



Planning and Community
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Deviation Request to be withdrawn.

After the last submittal review (Review #2) Marksheffel Road was deeded to the City of Colorado Springs for ownership/maintenance. Coordinate with City of Colorado Springs for their requirements.

Project Name :	Crossroads North
Schedule No.(s) :	5408001008, 5408001029, 5408001032, 5408001033, 5408001034, 5408001041, 5408001042, 5408001050, 5408001051, 5408001052
Legal Description :	Lots 12, 13, 14, 15, 16 and 18, Hillcrest Acres, according to the plat thereof recorded May 12, 1960 at reception No. 153860, except that portion acquired by the department of Transportation, State of Colorado as described in rule and order recorded April 28, 2004 under reception no. 204068322, and except those portions conveyed to El Paso County by and through the Board of County Commissioners of El Paso County, Colorado by special warranty deed recorded December 17, 2014 at reception No. 214116021 and recorded December 17, 2014 at reception No. 214116022, County of El Paso, State of Colorado, Lot 17, Hillcrest Acres, County of El Paso, State of Colorado, except that portion conveyed to El Paso County by and through the Board of County Commissioners of El Paso County, Colorado by special warranty deed recorded December 30, 2014 at reception No. 214119767. Lot 19, Hillcrest Acres, County of El Paso, State of Colorado, as amended by surveyor's statement recorded June 22, 1960 in book 1812 at page 136, except that portion taken by Department of Transportation, State of Colorado as contained in rule and order recorded October 13, 2004 under reception No. 204171223 and except that portion conveyed to El Paso County by and through the Board of County Commissioners of El Paso County, Colorado by special warranty deed recorded December 30, 2014 at reception No. 214119768. Lot 20, Hillcrest Acres, except those portions conveyed in deed recorded January 20, 1961 in book 1840 at page 498 and in deed recorded April 12, 2002 under reception No. 202058754 and in deed recorded December 30, 2014 at reception No. 214119796, County of El Paso, State of Colorado.

APPLICANT INFORMATION

Company :	Colorado Springs Equities, LLC
Name :	Danny Mientka
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
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ENGINEER INFORMATION

Company :	Kimley-Horn & Associates, Inc.	
Name :	Jeffrey Planck	Colorado P.E. Number : 53006
Mailing Address :	2 North Nevada Avenue, Suite 300 Colorado Springs, CO 80903	
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FAX Number :		
Email Address :	Jeff.Planck@Kimley-Horn.com	

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



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

A deviation from the standards of or in Section 2.3.7.E.2 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

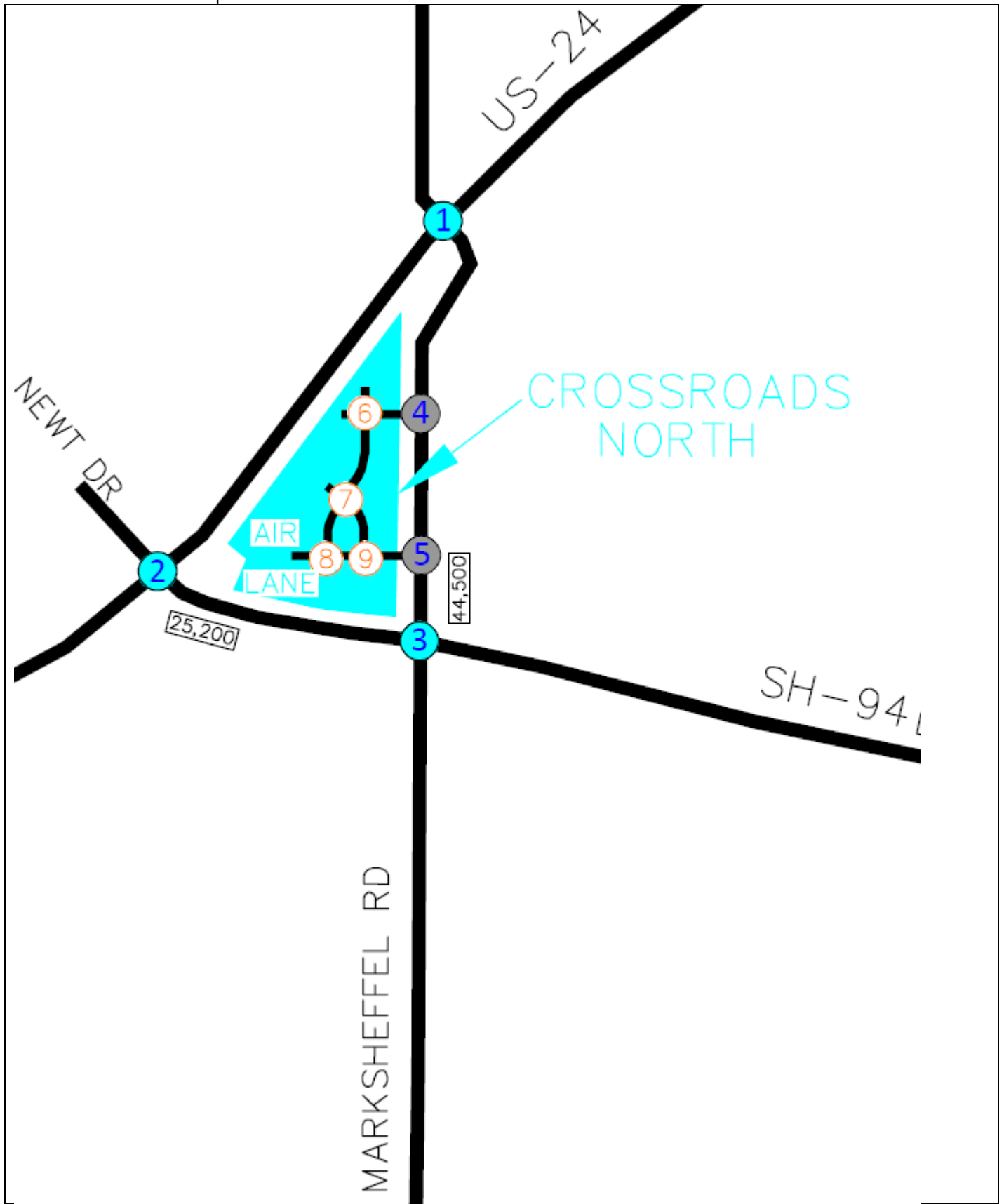
The requested deviation is for left turn lane length criteria (ECM Standard 2.3.7.E.2 & 3)

State the reason for the requested deviation:

The deviation is requested to provide substandard left turn lanes at the future eastbound approach of the proposed north access along Marksheffel Road (Intersection #4) and the westbound approach at the future Internal Intersection #6 (see traffic study and image below for reference).

To meet El Paso County standards for a design speed of 35 mph, the recommended left-turn lanes internal to Crossroads North should provide 135 feet of deceleration length (ECM Table 2-26) plus storage length (determined from ECM Table 2-30 for each location) plus 140-foot tapers (ECM Table 2-26). Based on a spacing constraint with future back-to-back left turn lanes, the eastbound left turn lane at the north access along Marksheffel Road (#4) and the westbound left turn lane at Internal Intersection #6 should provide a length of 150 feet and 100 feet, respectively, with a reduced shared taper length of approximately 50 feet. It should be noted that vehicle queues for these back-to-back left turn lanes were calculated as 137 feet for the eastbound left turn lane at the north access along Marksheffel Road and 25 feet for the westbound left turn lane at Internal Intersection #6.

State the reason for the requested deviation:



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

The deviation is requested to provide substandard left turn lanes at the future eastbound approach of the proposed north access along Marksheffel Road (Intersection #4) and the westbound approach at the future Internal Intersection #6 (see traffic study and image below for reference).

The east-west roadway extended from the north access along Marksheffel Road is proposed as an Urban Non-Residential Collector. To meet El Paso County standards for a design speed of 35 mph, the recommended left-turn lanes internal to Crossroads North should provide 135 feet of deceleration length (ECM Table 2-26) plus storage length (determined from ECM Table 2-30 for each location) plus 140-foot tapers (ECM Table 2-26). Based on a spacing constraint (300 feet between intersections, measured edge to edge) with future back-to-back left turn lanes, the eastbound left turn lane at the north access along Marksheffel Road (#4) and the westbound left turn lane at Internal Intersection #6 should provide a length of 150 feet and 100 feet, respectively, with a reduced shared taper length of approximately 50 feet.

Industry standard for left turn lanes along collector roadways (when local standards are not available) is to provide a minimum of 100 feet of length plus a 100-foot taper while extending the left turn lane length if 95th percentile vehicle queues are calculated longer than 100 feet. It should be noted that vehicle queues for these back-to-back left turn lanes were calculated as 137 feet for the eastbound left turn lane at the north access along Marksheffel Road and 25 feet for the westbound left turn lane at Internal Intersection #6.

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:

Based on a spacing constraint (300 feet between intersections, measured edge to edge) with future back-to-back left turn lanes, the eastbound left turn lane at the north access along Marksheffel Road (#4) and the westbound left turn lane at Internal Intersection #6 should provide a length of 150 feet and 100 feet, respectively, with a reduced shared taper length of approximately 50 feet. Industry standard for left turn lanes along collector roadways (when local standards are not available) is to provide a minimum of 100 feet of length plus a 100-foot taper while extending the left turn lane length if 95th percentile vehicle queues are calculated longer than 100 feet. It should be noted that vehicle queues for these back-to-back left turn lanes were calculated as 137 feet for the eastbound left turn lane at the north access along Marksheffel Road and 25 feet for the westbound left turn lane at Internal Intersection #6. Please see 95th percentile vehicle queues from the Crossroads North Traffic Impact Study for reference.

Table 8 – Turn Lane Storage Length Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2026 Calculated Queue Length (feet)	2026 Recommended Turn Lane Length (feet)	2040 Calculated Queue Length (feet)	2040 Recommended Turn Lane Length (feet)
Crossroads North: Marksheffel Rd North Access (#4) Eastbound Left	DNE	126'	150'	137'	150'
Crossroads North: Internal Access Intersection (#6) Eastbound Left	DNE	25'	185' (EPC)	25'	185' (EPC)
Westbound Left	DNE	25'	100'	25'	100'

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 deviation request is due to a spacing constraint between two intersections.

Based on a spacing constraint (300 feet between intersections, measured edge to edge) with future back-to-back left turn lanes, the eastbound left turn lane at the north access along Marksheffel Road (#4) and the westbound left turn lane at Internal Intersection #6 should provide a length of 150 feet and 100 feet, respectively, with a reduced shared taper length of approximately 50 feet. Industry standard for left turn lanes along collector roadways (when local standards are not available) is to provide a minimum of 100 feet of length plus a 100-foot taper while extending the left turn lane length if 95th percentile vehicle queues are calculated longer than 100 feet. It should be noted that vehicle queues for these back-to-back left turn lanes were calculated as 137 feet for the eastbound left turn lane at the north access along Marksheffel Road and 25 feet for the westbound left turn lane at Internal Intersection

The deviation will not adversely affect safety or operations.

The substandard left turn lane lengths will not impact intersection delay operations. Vehicle queues are expected to be accommodated within the proposed turn lane lengths based on 95th percentile vehicle queue calculations.

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

Maintenance costs will not be impacted by the proposed left turn lane lengths.

The deviation will not adversely affect aesthetic appearance.

The deviation will not adversely affect aesthetic appearances of the corridor.

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

The design intent and purpose of the ECM standards is to allow adequate space for vehicles to queue within the turn lane length plus allow space for vehicles to slow and stop within the turn lane.

Vehicle queues are expected to be managed within the proposed turn lane lengths based on 95th percentile vehicle queue calculations. The east-west roadway extending from the proposed north access along Marksheffel Road is only approximately 300 feet in total length; therefore, typical space for deceleration is not necessary as vehicle speeds will be significantly lower than typical collector roadways.

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.