



**Planning and Community
Development Department**
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Cathedral Rock Church

Date: 04/3/2025

Schedule No.(s) : 7136301013

Legal Description : TRACT A STRUTHERS RANCH SUB FIL NO 2

APPLICANT INFORMATION

Company : Hammers Construction

Name : Joe Butler

☐ Owner ☒ Consultant ☐ Contractor

Mailing Address : 1411 Woolsey Heights

Colorado Springs, CO 80915

Phone Number : 719-570-1599

FAX Number :

Email Address : JButler@hammersconstruction.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.

Name : Jeffrey C. Hodsdon

Colorado P.E. Number : 31684

Mailing Address : 2504 E. Pikes Peak Ave

Suite 304

Colorado Springs, CO 80909

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

4-7-25

Engineer's Seal, Signature
And Date of Signature



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

Exclusive Left Turn Lanes Required: A deviation from the standards of or in Section 2.3.7.D.1 of the Engineering Criteria Manual (ECM) is requested. The request is to waive the requirement to construct exclusive left-turn lane for left-turning-movement volumes based solely on the ECM left-turn volume threshold. The projected volumes exceed and/or are projected to exceed 25 vehicles per hour (vph) for the following turning movements at these intersections:

- Struthers Road/Struthers Ranch Road – southwest-left
- Struthers Ranch Road/proposed site access – northeast-left

While analysis shows separate turn lanes not operationally necessary, the site plan for Cathedral Rock Church, in a similar manner to the site plan approved for Struthers Ranch Filing 4A Lot No 1 (the lot along the south side of Struthers Ranch Road), appears to allow for potential future street widening to accommodate future addition of left-turn lanes on Struthers Ranch Road if ever needed or desired for driver "convenience."

Please refer to Deviation Figure 1, which depicts:

- The location of the subject intersection approaches/street segments
- The County roadway classification of the subject streets
- The existing cross-section for the subject street with LSC notation added to show that if separate left auxiliary turn lanes were operationally necessary (which they are not based on projections and analysis in the TIS) these lane cannot practically be added by simply restriping the roadway. However, if ever needed or desired in the future, the street could be widened to accommodate left turn lanes.

Deviation Figures 2 and 3 depict:

- Details of the existing/projected turning movements associated with this deviation

Identify the specific ECM standard which a deviation is requested:

2.3.7.D.1 – Turn Lanes Required, Exclusive Left-Turn Lanes Required

State the reason for the requested deviation:

The deviation is requested as analysis shows the turn lanes are not operationally necessary given site-specific geometric, functional, or operational conditions.

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

The deviation request is to waive the requirement for adding exclusive auxiliary left-turn lanes on this Urban Local street. Based on the **existing and future** traffic volumes shown in TIS and the following criteria contained in the *ECM (and the CDOT Access Code, by reference)*, these left-turning movements have projected turning volumes which fall above the ECM threshold requiring left-turn auxiliary lanes.

ECM Standard: 2.3.7.D.1. Exclusive left-turn lanes shall be provided wherever left-turn lanes are specified as being needed by an approved TIS, identified in the MTCP, required by the ECM or determined to be warranted by the ECM Administrator. Information in the TIS shall be used to determine whether an exclusive left-turn lane is warranted. Warrant determinations shall also be based on this chapter, which include:

Minor Arterials (State Highway Access Code Designation - RB for Rural and NR-B for Urban) and Lower Classifications Left-Turn Lane: A left-turn lane is required for any access with a projected peak-hour left-turning volume of 25 VPH or greater.

Not Needed as "Speed Change Lanes" for mitigation of turning vehicle "speed differential"

General Background: The auxiliary turn-lane criteria in the *ECM* was derived from the *Colorado State Highway Access Code* (the *ECM* criteria even reference the State Highway Access Code designation). The auxiliary turn-lane requirements in the Access Code are for the purposes of mitigating "speed-change differential" between through traffic on a major road (with a free-flowing condition or periodic free-flowing condition – i.e., without a full-time stop condition) and turning traffic from the major road onto a minor road.

Colorado State Highway Access Code (CSHAC) Applicable Criteria

The CDOT Access Code standards are adopted by reference per *ECM* section 1.5. Moreover, left- turn deceleration and acceleration lane criteria in the *ECM* was derived from the *CSHAC*. Auxiliary turn-lane requirements in the *CSHAC* are primarily for the purposes of mitigating "speed-change differential" between through traffic on a major road (without a stop condition) and turning traffic from the major road onto a minor road.

The following definitions are presented in *CSHAC* Section 1.5

(29) "Deceleration lane" means a speed-change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit to turn from a roadway to slow to the safe speed on the ramp ahead after it has left the mainstream of faster-moving traffic. [§ 42-1-102(23), C.R.S.]

(75) "Speed change lane" means a separate lane for the purpose of enabling a vehicle entering or leaving a roadway to increase or decrease its speed to a rate at which it can more safely merge or diverge with through traffic. Acceleration and deceleration lanes are speed change lanes.

Moreover, notwithstanding the above, even if the County turn-lane thresholds were followed strictly for Urban Local street intersections within study area, the following criteria in the *CSHAC* applies to these intersections.

3.5 (5)

The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right-turn deceleration lane may be dropped if the volume in the travel lane is predicted to be below 150 DHV. The left-turn deceleration lane may be dropped if the opposing traffic is predicted to be below 100 DHV. The right-turn acceleration lane may be dropped if the adjacent traveled lane is predicted to be below 120 DHV. The left-turn acceleration lane may be dropped if the volume in the inside lane in the direction of travel is predicted to be below 120 DHV.

Deviation Figures 2 and 3 call out these opposing volumes (for use with the left-turn evaluation).

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:

Please refer to the section above, which describes the site-specific situation and why the underlying **intent and purpose** of the ECM standard is inapplicable to this particular situation. Struthers Ranch Road is a low-speed, low-volume local street and, at Struthers Ranch intersection, all westbound vehicles slow to a stop. Also, as this is a T-intersection, there is no opposing westbound through traffic.

Generally, the character and function of Urban Local streets differ significantly from the type of roadways referenced in the above definitions. Urban local streets do not have "mainstream [or] high-speed moving traffic," and so there is no speed-differential to mitigate. This is the case for these County Urban Local street intersections within study area.

Moreover, notwithstanding the above, even if the County turn-lane thresholds were followed strictly for Urban Local street intersections within study area, the following criteria in the CSHAC applies to these intersections.

3.5 (5) The auxiliary lanes required in the category design standards may be waived when the 20th year predicted roadway volumes conflicting with the turning vehicle are below the following minimum volume thresholds. The right-turn deceleration lane may be dropped if the volume in the travel lane is predicted to be below 150 DHV. The left-turn deceleration lane may be dropped if the opposing traffic is predicted to be below 100 DHV. The right-turn acceleration lane may be dropped if the adjacent traveled lane is predicted to be below 120 DHV. The left-turn acceleration lane may be dropped if the volume in the inside lane in the direction of travel is predicted to be below 120 DHV.

While analysis shows separate turn lanes not operationally necessary, the site plan for Cathedral Rock Church, in a similar manner to the site plan approved for Struthers Ranch Filing 4A Lot No 1 (the lot along the south side of Struthers Ranch Road), appears to allow for potential future street widening to accommodate future addition of left-turn lanes on Struthers Ranch Road if ever needed or desired for driver "convenience."

Deviation Figures 2 and 3 call out these opposing volumes (for use with the left-turn evaluation).

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.

For the reasons already identified in the sections above, the existing laneage and intersection configuration will operate with acceptable operations without additional turn lanes.

While analysis shows separate turn lanes not operationally necessary, the site plan for Cathedral Rock Church, in a similar manner to the site plan approved for Struthers Ranch Filing 4A Lot No 1 (the lot along the south side of Struthers Ranch Road), appears to allow for potential future street widening to accommodate future addition of left-turn lanes on Struthers Ranch Road if ever needed or desired for driver "convenience."

The deviation will not adversely affect safety or operations.

- Auxiliary turn lanes for purposes of mitigating speed differential are not necessary at these intersections
- The LOS is projected to remain acceptable with the existing laneage
- SimTraffic simulation results indicate that queues on Struthers Ranch Road (both approaching the site access and approaching Struthers Road) can be accommodated without separate left-turn lanes

LSC has reviewed the potential need for right- and left-turn “bays,” or “stacking lanes” (different from “deceleration lanes”) on stop sign-controlled approaches to the study-area intersections for other reasons – such as purposes of maintaining an acceptable LOS or mitigate any potential queuing and blocking issues. The traffic analysis findings do not indicate any such issues. All individual turning movements at the study-area intersections are projected to operate at LOS C during the Long-Term Total scenario for both pre-church and post-church Sunday peak hours with existing laneage. Projected queues are not anticipated to result in queuing or blocking issues on any approach at either study-area intersection.

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

The deviation would not adversely affect maintenance and associated cost. However, **without** the deviation (if turn lanes were required to be installed), the maintenance cost **would be** adversely affected. Expanding the pavement for turn lanes would only add pavement surface and pavement markings to maintain and additional pavement width needing snow removal. Additional impervious surface would also be introduced.

The deviation will not adversely affect aesthetic appearance.

The deviation would not adversely affect aesthetic appearance, However, **without** the deviation (if turn lanes were required to be installed), the aesthetic appearance **would be** adversely affected. Expanding the pavement for turn lanes would remove landscaping and negatively alter the streetscape.

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

The turn-lane criteria in the *ECM* was derived from the *Colorado State Highway Access Code* and auxiliary turn-lane requirements in the Access Code are for the purposes of mitigating “speed-change differential” between through traffic on a major road (with a free-flowing condition or periodic free-flowing condition – i.e., without a full-time stop condition) and turning traffic from the major road onto a minor road. The intent is for the volume-threshold criteria to be applied to determine the need for “**speed change lanes.**” The subject turning movements are not currently and will not likely ever function as “speed change lanes” given site-specific local residential conditions.

Struthers Ranch Road is a low-speed, low-volume local street and, at Struthers Ranch intersection, all westbound vehicles slow to a stop. Also, as this is a T-intersection, there is no opposing westbound through traffic.

Projected queues are not anticipated to result in queuing or blocking issues on any approach at either study-area intersection.

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.

The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.7.D.1 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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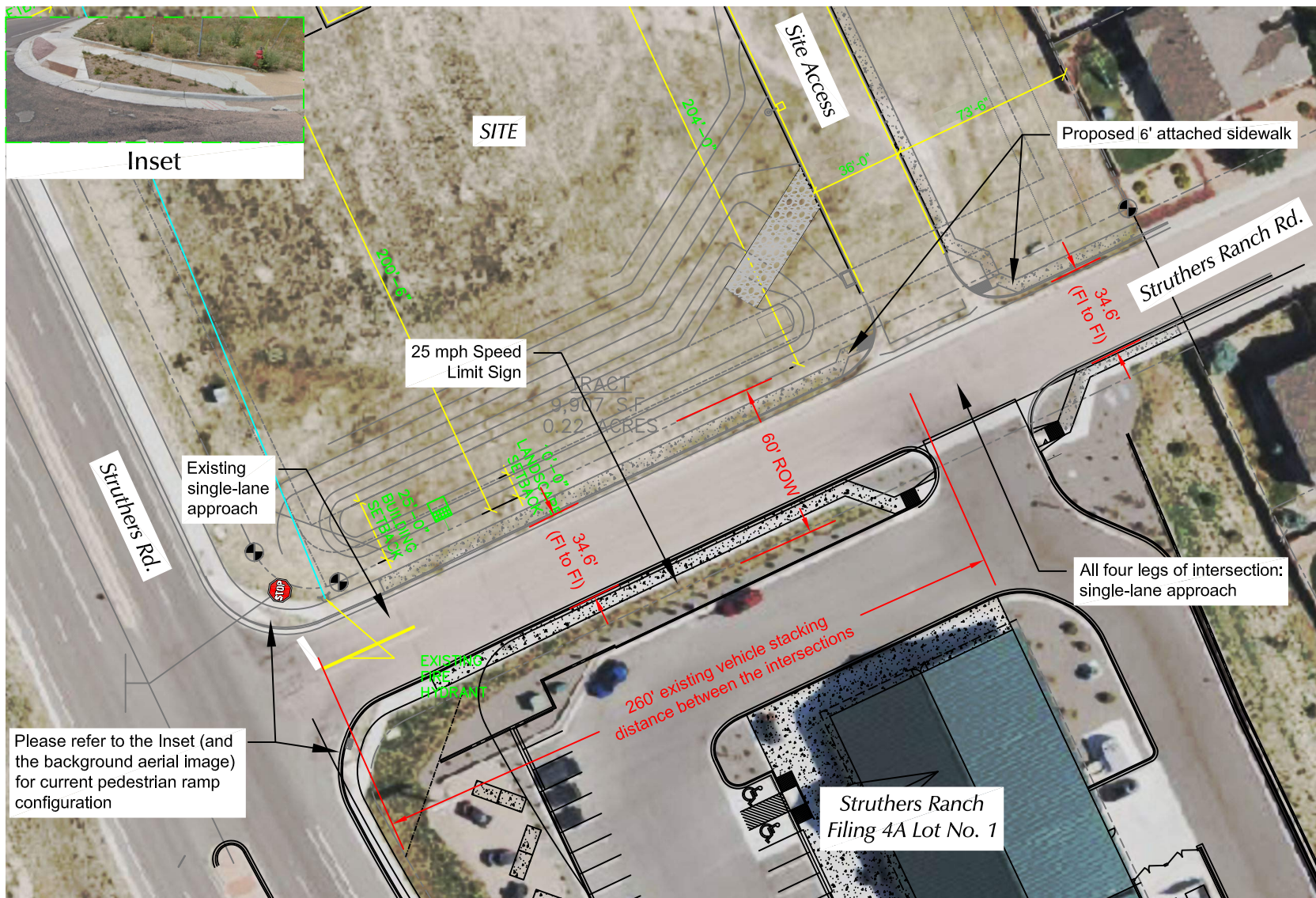
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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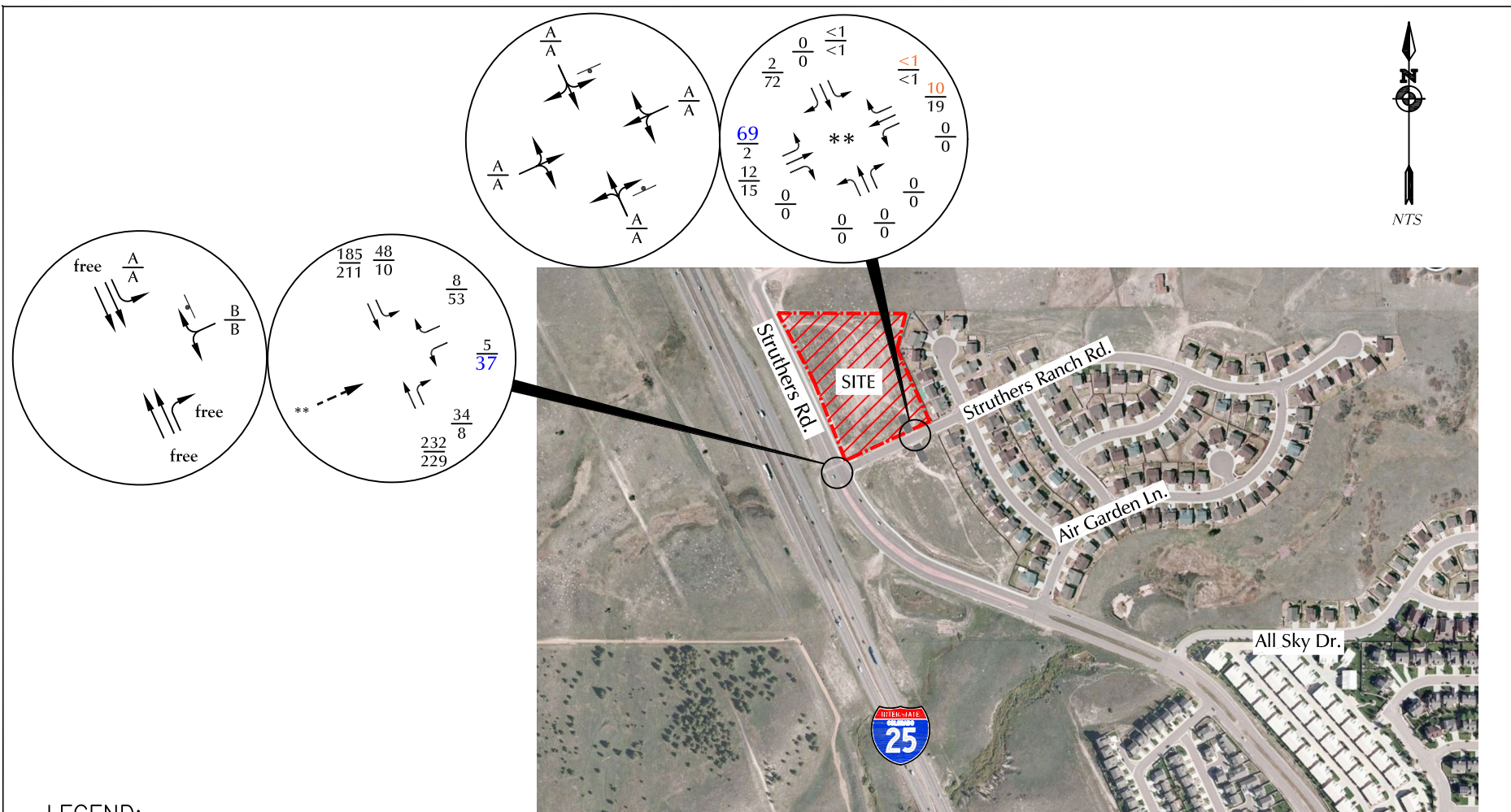


Approximate Scale:
1" = 60'

Deviation Figure 1

Roadway Design Characteristics for Struthers Ranch Rd

Cathedral Rock Church (LSC #244310)



LEGEND:

⌋ = Stop Sign

$\frac{XX}{XX}$ = Sunday Pre-Church Service Peak-Hour Traffic (vehicles per hour)

$\frac{XX}{XX}$ = Sunday Post-Church Service Peak-Hour Traffic (vehicles per hour)

$\frac{A}{A}$ = Sunday Pre-Church Service Individual Movement Peak-Hour Level of Service

$\frac{B}{B}$ = Sunday Post-Church Service Individual Movement Peak-Hour Level of Service

XX = Projected volume exceeds ECM left turn lane "warrant" threshold

XX = Opposing Traffic Volume

Notes:

*(on Struthers Ranch Road) This figure is an except of Figure 8 from the Cathedral Rock Church Traffic Impact Study

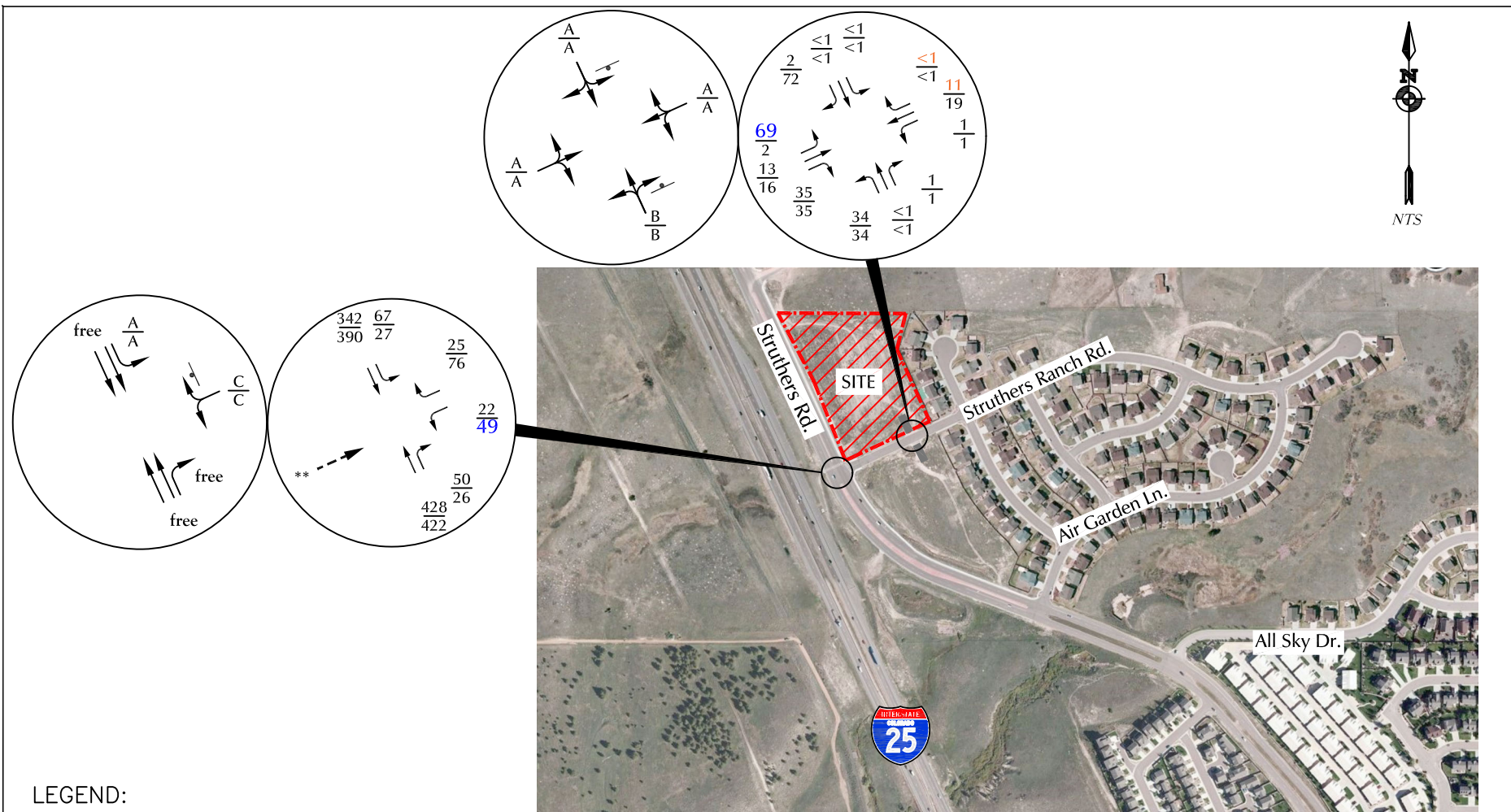
**The Rocky Mountain Cycle business on the south leg of this intersection is not open on Sundays, so LSC has assumed no traffic would be generated by this site for the Sunday church analysis

***No eastbound approach - zero opposing traffic.

**2025 Total Volumes* Projected
to Exceed ECM Turn Lane Threshold**

Deviation Figure 2

Cathedral Rock Church (LSC #244310)



LEGEND:

└ = Stop Sign

$\frac{XX}{XX}$ = Sunday Pre-Church Service Peak-Hour Traffic (vehicles per hour)

$\frac{XX}{XX}$ = Sunday Post-Church Service Peak-Hour Traffic (vehicles per hour)

$\frac{A}{A}$ = Sunday Pre-Church Service Individual Movement Peak-Hour Level of Service

$\frac{B}{B}$ = Sunday Post-Church Service Individual Movement Peak-Hour Level of Service

XX = Projected volume exceeds ECM left turn lane "warrant" threshold

XX = Opposing Traffic Volume

*(on Struthers Ranch Rd) Note: this figure is an excerpt of Figure 10 from the Cathedral Rock Church Traffic Impact Study

**No eastbound approach, therefore zero opposing traffic.

Deviation Figure 3

Long-Term Total Volumes* Projected to Exceed ECM Left Turn Lane Thresholds

Cathedral Rock Church (LSC #244310)