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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

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
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	☒ Owner ☐ Consultant ☐ Contractor
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ENGINEER INFORMATION

Company :	Kimley-Horn & Associates, Inc.		
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Email Address :	Jeff.Planck@Kimley-Horn.com		

PCD File No. ___SP 20-207_____

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 **2.2.5.B.1** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

The requested deviation is from the half-mile intersection spacing criteria for a full movement inter
(ECM Standard **2.2.5.B.1**: rural and urban principal arterial access criteria).

State the reason for the requested deviation:

The deviation is requested to provide a second full movement intersection access along Marksheff
Crossroads North development/subdivision. The second proposed access is located approximate
approved Air Lane and Marksheffel Road intersection and approximately 2,100 feet from the U.S.
Road intersection. Allowing a second access intersection along Marksheffel Road with full turning
overloading the intersection of Air Lane and Marksheffel Road while uniformly distributing traffic v
along Marksheffel Road.

This request is likely to be denied since this is not in conformance with the approved Marksheffel Road Corridor Study Access Control Plan (ACP). The ACP identified the second access as a right-in/right-out only. Right now there is no sufficient justification why a RI/RO cannot be used. Additionally, approval of the deviation would require amending the access control plan, amending an IGA between multiple jurisdictions and BoCC approval of the amended ACP.

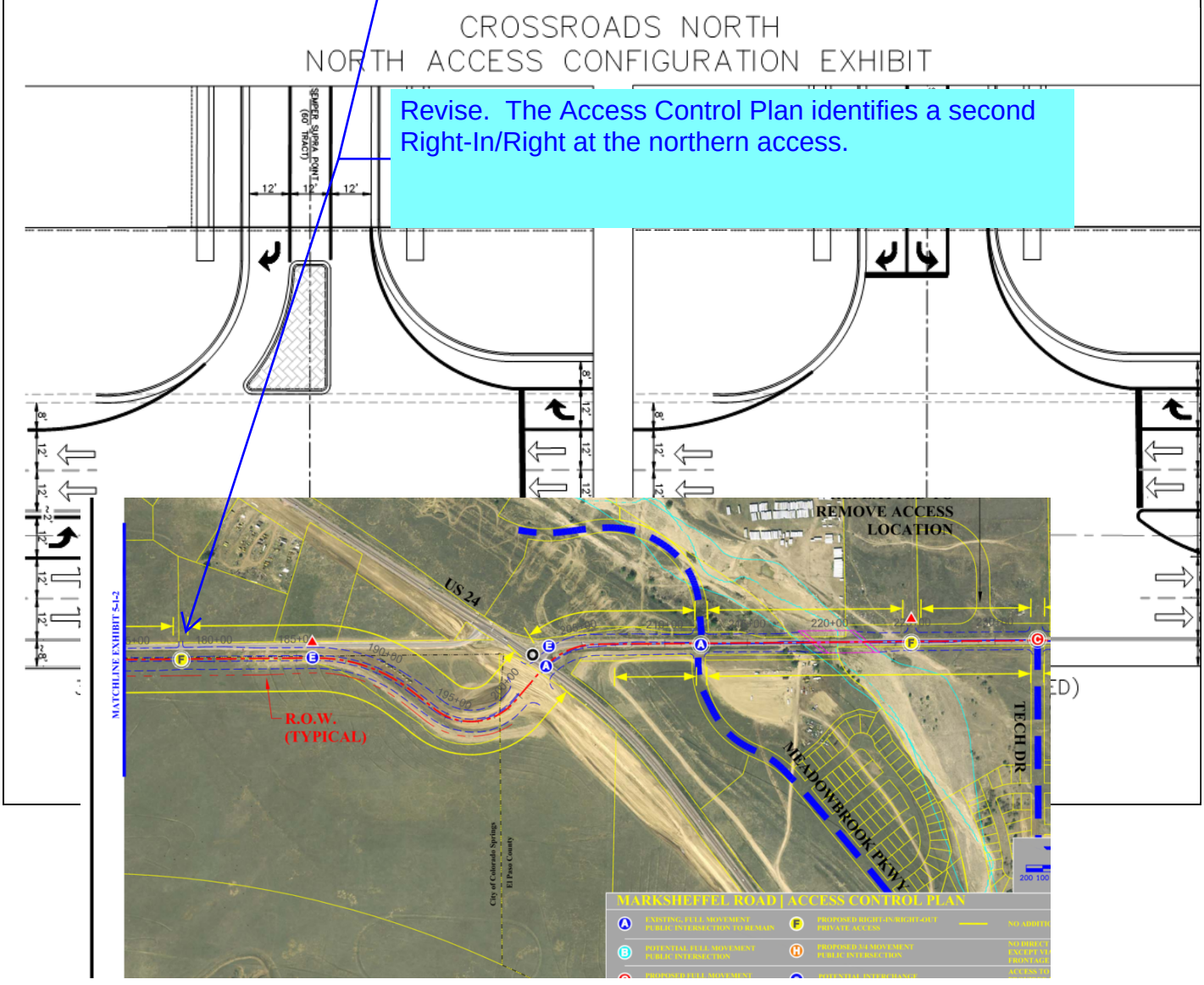
As previously discussed, one potential alternative solution is to petition to Annex Marksheffel Road to the City. The City may have a simpler process when it comes to approving access that is not in conformance with the ACP. If you look at the aerial snippet above the intersections to the north and south are already within the City.

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

A full movement signalized access intersection with Marksheffel Road is proposed north of the Air Lane and Marksheffel Road intersection. A sensitivity analysis has been provided in the Crossroads-Meadowbrook-Reagan Ranch Master Traffic Impact Study comparing this proposed full movement signalized intersection to a three-quarter movement unsignalized intersection.

A full movement access intersection along Marksheffel Road is proposed approximately 1,075 feet north of the approved Air Lane and Marksheffel Road intersection and approximately 2,100 feet from the U.S. Highway 24 and Marksheffel Road intersection. ECM Standard 2.2.5.B.1 requires a spacing of 2,640 feet (half-mile) from full movement intersections along principal arterial roadways.

The Marksheffel Road South Corridor Preservation Plan identifies only one access along the west side of Marksheffel Road between US-24 and SH-94 and this access for the alignment of Air Lane and Marksheffel Road. As such, an additional sensitivity analysis was provided in the Crossroads North Traffic Impact Study and Crossroads-Meadowbrook-Reagan Ranch Master Traffic Impact Study is summarized in more detail later in this deviation form. This sensitivity analysis evaluated intersection operational, vehicle queuing, signal progression, and safety to support the deviation from standards.



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 north access to Crossroads North along Marksheffel Road meets standards for capacity operations, vehicle queues, and signal progression under signal control. Further, national standards are met for signal warrants, sight distance, and intersection spacing at this access. With all of these standards being met, vehicle crashes should be reduced, and the intersection should operate with safe conditions. The intersection of Air Lane and Marksheffel Road should have safer conditions with implementation of the signal at the access to the north as intersection operations are Level of Service (LOS) A if a signal is implemented to the north and LOS C wh[illegible]g the south intersection with traff[illegible]roads North along Marksheffel Road sh[illegible]

Updateper review #1 comments to analyse as a right-in/right-out, not 3/4. The comparison should be between the requested full movement versus RI/RO which is in conformance with the access control plan for this segment of Marksheffel Road.

The following table p[illegible] for both access scenarios to Crossro[illegible]rksheffel Road are expected to operate acceptably with LOS C or better during the peak hours under both access scenarios. It should be noted that the south access (#5) along Marksheffel Road is expected to have delays increase by approximately 20 seconds (from LOS A to LOS C) during the peak hours in 2040 if the north access is unsignalized.

Access and Movement	2026 Total Traffic				2040 Total Traffic			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Control Delay (sec/ veh)	LOS	Control Delay (sec/ veh)	LOS	Control Delay (sec/ veh)	LOS	Control Delay (sec/ veh)	LOS
Crossroads North: Marksheffel Road North Access (#4) (3/4 Movements – Unsignalized)					#	#	#	#
Northbound Left	15.6	C	12.9	B	12.3	B	14.9	B
Eastbound Right	17.8	C	14.8	B	13.9	B	14.4	B
Crossroads North: Marksheffel Rd North Access (#4) (Full Movements - Signal)	8.6	A	6.7	A	# 3.9	# A	# 3.1	# A
Crossroads North: Marksheffel Rd South Access (#5) (Signal w/ North Access 3/4 Movements)	15.6	B	14.4	B	# 29.2	# C	# 25.5	# C
Crossroads North: Marksheffel Rd South Access (#5) (Signal w/ North Access Signalized)	8.2	A	9.4	A	# 8.7	# A	# 7.6	# A

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 north access to Crossroads North along Marksheffel Road meets standards for capacity operations, vehicle queues, and signal progression under signal control. Further, national standards are met for signal warrants, sight distance, and intersection spacing at this access. With all of these standards being met, vehicle crashes should be reduced, and the intersection should operate with safe conditions. The intersection of Air Lane and Marksheffel Road should have safer conditions with implementation of the signal at the access to the north as intersection operations are LOS A if a signal is implemented to the north and LOS C when the north intersection is unsignalized with restricted movements (this is due to overloading the south intersection with traffic intending to the depart to the north). As such, it is believed that the north access to Crossroads North along Marksheffel Road should be considered for full movement signalized control.

The deviation will not adversely affect safety or operations.

The north access to Crossroads North along Marksheffel Road meets standards for capacity operations, vehicle queues, and signal progression under signal control. Further, national standards are met for signal warrants, sight distance, and intersection spacing at this access. With all of these standards being met, vehicle crashes should be reduced, and the intersection should operate with safe conditions. The intersection of Air Lane and Marksheffel Road should have safer conditions with implementation of the signal at the access to the north as intersection operations are LOS A if a signal is implemented to the north and LOS C when the north intersection is unsignalized with restricted movements (this is due to overloading the south intersection with traffic intending to the depart to the north). As such, it is believed that the north access to Crossroads North along Marksheffel Road should be considered for full movement signalized control.

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

The project will provide a proposal as a separate document for traffic signal maintenance and electric costs associated with future traffic signal.

The deviation will not adversely affect aesthetic appearance.

The deviation will not adversely affect aesthetic appearances of the corridor as implementation of signal control will meet all El Paso County Standards. Roadway and entry feature landscaping will be provided to enhance the streetscape of the impacted roadway section.

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

The design intent and purpose of the ECM access spacing standards along arterial roadways is to serve through traffic and effectively facilitate the flow and progression while reducing stops and crashes.

As such, a traffic signal progression analysis was conducted along the approximate 1.6-mile-long segment of Marksheffel Road from Meadowbrook Parkway to the north and to the proposed access intersection to Reagan Ranch to the south due to the proposed signalization of the two access intersections to Crossroads North, the Space Village Avenue intersection as well as one of the proposed Reagan Ranch accesses. This creates four (4) new signalized intersections and three (3) existing signalizations for a total of seven (7) signalized intersections being evaluated for progression along this corridor. Further, a comparison evaluation was conducted with the north access to Crossroads North along Marksheffel Road operating with stop control and restricted access. In the second scenario, six (6) signalized intersections were evaluated for progression along the Marksheffel Road corridor.

Marksheffel Road is comparable to a NR-B: Non-Rural Arterial as defined in the State of Colorado State Highway Access Code. A goal platoon efficiency for an NR-B corridor is typically 30 percent or better, which has been achieved in 2040 for both directions of travel under both access scenarios. Therefore, it is believed that traffic signals at the two Crossroads North accesses with Marksheffel Road would maintain an acceptable platoon efficiency along the Marksheffel Road corridor if coordinated with adjacent signals.

The north access to Crossroads North along Marksheffel Road meets standards for capacity operations, vehicle queues, and signal progression under signal control. Further, national standards are met for signal warrants, sight distance, and intersection spacing at this access. With all of these standards being met, vehicle crashes should be reduced, and the intersection should operate with safe conditions. The intersection of Air Lane and Marksheffel Road should have safer conditions with implementation of the signal at the access to the north as intersection operations are LOS A if a signal is implemented to the north and LOS C when the north intersection is unsignalized with restricted movements (this is due to overloading the south intersection with traffic intending to the depart to the north). As such, it is believed that the north access to Crossroads North along Marksheffel Road should be considered for full movement signalized control.

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.

Water quality impacts by the proposed alternative should be analyzed in the preliminary drainage report analysis.

Access and associated design conform with the overall storm water management plan and, also, meets the applicable MS4 permit.

REVIEW AND RECOMMENDATION:

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

Denied by the ECM Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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.