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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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REV 11-2-18

General Property Information:

Address of Subject Property (Street Number/Name): 16390 Highway 83

Tax Schedule ID(s) #6127000064:

Legal Description of Property: THAT PT N2N2 SEC 27-11-66 DESC AS FOLS; COM AT NW COR SD SEC 27, TH S88<54'14"E ALG N LN OF SD SEC 1974.02 FT TO THE NW COR OF THE E2NE4NW4 SD SEC 27, TH S 00<06'40"E ALG W LN OF SD E2 50.04 FT & POB, TH S00<06'40"E 1262.73 FT, S89<30'26"E 443.60 FT, N00<00'00"W 585.28 FT, N90<00'00"E 454.78 FT, S00<00'00"E 247.11 FT, N90<00'00"W 127.15 FT, S00<00'00"E 340.99 FT, TH S90<30'26"E 1212.80 FT, N00<24'12"W 393.03 FT, N02<29'28"W 870.43 FT TO S LN OF THE N 30.0 FT SD SEC 27, TH N88<54'17"W 856.46, S01<05'43"W 20.0 FT, N88<54'17"W 430.09 FT TO W LN NW4NE4 & POB

Subdivision or Project Name: Rollin' Ridge

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Classification

Specific Criteria from Which a Deviation is Sought: Table 2-5 - maximum design ADT (Average Daily Traffic volume) of 3,000 vehicles per day on a Rural Major Collector roadway; Table 2-5 - standard right-of-way width for this classification (90'); Table 2-5 - gravel shoulder width on a Rural Major Collector roadway.

Proposed Nature and Extent of Deviation: This deviation request is to allow an ADT over the ECM standard 3,000 vehicles per day and up to 5,500 vehicles per day for the proposed Cherry Crossing Drive south of Hodgen Road. The roadway is proposed as a Rural Major Collector roadway. The deviation with respect to the ADT would apply to the section of roadway from Hodgen Road south to the north commercial site access. The deviation with respect to the ROW would apply to the section of roadway from Hodgen Road south to the south commercial site access. The projected buildout ADT in the traffic report is 5,175 vehicles per day north of the north commercial access. Please refer to the attached lane exhibit; Additionally, allow for a two-foot gravel shoulder adjacent to the northbound right turn lane just south of Hodgen Road. The remainder of this section of roadway would have the ECM-standard 4' gravel shoulder; Allow a two-foot gravel shoulder within the section of road between the two commercial access points as much of the commercial traffic will turn into the commercial site before reaching this section of roadway.

Additionally, Eighty-foot right-of way (plus 15-foot public utilities and improvement easements each side) is proposed north of the north commercial access and sixty-foot right-of-way is proposed south of the north commercial access. Local standard 60 feet of right-of-way with two 5-foot public improvements easements south of the transition section.

Applicant Information:

Applicant: TC&C LLC (Carl Turse)

Email Address: carlturse@icloud.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: (719) 488-8600

Fax Number: _____

Engineer Information:

Engineer: Jeffery C. Hodsdon, P.E., P.T.O.E.

Email Address: jeff@lsctrans.com

Company Name: LSC Transportation Consultants, Inc.

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Mailing Address: 545 E Pikes Peak Ave, Suite 210, Colorado Springs
Registration Number: 31684
Telephone Number: (719) 633-2868

State: CO Postal Code: 80903
State of Registration: Colorado
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: 2.3.2 Design Standards by Functional Classification.

Specific Criteria from Which a Deviation is Sought: Table 2-5 - maximum design ADT (Average Daily Traffic volume) of 3,000 vehicles per day on a Rural Major Collector roadway; Table 2-5 - standard right-of-way width for this classification (90'); Table 2-5 - gravel shoulder width on a Rural Major Collector roadway.

Proposed Nature and Extent of Deviation: This deviation request is to allow an ADT over the ECM standard 3,000 vehicles per day and up to 5,500 vehicles per day for the proposed Cherry Crossing Drive south of Hodgen Road. The roadway is proposed as a Rural Major Collector roadway. The deviation with respect to the ADT would apply to the section of roadway from Hodgen Road south to the north commercial site access. The deviation with respect to the ROW would apply to the section of roadway from Hodgen Road south to the south commercial site access. The projected buildout ADT in the traffic report is 5,175 vehicles per day north of the north commercial access. Please refer to the attached lane exhibit; Additionally, allow for a two-foot gravel shoulder adjacent to the northbound right turn lane just south of Hodgen Road. The remainder of this section of roadway would have the ECM-standard 4' gravel shoulder; Allow a two-foot gravel shoulder within the section of road between the two commercial access points.

Additionally, Eighty-foot right-of way (plus 15-foot public utilities and improvement easements each side) is proposed north of the north commercial access and sixty-foot right-of-way is proposed south of the north commercial access. Local standard 60 feet of right-of-way with two 5-foot public improvements easements south of the transition section.

Reason for the Requested Deviation: The request is to allow a projected daily traffic volume on Cherry Crossing Drive south of Hodgen Road over the prescribed design ADT of 3,000 vehicles per day for a Rural Major Collector roadway. The reason for the deviation is that a Rural Major Collector classification is more appropriate than a Rural Minor Arterial due to the proposed short length, very limited continuity and significantly lower travel speeds. The 80' ROW instead of the 90' ROW is requested for the north section (and a 60' ROW for the section between the two access points) to minimize unnecessary impact on the land use plan. The recovery slopes necessary for this proposed roadway are less than with a standard 50 mph-design speed standard Major Collector; Additionally, allow for a two-foot gravel shoulder adjacent to the northbound right turn lane just south of Hodgen Road to minimize impact on the proposed drainage facility. Allow a two-foot gravel shoulder within the section of road between the two commercial access points to minimize unnecessary impact on the land use plan as much of the commercial traffic will turn into the commercial site before reaching this section of roadway.

Comparison of Proposed Deviation to ECM Standard: The allowable ADT would be up to 5,500 vehicles per day, which would be 2,500 vehicles per day over the ECM Standard. The standard ROW for an Urban Major Collector is 90'. The proposed 80' north of the north commercial access would be 10' narrower than the standard; The proposed 60' between the commercial access points would be 40' narrower than the standard. The proposed 2' gravel shoulder next to the northbound right turn lane approaching Hodgen and on both sides for the section between the two commercial access points would be 2' narrower than the 4' standard.

Applicable Regional or National Standards used as Basis: _____

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA

JUSTIFICATION

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FOR CONSIDERATION

☐ 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 proposed development is not allowed access to State Highway 83 and a second access point on Hodgen Road would not be allowed. These are the only two adjacent roadways.

- The roadway is not planned to extend to the south of this property.

- The proposed Rural Major Collector classification with the requested design standard modifications would be more appropriate for this development than the Rural Minor Arterial classification (with a design ADT of up to 10,000 ADT) given the scale of the development and low level of continuity of the subject roadway. A Rural Minor Arterial would not be appropriate. This roadway will only serve a relatively small residential development and a small commercial center. The roadway will basically be an access drive with a length of 950 feet. Most traffic will turn left into and right out of the first commercial access point located 355 feet south of Hodgen Road (centerline spacing).

The following design elements allow the proposed design to meet this deviation criteria: The standard four-foot paved shoulders plus four-foot gravel shoulders (except for northbound next to the right turn lane and within the section between the two commercial access points) for this roadway classification are being retained in the design despite the anticipated lower-than-standard travel speeds. Custom radii to accommodate the design vehicle and the necessary auxiliary turn lanes are being included. These design elements will allow the northernmost section of street to carry the anticipated higher-than-standard traffic volumes. The proposed design will be able to accommodate the larger vehicles- as shown in the autoturn exhibits.

☐ 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 request is based on the request to allow the proposed roadway to carry a higher ADT because the limited access opportunities (The development is not allowed access to State Highway 83 and a second access to Hodgen Road -would not be permitted). All the site traffic will need to use the proposed Cherry Crossing Drive for access due to the adjacent roadway access control. A requirement to use a standard rural Minor Arterial would significantly impact the site layout.

The deviation will achieve the

The proposed modified Rural Collector roadway has been be designed to

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intended result with a comparable or superior design and quality of improvement.

accommodate the projected commercial (and residential) traffic volumes. The proposed cross section shown in the attached lane exhibit and AutoTurn exhibits depict the addition of auxiliary turn lanes and wider shoulders than would be necessary for the lower speeds anticipated for this street. These elements will allow the roadway to accommodate the proposed daily commercial traffic volumes (and peak hour intersection turning movement volumes) that would need to use this section of street due to access restrictions on SH 83 and Hodgen Road. The proposed Rural Major Collector classification with requested modifications to the standard roadway design elements would be more appropriate for this development than the Rural Minor Arterial classification (with a design ADT of up to 10,000 ADT). A Rural Minor Arterial would not be appropriate.

This roadway will only serve a relatively small residential development and a small commercial center. The roadway will basically be an access drive with a length of 950 feet. Most traffic will turn left into and right out of the first commercial access point located 360 feet south of Hodgen Road (centerline spacing). Given the nature and low level of continuity of the roadway, the proposed classification is more appropriate than a Minor Arterial. The specific design elements proposed will accommodate the higher-than-standard traffic volumes. The traffic will not be high-speed, through traffic volumes, rather low-speed, local access traffic turning to/from Hodgen Road and turning into and out of the commercial center and the residential subdivision streets.

The exhibit also depicts the requested variable ROW widths by section with additional public improvement easements.

The deviation will not adversely affect safety or operations.

The proposed cross section shown in the attached lane exhibit and AutoTurn exhibits includes the addition of auxiliary turn lanes and appropriate shoulder widths to accommodate the proposed daily commercial traffic volumes (and peak hour intersection turning movement volumes).

The queuing analysis included in the Traffic Impact Study indicates that the projected queues can be accommodated by the proposed laneage shown in the attached exhibit. Intersection levels of service are shown to meet county standards.

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

The higher ADT may affect maintenance cost once the initial pavement reaches the end of its design life. This is because the pavement section may need to be more extensive when compared to a Rural Major Collector with the standard 3,000 ADT. The pavement design will need to account for the higher ADT and account for an appropriate mix of heavy vehicles.

The deviation will not adversely affect aesthetic appearance.

N/A

Owner, Applicant and Engineer Declaration:

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.

Constance
Signature of owner (or authorized representative)

11-5-18
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:

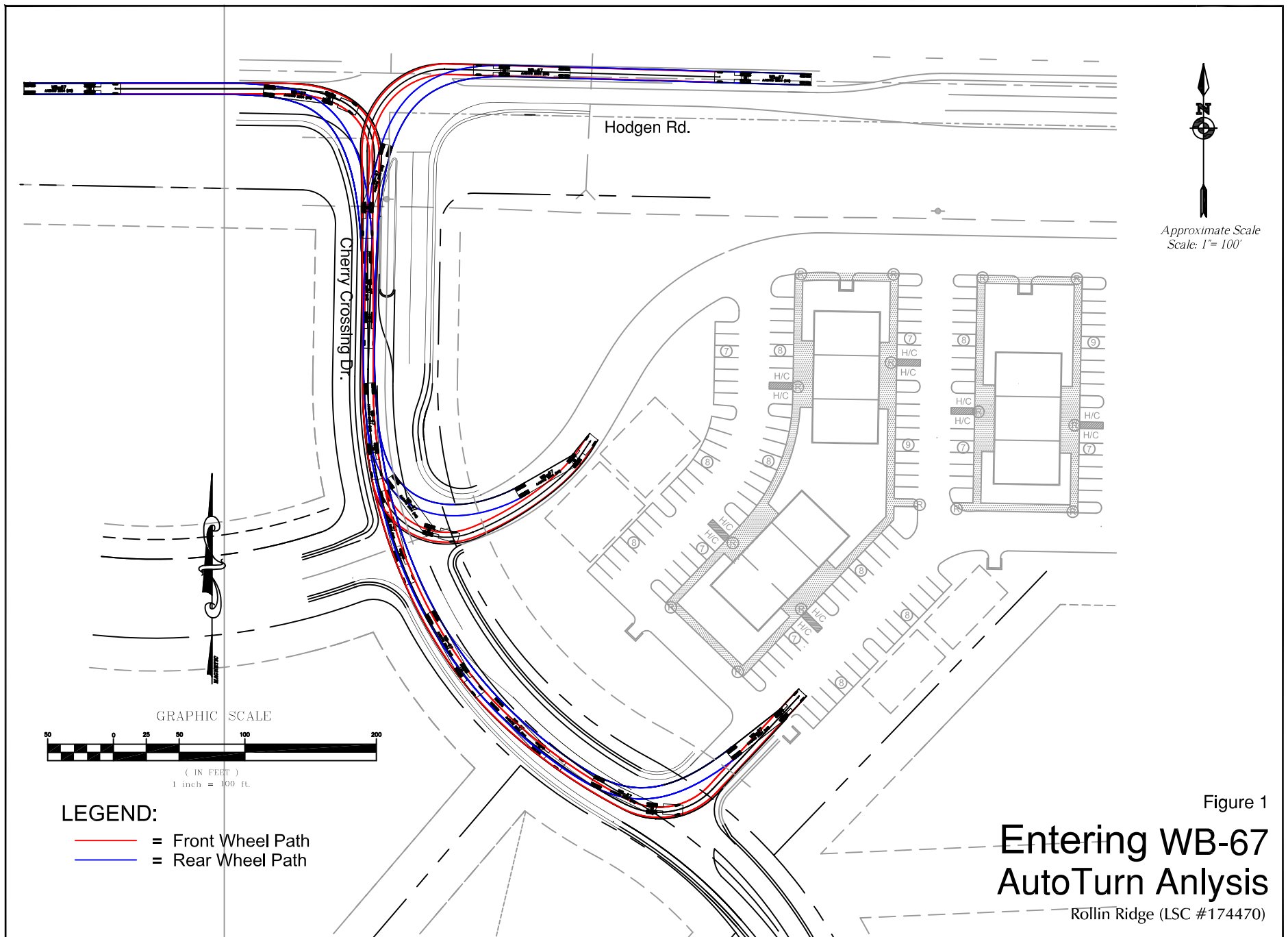
 Additional comments or information are attached.

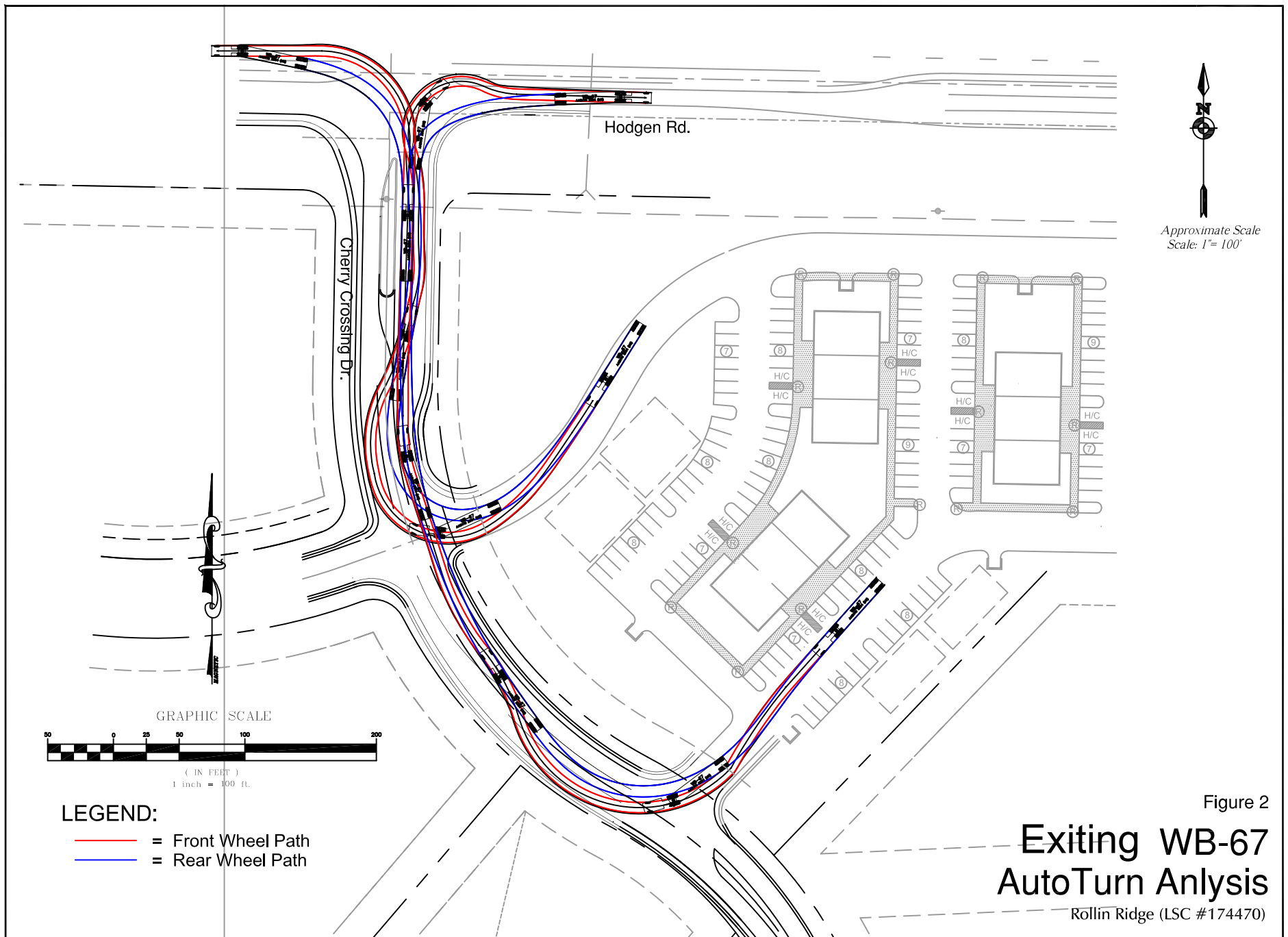
DENIED by the ECM Administrator

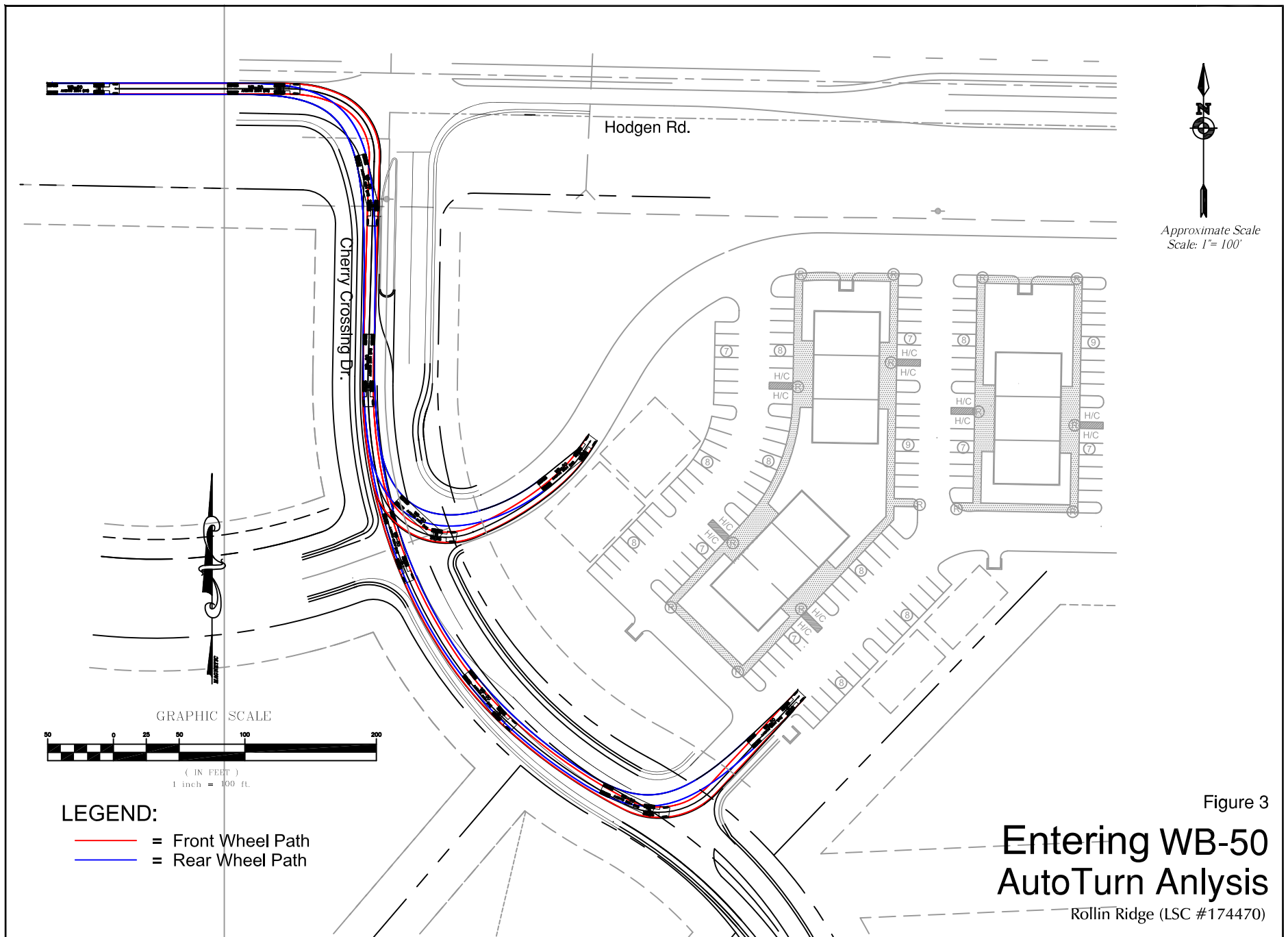
Date _____

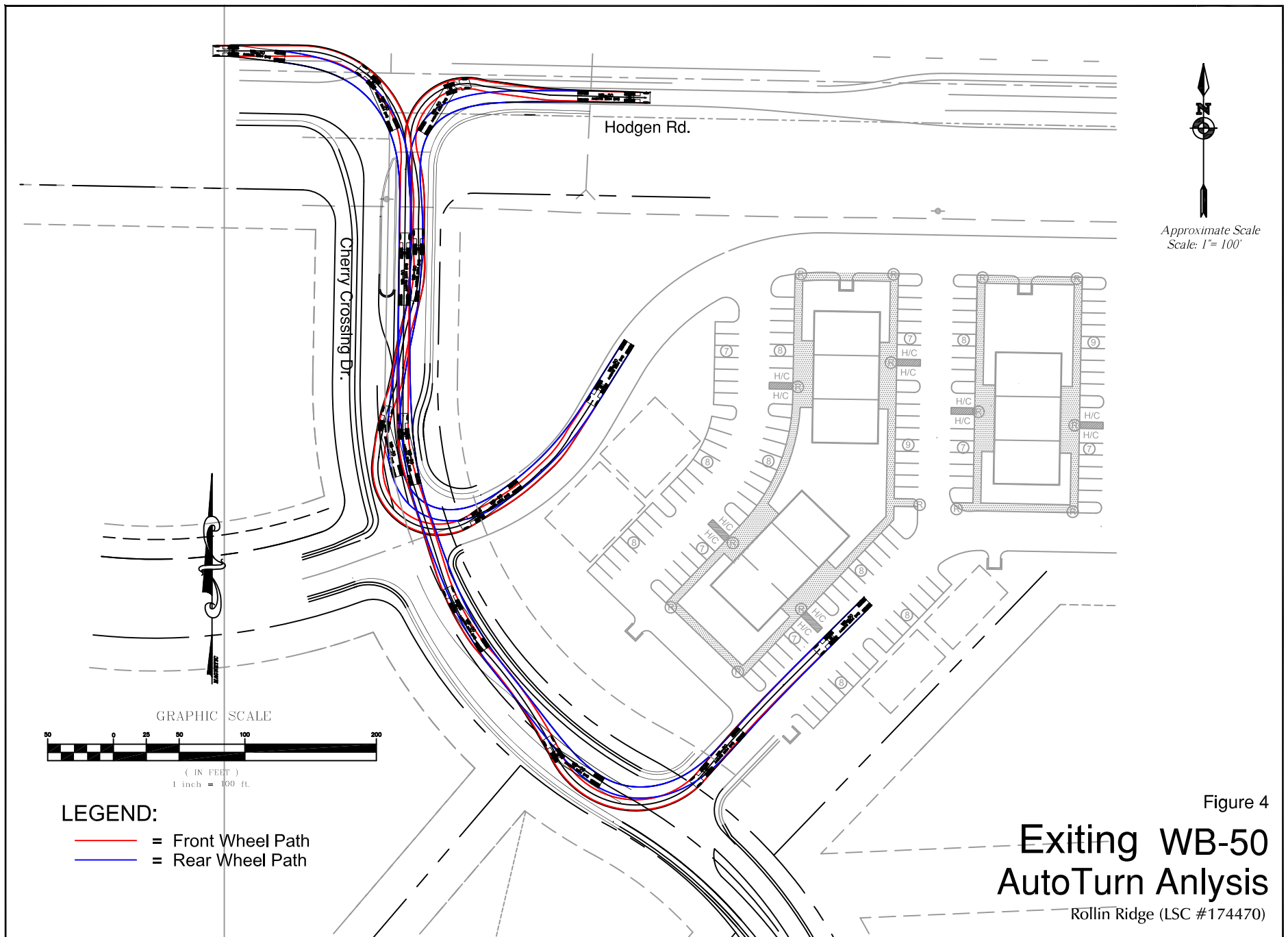
This request has been determined not to have met criteria for approval. A deviation from Section of ECM is hereby denied. Comments:

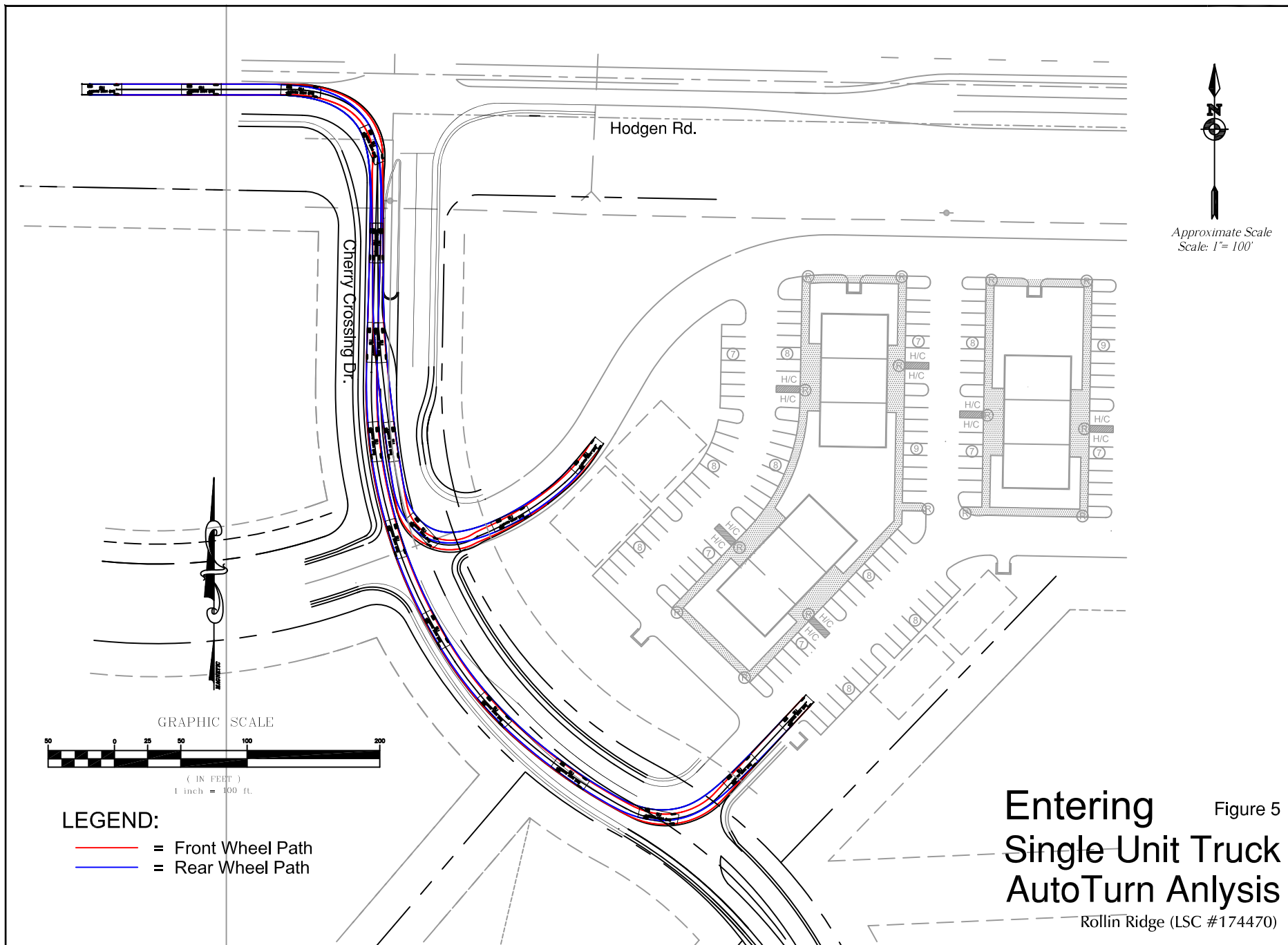
Additional comments or information are attached.











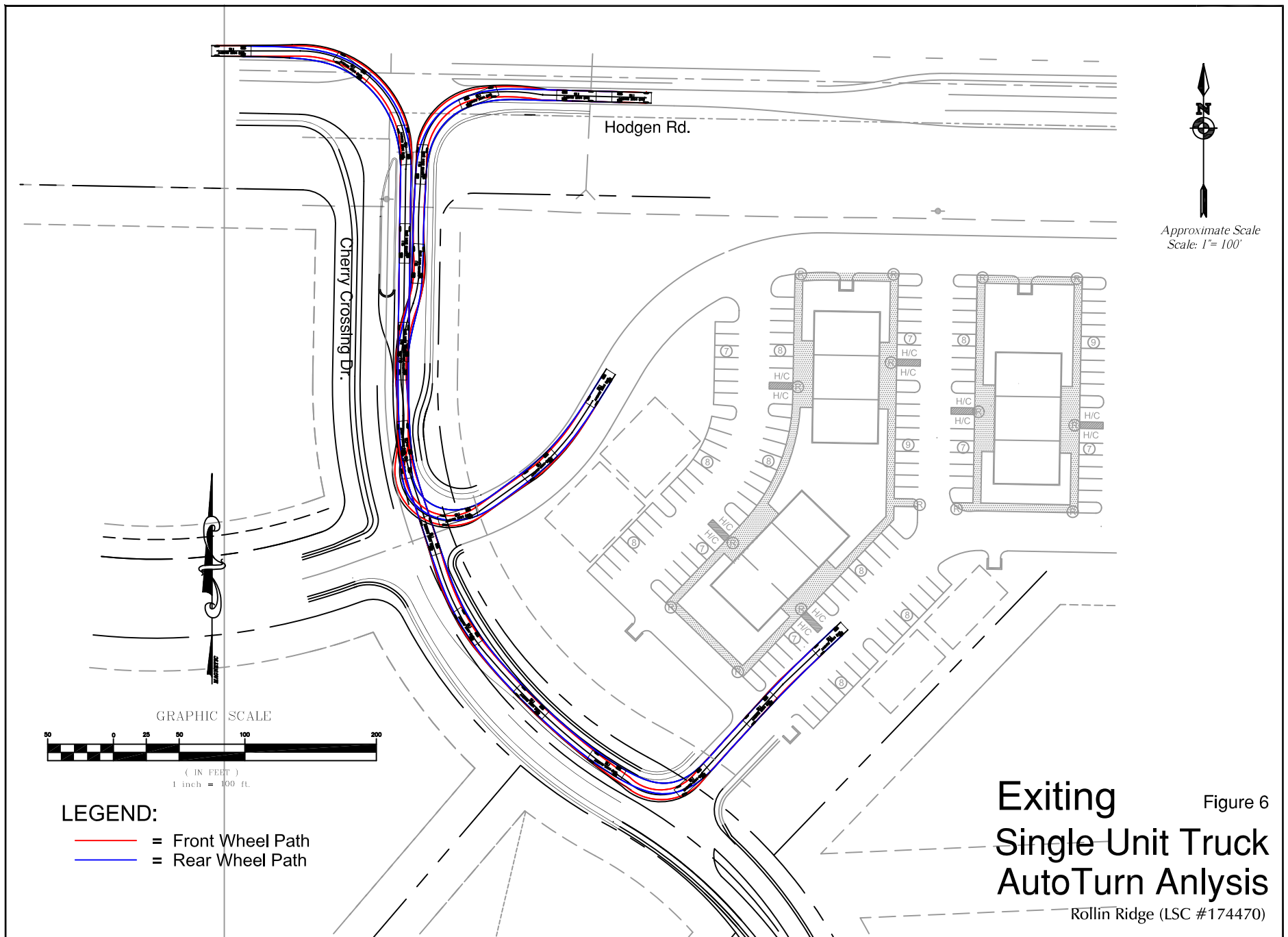


Figure 6