



Development Services Department  
2880 International Circle  
Colorado Springs, Colorado 80910

Phone: 719.520.6300  
Fax: 719.520.6695  
Website www.elpasoco.com

## 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): 14010 Judge Orr Road  
Tax Schedule ID(s) #:4233000027

#### Legal Description of Property:

SW4SW4 SEC 33-12-64 TOG WITH THE ELY 20.0 FT OF THE SE4SE4 SEC 32-12-64

Subdivision or Project Name: Judge Orr RV Park

Section of ECM from Which Deviation is Sought: 2.4.1.B Access Design Criteria - Access Spacing; 2.3.2 Design Standards by Functional Classification.

Specific Criteria from Which a Deviation is Sought: Accesses shall be separated by a distance equal to the entering sight distance values in Table 3-35; Table 2-7 Intersection spacing along an Urban Collector.

Proposed Nature and Extent of Deviation: The request is to allow a centerline spacing of 374 feet between Judge Orr Road and the proposed RV Park Access access/future commercial PUD private street intersection (the future east/west private commercial street, which is planned to align with the RV Park access at Cessna Drive, would extend west from Cessna Drive into the future commercial PUD development site). Please refer to the attached exhibit.

For purposes of this deviation, the proposed RV Park access on the east side of Cessna Drive (extended north into the site) is subject to the criteria in section 2.4.1. LSC's assumption is that the planned future private commercial street which would align with the RV Park access at Cessna Drive and extend west into the future commercial PUD development would create an "intersection" and as such, the intersection to be created will be subject to the ECM-prescribed intersection spacing of 660 feet along an Urban Collector. The TIS for this project recommends a classification of Collector for Cessna Drive north of Judge Orr Road.

#### Applicant Information:

Applicant: PRAIRIE STONE LLC  
Applicant is: ☒ Owner ☐ Consultant ☐ Contractor  
Mailing Address: 9476 Dakota Dunes Lane Peyton

Email Address: AndreaMinnich@msn.com

State: CO Postal Code: 80831

Telephone Number: (719) 492-0774

#### Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE  
Company Name: LSC Transportation Consultants, Inc.  
Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs  
Registration Number: 31684  
Telephone Number: 719-633-2868

Email Address: jeff@LSCTrans.com

State: CO Postal Code: 80903  
State of Registration: CO  
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: 2.4.1.B Access Design Criteria - Access Spacing; 2.3.2 Design

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## Standards by Functional Classification

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For purposes of this deviation, the proposed RV Park access on the east side of Cessna Drive (extended north into the site) is subject to the criteria in section 2.4.1. LSC's assumption is that the planned future private commercial street which would align with the RV Park access at Cessna Drive and extend west into the future commercial PUD development would create an "intersection" and as such, the intersection to be created will be subject to the ECM-prescribed intersection spacing of 660 feet along an Urban Collector. The TIS for this project recommends a classification of Collector for Cessna Drive north of Judge Orr Road.

Reason for the Requested Deviation: The deviation for the spacing of 374 feet is needed due to the proposed internal layout of the RV Park access. It is also needed for the PUD commercial access (west leg) to be closer to Judge Orr Road as no other direct access will be allowed to Judge Orr Road.

Comparison of Proposed Deviation to ECM Standard: The proposed centerline spacing along Cessna Drive between Judge Orr Road and RV Park Access access/future commercial PUD private street intersection is 374 feet. For the RV Park access (applying the criteria in section 2.4.1.B) spacing north from Judge Orr Road, ECM Table 2-35 indicates an entering sight distance requirement of 455 feet for single unit trucks. The proposed spacing would be short of the 455-foot spacing by 81 feet assuming the sight distance line of sight to the center of the Judge/Orr Cessna intersection.

For the future commercial PUD private street connection (once constructed to the west, creating an "intersection") (applying criteria in ECM section 2.3.2, Table 2-7), the proposed 374-foot spacing would be 286 feet short of the ECM standard intersection spacing of 660'.

Applicable Regional or National Standards used as Basis:

### Application Consideration:

#### CHECK IF APPLICATION MEETS CRITERIA 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.

☐ 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

#### JUSTIFICATION

The deviation for the 374-foot centerline spacing is needed to for the RV Park layout and circulation.

Also, there will be no direct commercial site access permitted to Judge Orr Road or Highway 24 given the classifications of these roads. A second (but indirect) access to the PUD commercial development will be to Judge Orr Road via a US 24 frontage road. Given the limited access condition, access drive into the PUD commercial site needs to be as close as possible to Judge Orr Road to create a marketable and sustainable commercial site (from the perspective of ease of customer accessibility).

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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 deviation is based on the RV Park site layout/efficiency considerations, and the need to provide reasonable/convenient commercial access for customers.

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

The proposed 374-foot intersection spacing between Judge Orr and the proposed RV Park Access access/future commercial PUD private street intersection would provide a superior design for the developments and comparable operations with the turn lanes for queuing and sufficient sight distance given the site-specific condition.

The 355-foot spacing is requested as this would allow for the RV Park layout that has been designed. With respect to the PUD Commercial site, it would allow for shorter customer travel time/distance in and out of the commercial center from Judge Orr Road. Allowing the shorter spacing from the commercial access to Judge Orr Road would provide superior commercial site marketability and sustainability (from the perspective of ease of customer accessibility).

The deviation will not adversely affect safety or operations.

ECM Table 2-35 indicates an entering sight distance requirement of 455 feet for an access where single unit trucks are the design vehicle. The proposed spacing would be short of the 455-foot spacing by 81 feet assuming the sight distance line of sight to the center of the Judge/Orr Cessna intersection. This is based on a 35-mph roadway. The attached sight distance analysis exhibit demonstrates acceptable intersection and stopping sight distance for the access. The entering sight distance required is shorter when considering the slower speed of vehicles turning left and right from Judge Orr Road. Also, the line of sight for northbound vehicles from the south side of Judge Orr is greater than 355 feet. Also, the northbound approach at Judge Orr is a Stop condition - therefore, the 35-mph posted speed is not likely to be reached at the time the arriving vehicle is seen by the motorist at the access.

Note: There would be adequate stopping sight distance- 250' per ECM table 2-33 and 305' per AASHTO.

The 2040 queuing analysis contained in the TIS indicates that the proposed intersection spacing will be sufficient to accommodate vehicle turning movements, projected vehicle queues, turn lanes of sufficient length and associated tapers (please refer to separate deviation for turn lane lengths), sufficient stopping sight distance and intersection sight distance based on this site-specific analysis. Please refer to the attached exhibits showing the intersection spacing and laneage plan for Cessna Drive north of Judge Orr Road.

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

This deviation will reduce maintenance cost until the Cessna Drive collector is extended north - then the spacing would not affect the cost.

The deviation will not adversely affect aesthetic appearance.

N/A

**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.

\_\_\_\_\_  
Signature of owner (or authorized representative)

\_\_\_\_\_  
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.

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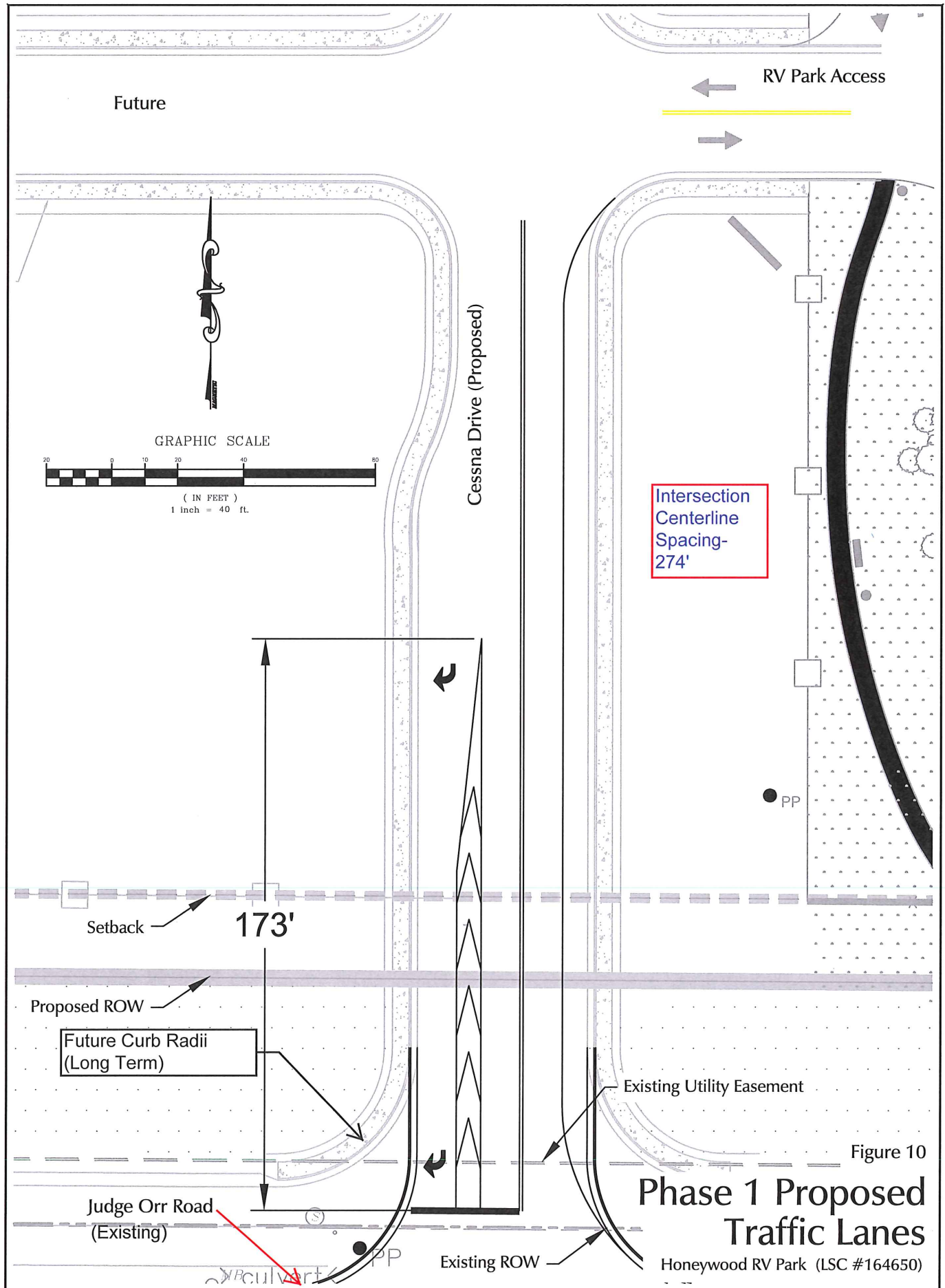


Figure 10

# Phase 1 Proposed Traffic Lanes

Honeywood RV Park (LSC #164650)

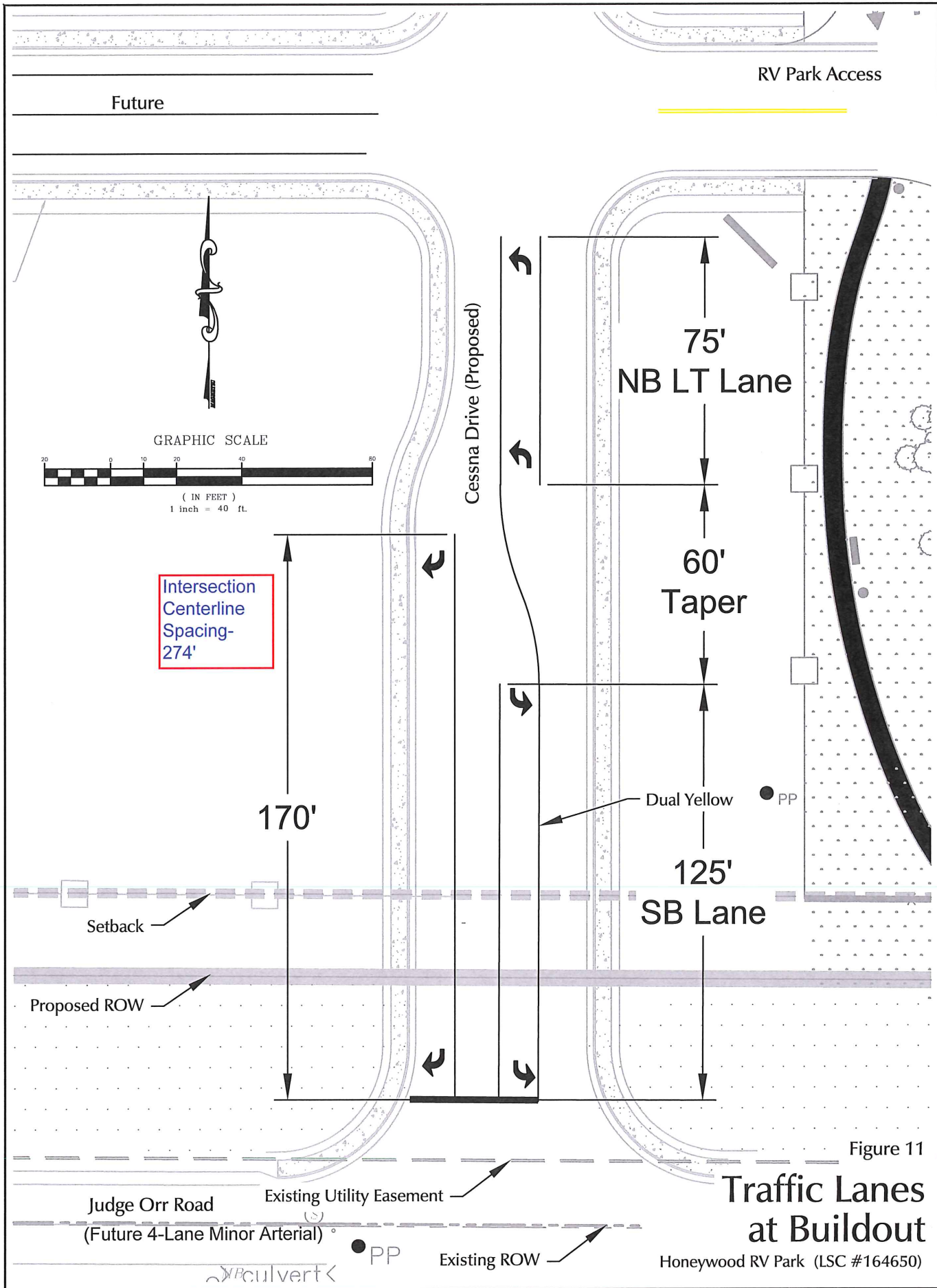


Figure 11

# Traffic Lanes at Buildout

Honeywood RV Park (LSC #164650)

**Deviation Table**  
**Auxiliary Turn Lane Analysis**  
**Comparison of ECM-Standard Component Lengths to Proposed**  
**& Queuing Analysis Results**

Comparison Items	Judge Orr Road/ Cessna Dr.			Cessna Dr./RV Park Access (east) /Future PUD Access (west)
	SB LT	SB TH	SB RT	NB Left Turn
<b>Comparison of ECM-Standard* Turn Lane Elements to Proposed</b>				
<b>Taper Lengths (ft)</b>				
ECM Standard (ft)	160	--	160	160
Proposed Lengths (ft)	60	--	60	60
Difference from ECM Standard (ft)	-100	--	-100	-100
<b>Deceleration Lengths (ft)</b>				
ECM Standard (ft)	155	--	155	155
Proposed Lengths (ft)	25	--	0	0
Difference from ECM Standard (ft)	-130	--	-155	-155
<b>Stacking Distances (ft)</b>				
ECM Standard (ft)	100	--	300	200
Proposed Lengths (ft)	100		170	75
Difference from ECM Standard (ft)	0		-130	-125
<b>SimTraffic Queuing Results</b>				
<b>Queuing (AM Peak Hour)**</b>				
Maximum Queue (ft)	106		72	53
Upstream Block Time (%)	0%		0%	0%
Storage Block Time (%)	0%		0%	0%
<b>Queuing (PM Peak Hour)**</b>				
Maximum Queue (ft)	103		131	31
Upstream Block Time (%)	0%		0%	0%
Storage Block Time (%)	1%		0%	0%
<p>* These are ECM-standard Urban Collector values.</p> <p>***Maximum queues reported in SimTraffic analysis are shown.</p>				

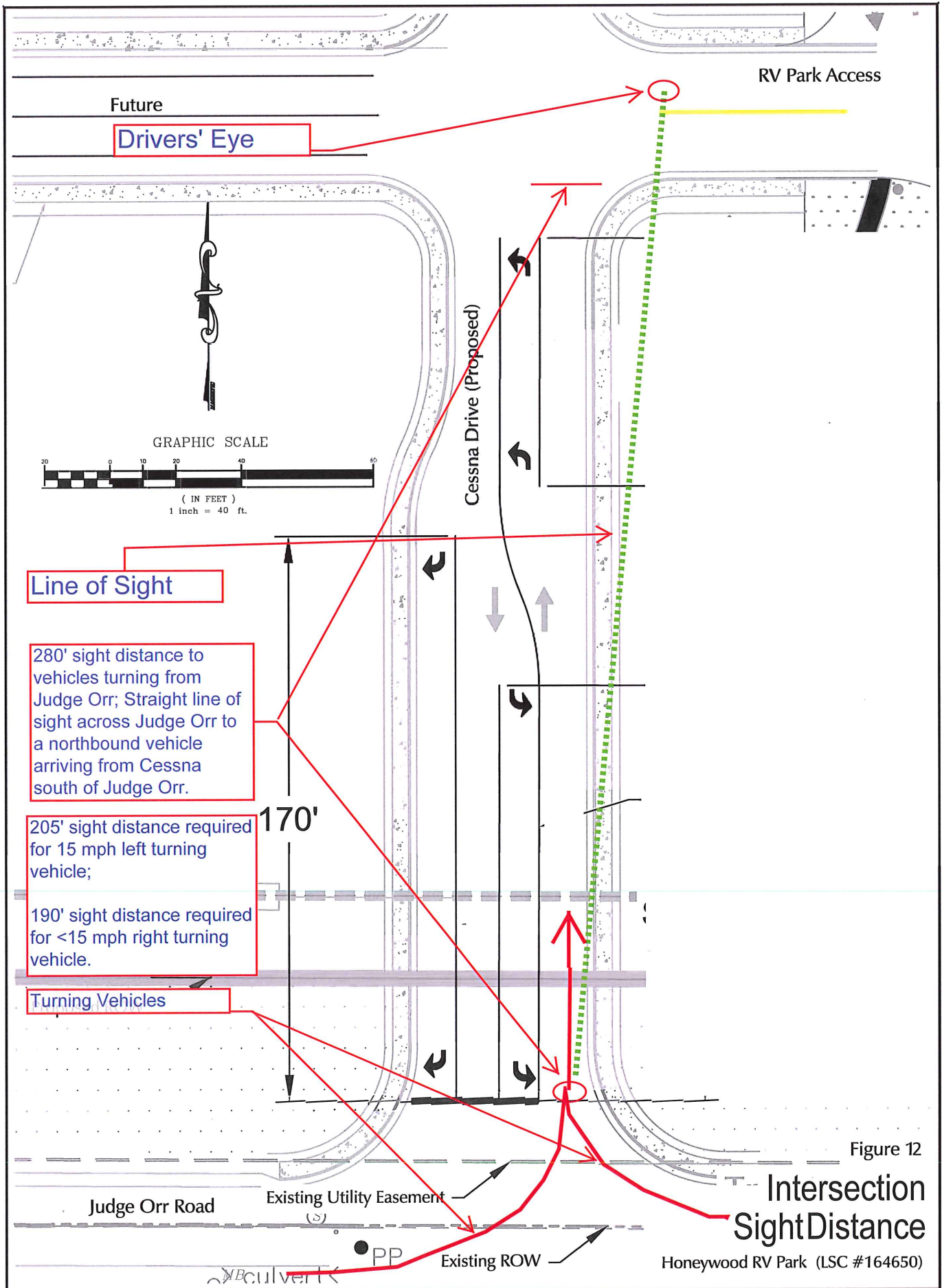


Figure 12