

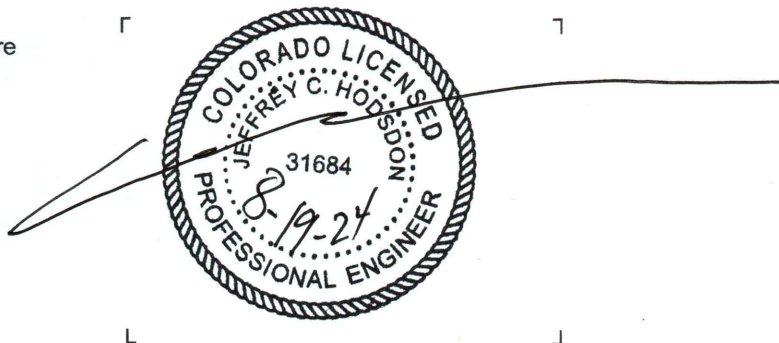
OWNER, APPLICANT, AND ENGINEER DECLARATION

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



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

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

The deviation request is to allow the proposed intersection of County Line Road and the planned north extension of Misty Acres Boulevard at the proposed location shown in the attached Deviation Exhibit 1. This proposed location is at the location of the existing County Line Road/Monument Hill Road intersection. There are constraints to locating the intersection farther to the east, notably the existing jurisdictional wetlands. Also, for many years, the north terminus of Misty Acres Boulevard has been envisioned at the currently-proposed location. The developer has been working under the assumption of this intersection location and associated alignment of the extension of Misty Acres Boulevard to complete the connection to County Line Road. This deviation involves 1) the intersection spacing west to the Interstate 25 northbound ramp intersection and east to Doewood Drive; 2) the request is to allow anticipated intersection approach grades over four percent. In conjunction with the above, the deviation addresses a CDOT review comment/request for an evaluation of a potential alternative to the proposed intersection and associated alignment of the final/north segment of Misty Acres Boulevard.

Please refer to the attached Deviation Exhibit 1.

Identify the specific ECM standard which a deviation is requested:

2.2.5.B. Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria.

2.3.2 (Design Standards by Function Classification)

Table 2-4. Roadway Design Standards for Rural Minor Arterials,
Table 2-4 Intersection Grades (Max). 4%.

2.3.7. Intersections:

- B. Intersection Spacing and General Access Standards
- C.4 Vertical Alignment.

Should this state
spacing?

1


State the reason for the requested deviation:

The deviation is being required for the proposed location of the County Line Road/Misty Acres Boulevard intersection.


- 1) This intersection spacing along County Line Road would result in less than the ECM-prescribed one-quarter mile spacing and the existing intersection grade is less than 660 feet to the north along the future alignment of Misty Acres Boulevard.
- 2) The intersection approach grades exceed the ECM standard.
- 3) The CDOT review comments require an evaluation of the potential for a roundabout intersection located about 1,250 feet to the east (about three hundred feet west of the existing Doewood intersection). Additionally, an intersection at this location would require a revised alignment to the east of the north segment of Misty Acres Boulevard/connection to County Line Road.

LSC Responses to Deviation 3 Comments


Page: 2

 Number: 1 Author: Bret Subject: Engineer Date: 9/19/2024 15:37:22

[Should this state spacing?](#)

 Author: jchodsdon Subject: Sticky Note Date: 10/4/2024 19:46:34

LSC Response: Revised as requested.

 Number: 2 Author: Bret Subject: Engineer Date: 9/19/2024 15:37:09

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

The standard requires intersection centerline spacing of one-quarter mile. The proposed centerline spacing on County Line Road is about 860 feet to the west and 825 feet to the east as shown in Deviation Exhibit No. 1).

2.2.5.B. Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria.

1.Spacing. Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full movement intersection shall be planned at one-half mile (**one-quarter mile for rural minor arterials**). Should the one-half mile spacing not be "viable or practical" for providing access to the adjacent land, a deviation may be considered and approved by the ECM Administrator. If a deviation is granted, only one additional full movement intersection will be permitted by the ECM Administrator. The Applicant shall have the burden of proof that no other "viable or practical" access is available. A deviation request should be supported by a traffic study or memorandum that provides information to assist the ECM Administrator in determining the proposed deviation minimizes negative safety and other operational impacts. If the development is at the intersection of two major corridors, the full movement access should be located on the lower functional classification roadway. The intersection shall only be approved if the intersection and roadway are shown to operate safely and efficiently with buildout design hour/peak hour projected traffic volumes. The intersection must also show a public benefit. An arterial progression through bandwidth percentage of 35 percent or greater must be achieved or the inclusion of a signal at the access must not degrade the existing signal progression. The intersection must not create any queuing or blocking of lane entries or access points. The intersection must be in a location such that any necessary turn, acceleration and deceleration lanes can be accommodated to maintain safe operations and capacity. The analysis should consider all potential future additional requirements for left turn or other exclusive phasing at a signal for which the need is created by traffic generated by land uses on both sides of the roadway.

2.Topographic and Other Limitations. Where topography or other existing conditions make the required spacing inappropriate or unfeasible, location of the access shall be determined with consideration given to topography, established property ownerships, unique physical limitations, pre-existing historical land use patterns, and physical design constraints, with every attempt to achieve an access spacing of one-half mile. The final location shall serve as many properties as possible to reduce the need for additional direct access to the principal arterial or rural minor arterial. In selecting locations for full movement intersections, preference shall be given to roads that meet, or may be reasonably expected to meet, signal warrants in the future.

2.3.7.B. Intersection Spacing and General Access Standards. Full movement intersections and major accesses spacing shall meet the requirements in Section 2.2.5. While access to a major roadway should be avoided, right-in/right-out and three-quarter movement accesses may be permitted as a deviation if they meet the criteria for sight distances, turn lane requirements, grades and do not negatively impact traffic operations or safety. The applicant shall have the burden of proof that no other "viable or practical" property access is available. A deviation request should be supported by a traffic study or memorandum that provides information to assist the ECM Administrator in determining the proposed deviation minimizes negative safety and other operational impacts along upstream and downstream roadway segments. The addition of such an access shall minimize impacts to queuing or blocking of lane entries or access points and minimize impacts to progression. The access must be in a location such that any necessary turn lanes and acceleration/deceleration lanes can be accommodated to maintain safe operations and capacity. The analysis should consider all potential future additional requirements to accommodate traffic generated by adjacent land uses. Buildout design hour/peak hour projected traffic volumes should be used.


2.3.7.C.4. Vertical Alignment. The roadway profile grade shall not exceed the value presented in Table 2-22 on the approach to the intersection, as measured along the centerline of the roadway for a minimum distance equal to the grade lengths presented in Table 2-23 for each of the roadway functional classifications.

The grade of the roadway with the higher functional classification shall prevail at intersections. Grading of lower functional classifications, adjacent property, private access shall adapt to the higher functional classification roadway grade.

In cases where the natural grade for which a roadway is to be constructed is steeper than 4 percent (hillside areas). A deviation from the presented standards may be requested to accommodate these conditions up to a maximum of 8 percent.

Where crosswalks are provided at intersections, roadway grades shall be set to provide compliant crosswalk cross slopes. On approaches with stop or yield control, roadway grades shall be 2% maximum. On uncontrolled approaches or at traffic signals designed to permit arrival during the green phase, roadway grades shall be the maximum permitted for that functional classification, but in no case greater than 5%. See Section 6.3.2.


Intersection approach grades at the proposed location (existing intersection of County Line Road/Monument Hill Road) are about seven percent.

 Number: 1 Author: Bret Subject: Engineer Date: 9/19/2024 15:41:02

[Not included in Exhibit 1](#)

 Author: jchodsdon Subject: Sticky Note Date: 10/4/2024 19:06:46


LSC Response: Added as requested.


 Number: 2 Author: Bret Subject: Engineer Date: 9/19/2024 15:40:40

about 860 feet to the west and 825 feet to the east as shown in


Deviation Exhibits 1 & 2¹

Exhibit 2 is missing²

 Number: 1 Author: Bret Subject: Engineer Date: 9/19/2024 15:39:05
2

 Number: 2 Author: Bret Subject: Engineer Date: 9/19/2024 15:39:20

[Exhibit 2 is missing](#)

 Author: jchodsdon Subject: Sticky Note Date: 10/4/2024 19:10:32

LSC Response: This sheet has been corrected. There is no Exhibit No. 2.



Approximate Scale
1" = 500'

Please add spacing
from the currently
proposed location as
well

1

Roundabout intersection
requested by CDOT

1,250'

(approximate spacing)

300'

(approx. spacing)

County Line Rd

Unbroken Dr

Plowman Dr

Monument Hill Rd

Nees Dr

Doewood Dr

Associated existing
Doewood intersection
closure with new
connection to
CDOT-proposed
alignment of Misty Acres
Blvd.






Limiting property corner

Old Antlers Way

Interstate 25

Monument Hill Rd

Misty Acres Blvd

-  Existing roadway segment -
to be removed
-  Proposed roadway
extension
-  Proposed roadway
realignment
-  Existing roadway/roadway
segment (to remain)
-  Alternate Alignment
(CDOT)*

Deviation No. 3 - Exhibit 1


Alternate Realignment for the North Segment/Extension of Misty Acres Blvd.

(Consideration of which
is Requested by CDOT*)


Monument Ridge East (LSC# S234450)

*LSC approximate interpretation of
alternate Misty Acres Blvd alignment
and County Line Road intersection
location (consideration of which is
requested by CDOT)



 Number: 1 Author: Bret Subject: Engineer Date: 9/19/2024 15:42:56

Please add spacing from the currently proposed location as well

 Author: jchodsdon Subject: Sticky Note Date: 10/4/2024 19:10:54

LSC Response: Added as requested.