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Colorado Springs, Colorado 80910

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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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Deviation No. 2
REV. 2-8-19

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 Estates

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 - Intersection spacing along a Rural Minor Arterial.

This deviation and deviation 1 have the same request, intersection spacing on Cherry Crossing between Hodgen and Prayer Tree Trail. Please remove the intersection spacing request from deviation 1 (ie, do not ask twice). Please clean up all exhibits (for ALL deviations), removing all unnecessary exhibits for the given deviation and marking/highlighting the area of concern consistent with the request for each specific deviation. Private driveways for commercial sites have different requirements, per road classification, than street intersections. Please adjust your deviation request to state that you are adding the two commercial accesses where none are allowed per table 2-4 of the ECM (not that your spacing is not to ECM standards). A deviation for the spacing of the intersections (Hodgen and Prayer Tree Trail) is also required.

In general, this deviation request is for intersection spacing but you reference the 'commercial access'. It should reference an intersection (not a commercial access) when requesting a deviation for "INTERSECTION" spacing. Again, this deviation should request two things, intersection spacing and the addition of two commercial accesses onto a Minor Arterial.

Intersection spacing along a Rural Minor Arterial is 360 and 295 feet instead of the ECM-prescribed 360 and 295 feet. The proposed intersection is on Cherry Drive between Hodgen Road and the proposed commercial access and south commercial access,

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State of Registration: CO
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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 - Intersection spacing along a Rural Minor Arterial.

Proposed Nature and Extent of Deviation: The ECM-prescribed intersection spacing along a Rural Minor Arterial is one-quarter mile. This deviation request is to allow spacings of 360 and 295 feet instead of the ECM-prescribed one-quarter mile spacing. These spacings are for Cherry Crossing Drive between Hodgen Road and the proposed north commercial access and between the proposed north commercial access and south commercial access, respectively.

Reason for the Requested Deviation: The deviation for the spacing less than one-quarter mile is needed as the entire depth of the site (south from Hodgen Road) is not one-quarter mile. The 360-foot intersection spacing is requested as this would allow the first internal intersection, including a commercial access (east leg) and residential street (west leg) to be closer and a more reasonable distance south from Hodgen Road given the size/scale of the proposed development. The 295-foot spacing to the south access is to allow for a second access to the commercial site.

Comparison of Proposed Deviation to ECM Standard: The proposed centerline intersection spacing along Cherry Crossing Drive between Hodgen Road and the north commercial site access is 360 feet. The spacing between the north and south commercial access points is 295 feet. These spacings are 960 and 1,025 feet short of the ECM standard intersection spacing of one-quarter mile.

Applicable Regional or National Standards used as Basis: The following is additional justification for the proposed modifications to the ECM standard intersection spacing criteria for the standard Rural Minor Arterial:

Excerpts from "Highway Functional Classification Concepts, Criteria and Procedures (2013) FHWA."

2.2.1 Access versus Mobility

"While most roadways offer both 'access to property' and 'travel mobility' services, it is the roadway's primary purpose that defines the classification category to which a given roadway belongs."

2.3 Other important Factors Related to Functional Classification Usage (Annual Average Daily Traffic [AADT] Volumes and Vehicle Miles of Travel [VMT])

"...While there is a general relationship between the functional classification of a roadway and its annual average daily traffic volume, two roads that carry the same traffic volume may actually serve very different purposes and therefore have different functional classifications."

This short roadway is intended to provide access. The function of the County's standard/unmodified Minor Arterial is more on the side of "mobility"- very different purposes in this case.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION **JUSTIFICATION**

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 deviation for the spacing less than one-quarter mile is needed as the entire depth of the site (south from Hodgen Road) is not one-quarter mile. Also, there will be no direct commercial site access permitted to State Highway 83 or Hodgen Road given the classifications of these roads. Given the smaller size/scale of the proposed commercial and residential developments, the shorter distance proposed from Hodgen south to the first intersection is necessary so as not to impose undue hardship on the applicant due to site layout/efficiency issues. The site is only

about 1,250 feet deep (north/south dimension) and as such, this north/south roadway is 950 feet long. South of the south commercial access, the roadway tapers to a Rural Local cross section. Please refer to the attached lane and ROW exhibit. The length of the balance of the public roads is about 900 feet (Prayer Tree Trail is the only additional public road).

Also, primary commercial access needs to be as close as possible to Hodgen Road to create a marketable and sustainable commercial site (from the perspective of ease of customer accessibility). The south access spacing is 295 feet from the north access. The south access is needed to accommodate a second commercial access.

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 deviation is based on the limited depth of the site (south from Hodgen Road) -- less than one-quarter mile, access limitations/restrictions on the two adjacent arterial roads, site layout/efficiency considerations of a smaller site, 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 360-foot intersection spacing between Hodgen and the first intersection, and the south access spacing 295 feet from the north access, would provide a superior design considering the smaller size/scale of the proposed commercial and residential developments.

The 360-foot and 295-foot spacings are requested as this would allow for 1) a row of residential lots northwest of the first internal intersection; 2) a second commercial access to the south; 3) residential lots to the south; and 4) a primary commercial access closer to Hodgen Road. This closer commercial access would translate to shorter customer travel time/distance in and out of the commercial center from Hodgen Road. Allowing the shorter spacing from the commercial access to Hodgen Road would provide superior commercial site marketability and sustainability (from the perspective of ease of customer accessibility). The second access will also facilitate better circulation for trucks and larger vehicles. Truck drivers would be able to enter via one access point and exit via the other. This would be most practical and efficient for the truck drivers.

- The roadway is not planned to extend to the south of this property.
- The proposed modified Rural Minor Arterial cross section with the requested design modifications would be more appropriate for this development given the scale of the development and low level of continuity of the subject roadway. 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 (ending in a cul-de-sac). Most traffic will turn left into and right out of the first commercial access point located 360 feet south of Hodgen Road (centerline spacing).

The Rural Minor Arterial classification is being used, despite the short length with projected ADTs within the ECM design ADT range of the Rural Minor Arterial. This is partly for pavement design purposes and because the 100-foot Minor Arterial ROW is needed to accommodate the combined width of the proposed turn lanes, center raised median island, and drainage ditches.

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 traffic volumes. The proposed design will be able to accommodate the larger multi-unit vehicles, as shown in the attached AutoTurn exhibits.

The deviation will not adversely affect safety or operations.

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), and sufficient intersection and stopping sight distance. Please refer to the attached exhibit showing the intersection spacing and laneage plan for this section of Cherry Crossing Drive.

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

This deviation will not adversely affect maintenance with respect to snow plowing - snow plows will be able to use the cul-de-sacs at the end of each street to turn around. The maintenance associated with the number of intersections along Cherry Crossing Drive would be the same as with no deviation. The north access is a public street intersection and the south access will be a private access point.

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.

Chris Turner 2/29/19
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.



CALL UTILITY NOTIFICATION
 CENTER OF COLORADO
 1-800-922-1987
 CALL 2 BUSINESS DAYS IN ADVANCE
 BEFORE YOU DIG, GRADE, OR EXCAVATE
 FOR THE MARKING OF UNDERGROUND
 UTILITIES.
 A 2-BUSINESS DAY RESPONSE TIME IS
 GUARANTEED.

No.	REVISION	BY	DATE

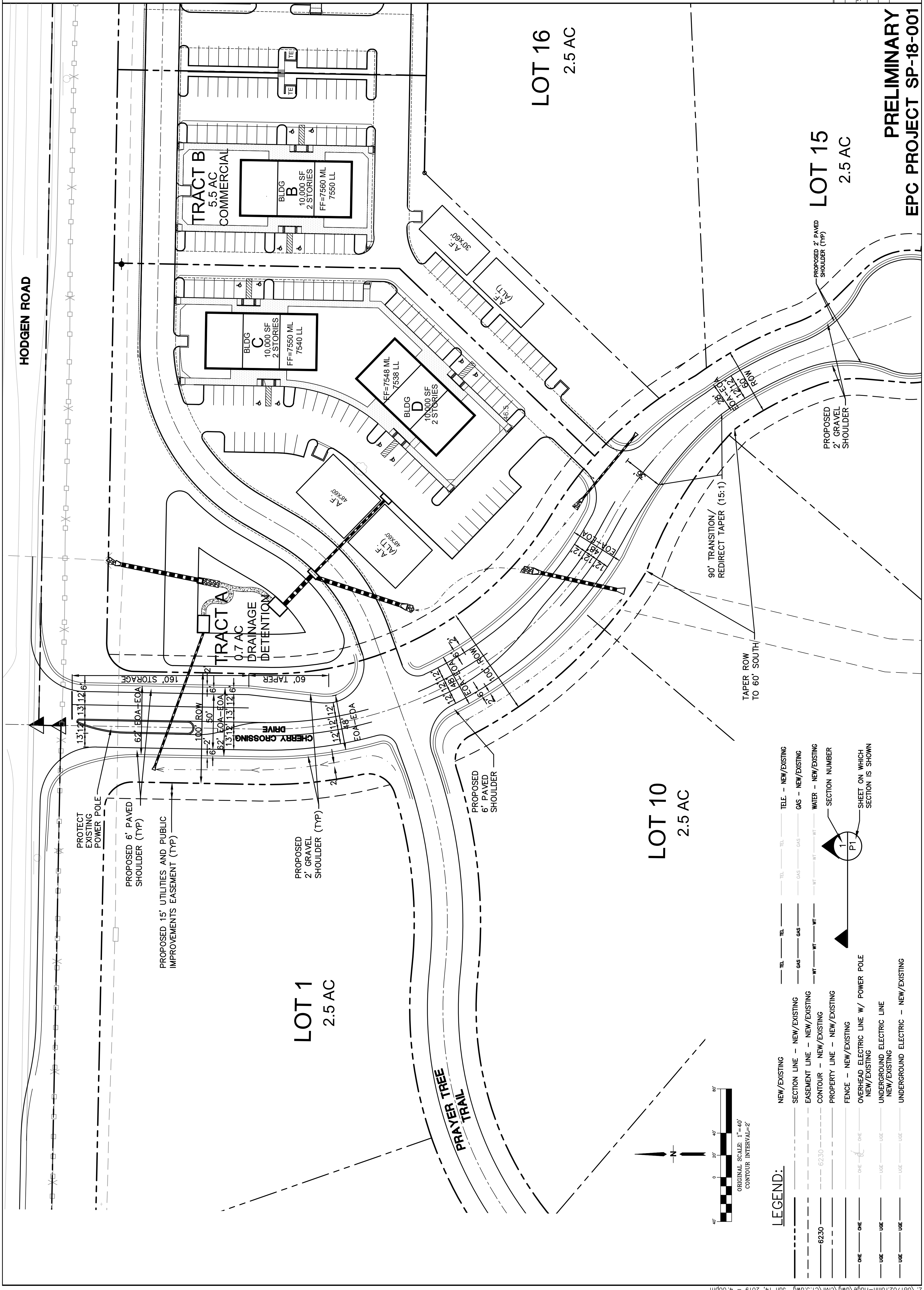
ENTRY DETAIL

HORIZ. SCALE: 1"=40'	DRAWN: BJJ
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 1/04/19	LAST MODIFIED: 4/1/19
PROJECT NO: 061702	MODIFIED BY: BJJ
SHEET:	

C1.3

ROLLIN RIDGE ESTATES

**PRELIMINARY
 EPC PROJECT SP-18-001**



180'

360'



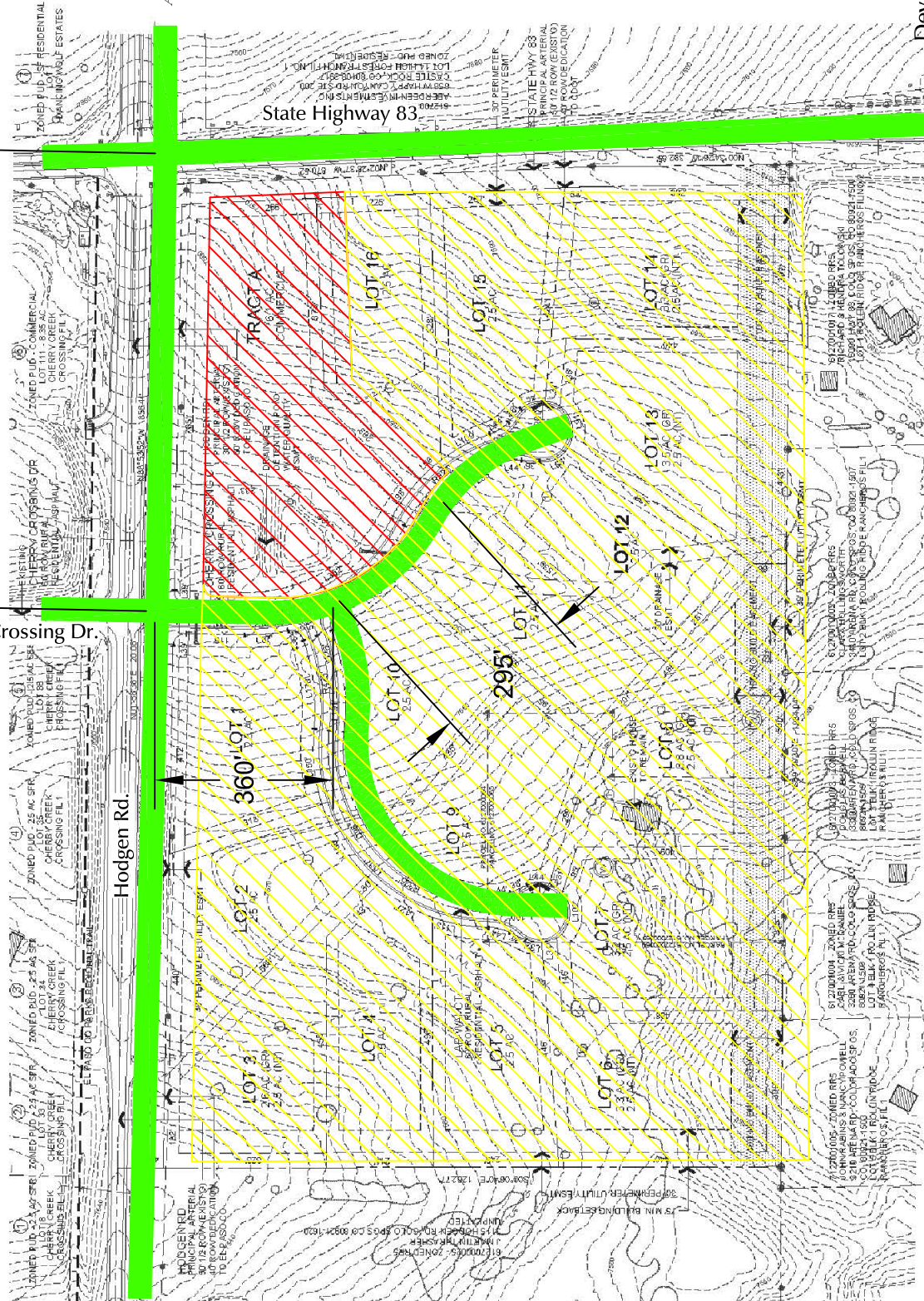
Approximate Scale
Scale: 1" = 360'

Cherry Crossing Dr.

900'

Hodgen Rd.

State Highway 83



Deviation Exhibit

Intersection/Access Spacing

Rollin Ridge Estates (LSC #174470)

LEGEND:

-  = Commercial Development Site
-  = Residential Development Site



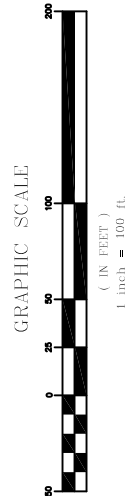
Approximate Scale
Scale: 1" = 100'

Hodgen Rd.

Cherry Crossing Dr.

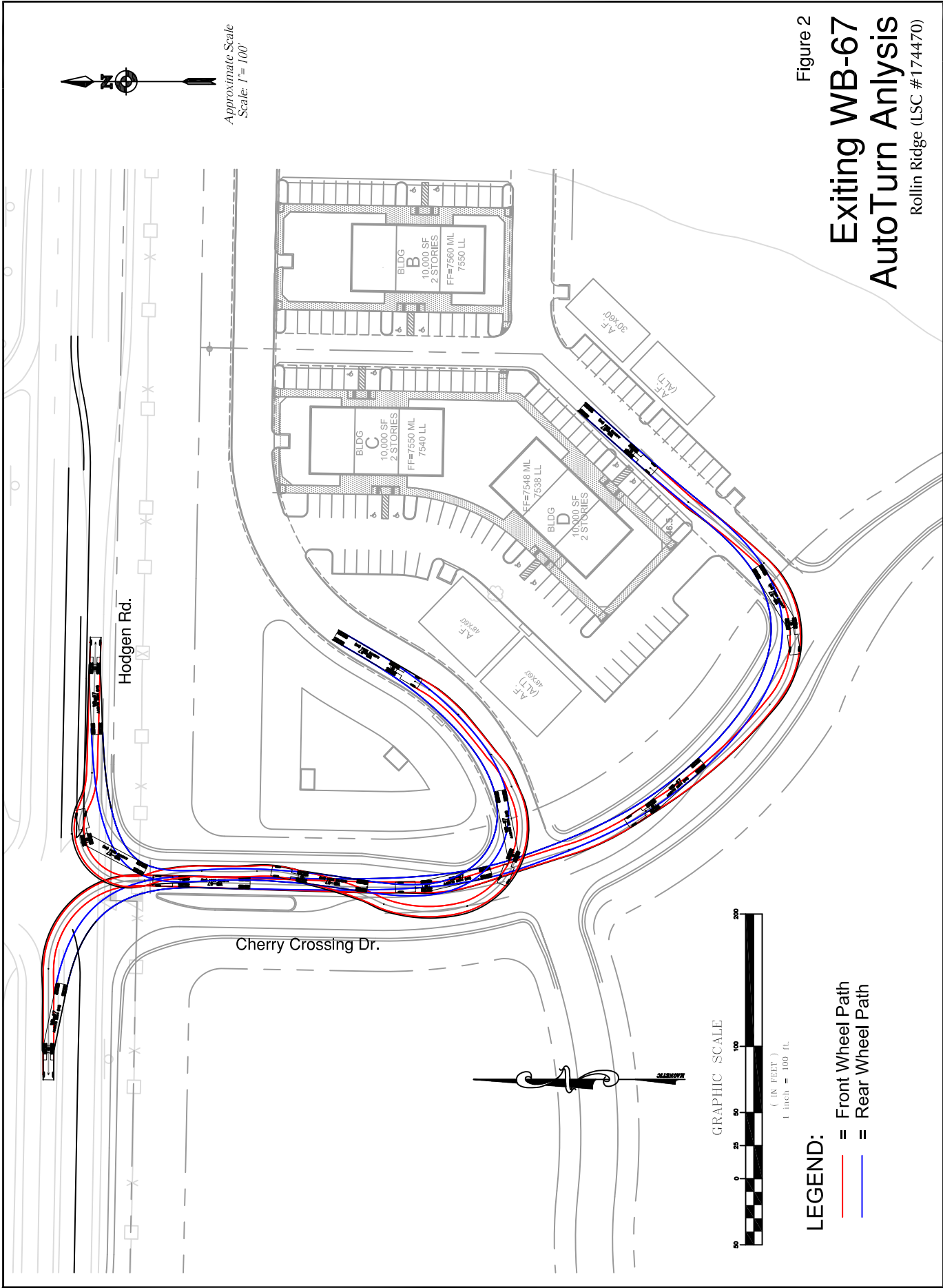


Figure 1
**Entering WB-67
 AutoTurn Analysis**
 Rollin Ridge (LSC #174470)



LEGEND:
 = Front Wheel Path
 = Rear Wheel Path





Approximate Scale
Scale: 1" = 100'

Figure 2
**Exiting WB-67
AutoTurn Analysis**
Rollin Ridge (LSC #174470)

GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.

LEGEND:
— = Front Wheel Path
— = Rear Wheel Path



Approximate Scale
Scale: 1" = 100'

Hodgen Rd.

Cherry Crossing Dr.

BLDG B
10,000 SF
2 STORIES
FF=7560 ML
7550 LL

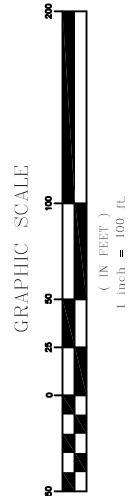
BLDG C
10,000 SF
2 STORIES
FF=7550 ML
7540 LL

BLDG D
10,000 SF
2 STORIES
FF=7548 ML
7538 LL

A/E 30'x60'

A/E 40'x60'

A/E 40'x60'



LEGEND:
= Front Wheel Path
= Rear Wheel Path

Figure 3
**Entering WB-50
AutoTurn Analysis**
Rollin Ridge (LSC #174470)

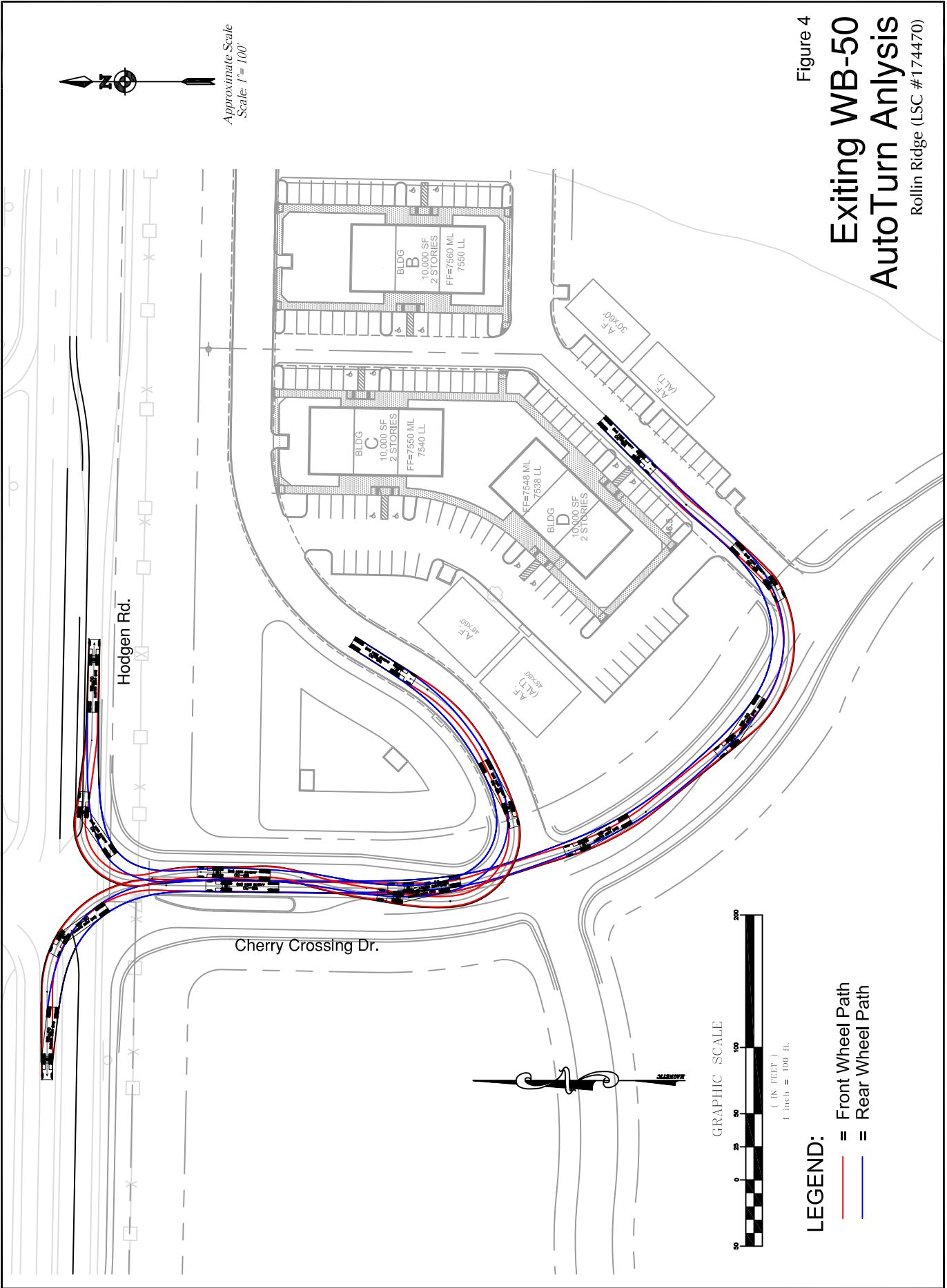
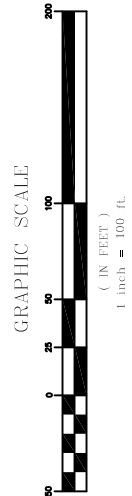


Figure 4
**Existing WB-50
 AutoTurn Analysis**
 Rollin Ridge (LSC #174470)

Approximate Scale
 Scale: 1" = 100'



LEGEND:
 — = Front Wheel Path
 — = Rear Wheel Path

Figure 5 Entering Single Unit Truck AutoTurn Analysis

Rollin Ridge (LSC #174470)

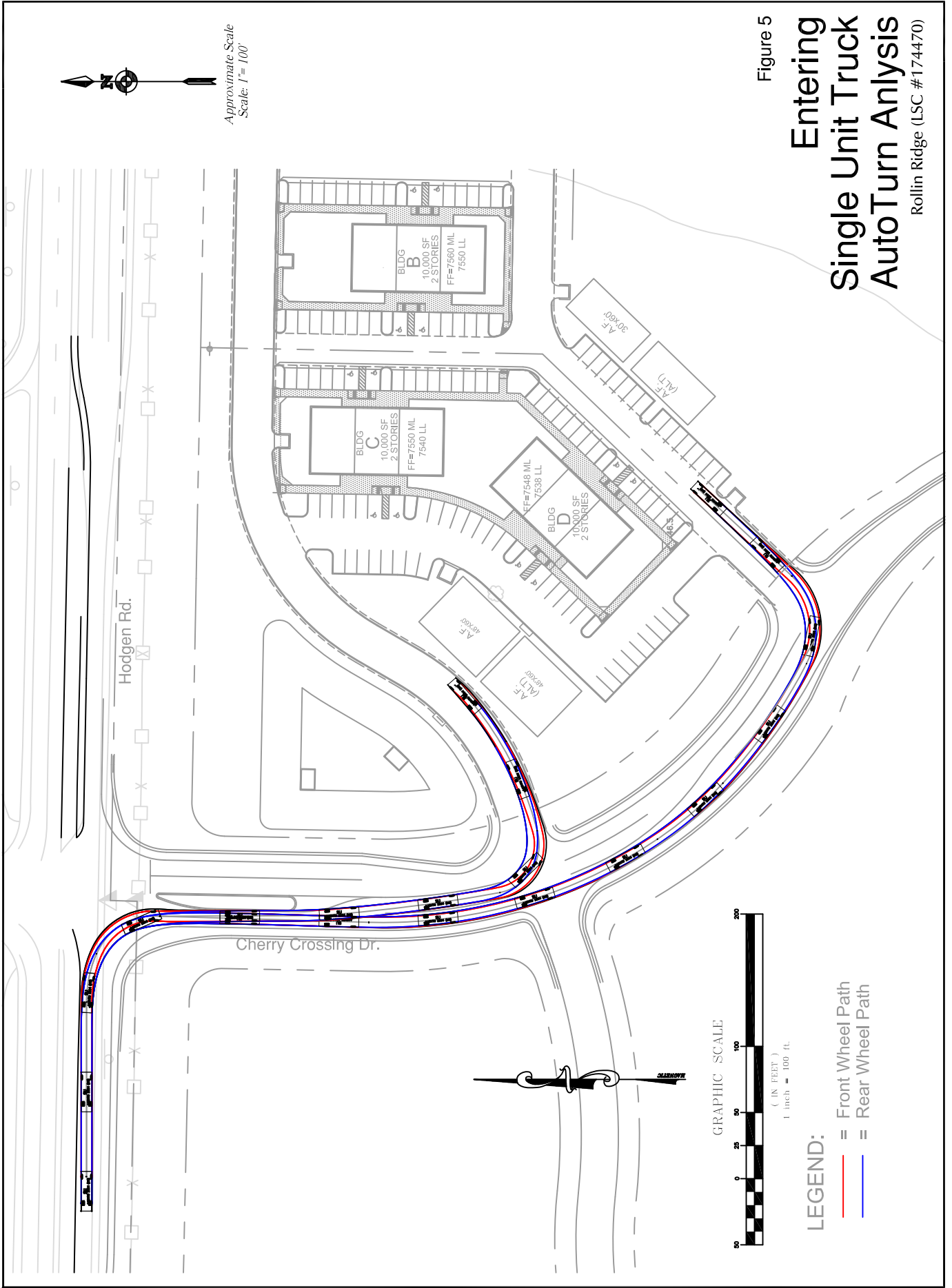
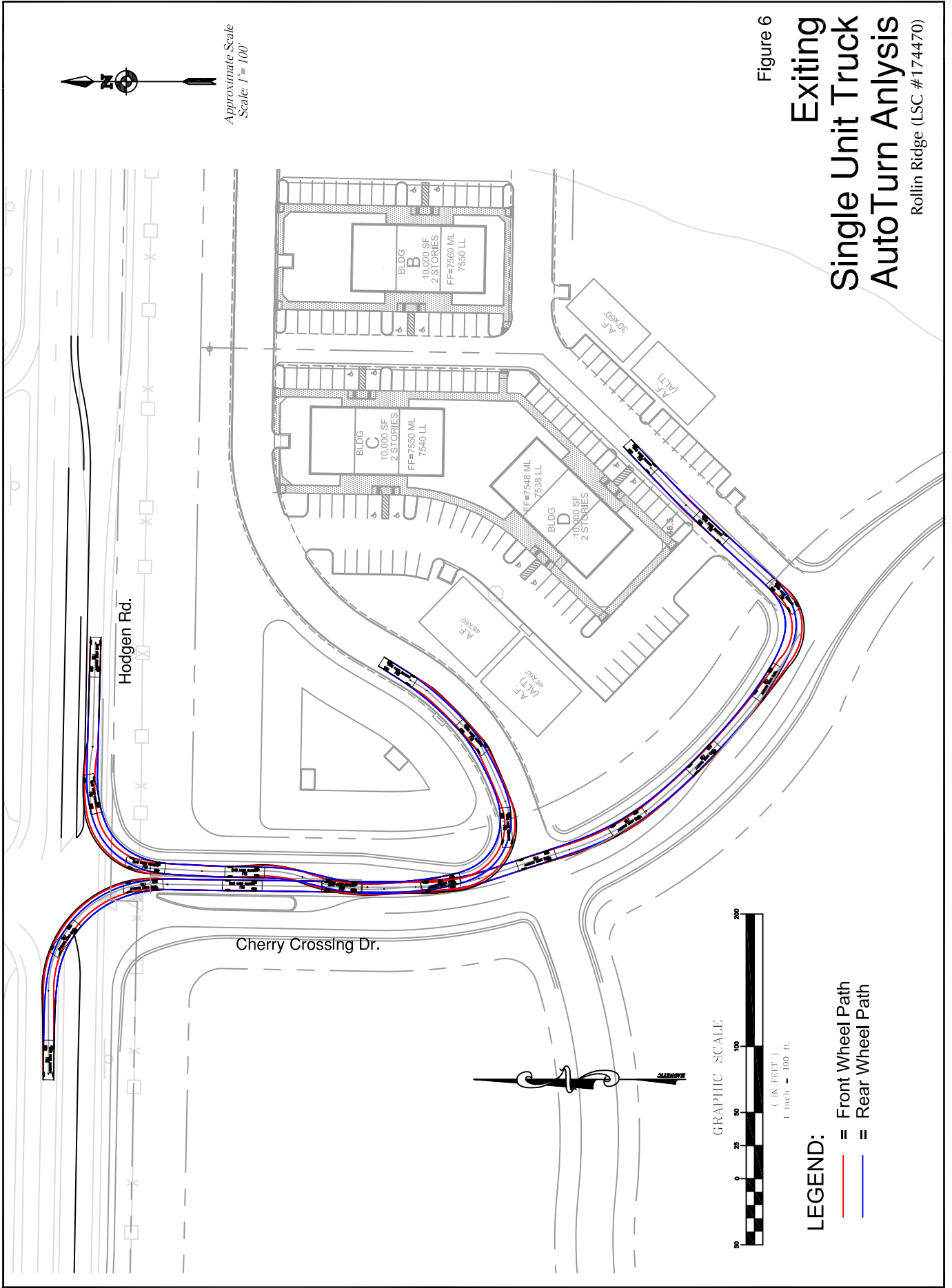


Figure 6
Exiting
Single Unit Truck
AutoTurn Analysis
 Rollin Ridge (LSC #174470)



Approximate Scale
 Scale: 1" = 100'

GRAPHIC SCALE
 (IN FEET)
 1 inch = 100 ft.

LEGEND:
 = Front Wheel Path
 = Rear Wheel Path

Markup Summary

dsdnijkamp (1)



Subject: Engineer
Page Label: 1
Lock: Locked
Author: dsdnijkamp
Date: 3/6/2019 3:26:01 PM
Color: ■

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