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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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Reviewed by
dsdgrimm
04/09/2019 5:10:03 PM

Deviation No. 3
REV. 3-14-2019

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: 2.3.7.E Intersections - Turn Lane Design

Specific Criteria from Which a Deviation is Sought: Turn Lane Design Elements for right turn lanes and tapers.

Proposed Nature and Extent of Deviation: Allow an abbreviated northbound right turn lane at the intersection of Cherry Crossing Drive & Hodgen Road. The lane would extend from the intersection of Hodgen Road south to the proposed intersection of Cherry Crossing Drive/Prayer Tree Trail/north commercial access and would be a continuous northbound right turn lane between these intersections. The lane length would be about 250 feet.

Applicant Information:

Applicant: Carl Turse, TC&C, LLC

Email Address: carlturse@icloud.com

Applicant is: Owner Consultant Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: 488-8600

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCTrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: CO

Telephone Number: 719-633-2868

Fax Number: 719-633-5430

Original comment requested to remove references to the TIS, EXCEPT WHERE EXHIBITS ARE NEEDED TO CLARIFY THE DEVIATION. Please put the exhibit back into this request.

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

Section of ECM from Which Deviation is Sought: 2.3.7.E Intersections - Turn Lane Design

Specific Criteria from Which a Deviation is Sought: 2.3.7.E.1 Turn Lane Design Elements for right turn lanes; and 2.3.7.E.2 Tapers.

Proposed Nature and Extent of Deviation: Allow an abbreviated northbound right turn lane at the intersection of Cherry Crossing Drive & Hodgen Road. The lane would extend from the intersection of Hodgen Road south to the proposed intersection of Cherry Crossing Drive/Prayer Tree Trail/north commercial access and would be a continuous northbound right turn lane between these intersections. The lane length would be about 250 feet. Please refer to Entry Detail exhibit included with the TIS report.

Reason for the Requested Deviation: The proposed centerline spacing along Cherry Crossing Drive between Hodgen Road and the north commercial access is 360 feet (see separate deviation request for this proposed spacing). An ECM-standard northbound right-turn deceleration lane and taper would not fit between these proposed two intersections based on the standard design speed of an ECM-standard Rural Minor Arterial. Note: This proposed lane length would meet criteria for a 30-mph design speed (235 feet required), which per Deviation No. 1 is the anticipated speed for Cherry Crossing Drive.

Comparison of Proposed Deviation to ECM Standard: An ECM-standard northbound right-turn deceleration lane would consist of 290 feet of deceleration distance, 150 feet of stacking distance, and a 240-foot-long taper. These are based on the standard design speed of an ECM-standard Rural Minor Arterial (60 mph) and the projected afternoon peak-hour northbound right turning volume (150 vehicles per hour). The proposed lane would be continuous between the intersections (about 250 feet of effective length). This would be 190 feet short of the ECM standard length of 444 feet (deceleration + storage) and no transition taper (ECM standard taper length is 240-foot) as the lane is proposed as a continuous lane. However, this proposed lane length would meet criteria for a 30-mph design speed (235 feet required), which per Deviation No. 1 is the anticipated speed for Cherry Crossing Drive.

Applicable Regional or National Standards used as Basis:

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.

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.

The need for this turn lane length deviation is due to the Minor Arterial classification, associated standard design speed for that classification and the proposed intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Prayer Tree Trail/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing - See Deviation No. 2.

The need for this turn lane length deviation is due to the Minor Arterial classification, associated standard design speed for that classification and the proposed intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Prayer Tree Trail/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing - See Deviation No. 2.

if it makes this dev easier to understand, please put this exhibit in this document.

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 need for this turn lane length deviation is due to the Minor Arterial classification, associated standard design speed for that classification and the proposed intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Prayer Tree Trail/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing - See Deviation No. 2. This turn lane length deviation is needed if the intersection spacing deviation is approved because the available distance between the intersections for an ECM standard-length right-turn lane (for a Rural Minor Arterial road) would not exist.

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

The proposed 250-foot-long northbound right-turn lane will provide about 100 feet more than the ECM-Standard stacking distance of 150 feet. Although this street is proposed to be classified as a Rural Minor Arterial, this classification is primarily based on the ADT rather than the length and continuity of the roadway. Given the limited land use proposed to be served by the street and the short length of the street, the vehicle speeds will be significantly lower than 60 mph ECM-standard design speed of a Rural Minor Arterial. This proposed lane length would meet criteria for a 30-mph design speed (235 feet required), which per Deviation No. 1 is the anticipated speed for Cherry Crossing Drive.

Also, this street will function as an "entry drive" rather than a major through-roadway. For these reasons, the proposed laneage will be functional and appropriately designed for this site-specific condition. Please refer to the proposed laneage shown in the Entry Detail exhibit included with the TIS report.

The deviation will not adversely affect safety or operations.

Given the proposed short length of this street south of Hodgen, the vehicle speeds will be significantly lower than 60 mph ECM-standard design speed of a Rural Minor Arterial. This proposed lane length would meet criteria for a 30-mph design speed (235 feet required), which per Deviation No. 1 is the anticipated speed for Cherry Crossing Drive. This street will function more like an "entry drive" than a major through-roadway. Motorists exiting the site and approaching the Hodgen/Cherry Crossing Drive will expect a "Stop-condition" at Hodgen. The Hodgen/Cherry Crossing Drive intersection is not expected to warrant a traffic signal and would be Stop-sign controlled. Therefore, all northbound traffic would have a "stop condition," there would be no "speed differential" between northbound through traffic and right-turning traffic, a "speed-change lane" would not be necessary, and thus deceleration distance would not be necessary. Therefore, the 290-foot-long deceleration distance required for a standard 60-mph Rural Minor Arterial will not be necessary. Only sufficient stacking distance is necessary.

The proposed 250-foot-long northbound right-turn lane will provide about 100 feet more than the required stacking distance of 150 feet. The queuing analysis included in the Rollin Ridge Traffic Impact Study (TIS) indicates that the projected queues can be accommodated by the proposed laneage shown in the Entry Detail exhibit included with the TIS report. Please refer to the queuing section in the TIS.

The 2040 queuing analysis contained in the TIS indicates no projected queue block time or spillback during either peak hour for the northbound right-turn lane or the adjacent through/left lane at the intersection of Hodgen Road/Cherry Crossing Drive. Please refer to the queuing analysis section contained in the TIS.

The deviation will not adversely affect maintenance and its associated cost. This deviation will reduce maintenance cost as the paved area will be less than with a standard turn lane.

The deviation will not adversely affect aesthetic appearance. The proposed northbound right turn lane configuration is common and would not affect aesthetic appearance.

Owner, Applicant and Engineer Declaration:

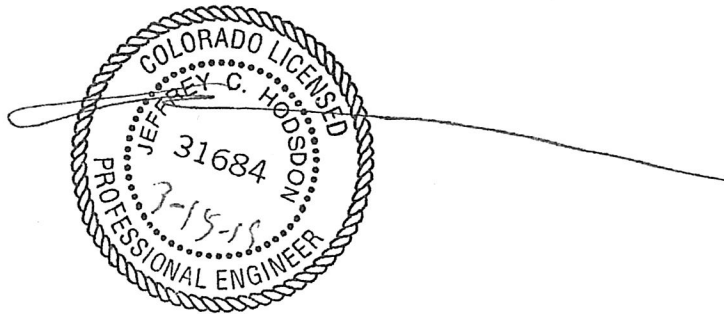
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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 [Signature] 3-19-2019
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.