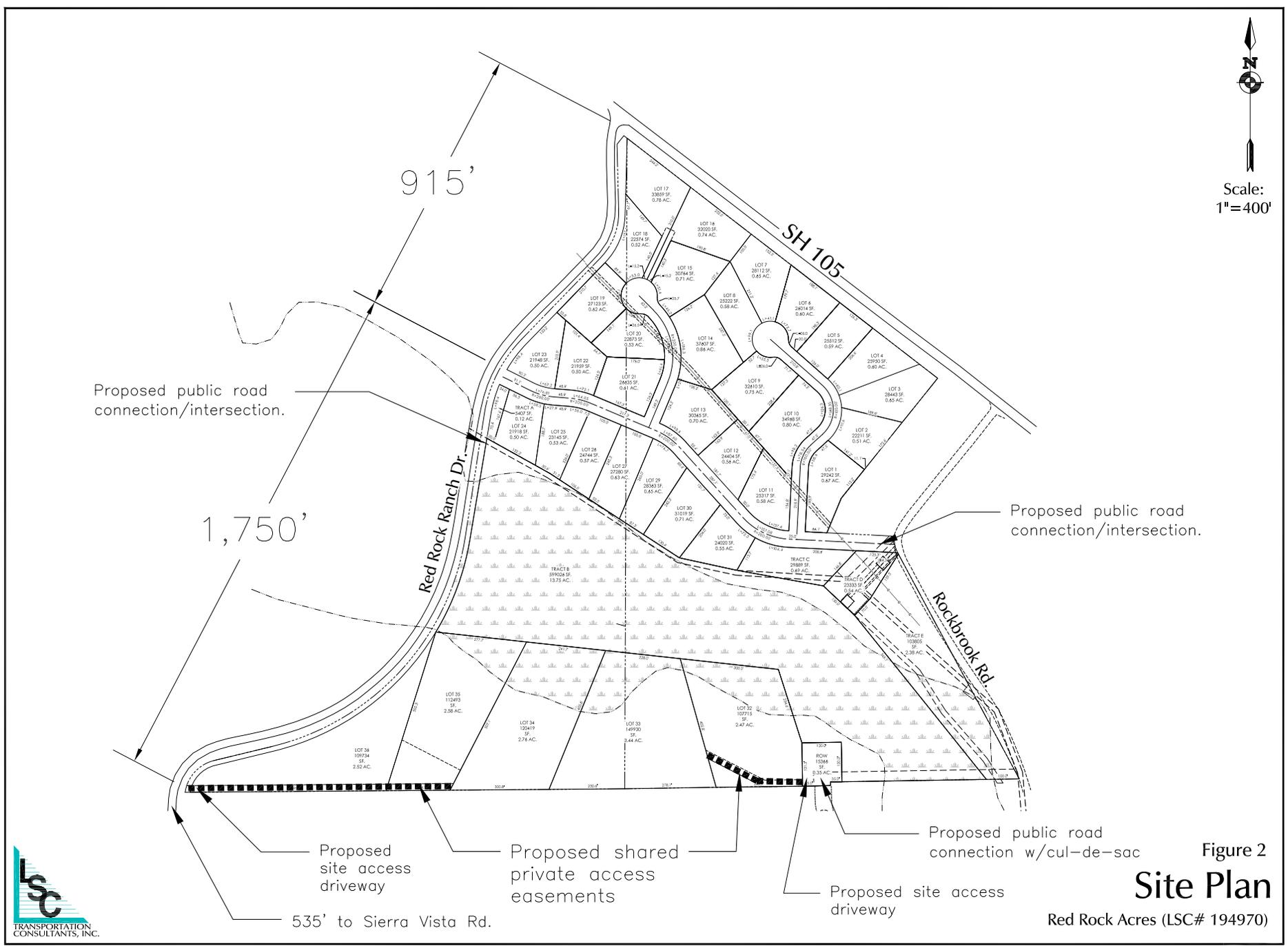
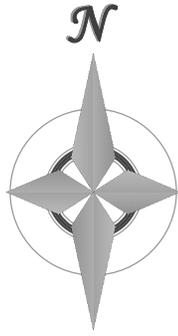
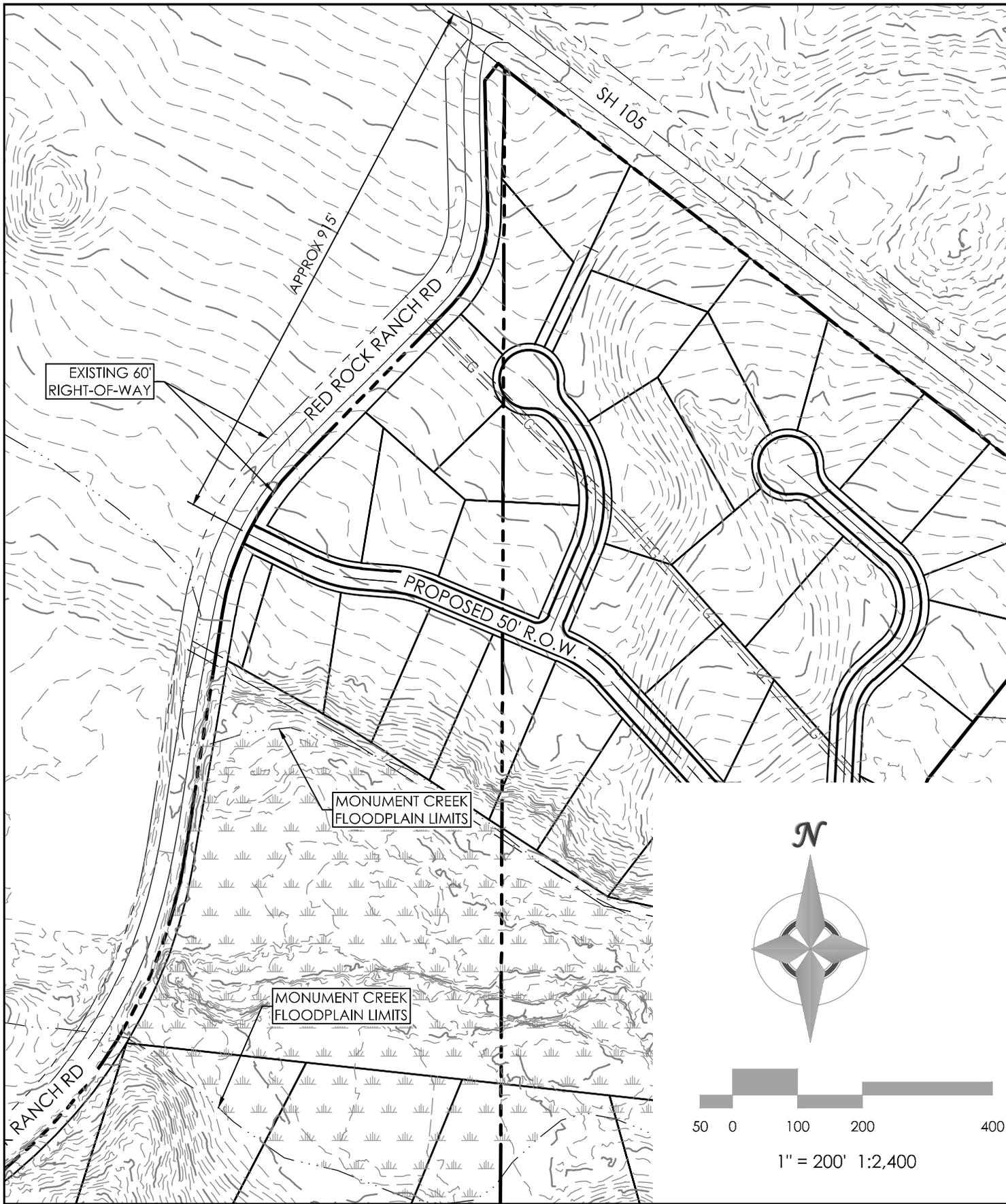


Figure 2
Site Plan

Red Rock Acres (LSC# 194970)



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XREFS	PROJECT: RED ROCK ACRES		
	TITLE: INTERSECTION EXHIBIT		
	PROJ. NO. 61125	DATE: 12/28/2020	DRAWING NO. SHEET -DRIVEWAY 1 OF 1