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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	The Markets at Bent Grass
Schedule No.(s) :	TBD
Legal Description :	TBD

APPLICANT INFORMATION

Company :	Evergreen Development
Name :	Sean Murphy
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	2390 E Camelback Rd, Ste 140 Phoenix, AZ 85016
Phone Number :	303-757-0401
FAX Number :	
Email Address :	smurphy@evgre.com

ENGINEER INFORMATION

Company :	SM Rocha LLC	
Name :	Fred Lantz (Alternate Contact: Mike Rocha)	Colorado P.E. Number : 23410
Mailing Address :	8700 Turnpike Dr., Ste 240 Westminster, CO 80031	
Phone Number :	303-458-9798 ext. 104 (Alternate: 303-485-9798 ext.102)	
FAX Number :		
Email Address :	fred@smrocha.com, Alternate Email Address: mike@smrocha.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)

8/28/2026

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

Identify the specific ECM standard which a deviation is requested:

- 1. Section 2.3, Table 2-6 (Intersection Spacing)** describes one-mile intersection spacing requirements along Expressways.
- 2. Section 2.4, Table 2-35 (Access Spacing)** indicates 425 feet access spacing requirements along collector roadways with a 25 MPH posted speed limit and a WB-67 design vehicle.
- 3. Section 2.3, Table 2-7 (Design/Posted Speed)** describes 35 MPH posted speed limit requirements for non-residential collector roadways.
- 4. Section 2.1.3, Standard Drawings (Rural Minor Collector SD 2-12, Rural Major Collector SD 2-13), and Table 2-2** requirement of 4-foot shoulder in cross section. Please refer to provided exhibit (Roadway Transition To Existing) for limited location of requested deviation.

State the reason for the requested deviation:

- 1. Section 2.3, Table 2-6 (Intersection Spacing).** Resolution 18-186 currently provides direct Bent Grass Meadows Drive access onto E Woodmen with right-in/right-out restrictions. However, full-movement conditions are essential to better provide reasonable access to existing and future development areas along Bent Grass Meadows Drive and Woodmen Frontage Road.
- 2. Section 2.4, Table 2-35 (Access Spacing).** To provide adequate commercial development viability, access locations are proposed so as to accommodate a minimum of two lots per access. If access is positioned to meet minimum spacing criteria per the County's ECM, the development area would likely only be able to accommodate two or three primary access locations serving large lots only. Such a layout is considered to be ineffectual in meeting the needs for adequate site circulation to serve the proposed commercial development and balanced distribution of site traffic to and from the established area roadways.
- 3. Section 2.3, Table 2-7 (Design/Posted Speed).** A reduced posted speed limit (25 mph) will assist in facilitating site generated traffic in a safer manner since this segment of Bent Grass Meadows Drive will not be accommodating traffic over medium to long distances as non-residential collector roadways typically do.
- 4. Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector).** A requested approval of a 3-foot shoulder in lieu of the 4-foot shoulder as required under the Rural Collector Road standard. This request is for the allowance of new roadway construction transition to match existing frontage roadway.

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

- 1. Section 2.3, Table 2-6 (Intersection Spacing).** A new full-movement intersection onto E Woodmen Road is being proposed as a Continuous Green T-intersection (CGT) approximately one-half mile west of Meridian Road and one-half mile east of Golden Sage Road. Proposed CGT intersection to work in tandem with City planned CGT intersection at Golden Sage Road.
- 2. Section 2.4, Table 2-35 (Access Spacing).** Internal access drives are being proposed onto Bent Grass Meadows Drive approximately 264 feet to 578 feet apart.
- 3. Section 2.3, Table 2-7 (Design/Posted Speed).** A posted speed limit of 25 mph is proposed along new east/west Woodmen Road Frontage / Bent Grass Meadows Drive roadway segment (from east/west project limits). Existing north/south limits of Bent Grass Meadows Drive to remain 35 mph. Please refer to provided exhibit (Access Spacing) for proposed placement of speed limit signage.

These proposed roadway design elements are in contrast to minimum spacing and posted speed limits requirements defined within Sections 2.3 and 2.4.

- 4. Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector).** The proposed 3-foot shoulder matches the existing condition along Woodmen Frontage Road and provides a consistent transition to the existing roadway while providing for 12-foot travel lanes. This condition is limited and occurs between Stations 35+50 and 38+10, as shown on the Preliminary Plan and provided Roadway Transition to Existing Exhibit, east of new roundabout along new Bent Grass Meadows Drive at the connection to existing Woodmen Frontage Road at eastern limits of proposed development. The shoulder within this limited occurrence tapers to 3 feet to match the existing roadway section. An alternate to this request is the allowance of an 11-foot travel lane with a 4-foot shoulder width.

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:

In addition to the information and exhibits provided as part of this request, the accompanying deviation request letter and submitted Master Traffic Impact Study collectively provide further justification for the requested deviation. The submitted materials are intended to demonstrate transportation design solutions that support viable commercial development while also addressing the long-term local and regional transportation needs and operational objectives of the surrounding area. As a result, the applicable criteria defined within Section 2.4 of the County's ECM are believed to be adequately addressed.

Deviation Justification Summary:

- 1) **Section 2.3, Table 2-6 (Intersection Spacing):** Direct access to Woodmen Road allowed by Resolution No. 18-186. A full-movement access in form of Continuous Green T-Intersection (CGT) is proposed. Proposed access to work in tandem with City planned CGT intersection at Golden Sage Road to enhance traffic operations, improve corridor mobility, and accommodate future significant travel demands anticipated along the Woodmen Road corridor.
- 2) **Section 2.4, Table 2-35 (Access Spacing):** Development access drives spacing onto Bent Grass Meadows Drive varies from 264 feet to 578 feet apart. Multiple access drives are needed for adequate site-circulation to serve a commercial development of this size and provide a balanced distribution of site traffic to and from the established area roadways without negatively impacting intersection operations. Application of County minimum access spacing criteria to this development would significantly limit site access and cause detrimental operations and queuing at area intersections.
- 3) **Section 2.3, Table 2-7 (Design/Posted Speed):** A 35 MPH posted speed limit is required for a non-residential collector roadway. A 25 MPH posted speed limit is proposed and considered appropriate for applicable segments of the collector roadway (Bent Grass Meadows Drive) given its limited length, lack of roadway continuation, and primarily local-serving function. The lower speed supports safer vehicle operations, turning movements, and pedestrian activity while discouraging unnecessary higher speeds. Because Bent Grass Meadows Drive does not serve a significant through-travel function, the directional lower posted speed has minimal effect on overall mobility or travel time.
- 4) **Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector):** A minor and limited deviation to County's current Collector road design cross-section is required and considered appropriate to provide a practical transition between the current roadway design standard and an existing roadway configuration. The modification allows the proposed improvements of Bent Grass Meadows Drive to safely and smoothly tie into the existing roadway of Woodmen Frontage Road while avoiding abrupt changes in pavement width, alignment, and roadside features. This approach maintains the functional intent of the current design standard while recognizing the physical constraints and established characteristics of the existing roadway.

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.

This condition is believed to be addressed as described in the attached exhibits, deviation request letter and submitted Master Traffic Impact Study. Roadway and access configurations presented in concept plan and discussed in the requested deviation were carefully coordinated with County Staff for provision of best design.

Deviation Achievement Summary:

- 1) **Section 2.3, Table 2-6 (Intersection Spacing):** Direct access to Woodmen Road is compliant to Resolution No. 18-186. A full-movement intersection utilizing a Continuous Green T-Intersection (CGT) configuration is considered operationally superior to a traditional signalized intersection at this location. The coordinated CGT intersections is supported by the City and can provide superior corridor operations by maintaining uninterrupted progression for the major-street (Woodmen Road) through movement while efficiently accommodating side-street traffic. When properly spaced and coordinated, this configuration reduces unnecessary stops, delay, queuing, and vehicle conflicts compared with conventional signalized intersections. The resulting more consistent traffic flow can improve corridor capacity, travel-time reliability, and overall intersection efficiency while reducing the need for additional roadway widening.
- 2) **Section 2.4, Table 2-35 (Access Spacing):** The additional access as allowed by deviation represents a superior design and quality of improvement by providing enhanced site connectivity, improved traffic circulation and distribution, and greater

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

- flexibility for customers and service vehicles. The additional access reduces reliance on a single access point, improves overall site functionality, and supports safe and efficient operation of the commercial development. The accompanying Master Traffic Impact Study further demonstrated intersection and roadway operations compliant to County design standards.
- 3) **Section 2.3, Table 2-7 (Design/Posted Speed):** The requested deviation achieves the intended result with a comparable or superior design by providing a 25 MPH posted speed limit that is appropriate for the roadway's limited length, lack of through-travel function, and local-serving character. The lower speed enhances safety for vehicles, turning movements, and pedestrians while maintaining adequate mobility and access consistent with the intended function of the collector roadway.
 - 4) **Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector):** The requested deviation achieves the intended result with a comparable or superior design by providing a safe, practical, and smooth transition between the current Collector roadway standard and the existing Woodmen Frontage Road configuration. The modified cross-section avoids abrupt changes in roadway geometry while maintaining the functional and safety intent of the County's current design standards.

The deviation will not adversely affect safety or operations.

This condition is believed to be addressed as described in the attached exhibits, deviation request letter and submitted Master Traffic Impact Study.

Deviation Affects Summary:

- 1) **Section 2.3, Table 2-6 (Intersection Spacing):** The requested deviation will not adversely affect safety or traffic operations. The proposed CGT intersection provides a controlled and efficient full-movement access that will operate in coordination with the planned CGT at Golden Sage Road, supporting safe traffic movements, corridor mobility, and future traffic demands along Woodmen Road.
- 2) **Section 2.4, Table 2-35 (Access Spacing):** The requested deviation will not adversely affect safety or traffic operations. The proposed access spacing provides adequate separation between driveways while distributing site traffic among multiple access points, reducing traffic concentration and queuing and supporting safe and efficient circulation within and adjacent to the development.
- 3) **Section 2.3, Table 2-7 (Design/Posted Speed):** The requested deviation is not expected to adversely affect safety or traffic operations. The proposed 25 MPH posted speed limit is consistent with the limited length and local-serving function of Bent Grass Meadows Drive and will promote safer vehicle, turning, and pedestrian movements without materially affecting roadway capacity, mobility, or travel time.
- 4) **Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector):** The requested deviation will not adversely affect safety or traffic operations. The modified cross-section provides a safe and practical transition between the proposed Collector roadway and existing Woodmen Frontage Road, avoiding abrupt geometric changes while maintaining appropriate roadway function, traffic operations, and overall safety.

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

This condition is believed to be addressed as described in the attached deviation request letter.

Deviation Affects on Maintenance and Cost Summary:

- 1) **Section 2.3, Table 2-6 (Intersection Spacing):** The requested deviation will not adversely affect maintenance or associated costs. The proposed CGT utilizes conventional roadway, signing, striping, and traffic control elements and is not anticipated to introduce unusual or materially greater maintenance requirements than other comparable County roadway improvements.
- 2) **Section 2.4, Table 2-35 (Access Spacing):** The requested deviation does not adversely affect maintenance or associated costs. The proposed access locations utilize conventional driveway and roadway improvements and do not introduce specialized infrastructure or maintenance requirements beyond those normally associated with commercial development access.
- 3) **Section 2.3, Table 2-7 (Design/Posted Speed):** The requested deviation will not adversely affect maintenance or associated costs. The reduced posted speed does not materially change the roadway infrastructure or introduce additional maintenance requirements beyond standard signing and roadway maintenance practices.
- 4) **Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector):** No adverse affect on maintenance or associated costs is expected from this requested deviation. The modified cross-section utilizes conventional roadway materials and construction practices while providing a practical transition to the existing roadway configuration without introducing specialized or additional maintenance requirements.

The deviation will not adversely affect aesthetic appearance.

This condition is believed to be addressed as described in the attached exhibits and deviation request letter. Assumed roadway and access spacing concepts also accommodates County's intent for new roundabout construction on Woodmen Road Frontage.

Additionally, each requested deviation is not expected to adversely affect aesthetic appearance, as each deviation is incorporated into the overall site and roadway design to provide coordinated, orderly, and visually compatible improvements consistent with the aesthetic expectations implied by applicable County design standards and with the character and function of the planned development and surrounding roadway system.

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

This condition is believed to be addressed as described in the attached deviation request letter and submitted Traffic Impact Study. The ECM expressly recognizes that alternative engineering solutions may better accommodate existing conditions, provided they remain consistent with the standards' underlying intent and purpose.

Deviation Compliance with ECM Standards Summary:

- 1) **Section 2.3, Table 2-6 (Intersection Spacing):** The design intent and purpose of the ECM is met by providing a safe and efficient full-movement intersection that supports appropriate access, traffic progression, and corridor mobility while accommodating anticipated future traffic demands along Woodmen Road.
- 2) **Section 2.4, Table 2-35 (Access Spacing):** The requested deviation meets the design intent and purpose of the ECM by providing adequate and appropriately distributed site access while maintaining safe and efficient traffic circulation, minimizing traffic concentration and queuing, and supporting the operational function of Bent Grass Meadows Drive.
- 3) **Section 2.3, Table 2-7 (Design/Posted Speed):** The design intent and purpose of the ECM of the requested deviation is met by establishing a posted speed appropriate for the roadway's physical characteristics, limited length, and local-serving function while supporting safe and efficient vehicle, turning, and pedestrian movements.
- 4) **Section 2.1.3, Standard Drawings SD 2-12, SD 2-13 (Rural Minor/Major Collector):** The requested deviation meets the design intent and purpose of the ECM by maintaining the functional and operational characteristics of a Collector roadway while providing a safe and practical transition to the established Woodmen Frontage Road configuration.

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.

This condition is believed to be addressed where applicable.

Each requested deviation is a transportation design item and does not inherently change required stormwater control measures of the proposed development.

The requested deviations will not alter or preclude compliance with the applicable control measure requirements of Parts I.E.3 and I.E.4 of the County's MS4 permit. Required construction and permanent stormwater control measures will be incorporated and maintained as part of the overall project drainage and water quality design.

Approved by the ECM Administrator

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SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING CONSULTANTS

August 28, 2026

El Paso County
Department of Public Works
3275 Akers Drive
Colorado Springs, CO 80922

**RE: The Markets at Bent Grass Development
Deviation Request**

To Whom it May Concern,

SM ROCHA, LLC is pleased to submit conceptual access spacing information and proposed direct connection to E Woodmen Road and Bent Grass Meadows Drive, for anticipated commercial development located to the northeast corner of Bent Grass Meadows Drive and Woodmen Frontage Road in El Paso County, Colorado.

This letter also serves as a request for deviation to access spacing requirements associated with the proposed development, pursuant to Section 2.4.1.B of the County's Engineering Criteria Manual (ECM)¹. This request is provided in addition to analysis of traffic impacts presented in the study entitled Master Traffic Impact Study (The Markets at Bent Grass), dated August 2026.

Resolution No. 18-186 currently provides for access from Bent Grass Meadows Drive with direct right-in/right-out access onto E Woodmen Road. After analyzing the surrounding development, both existing and proposed east and west of the site, along with the assumed commercial development at the northeast corner of Bent Grass Meadows Drive and E Woodmen Road, we are submitting the proposed direct connection concept for approval. With assumed development it is requested that a full-movement Continuous Green T-Intersection (CGT) be allowed through administrative powers of the resolution to better provide reasonable access to existing and future development areas along Bent Grass Meadows Drive and Woodmen Frontage Road. A copy of the resolution is provided for reference in Attachment A.

A conceptual site layout, including potential access locations, speed limit change locations, and limited roadway cross-section transition is provided for reference in Attachment B.

¹ El Paso County Engineering Criteria Manual, El Paso County, December 2016.

Proposed Transportation Network

To accommodate the commercial development various modifications to the existing roadways are proposed as follows:

- Provision of a CGT intersection from E Woodmen Road to Woodmen Frontage Road (via new Bent Grass Meadows Drive with roadway segment between Woodmen Road and new roundabout to be later named Switchgrass Drive) is proposed to better facilitate the entry of vehicles to the assumed commercial area and adjacent residential subdivisions to the north and east. This addition is believed likely to assist in reducing volumes that would otherwise need to utilize the signalized intersection of Golden Sage Road with E Woodmen Road to the west, or the roundabout intersection of E Woodmen Road with Woodmen Frontage Road to the east. Pursuant to current classification of E Woodmen Road as an Expressway, it is understood that deviation for intersection spacing would be needed from one-mile spacing to one-half mile spacing.
- Additionally, the proposed CGT intersection described above is part of a coordinated effort between the County and City of Colorado Springs to provide a CGT intersection at Golden Sage Road along with other planned corridor improvements to enhance traffic operations, improve corridor mobility, and help accommodate the significant travel demands anticipated along the Woodmen Road corridor.
- Realignment of Woodmen Frontage Road east of Bent Grass Meadows Drive is proposed to accommodate the direct access intersection from E Woodmen Road as described.
- Based on projections for future Average Daily Traffic (ADT) volumes, Bent Grass Meadows Drive is proposed to provide for a three-lane section along the development area frontage with one southbound through lane, one northbound through lane, and a center two-way-left-turn-lane (TWLTL). Additionally, Woodmen Frontage Road (later named Bent Grass Meadows Drive) is proposed to provide a three-lane cross-section through the development area with one through lane in each direction and one center TWLTL to the transition back to existing road section east of the assume development. Woodmen Frontage Road is also anticipated to have a non-residential collector classification within the development area transitioning to an urban local classification with a two-lane cross-section east of the development area. Posted speed limit within the development area is proposed and requested to be limited to 25 MPH. Posted speed for the north/south portion of Bent Grass Meadows Drive to remain at 35 MPH.

Access Spacing – El Paso County Engineering Criteria Manual

Pursuant to Sections 2.3 and 2.4 of the County's ECM, access drives shall be designed to accommodate various horizontal and vertical curve objectives, including but not limited to adequate spacing, clear sight distance requirements, and clearances from adjacent intersections.

Review of Tables 2-21 and 2-35 of the County's ECM provides minimum access spacing criteria for site accesses. An entering sight distance of 595 feet is designated for roadways having a posted speed limit of 35 MPH. Roadways with a 25 MPH, Tables 2-21 and 2-35 indicate intersection and entering sight distance requirements of 280 feet and 425 feet, respectively. For roadways with posted speed limits of 55 MPH, Table 2-35 indicates an entering sight distance requirement of 715 feet.

Upon review of the latest concept site plan, a deviation for access spacing is requested as the shortest offset between internal access drives along Bent Grass Meadows Drive is approximately 264 feet, while one-half mile spacing is proposed along E Woodmen Road.

Deviation Requests

To provide adequate commercial development viability, access locations are proposed so as to accommodate a minimum of two lots per access. If access is positioned to meet minimum spacing criteria per the County's ECM, the development area would likely only be able to accommodate two or three primary access locations serving large lots only. Such a layout is considered to be ineffectual in meeting the needs for adequate site-circulation to serve typical commercial development and balanced distribution of site traffic to and from the established area roadways.

The current conceptual site layout was generally modeled after the existing Falcon Marketplace commercial development, located approximately one mile to the east. Falcon Marketplace provides a similar commercial layout, with access points generally spaced 200 to 300 feet apart and approximately one shared access serving every two commercial lots. The proposed conceptual site plan uses this development as a reference while incorporating an enhanced site access configuration intended to improve overall access management and circulation.

The intent of the assumed commercial development is to provide a site layout modeled after the successful adjacent commercial development while incorporating appropriate refinements for the proposed site. Accordingly, a deviation from the County's standard access spacing criteria is requested. It is understood that, due to the conceptual nature of the proposed development, formal approval of any deviation will likely require a finalized Traffic Impact Study demonstrating acceptable access operations. The purpose of this request is to obtain preliminary County guidance regarding an acceptable access spacing framework so that future lot configurations and site development plans can be prepared in general conformance with County requirements.

Conclusion

It is our professional conclusion that the proposed conceptual access locations and roadway alignments are comparable to those of similar commercial developments within the County. A separate site access intersection operations and vehicle queue analysis was completed as part of the Master Traffic Impact Study and demonstrates that the proposed site accesses have long-term (20-year) projected operations at LOS C or better, with only minimal vehicle queuing. Based on these findings, it is believed that the proposed conceptual access plan can be accommodated.

We trust this deviation request will assist in the review and approval of future development in the Bent Grass and Woodmen Frontage Road area. We remain available to assist with any additional information or coordination that may be helpful.

Sincerely,

SM ROCHA, LLC

Traffic and Transportation Engineering

A handwritten signature in black ink, appearing to read "Mike Rocha", written in a cursive style.

Mike Rocha
Principal

ATTACHMENT A

Resolution 18-186

Boell

RESOLUTION NO. 18 - 186

BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO

**A RESOLUTION TO AMEND RESOLUTION NO. 03-144 AND THEREBY TO AMEND
THE EL PASO COUNTY WOODMEN ROAD ACCESS MANAGEMENT PLAN AND
ADMINISTRATIVELY PERMIT A RIGHT-IN ACCESS TO WOODMEN ROAD**

WHEREAS, pursuant to C.R.S §§ 30-11-101(1)(e), 30-11-103, and 30-11-107(1)(e), the Board of County Commissioners of El Paso County, Colorado (hereinafter "Board" or "County"), has the legislative authority to manage the business and concerns of the County and to exercise such other and further powers as are conferred by law when deemed by the Board to be in the best interests of the County and its inhabitants; and

WHEREAS, the Board is further authorized to manage County roads and regulate access to County roads and public highways by C.R.S. § 30-11-107(1)(h), which specifically authorizes the Board to lay out, alter, or discontinue any road running into or through the County and to perform such other duties respecting roads as may be required by law, and C.R.S. § 43-2-147(1)(a), which specifically authorizes the Board to regulate vehicular access to or from any public highway under its jurisdiction from or to property adjoining a public highway in order to protect the public health, safety, and welfare, to maintain smooth traffic flow, and to protect the functional level of public highways; and

WHEREAS, the Board adopted the Woodmen Road Access Management Plan pursuant to Resolution No. 03-144 on April 24, 2003, recorded at Reception No. 203094985 on May 2, 2003, in the records of the El Paso County Clerk and Recorder's Office; and

WHEREAS, on the north side of Woodmen Road, between Golden Sage Road (fka Lizardhead Road) and Meridian Road, the intersection distance is in excess of the one mile spacing which is recommended for expressway classifications as identified in the Woodmen Road Access Management Plan; and

WHEREAS, in recognition of this condition, the Board has determined that it would serve the best interests of the public and is in the best interests of the health, safety, and welfare of the citizens of El Paso County to amend the eighth paragraph of Resolution No. 03-144 and thereby amend the Woodmen Road Access Management Plan to provide one additional right-in-right-out access on the north side of Woodmen Road from Woodmen Road to the Woodmen Frontage Road approximately halfway between the intersections of Golden Sage Road (fka Lizardhead Road) and Meridian Road, which shall be called the Bentgrass access; and

Chuck Broerman
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El Paso County, CO



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WHEREAS, the Board, in Resolution No. 03-144, stated that "in the event that the identified full-movement accesses to Woodmen Road may not provide reasonable access for future development, additional right-in or right-in-right-out accesses may be considered on a case-by-case basis, as part of a full development plan submittal and with substantial supporting documentation"; and

WHEREAS, in recognition of the fact that the Bentgrass access does not yet exist, the Board has determined that it would serve the best interests of the public and is in the best interests of the health, safety, and welfare of the citizens of El Paso County to allow for an access to be administratively permitted on the north side of Woodmen Road from Woodmen Road to the Woodmen Frontage Road between Golden Sage Road (fka Lizardhead Road) and Meridian Road located approximately 1,100 feet west of the intersection of Meridian Road and Woodmen Road.

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of El Paso County, Colorado hereby amends Resolution No. 03-144 and thereby amends the Woodmen Road Access Management Plan by amending the eighth paragraph of Resolution No. 03-144 by adding the following italicized language:

"...McLaughlin Road, a right-in right-out located on the south side of Woodmen, with a minimum of 1400 feet west of Meridian Road, and a right-in right out from Woodmen Road to the Woodmen Frontage Road approximately halfway between the intersections of Golden Sage Road (fka Lizardhead Road) and Meridian Road which shall be called the Bentgrass access; and"

BE IT FURTHER RESOLVED that the County Engineer is hereby authorized to make the appropriate changes to the text of the Woodmen Road Access Management Plan to accomplish the purposes described herein; however, this Resolution amending Resolution No. 03-144 and the amendment to the Woodmen Road Access Management Plan shall be effective immediately.

BE IT FURTHER RESOLVED that all other provisions of Resolution No. 03-144 and the Woodmen Road Access Management Plan not specifically amended by this Resolution remain in full force and effect. To the extent that the provisions of this Resolution conflict with any prior Board Resolution regarding similar matters, including but not limited to Resolution No. 03-144, the provisions of this Resolution and this amendment of the Woodmen Road Access Management Plan shall control.

BE IT FURTHER RESOLVED that the Board authorizes an access permit to be administratively issued with appropriate conditions in accordance with the El Paso County Engineering Criteria Manual for a right-in access located on the north side of Woodmen Road from Woodmen Road to the Woodmen Frontage Road between Golden Sage Road (fka Lizardhead Road) and Meridian Road approximately 1,100 feet west of the centerline of Meridian Road.

BE IT FURTHER RESOLVED that Darryl Glenn, duly elected, qualified member and President of the Board of County Commissioners, or Mark Waller, duly elected, qualified member and President Pro Tempore of the Board of County Commissioners, be and is hereby authorized and appointed on behalf of the Board to execute any and all documents necessary to carry out the intent of the Board as expressed herein.

DONE THIS 8th day of May, 2018 at Colorado Springs, Colorado.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO

By:



Chuck Broerman
County Clerk & Recorder

By:



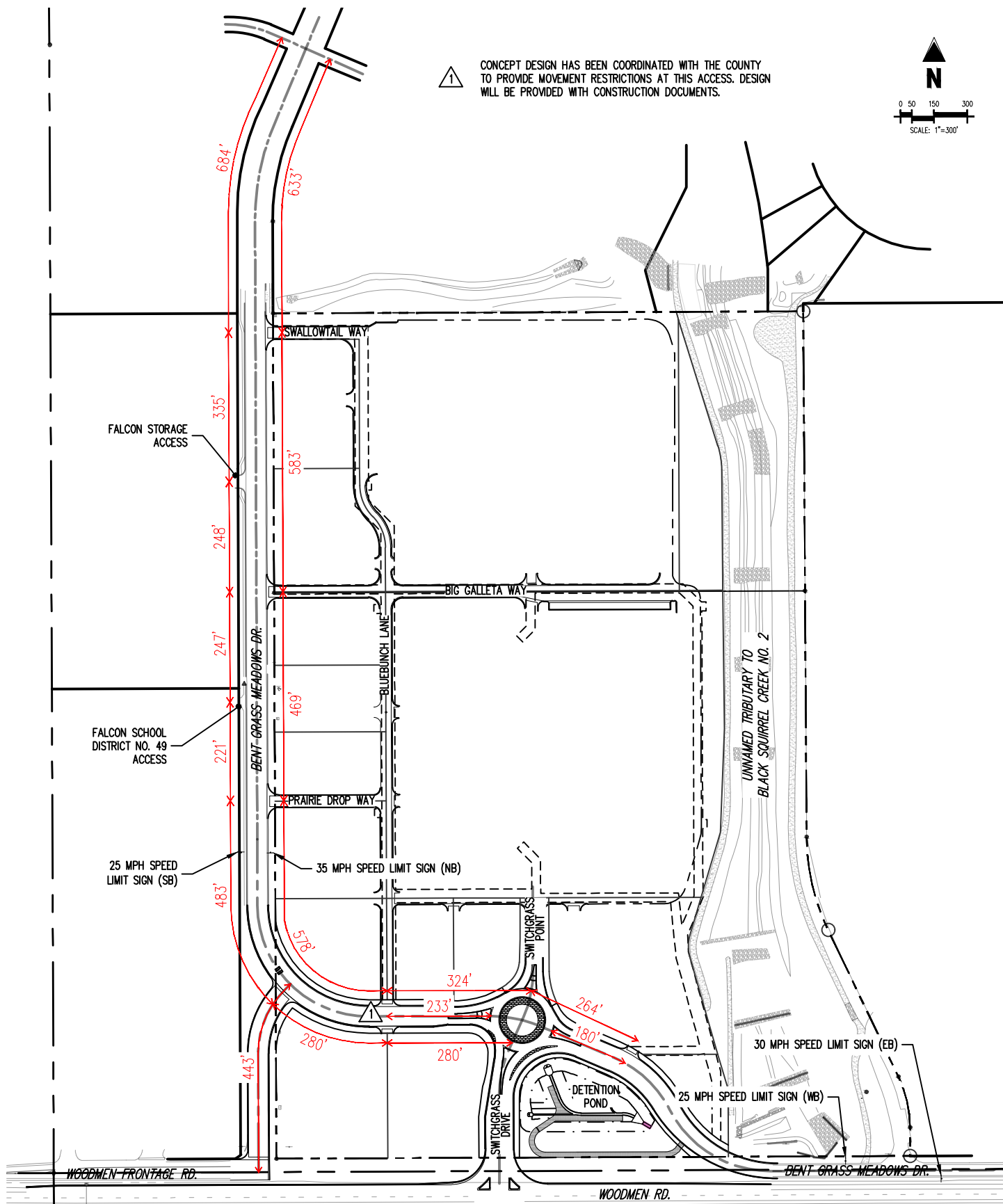
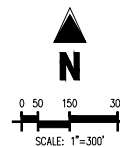
Darryl Glenn, President

ATTACHMENT B

Conceptual Site Layout



CONCEPT DESIGN HAS BEEN COORDINATED WITH THE COUNTY
TO PROVIDE MOVEMENT RESTRICTIONS AT THIS ACCESS. DESIGN
WILL BE PROVIDED WITH CONSTRUCTION DOCUMENTS.



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DEVIATION REQUEST EXHIBIT

NEC OF WOODMEN RD. & BENT GRASS MEADOWS DR.
FALCON, COLORADO

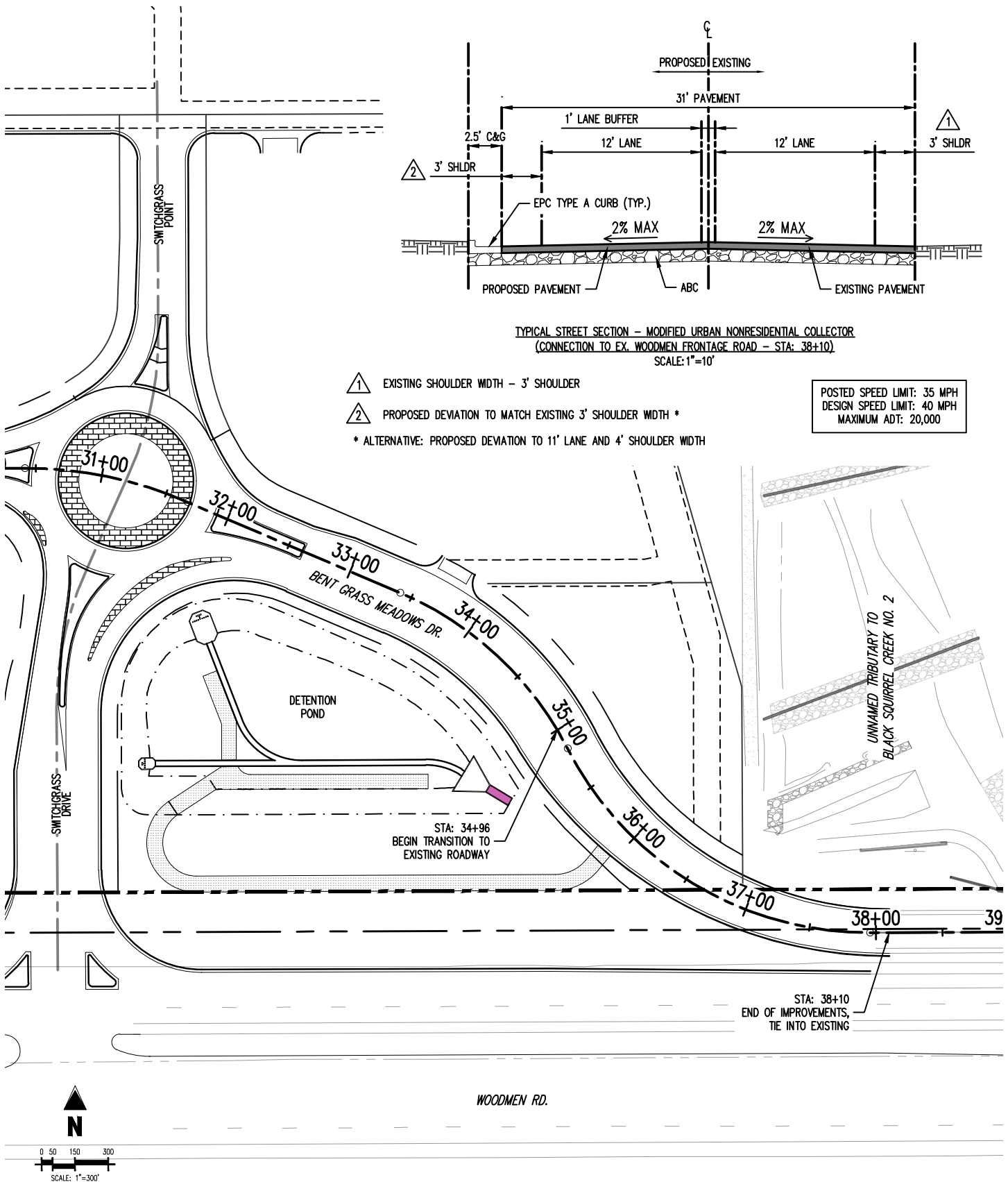
ACCESS SPACING

Project No:	EDI000102
Drawn By:	ELB
Checked By:	JAO
Date:	08/26/2026

Galloway

1155 Kelly Johnson Blvd., Suite 305
Colorado Springs, CO 80920
719.900.7220
GallowayUS.com

Galloway & Company, LLC



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DEVIATION REQUEST EXHIBIT
 NEC OF WOODMEN RD. & BENT GRASS MEADOWS DR.
 FALCON, COLORADO
 ROADWAY TRANSITION TO EXISTING

Project No: EDI000102
 Drawn By: ELB
 Checked By: JAO
 Date: 08/26/2026

Galloway
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 719.900.7220
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