



Planning and Community
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DEVIATION REQUEST AND DECISION FORM

(Judge Orr Deviation)

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Monument Ridge East

Schedule No.(s) : 7102200013, 7102200006, 7102200010

Legal Description : TRACT OF LAND IN N2 SEC 02-11-67 DESC AS FOLS, COM AT NE COR OF SD SEC, TH S 89<06'54" W 1320.00 FT, S 00<53'12" W 30.00 FT FOR POB, TH S 89<06'54" W 1834.51 FT TO PT ON ELY R/W LN OF I25, TH ALG SD R/W S 29<33'00" W 180.19 FT, S 89<05'00" W 500.00 FT, S 29<16'30" W 675.30 FT, S 06<43'00" W 36.92 FT, S 89<57'36" E 251.71 FT, S 06<43'00" W 337.98 FT, S 89<57'36" E 732.00 FT, TH N 14<12'38" E 887.45 FT, N 89<06'34" E 500.0 FT M/L, N 00<02'24" W 270.0 FT, S 89<06'54" W 650.0 FT M/L TO POB, EX PT DES AS FOLS: TR OF LAND IN NW4 SEC 2-11-67 DES AS FOLS: COM AT NE COR OF SD SEC 2, TH S 89<06'54" W ALG N LN OF SEC 2 A DIST OF 2879.42 FT, TH ON A DEFLECTION ANGLE TO THE L OF 90<00'00" 50.00 FT TO A PT 20.00 FT S OF EXISTING SLY R/W LN OF COUNTY LINE RD FOR POB, TH N 89<06'54" E 105.00 FT, S 13<48'06" W 130.00 FT, S 89<06'54" W 175.76 FT SLY OF S R/W LN OF SD RD A DIST OF 105.00 FT, N 13<48'06" E 130.00 FT TO POB, EX THAT PT CONV BY REC #210120918, EX THAT PT TO COUNTY CONV BY REC #214002145.
TRACT OF LAND IN N2 SEC 02-11-67 DESC AS FOLS, COM AT NE COR OF SD SEC, TH S 89<06'54" W 1320.00 FT, S 00<53'12" W 30.00 FT, S 00<53'12" E 270.01 FT, S 89<06'34" W 1599.97 FT, S 14<12'38" W 887.45 FT FOR POB, TH CONT S 14<12'38" W 102.63 FT, S 86<45'14" W 350.00 FT, S 00<24'09" W 236.98 FT, N 89<57'36" W 649.40 FT TO A PT ON ELY R/W LN OF I25, TH N 06<43'00" E 696.96 FT, S 89<57'36" E 251.71 FT, S 06<43'00" W 337.98 FT, S 89<57'36" E 732.00 FT TO POB.
THAT PART OF S2N2 LY ELY OF INTERSTATE 25 + WLY OF WOODCREST, NLY 15.00 AC M/L OF E2SW4 SEC 2-11-67, EX THAT PT CONV TO PLAT 12181 MISTY ACRES SUB FIL NO 1, EX THAT PT CONV TO PLAT 12182 MISTY ACRES SUB FIL NO 2

APPLICANT INFORMATION

Company : Monument Ridge East, LLC

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Owner Consultant Contractor

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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.

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Phone Number : 719-633-2868

FAX Number : 719-633-5430

Email Address : jeff@LSCtrans.com

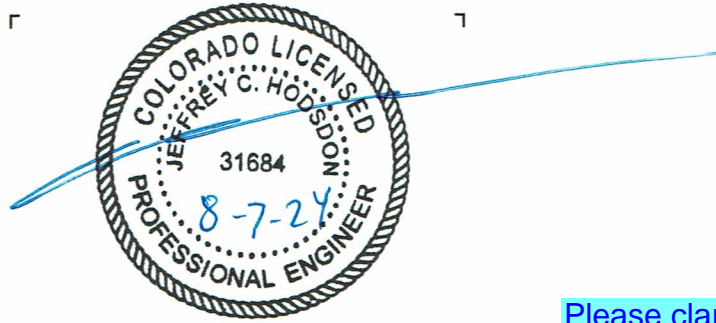
OWNER, APPLICANT, AND ENGINEER DECLARATION

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 until corrections are made, 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

Engineer's Seal, Signature
And Date of Signature



Please clarify if section C is being deviated from; not listed below

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Sections 2.2.5.D. **2.3.2 and 2.3.7.B,C. Collector Access Standards** of the Engineering Criteria Manual (ECM) is requested.

Deviation request is to allow the proposed north access point location: Unbroken Drive to the planned extension of Misty Acres Boulevard. This deviation involves the intersection spacing of Unbroken Drive 395 feet to the north to the future County Line Road/Misty Acres Boulevard intersection.

Please add the sight distance figure from the TIS as an exhibit

Please refer to the attached Deviation Exhibit 1.

Identify the specific ECM standard which a deviation is requested:

2.2.5.D. Collector Access Standards. Collector roadways shall intersect another roadway (centerline to centerline) in accordance with the standards in Section 2.3.7. **On major collector roadways, the closest local roadway intersection to an arterial roadway shall be 660 feet (right-of-way line of arterial to centerline of local roadway).**

2.3.2 (Design Standards by Function Classification),
Table 2-7. Roadway Design Standards for Urban Collectors and Locals
Table 2-21. Entering Sight Distance

2.3.7. Intersections:
B. Intersection Spacing and General Access Standards

Spacing of roads accessing an Urban Non-Residential Collector that will result in a full-movement intersection shall be 330 feet. The 330-foot standard is reflected in ECM Table 2-7, which bases the required access spacing on stopping sight distance on the major roadway with a design speed of 40 mph (ECM Table 2-17).

State the reason for the requested deviation:

The deviation is requested as the proposed intersection spacing between County Line Road and the proposed Unbroken Drive is less than the prescribed 660 feet along the future alignment of Misty Acres Boulevard.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

As the adjacent intersection to the north is an Arterial (County Line Road), the standard requires an intersection centerline spacing of 660 feet. Centerline spacing on Misty Acres Boulevard between County Line Road and the Unbroken Drive would be 390 feet (see Deviation Exhibit 1).

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship 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.

Provide justification:

- The proposed development west of the proposed Misty Acres Boulevard would offer limited access opportunity, and two access points are required for the area north and west of Misty Acres Boulevard and Monument Hill Road (realigned). The access opportunity is limited as 1) there would be no access to County Line Road to the north, 2) existing Monument Hill Road on the east side of the site will be removed with the creation of a new north terminus of Monument Hill Road to the south.
- The proposed alternative can accomplish the same design objective and would not compromise public safety or accessibility. The next section explains/justifies this.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

- The proposed access alternative would result in a better design to provide better site circulation and private local streets with provide better traffic distribution. Two access points are required for this residential project with greater than 25 lots and will result in better traffic operations because multiple access points will provide motorists with options for ingress/egress.
- The intersection of Unbroken Drive has been placed 330 feet north the proposed Plowman Drive intersection to the south (meets the *ECM* standard).
- The proposed intersection would meet sight-distance criteria, considering site-specific conditions rather than only general criteria for the roadway classification.
- This access would be a T intersection (to the west) with no street connection on the east side of Misty Acres Boulevard. As there would be no east leg of this intersection, a southbound left-turn lane on the north side of the Misty Acres Boulevard/Unbroken Drive intersection would not be needed. Therefore, the full distance between this intersection and County Line Road can be utilized for the northbound approach to the Misty Acres/County Line Road intersection – notably for queuing of northbound-to-westbound left turns. Also, since Misty Acres Boulevard will end at County Line Road, all but negligible northbound traffic will turn left or right at County Line Road.

The deviation will not adversely affect safety or operations.

Entering Sight Distance

With a proposed design speed of 40 mph (35-mph posted speed limit) on Misty Acres Boulevard, the sight distance to the south at the proposed Unbroken Drive site-access location would be 665 feet. This exceeds the required 445-foot requirement for entering sight distance per *ECM* Table 2-21. The sight distance looking to the north from Unbroken Drive would have a sight distance of 345 feet. Although the general *ECM* standard by classification for a 40-mph design speed is 445 feet. Basically, all approaching southbound vehicles on Misty Acres Boulevard would be turning either left or right from County Line Road. Based on an approaching vehicle speed of about 25 mph, which is the estimated vehicle speed at the completion of a vehicle turn from County Line Road onto southbound Misty Acres Boulevard, the necessary/**required** (based on site-specific conditions) entering sight distance is 280 feet (also from Table 2-21, but for 25 mph). The plan-measured 345-foot distance would exceed this 280-foot distance.

Stopping Sight Distance Approaching an Intersection

The stopping sight distance to an access/intersection along Misty Acres Boulevard (to Unbroken Drive) from the north and south would meet the *ECM*-prescribed 305-foot stopping sight distance requirement (grade adjustment may apply, depending on the roadway grades shown on the plan & profile drawings for Misty Acres Boulevard).

Vehicle Queuing

This access would be a T intersection (to the west) with no street connection on the east side of Misty Acres Boulevard. As there would be no east leg of this intersection, a southbound left-turn lane on the north side of the Misty Acres Boulevard/Unbroken Drive intersection would not be needed. Therefore, the full distance between this intersection and County Line Road can be utilized for the northbound approach to the Misty Acres/County Line Road intersection – notably for queuing of northbound-to-westbound left turns. The 2044 analysis indicates a 95th-percentile queue length of 128 feet, which can be accommodated with the proposed intersection spacing.

The deviation will not adversely affect safety or operations.

Intersection Level of Service

The proposed intersection would meet *ECM* criteria for level of service. Level of service is projected to be "B" for the eastbound approach for 2044.

T-Intersection

This access is proposed as a T-intersection rather than a four-leg intersection, which will have far fewer intersection conflict points than a four-leg, TWSC intersection.

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

The spacing will not affect the maintenance cost as the spacing will not negatively affect the ability for snowplow and maintenance vehicles to perform roadway maintenance.

The deviation will not adversely affect aesthetic appearance.

Spacing will not affect the aesthetics, as the proposed intersection spacing meets the standard for local street intersection spacing along this classification of roadway (even though 660' is required to the north to an arterial roadway (County Line Road). Plus, the T-intersection configuration will be aesthetically more pleasing than a four-leg intersection.

The deviation meets the design intent and purpose of the *ECM* standards.

The proposed Unbroken Drive intersection site-access location, would meet the intent of *ECM* criteria, taking into account site-specific and plan-specific conditions and considering traffic-operations analysis results

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

Water quality will be provided. Construction of the roadways and development of the site will be required to meet the above sections of the MS4 permit. The spacing deviation requested in itself does not involve any disturbance.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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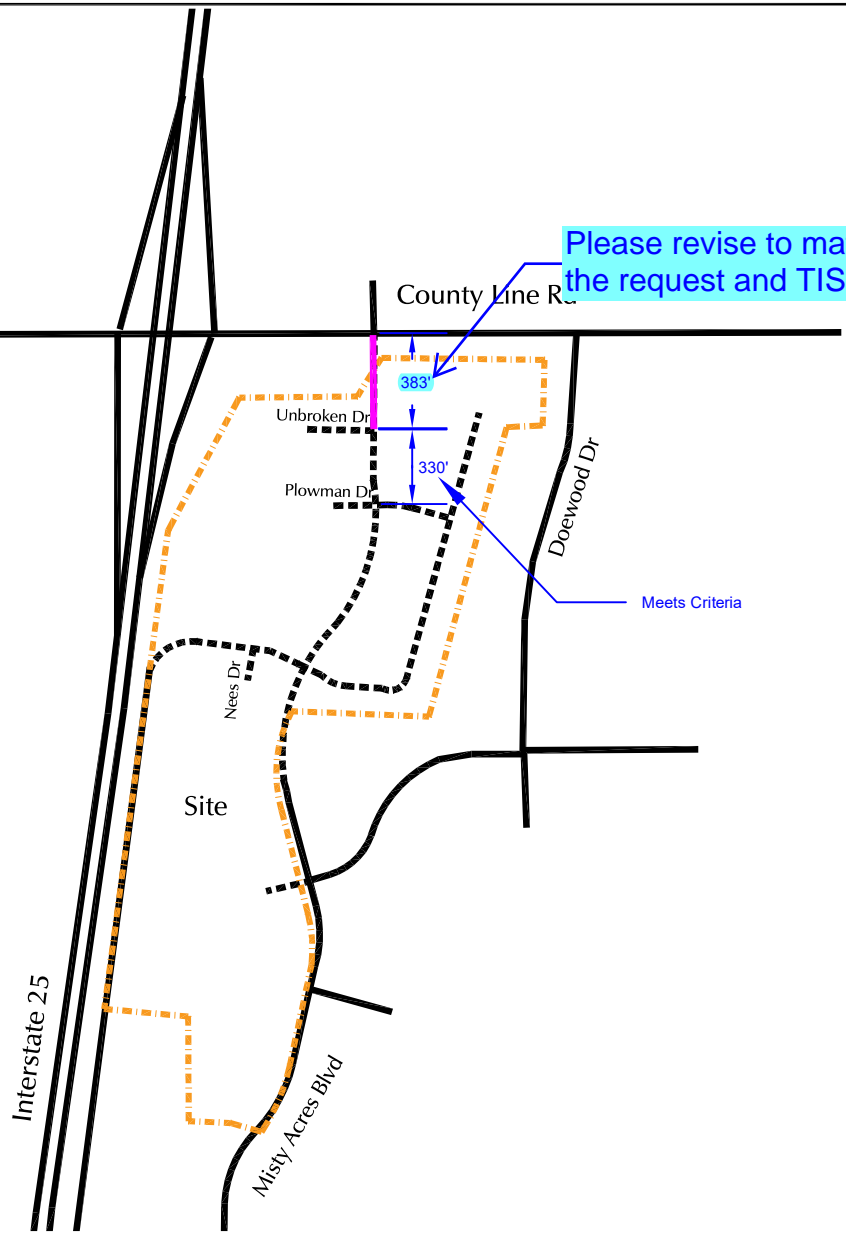
ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibit 1




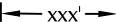





Approximate Scale
1" = 800'



Deviation Request from ECM 2.3.2 -- Design Standards by Function Classification

-  Existing roadway
-  Proposed roadway
-  Portion of proposed roadway for which deviation is requested
-  Intersection centerline spacing - 395' proposed, 660' required (Table 2-7)
(660' to the first street intersection from an arterial intersection)
-  Site property boundary

Deviation No. 1 - Exhibit 1

Intersection Spacing Along an Urban Major Collector

Monument Ridge East (LSC# S234450)

