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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.:

P	U	D	-	1	8	3	
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Deviation No. 3
REV. 2-8-2019

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 abbreviated northbound right turn deceleration lane (160-foot-long lane) and lane taper (60-foot-long taper) at the intersection of Cherry Crossing Drive & Hodgen Road.

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

TIS references do not need to be attached, only exhibits to clarify deviation. Please remove all verbiage that reference that you have attached the TIS, because 1. I don't need it, and 2. you didn't attach it.

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 abbreviated northbound right-turn deceleration lane (160-foot-long lane) and lane taper (60-foot-long taper) at the intersection of Cherry Crossing Drive and Hodgen Road. Please refer to the proposed laneage plan shown in the attached exhibit.

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).

Comparison of Proposed Deviation to ECM Standard: An ECM-standard northbound right-turn deceleration lane would consist of 290 feet of deceleration distance and 150 feet of stacking distance (total lane length of 440 feet). A standard taper would be 240 feet long. 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 (160 feet long) would be 280 feet short of the ECM standard length. The taper (60 feet) would be 180 feet short of the ECM standard length.

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 public.

JUSTIFICATION

The need for this turn lane length deviation is a function of the proposed intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing. These criteria are justification for that deviation.

The need for this turn lane length deviation is a function of the proposed intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing. Provided the intersection spacing deviation is approved, the available distance between the intersections for an ECM standard-length right-turn lane would not exist.

please reword. this is confusing as to if the 280/180 is in addition to your proposal, or it is the criteria? please state the criteria and how much you are off from it.

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 The need for this turn lane length deviation is a function of the proposed

not based exclusively on financial considerations.

intersection spacing between the two intersections of Hodgen Road/Cherry Crossing Drive and the north commercial access/Cherry Crossing Drive. A separate deviation has been prepared for the proposed intersection spacing. 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 would not exist.

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

The proposed design is based on a limited street design lane condition. **what about the required decel length for a 30 MPH road? Have you analyzed if a acceleration lane on Hodgen would be beneficial to allow for almost free movement off of Cherry Crossing onto Hodgen? Please describe the proposed movement at the intersection (where will the stop condition be located) of Cherry Crossing and Prayer Tree.**

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 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. 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 160-foot-long northbound right-turn lane will provide 10 feet more than the ECM-Standard stacking distance of 150 feet. The queuing analysis included in the Traffic Impact Study (~~attached for reference~~) indicates that the projected queues can be accommodated by the proposed laneage shown in the attached exhibit.

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. The queuing analysis section contained in the TIS (November 2018) has ~~been attached~~.

The proposed 60-foot taper will be appropriate for this situation. The taper has been kept relatively short to maximize stacking distance and tie into the radius on the northeast corner of the commercial access. A "continuous right turn lane" was considered, which would essentially extend the turn lane back to the north commercial access intersection. This would presumably be striped for entry only by westbound right turns exiting the site (similar to a right-turn acceleration lane). However, it was our judgement that it might create potential driver confusion and unnecessary conflicts with two northbound lanes extending north from the intersection. If the staff would prefer a continuous lane, this could easily be changed on the plans.

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.

Staff would prefer a continuous lane. Please update the plans and traffic study.

The deviation will not adversely affect aesthetic appearance.

N/A

Do not leave a section with just N/A. Provide an explanation.

Owner, Applicant and Engineer Declaration:

El Paso County Procedures Manual
Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00
DSD File No. PUD-183

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.

Christina 2/9/19
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:

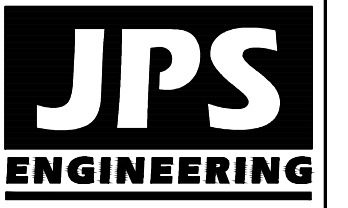
Additional comments or information are attached.

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.

Z:\081702-rollin-ridge\dwg\civil\C1.3.dwg Jan 14, 2019 - 4:00pm



19 E. Willamette Ave.
Colorado Springs, CO
80903
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FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

ROLLIN RIDGE ESTATES

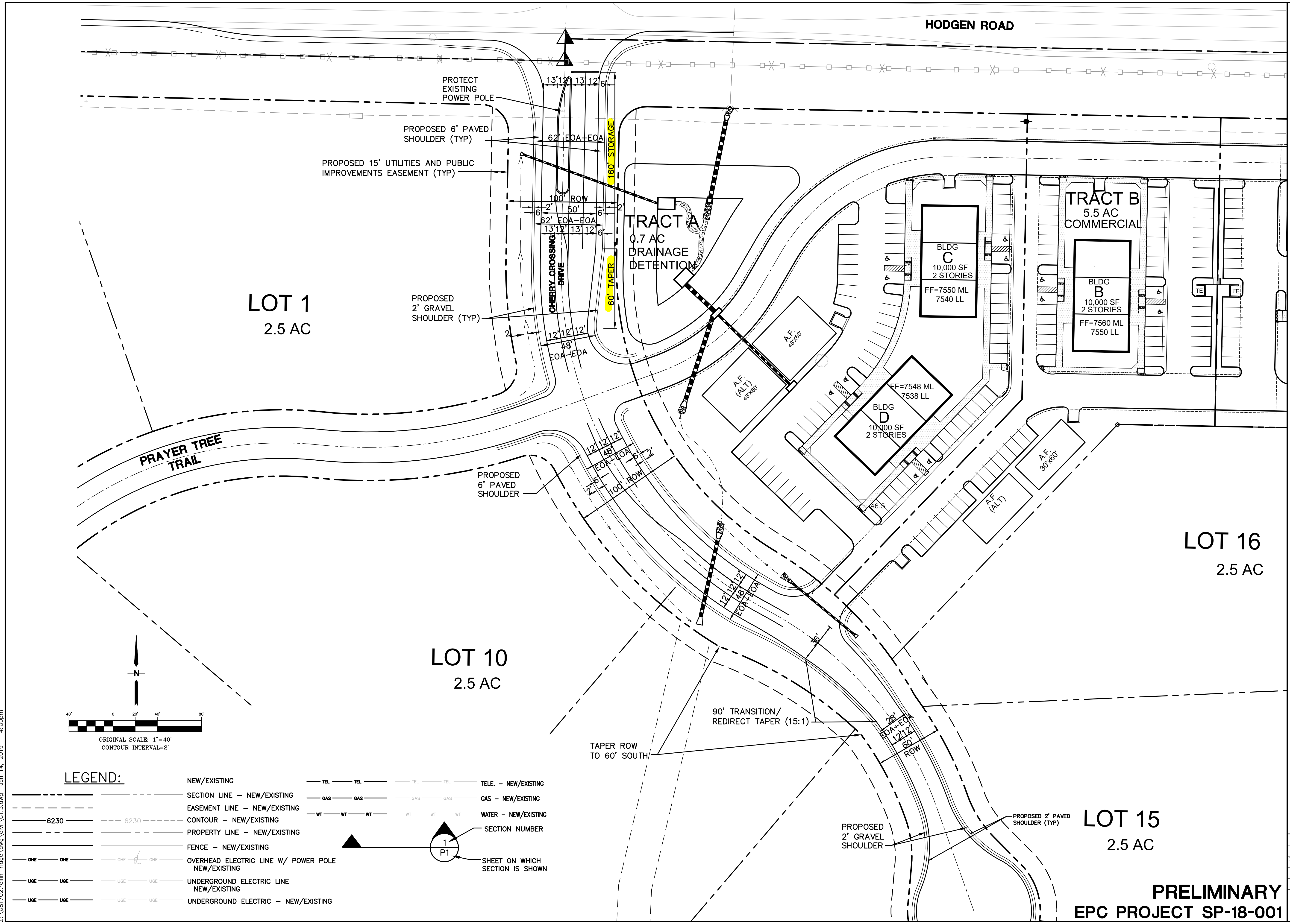
No.	REVISION	BY	DATE

ENTRY DETAIL

HORZ. SCALE: 1"=40'	DRAWN: BJJ
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 1/04/19	LAST MODIFIED: 1/14/19
PROJECT NO: 081702	MODIFIED BY: BJJ
SHEET:	

C1.3

PRELIMINARY
EPC PROJECT SP-18-001



- LEGEND:**
- SECTION LINE - NEW/EXISTING
 - - - EASEMENT LINE - NEW/EXISTING
 - 6230 --- 6230 --- CONTOUR - NEW/EXISTING
 - PROPERTY LINE - NEW/EXISTING
 - FENCE - NEW/EXISTING
 - OVERHEAD ELECTRIC LINE W/ POWER POLE NEW/EXISTING
 - UNDERGROUND ELECTRIC LINE NEW/EXISTING
 - UNDERGROUND ELECTRIC - NEW/EXISTING
 - TEL --- TEL --- TELE. - NEW/EXISTING
 - GAS --- GAS --- GAS - NEW/EXISTING
 - WT --- WT --- WATER - NEW/EXISTING
 - ▲ SECTION NUMBER
 - P1 SHEET ON WHICH SECTION IS SHOWN

Markup Summary

dsdgrimm (2)

This deviation will reduce maintenance cost as the paved area is with a standard lane lane.

Do not leave a section with just N/A. Provide an explanation.

Subject: Engineer
Page Label: 3
Lock: Locked
Author: dsdgrimm
Date: 3/6/2019 3:27:19 PM
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Do not leave a section with just N/A. Provide an explanation.

1. This section presumes an average or entry only lane (order to a right turn acceleration lane) that would create additional lane confusion and reduce the existing lane from the existing lane. This could easily be a continuous lane. Staff would prefer a continuous lane. Please update the plans and traffic study.

Subject: Engineer
Page Label: 3
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Author: dsdgrimm
Date: 3/6/2019 3:27:19 PM
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Staff would prefer a continuous lane. Please update the plans and traffic study.

dsdnijkamp (7)

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Subject: Engineer
Page Label: 1
Lock: Locked
Author: dsdnijkamp
Date: 3/6/2019 3:27:21 PM
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please reword. this is confusing as to if the 280/180 is in addition to your proposal, or it is the criteria? please state the criteria and how much you are off from it.

Subject: Engineer
Page Label: 2
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Author: dsdnijkamp
Date: 3/6/2019 3:27:22 PM
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please reword. this is confusing as to if the 280/180 is in addition to your proposal, or it is the criteria? please state the criteria and how much you are off from it.

what about the required decel length for a 30 MPH road? Have you analyzed if a acceleration lane on Hodgen would be beneficial to allow for almost free movement off of Cherry Crossing onto Hodgen? Please describe the proposed movement at the intersection (where will the stop condition be located) of Cherry Crossing and Prayer Tree.

Subject: Engineer
Page Label: 3
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Author: dsdnijkamp
Date: 3/6/2019 3:27:24 PM
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what about the required decel length for a 30 MPH road? Have you analyzed if a acceleration lane on Hodgen would be beneficial to allow for almost free movement off of Cherry Crossing onto Hodgen? Please describe the proposed movement at the intersection (where will the stop condition be located) of Cherry Crossing and Prayer Tree.

orthbound right-turn lane will provide a 150 foot queueing distance. The queueing Study (attached for reference) indicates that the proposed laneage is not accommodated by the proposed laneage. maintained in the TIS indicates no projection.

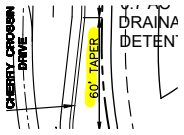
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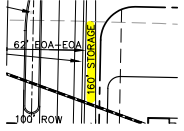
block time or spillback into the adjacent through Drive. The queuing has been attached. The proposed 60-foot queueing has been kept relatively

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Subject: Highlight
Page Label: 5
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Author: dsdnijkamp
Date: 3/6/2019 3:27:28 PM
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