



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

**DEVIATION REVIEW
AND DECISION FORM**

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Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00

DSD FILE NO.:

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Deviation No. 1
REV 4-19-19

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

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 2-4 - Rural Minor Arterial - design speed/posted speed; minimum centerline curve radius; outside shoulder width; and "No Access Permitted." Note: Lane widths are not part of this deviation as they meet criteria.

Proposed Nature and Extent of Deviation: This deviation request is to allow a Rural Minor Arterial with the following modified design elements for the proposed Cherry Crossing Drive south of Hodgen Road and north of the south commercial access: Allow a design speed of 30 mph and a posted speed of 30 mph; a minimum centerline radius of 350'; allow a six foot outside paved shoulder instead of an eight foot paved shoulder; permit a commercial access point - otherwise there would be "No Access Permitted" per Table 2-4. Please refer to the "Entry Detail" exhibit (attached).

Applicant Information:

Applicant: TC&C LLC (Carl Turse)

Email Address: carlturse@icloud.com

Applicant is: Owner Consultant Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: (719) 488-8600

Fax Number: _____

Engineer Information:

Engineer: Jeffery C. Hodsdon, P.E.

Email Address: jeff@lscstrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 E Pikes Peak Ave, Suite 210, Colorado Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: Colorado

Telephone Number: (719) 633-2868

Fax Number: (719) 633-5430

El Paso County Procedures Manual

Procedure # R-FM-051-07

Issue Date: 12/31/07

Revision Issued: 00/00/00

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

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Reason for the Requested Deviation: The request is to allow modified design standards for a Minor Arterial Roadway (A minor arterial due to the ADT only). The reason for the deviation is to allow for a 2' narrower paved shoulder width, a 350' centerline radius and 30 mph design/posted speed that is more appropriate for this situation. This roadway has a proposed short length and will be a dead end, will have very limited continuity, and is intended to serve only the adjacent commercial and residential properties. Also, a second access is needed to serve the commercial development - thus the request for deviation from the criteria "No Access Permitted."

Comparison of Proposed Deviation to ECM Standard: Allow a design speed of 30 mph and a posted speed of 30 mph instead of the ECM standard 60/55; a minimum centerline radius of 350' instead of 1505'; allow a six foot outside paved shoulder instead of an eight-foot outside paved shoulder; permit a commercial access point - otherwise there would be "No Access Permitted" per Table 2-4. Please refer to the attached "Entry Detail" exhibit.

Applicable Regional or National Standards used as Basis: The following is justification for the proposed modifications to the above-referenced design elements of the ECM 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 proposed development is not allowed access to State Highway 83 and a second access point on Hodgen Road would not be allowed. These are the only two adjacent roadways.
- 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- Note: Also see separate Deviation No. 2).

The second commercial access point 295 feet south of the north (main) access point is needed for vehicle circulation and accessibility. The second access will 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 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 because it shall be used in preparing the pavement design (The county will require the pavement design to be based on Rural Minor Arterial criteria) and because the 100' 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 section of street adjacent to the commercial site to carry the anticipated traffic volumes and accommodate the larger multi-unit vehicles, as shown in the attached AutoTurn exhibits.

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 request is based on the limited access opportunities (The development is not allowed access to State Highway 83 and a second access to Hodgen Road would not be permitted). All the site traffic will need to use the proposed Cherry Crossing Drive for access due to the adjacent roadway access control. A requirement to use all standard rural Minor Arterial design criteria would significantly impact the site

layout.

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

The proposed modified Minor Arterial roadway has been designed to accommodate the projected commercial (and residential) traffic volumes. The attached Entry Detail exhibit depicts the addition of auxiliary turn lanes and the attached AutoTurn exhibits demonstrate that the proposed 6' paved shoulders would accommodate the design vehicle. These elements will allow the roadway to accommodate the proposed daily commercial traffic volumes (and peak-hour intersection turning movement volumes) that would need to use this section of street due to access restrictions on SH 83 and Hodgen Road. The proposed modifications to the above-referenced design elements of the Rural Minor Arterial classification would be more appropriate for this particular situation.

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. Most traffic will turn left into and right out of the first commercial access point located 360 feet south of Hodgen Road (centerline spacing - Note: see separate Deviation No. 2). The second commercial access point 295 feet south of the north (main) access point is needed for truck and passenger vehicle circulation and accessibility.

Given the nature and low level of continuity of the roadway, the proposed modified design elements are more appropriate than those standard with the Rural Minor Arterial. The traffic will not be high-speed, through traffic volumes, rather low-speed, local access traffic turning to/from Hodgen Road and turning into and out of the commercial center and the residential subdivision streets.

The deviation will not adversely affect safety or operations.

The attached Entry Detail exhibit depicts the addition of auxiliary turn lanes and the attached AutoTurn exhibits demonstrate that the proposed 6' paved shoulders would accommodate the design vehicle. These elements will allow the roadway to accommodate the proposed daily commercial traffic volumes (and peak-hour intersection turning movement volumes).

Please refer to the queuing analysis section in the Traffic Impact Study. The queuing analysis indicates that the projected queues can be accommodated by the proposed laneage shown in the Entry Detail exhibit (attached). Intersection levels of service are shown to meet county standards. Please refer to the traffic report for level of service results.

The Rural Minor Arterial design elements requested for modification - a minimum centerline radius of 350' and six foot outside paved shoulder (instead of an eight-foot paved shoulder) are consistent with the requested modified lower design speed of 30 mph and posted speed of 30 mph.

The proposed south access to the commercial would meet the prescribed "clearance from intersections" outlined in Section 2.4.1.F. The minimum clearance of 50' from an intersection ("for an access fronting on a Collector or Local Road" - this section of Cherry Crossing Drive will function like a Collector or Local Road) and the sight distance would be met (provided the following: obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access).

Given the nature and low level of continuity of the roadway, the proposed modified design elements are more appropriate than those with the standard Rural Minor Arterial (60 mph design speed). The traffic will not be high-speed, through traffic volumes, rather low-speed, local access traffic turning to/from Hodgen Road and

turning into and out of the commercial center and the residential subdivision streets.

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

The deviation will not adversely affect maintenance cost as the paved shoulders are 2' narrower than the Minor Arterial standard. This would be 2' less pavement on each side to maintain.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the design will be paved, with County and MUTCD standard pavement markings and will look consistent with county roads.

Z:\081702-rollin-ridge\dwg\civil\C1.3.dwg Mar 15, 2019 - 12:44pm



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ROLLIN RIDGE ESTATES

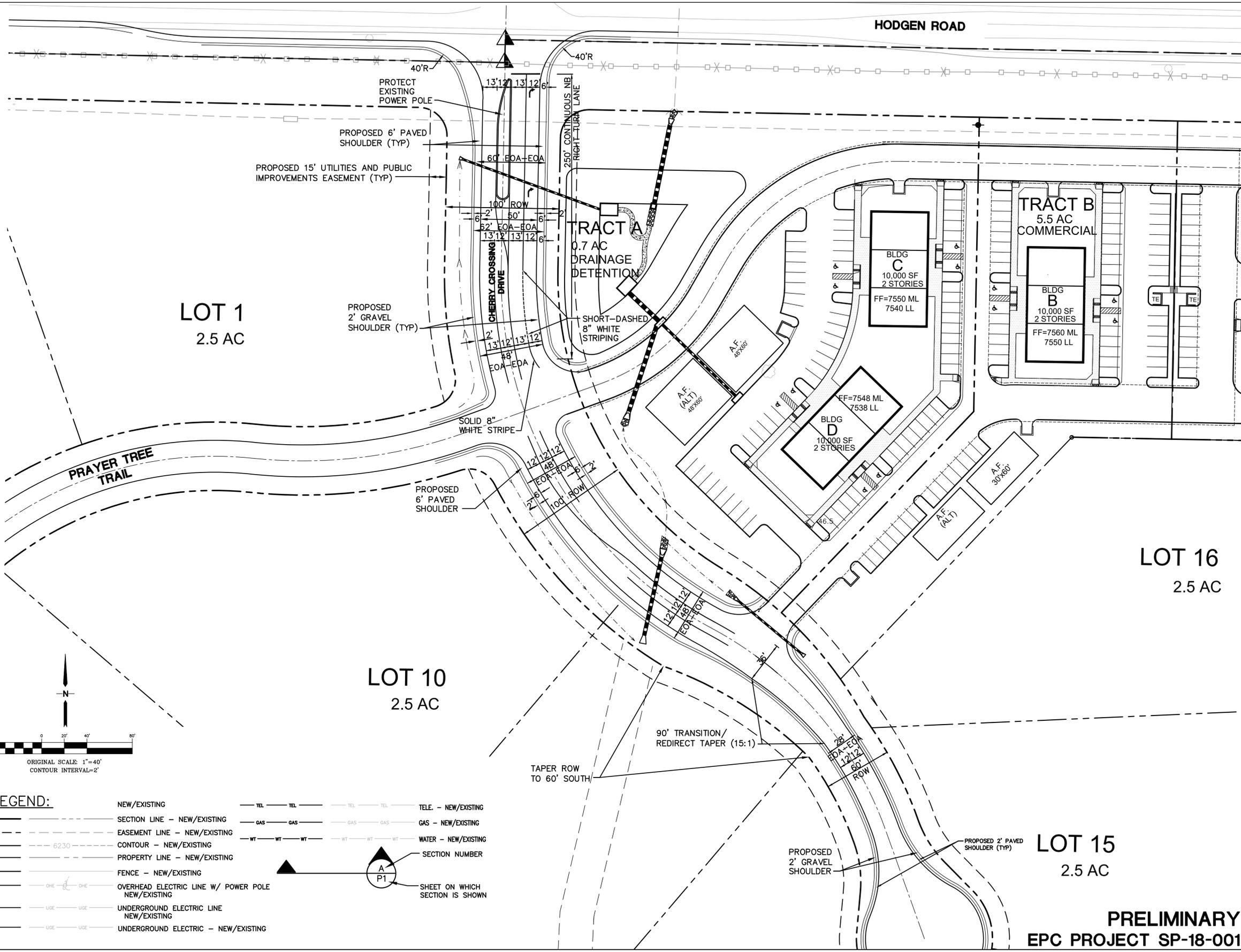
No.	REVISION	BY	DATE

ENTRY DETAIL

HORZ. SCALE: 1"=40'	DRAWN: BJJ
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 1/04/19	LAST MODIFIED: 3/15/19
PROJECT NO: 081702	MODIFIED BY: BJJ
SHEET:	

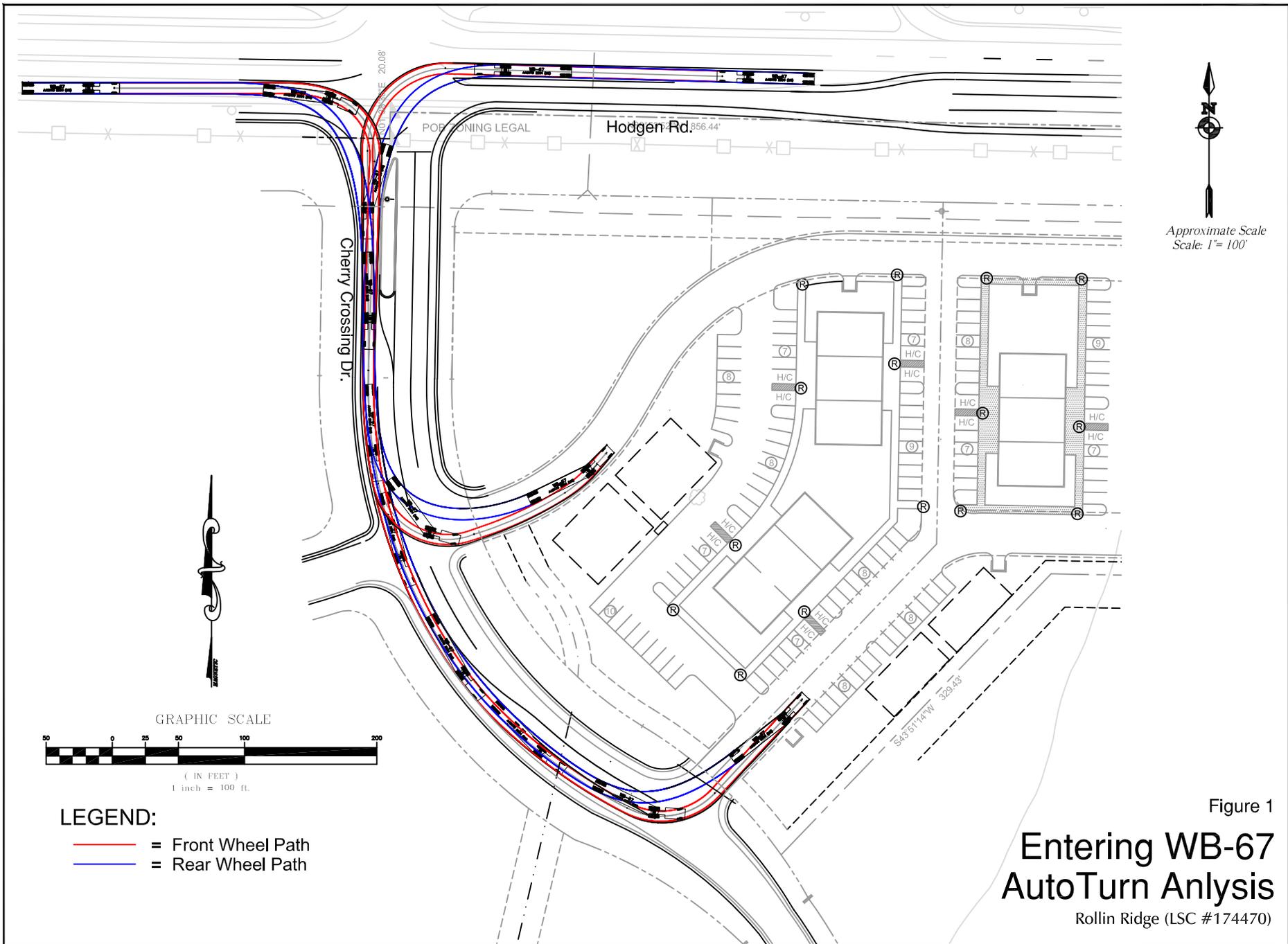
C1.3

PRELIMINARY EPC PROJECT SP-18-001



LEGEND:

---	NEW/EXISTING	TEL	TEL	TEL	TEL	TELE - NEW/EXISTING
---	SECTION LINE - NEW/EXISTING	GAS	GAS	GAS	GAS	GAS - NEW/EXISTING
---	EASEMENT LINE - NEW/EXISTING	WT	WT	WT	WT	WATER - NEW/EXISTING
6230	CONTOUR - NEW/EXISTING	---	---	---	---	SECTION NUMBER
---	PROPERTY LINE - NEW/EXISTING	---	---	---	---	SHEET ON WHICH SECTION IS SHOWN
---	FENCE - NEW/EXISTING	---	---	---	---	
OHE	OVERHEAD ELECTRIC LINE W/ POWER POLE NEW/EXISTING	---	---	---	---	
UGE	UNDERGROUND ELECTRIC LINE NEW/EXISTING	---	---	---	---	
UGE	UNDERGROUND ELECTRIC - NEW/EXISTING	---	---	---	---	



Approximate Scale
Scale: 1" = 100'

Figure 1

Entering WB-67 AutoTurn Analysis

Rollin Ridge (LSC #174470)

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

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

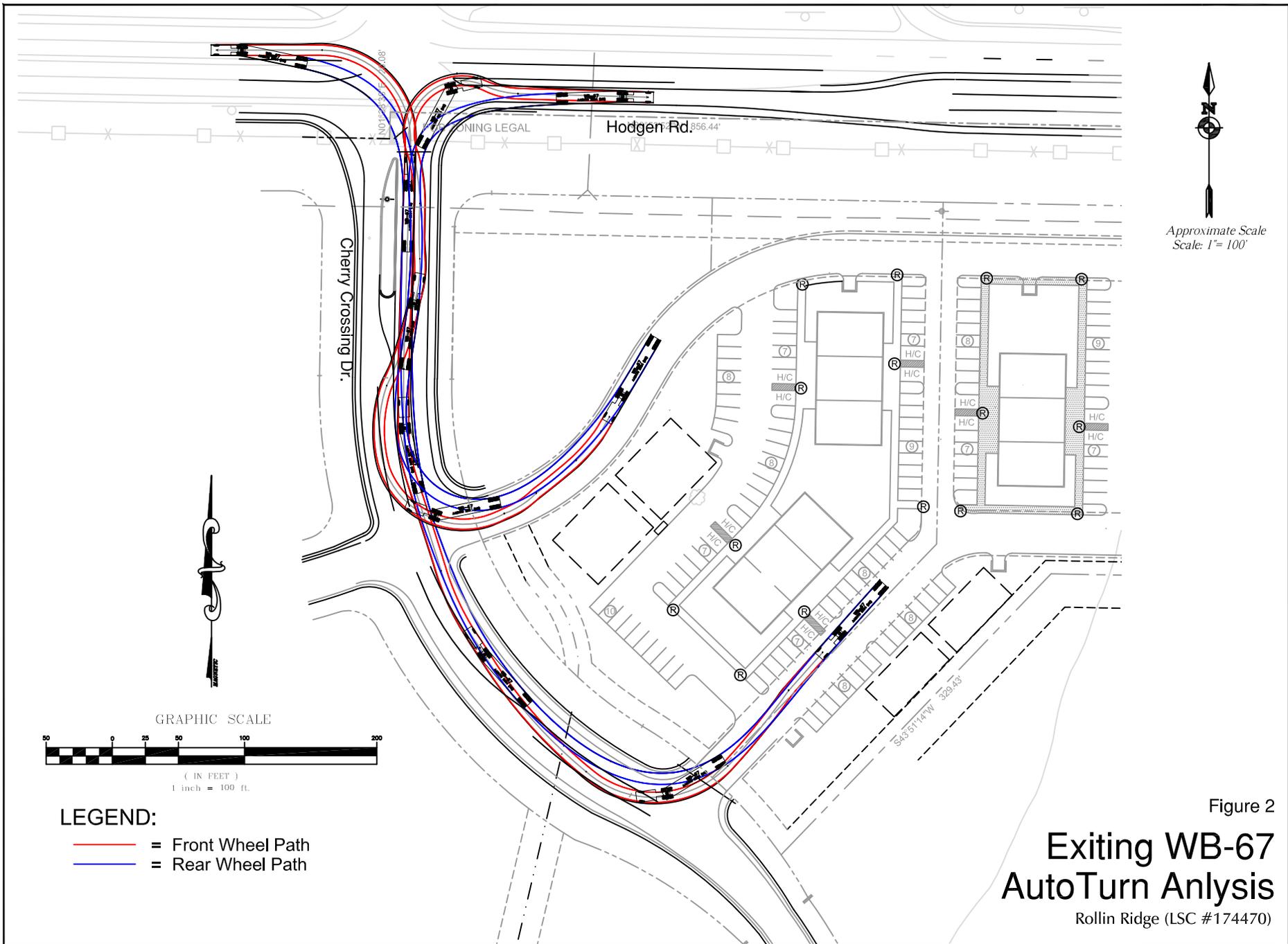
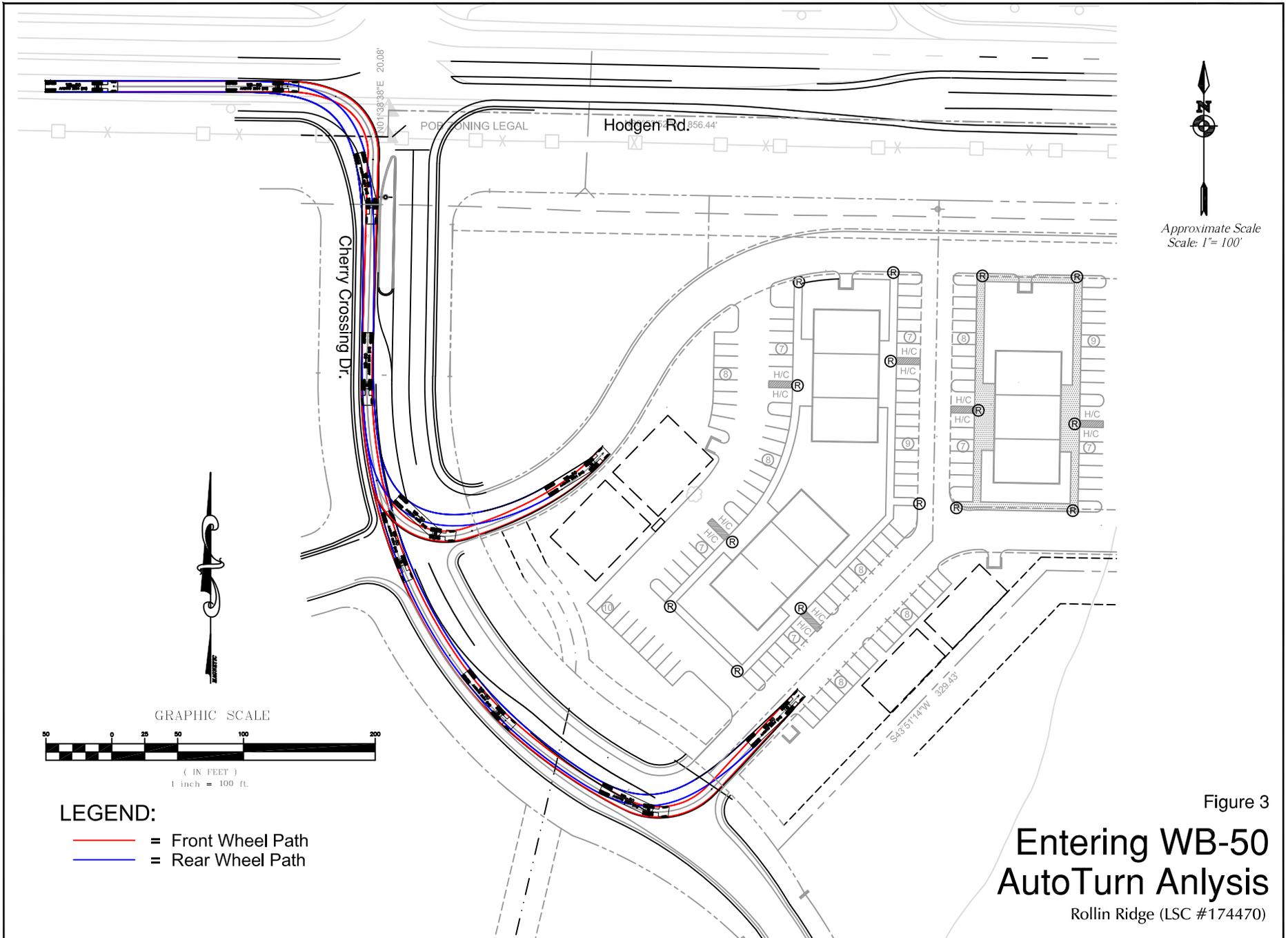


Figure 2
Exiting WB-67
AutoTurn Analysis
 Rollin Ridge (LSC #174470)

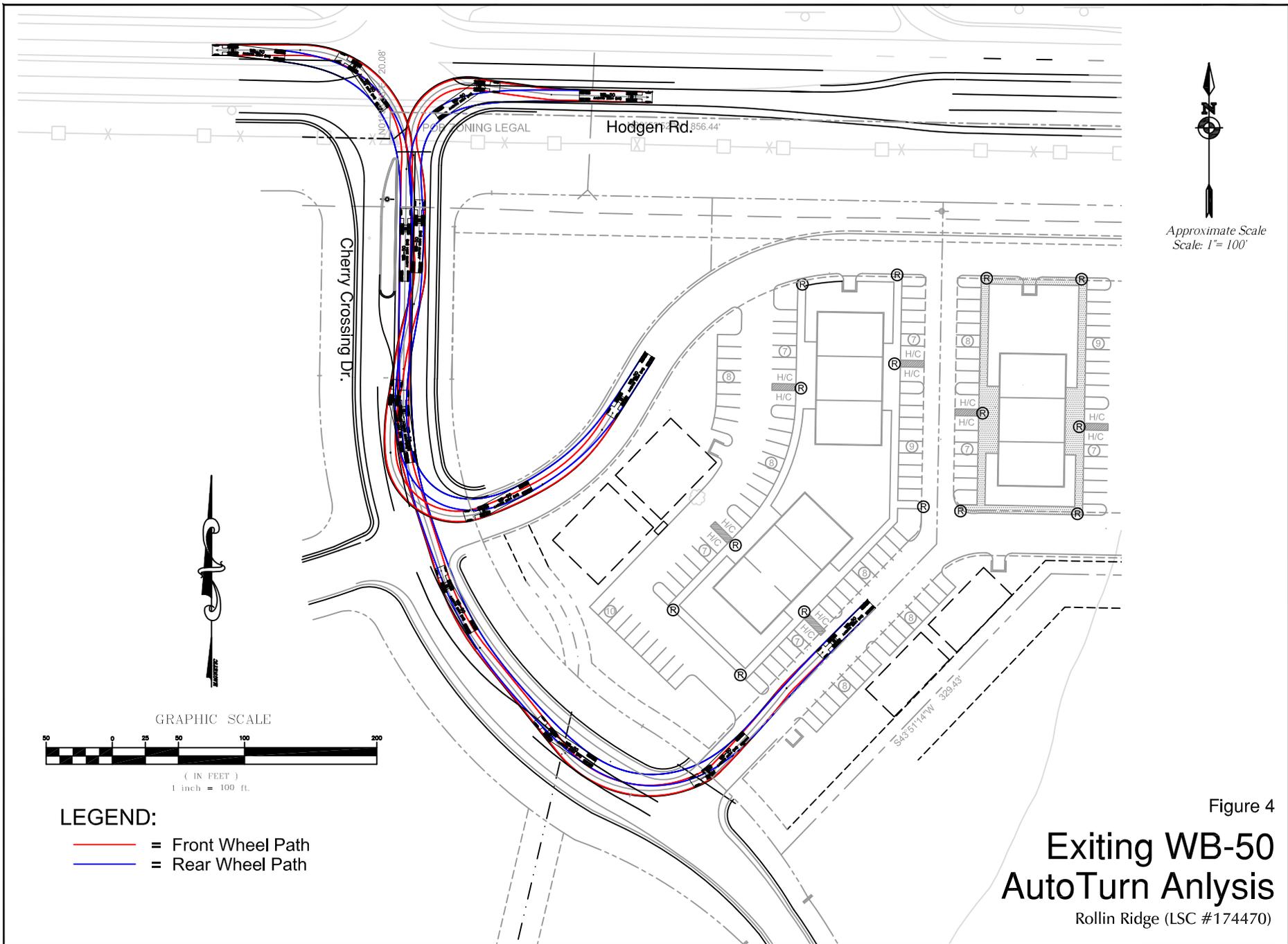


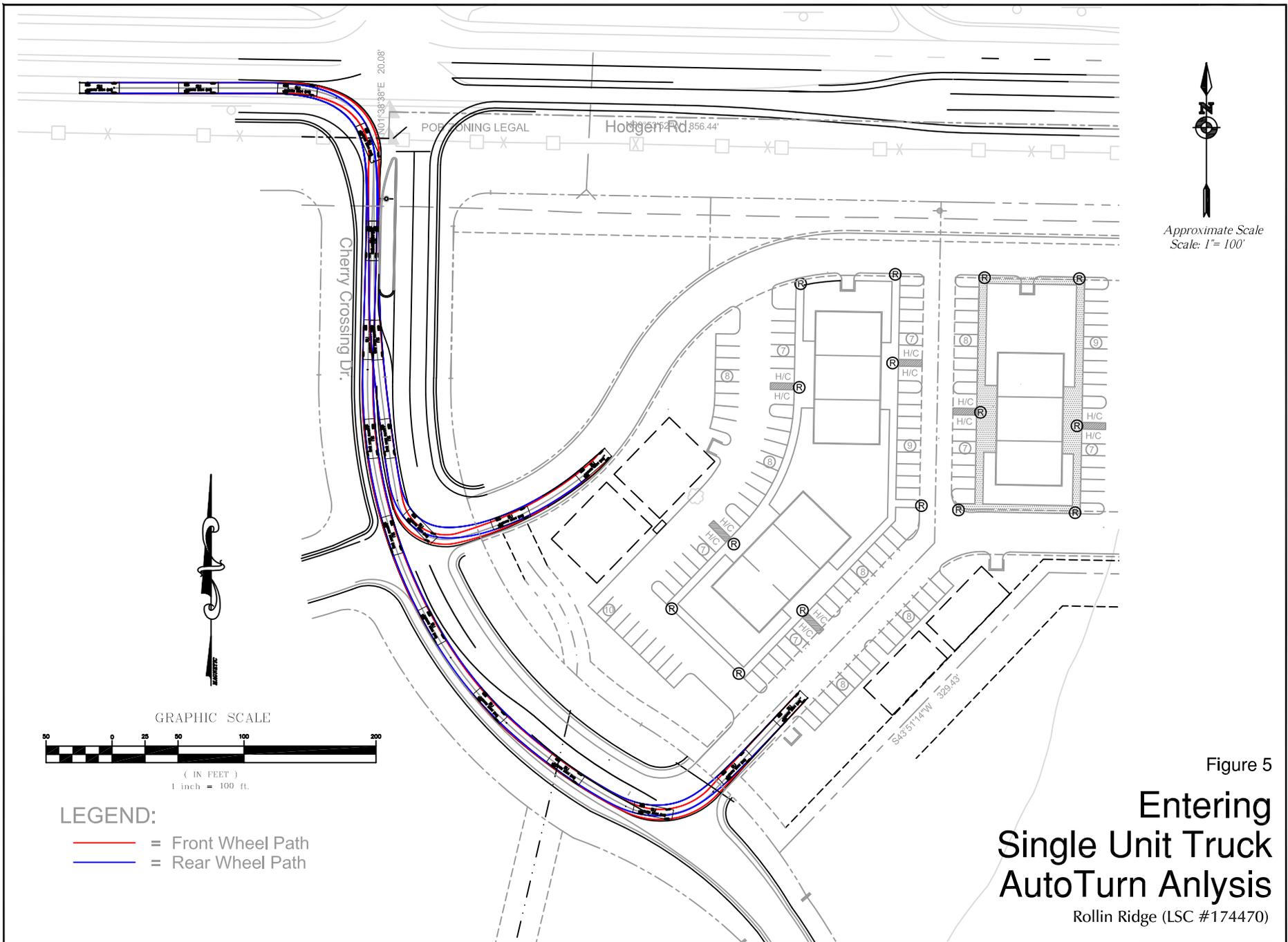
Approximate Scale
 Scale: 1" = 100'

Figure 3

Entering WB-50 AutoTurn Analysis

Rollin Ridge (LSC #174470)



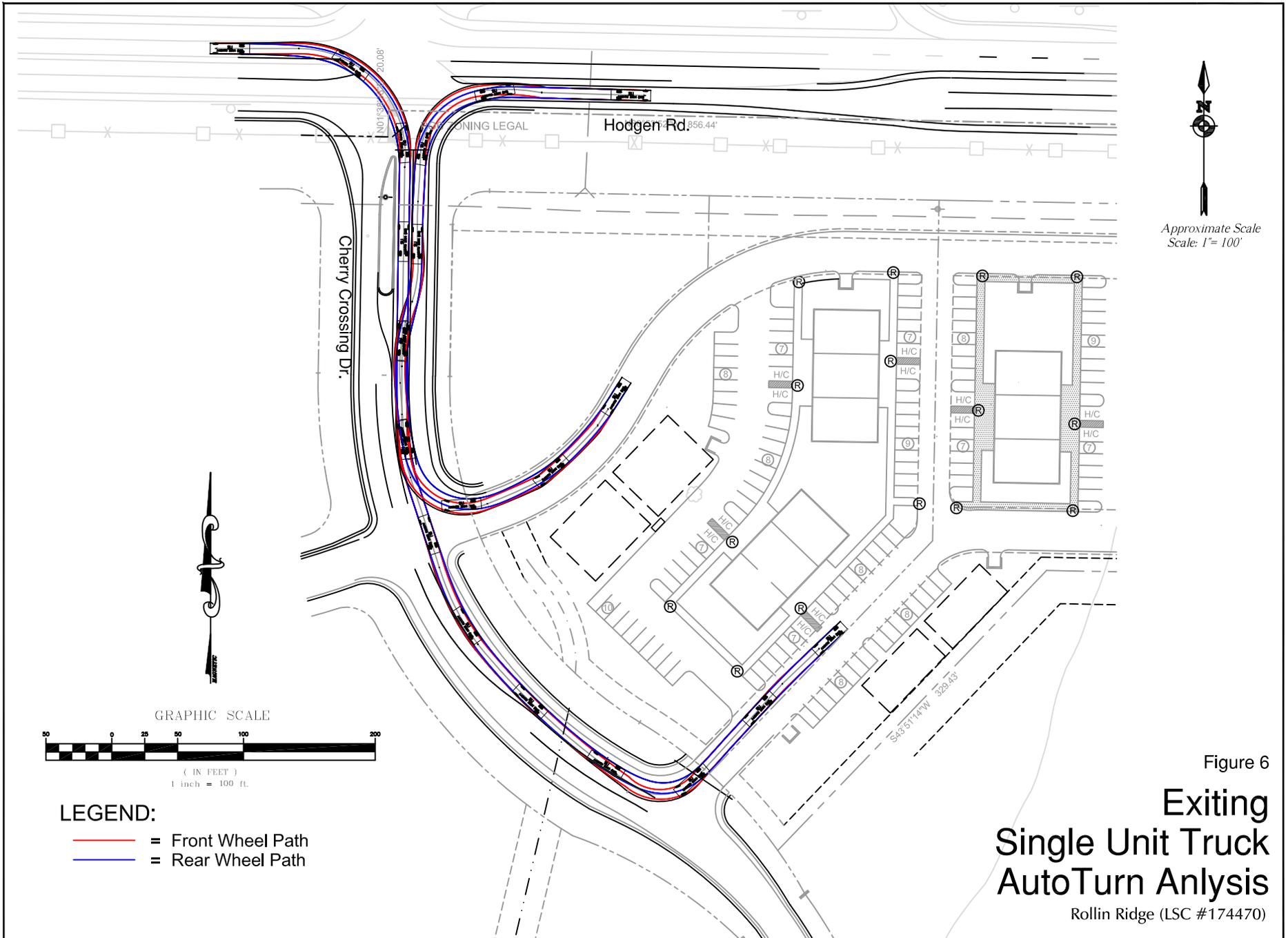


Approximate Scale
 Scale: 1" = 100'

Figure 5

Entering Single Unit Truck AutoTurn Analysis

Rollin Ridge (LSC #174470)



Approximate Scale
Scale: 1" = 100'

Figure 6

Exiting Single Unit Truck AutoTurn Analysis

Rollin Ridge (LSC #174470)

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

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