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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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General Property Information:

Address of Subject Property (Street Number/Name): 111680 Woodmen Road E.
 Tax Schedule ID(s): # 5300000589
 Legal Description of Property:

SE4SE4 SEC 1-13-65 INCLUDING THAT PART OF BLK 1
 FALCON LY WITHIN THE SE4SE4 SEC 1-13-65, EX PT CONV TO
 R/W BY REC #204062427 & WOODMEN METRO BY
 REC # 207116129

Update figures.
 Provide overall
 site figure.

Subdivision or Project Name: Falcon Marketplace

Section of ECM from Which Deviation is Sought: 2.2.4.B.4 Urban Non-Residential Collector Cross Section; 2.2.5.D Roadway Access Criteria - Collector Access Standards; 2.3.2 Design Standards by Functional Classification (Urban Non Residential Collector in Table 2-7, specifically) including - 2.3.3.C (Design Speed) and E (Horizontal Curve Radii); 2.3.5 Clear Zones; 2.3.7.B Intersection Spacing/General Access Standards; 2.2.3.7.D.1 Exclusive Right-Turn Lanes Required; 2.2.3.7.D.5 Conflicts between Exclusive Turn Lanes; 2.2.3.7.E Turn Lane Design; 2.3.7.F.1 Curb Returns-Radii.

? - address below

Specific Criteria from Which a Deviation is Sought:

2.2.4.B.4 Urban Non-Residential Collector Cross Section;

- R.O.W. - 50 feet (with five-foot public improvement easements on each side) instead of 80 feet.
- Paved Width - 44 feet instead of 48 feet; 30 feet instead of 48 feet on the short access drive extending west from the proposed RI/RO access.
- Outside Shoulder Width - Four-foot outside shoulders instead of six-foot outside shoulders.
- Sidewalks - Attached six-foot sidewalks instead of five-foot detached sidewalks.

2.2.5.D Roadway Access Criteria - Collector Access Standards; Allow commercial lot access instead of "Access not Permitted."

2.3.2 Design Standards by Functional Classification (Urban Non-Residential Collector in Table 2-7, specifically) including -

- R.O.W. - 50 feet instead of 80 feet; 50 feet (with five-foot public improvement easements on each side) on the short access drive extending west from the proposed RI/RO access.
- Paved Width - 44 feet instead of 48 feet; 30 feet instead of 48 feet on the short access drive extending west from the proposed RI/RO access.

- Outside Shoulder Width - Four-foot outside shoulders instead of six-foot outside shoulders.
- Sidewalks - Attached six-foot sidewalks instead of five-foot detached sidewalks.

2.3.3.C (Design Speed): 25 mph design speed (with horizontal curve warning signs with 10-15 mph supplemental speed plates) instead of 40 mph; posted speed 25 mph instead of 35 mph.

2.3.3.E (Horizontal Curve Radii) 90-foot centerline radius curves instead of 565 feet. Please refer to attached AutoTurn exhibits.

2.3.7.B Intersection Spacing/General Access Standards; Allow commercial lot access instead of "Access not Permitted"; allow a spacing of 280 feet between Eastonville Road and the north/south portion of the subject street instead of the 660 feet required. Please refer to attached AutoTurn exhibits and sight distance exhibits.

20 MPH? (per
 sight distance
 calcs.)

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.

JUSTIFICATION

by zoning.

Several factors necessitate this deviation. The first is the site has been burdened with the requirement to complete the extension of the Woodmen Frontage Road to Meridian Road. This requirement has been placed on this property because public funds were not used to purchase the property to finish the connection and the Woodmen expressway was created of which the frontage road was a component. The second factor is the limited available access to the site. Access is only allowed to Meridian Road and the east terminus of the Woodmen Frontage Road due to the classification of Woodmen Road (Expressway) and the Woodmen Access Management Plan. Also, the number and type of access to Meridian Road is limited due to its Principal Arterial Classification. Other than the end of the Woodmen Frontage Road, no other adjacent public streets are available on the west or north sides. The third factor is the accommodation of the regional detention facility, which requires a significant percentage of land within the 36-acre site. The fourth factor is the location of the Woodmen Road connection point, which is in the southwest corner of the site. If the connection had been provided in the northwest corner of the site, many or most of the deviations to criteria would not likely be necessary as the connecting street would be in alignment with Eastonville Road. It is understood that in order to access control Woodmen Road, there were limited options for the frontage road alignment due to property ownership. However, the creation of the end of the frontage road to facilitate the Woodmen Expressway created the situation where the road connection must somehow cross the site diagonally to connect to Eastonville/Meridian. The creation of the Woodmen expressway combined with the need for the regional detention facility has created a situation for this property that requires significant relief from the ECM standards.

Delete these 3 lines.

- 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.

and the desired site layout

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. Given the above justification explaining the site constraints, the deviation is necessary for the site to be able to develop.

as proposed

as proposed

The deviation will achieve the intended result with a comparable or superior design and quality of improvement. The deviation will not adversely affect safety or operations.

The deviation will facilitate the completion of the required frontage road public street connection to Meridian Road (Falcon Market Place). The elements of the deviation reduce the design speed of the street in order to allow the site to develop. The function of the street will also be reduced from that of the standard Non-Residential Collector, however the volume of through traffic served by this street is far below the 20,000 vehicles per day of a standard Non-Residential Collector. Providing the connection will be an improvement over the current situation where the frontage road terminates at a cul-de-sac.

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

The width of the street will be reduced from the standard Non-Residential cross section and, as such, there will be less pavement to maintain.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance would be improved as the width of asphalt pavement would be reduced.

Owner, Applicant and Engineer Declaration:

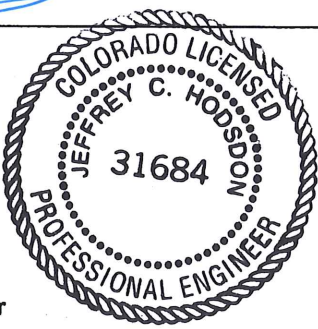
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations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

[Signature] _____ Date 5/23/17

Signature of applicant (if different from owner) _____ Date _____

[Signature] _____ Date 5/23/17

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:

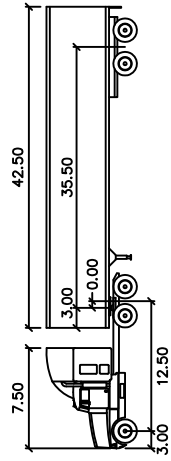
____ Additional comments or information are attached.

AutoTurn Exhibits





Approximate Scale
Scale: 1" = 60'



WB-50	
Tractor Width	: 8.00
Tractor Track	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0

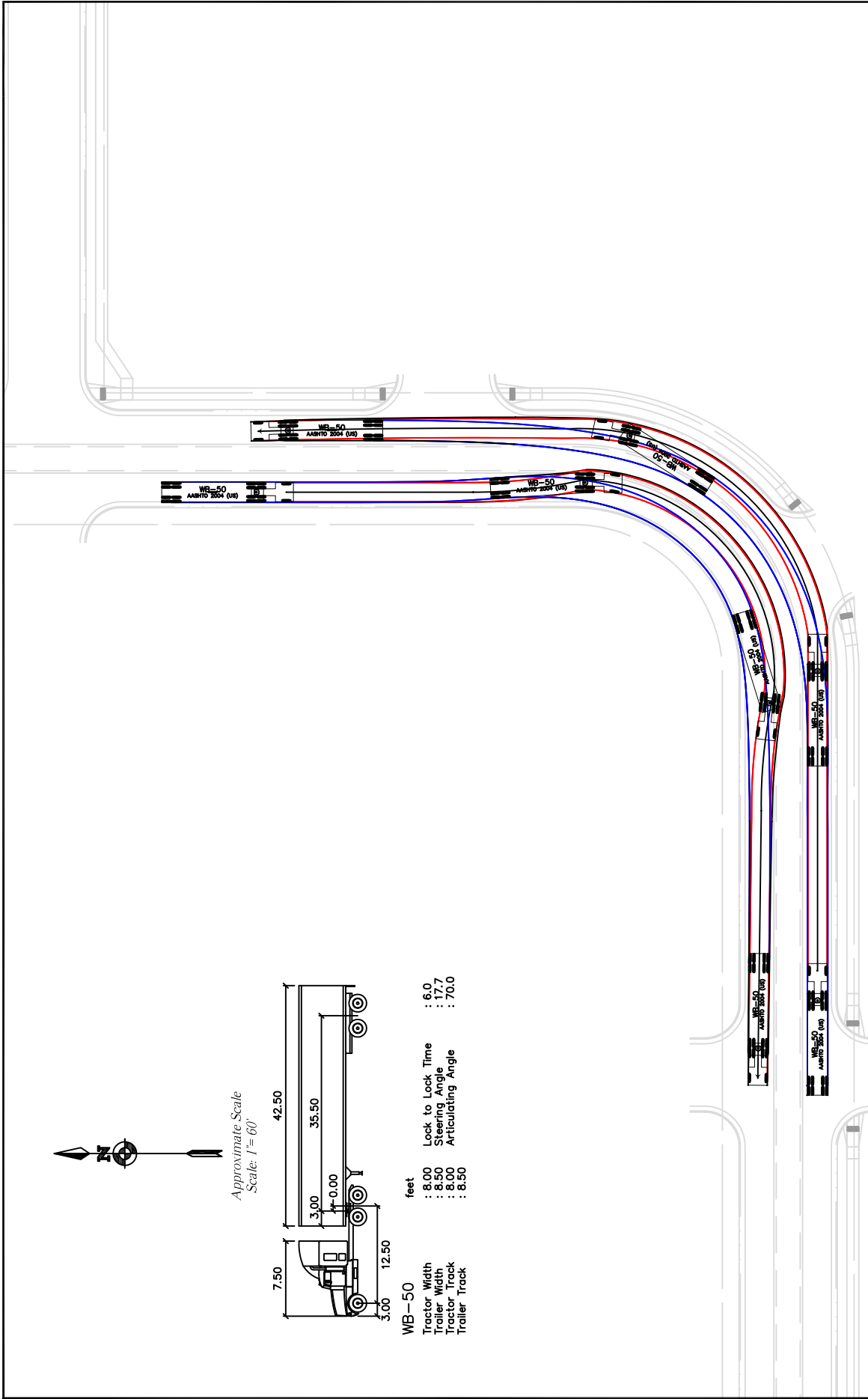


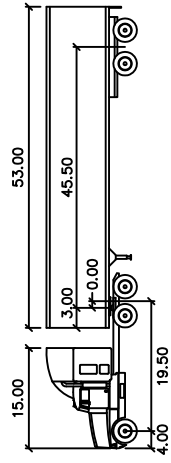
Figure 1

WB-50 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)



Approximate Scale
Scale: 1" = 60'



WB-67	feet
Tractor Width	: 8.00
Tractor Track	: 8.50
Tractor Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

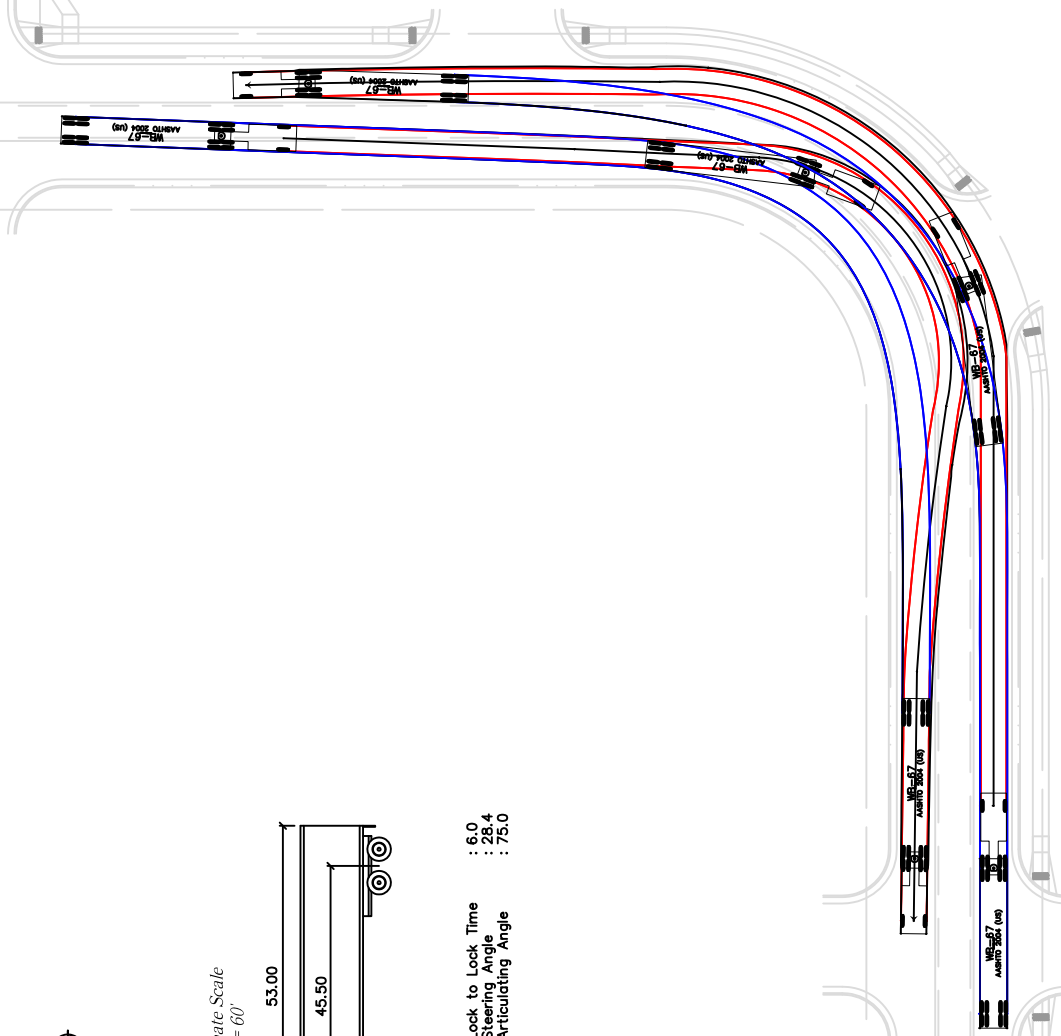


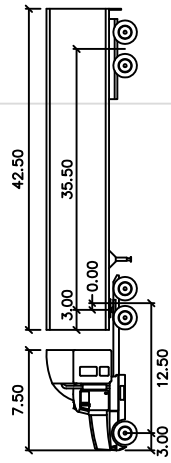
Figure 2

WB-67 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)



Approximate Scale
Scale: 1" = 100'



WB-50	
Tractor Width	: 8.00
Tractor Track	: 8.50
Trailer Width	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0

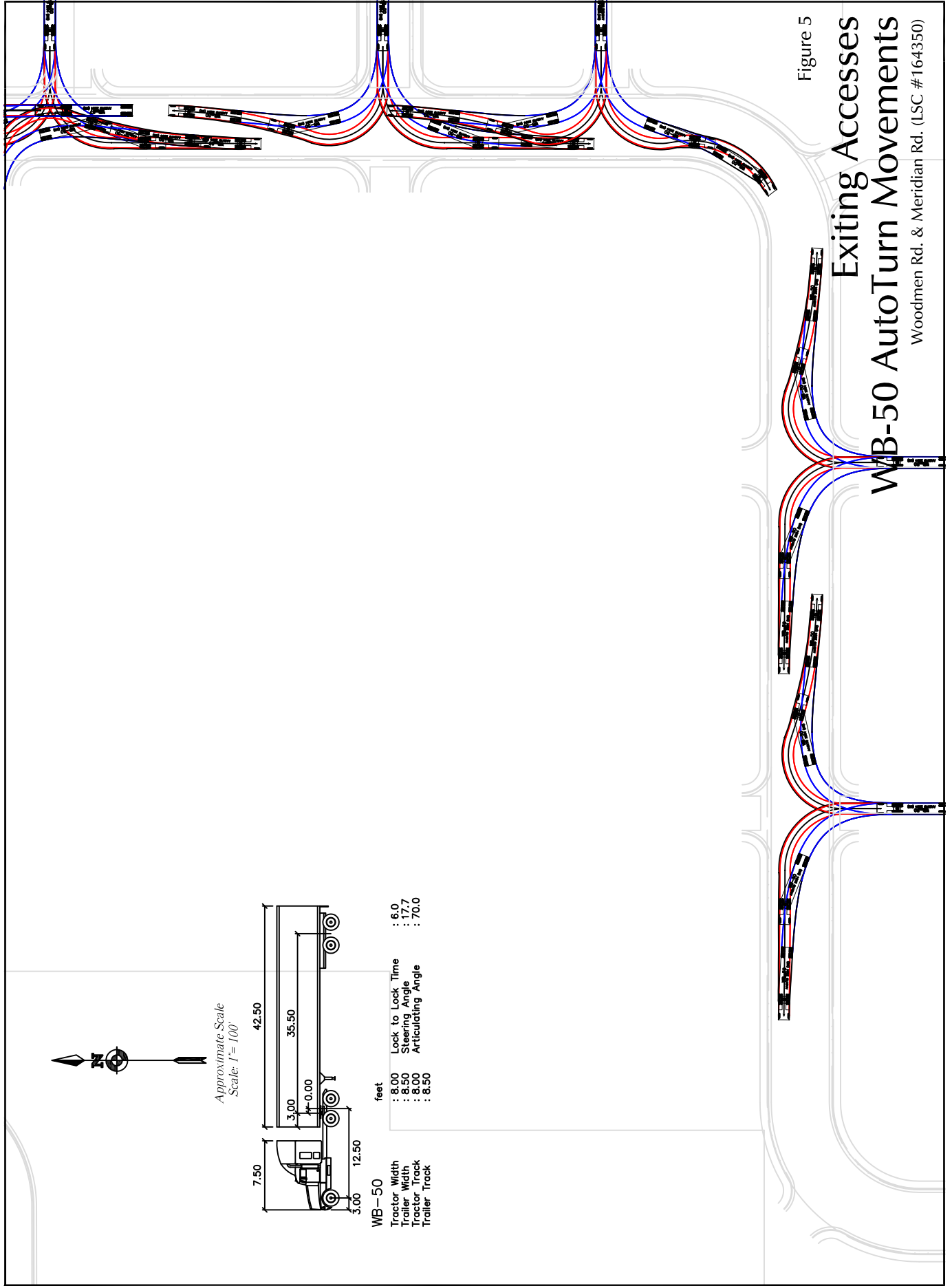


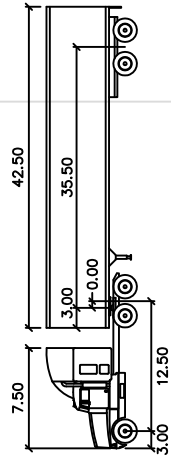
Figure 5

Exiting Accesses WB-50 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)



Approximate Scale
Scale: 1" = 100'



	feet
WB-50	
Tractor Width	: 8.00
Tractor Length	: 8.50
Tractor Track	: 8.00
Tractor Articulating Angle	: 17.7
Tractor Lock to Lock Time	: 6.0
Tractor Steering Angle	: 70.0
Tractor Articulating Angle	: 70.0

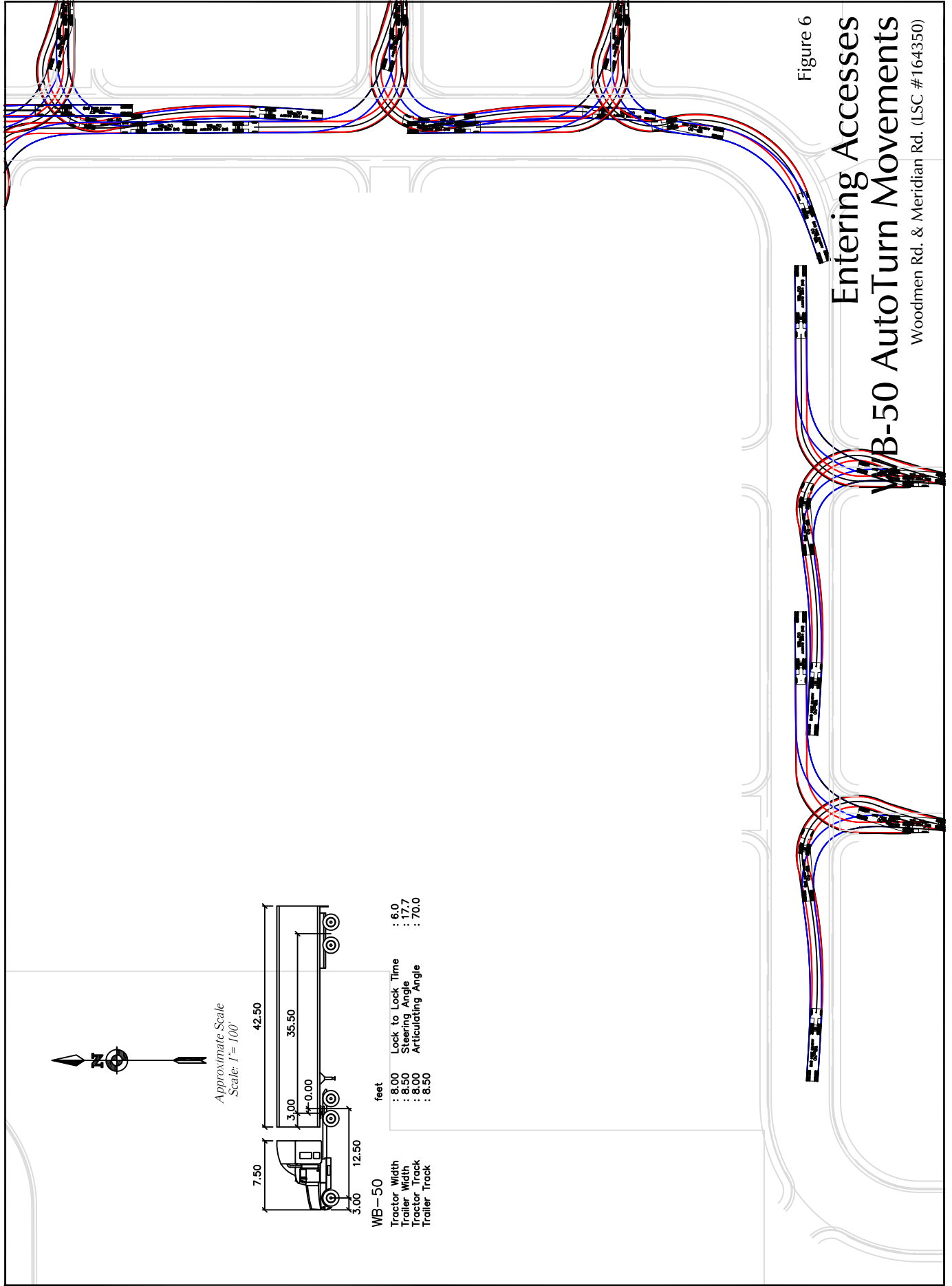


Figure 6

Entering Accesses B-50 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

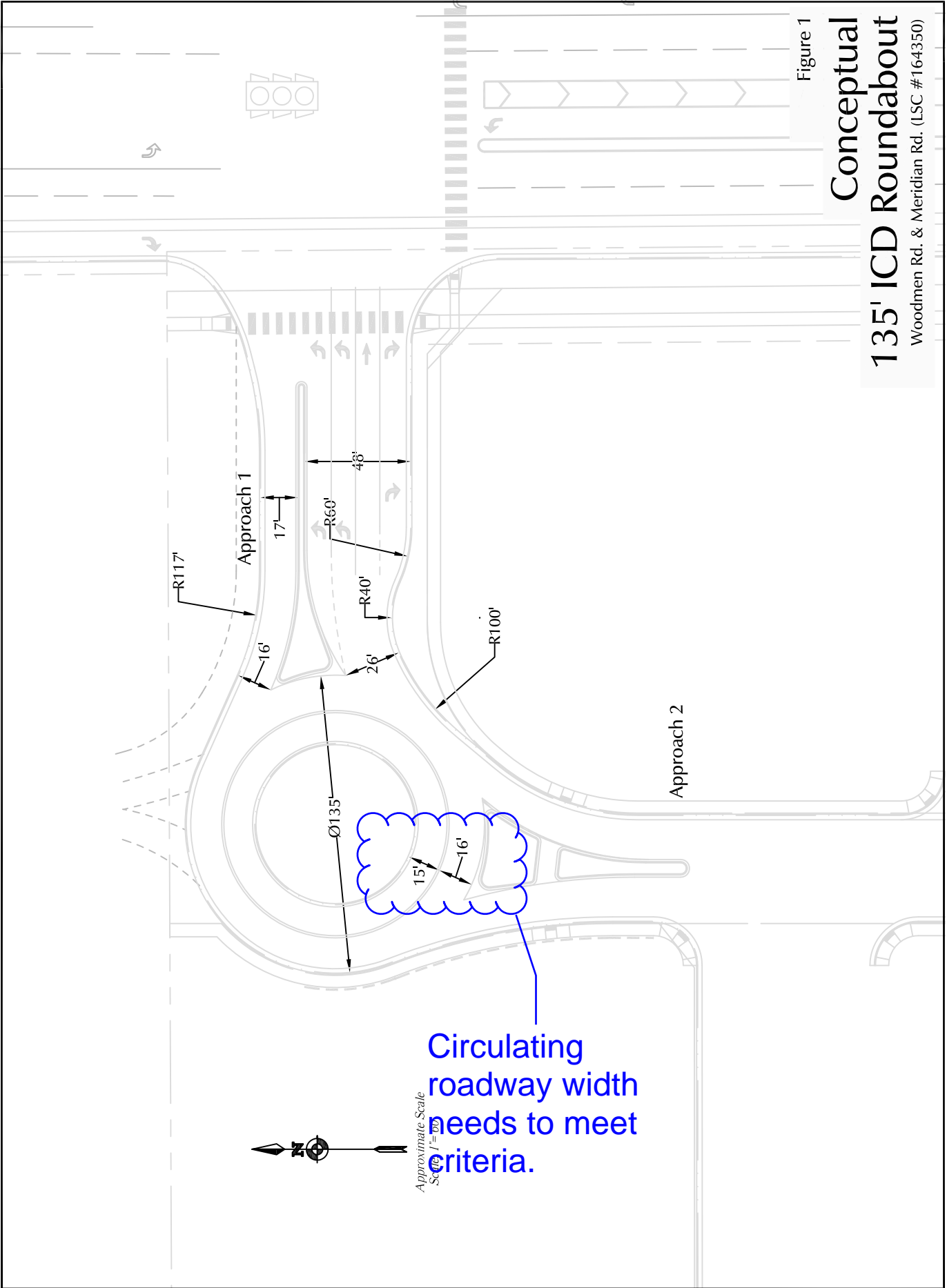


Figure 1

Conceptual 135' ICD Roundabout

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approximate Scale
1" = 20'

Circulating roadway width needs to meet criteria.

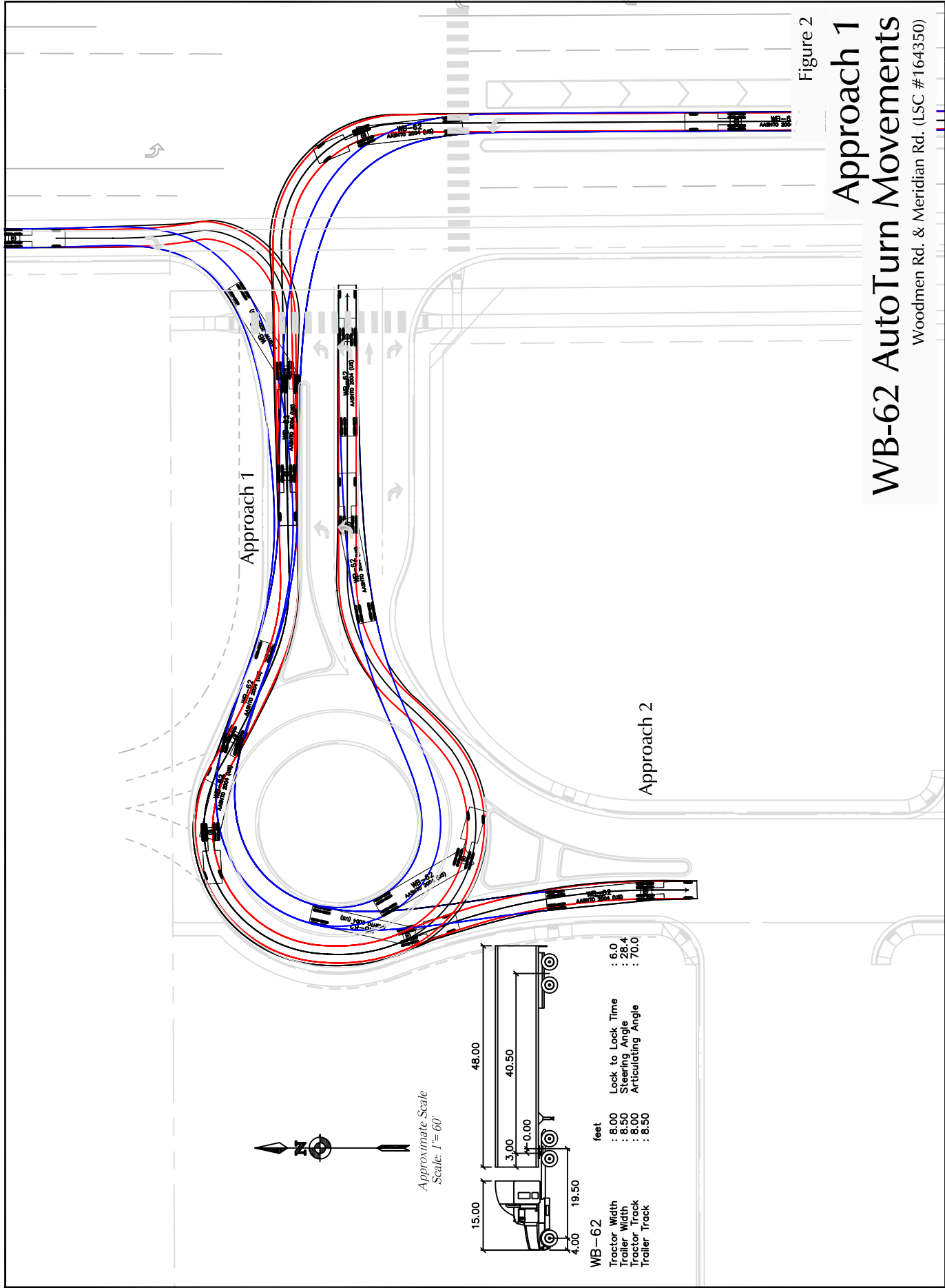


Figure 2

Approach 1

WB-62 AutoTurn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

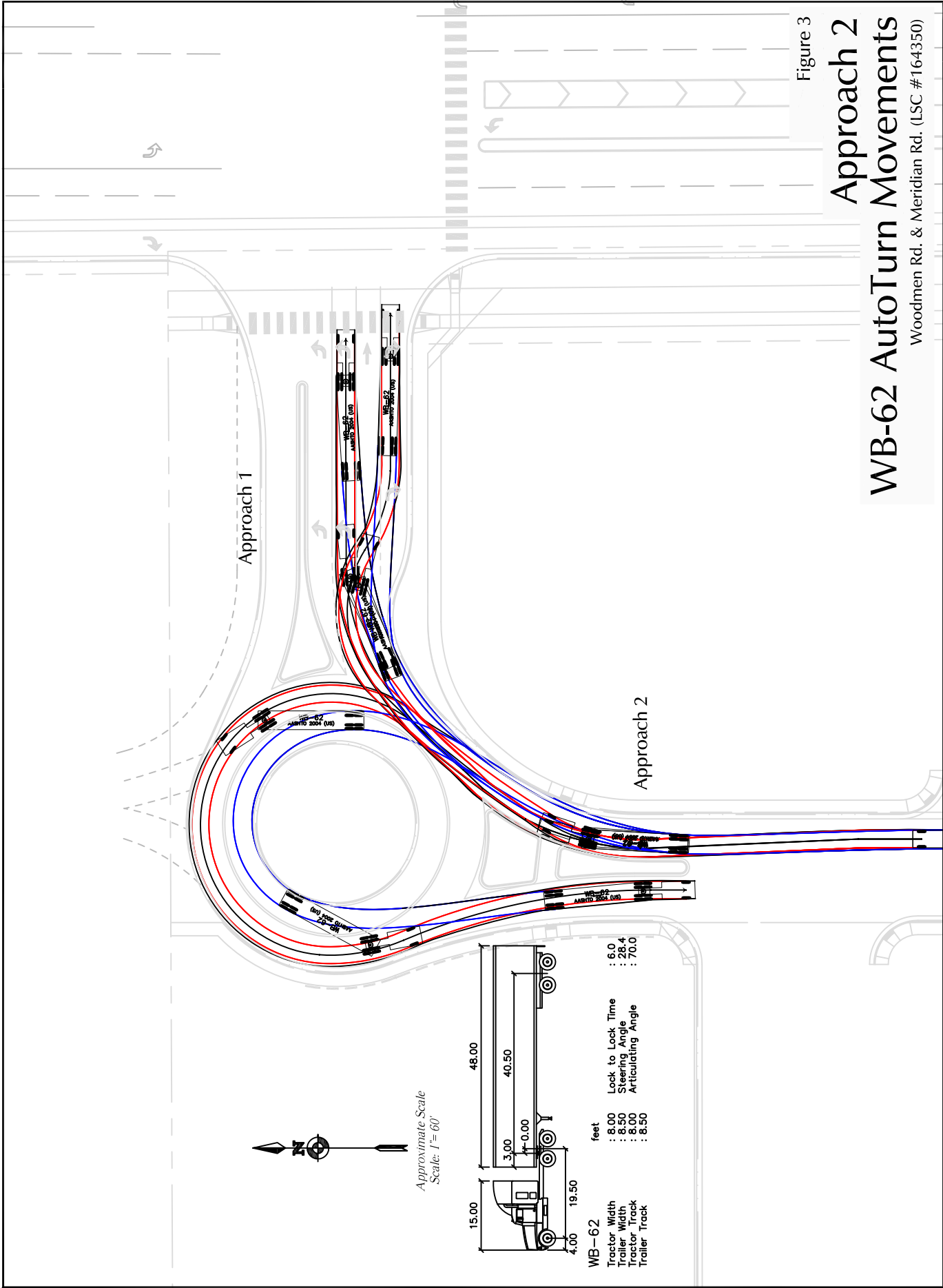


Figure 3

Approach 2

WB-62 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approximate Scale
Scale: 1" = 60'

WB-62	feet	Lock to Lock Time	: 6.0
Tractor Width	: 8.00	Steering Angle	: 28.4
Trailer Width	: 8.50	Articulating Angle	: 70.0
Tractor Track	: 8.00		
Trailer Track	: 8.50		

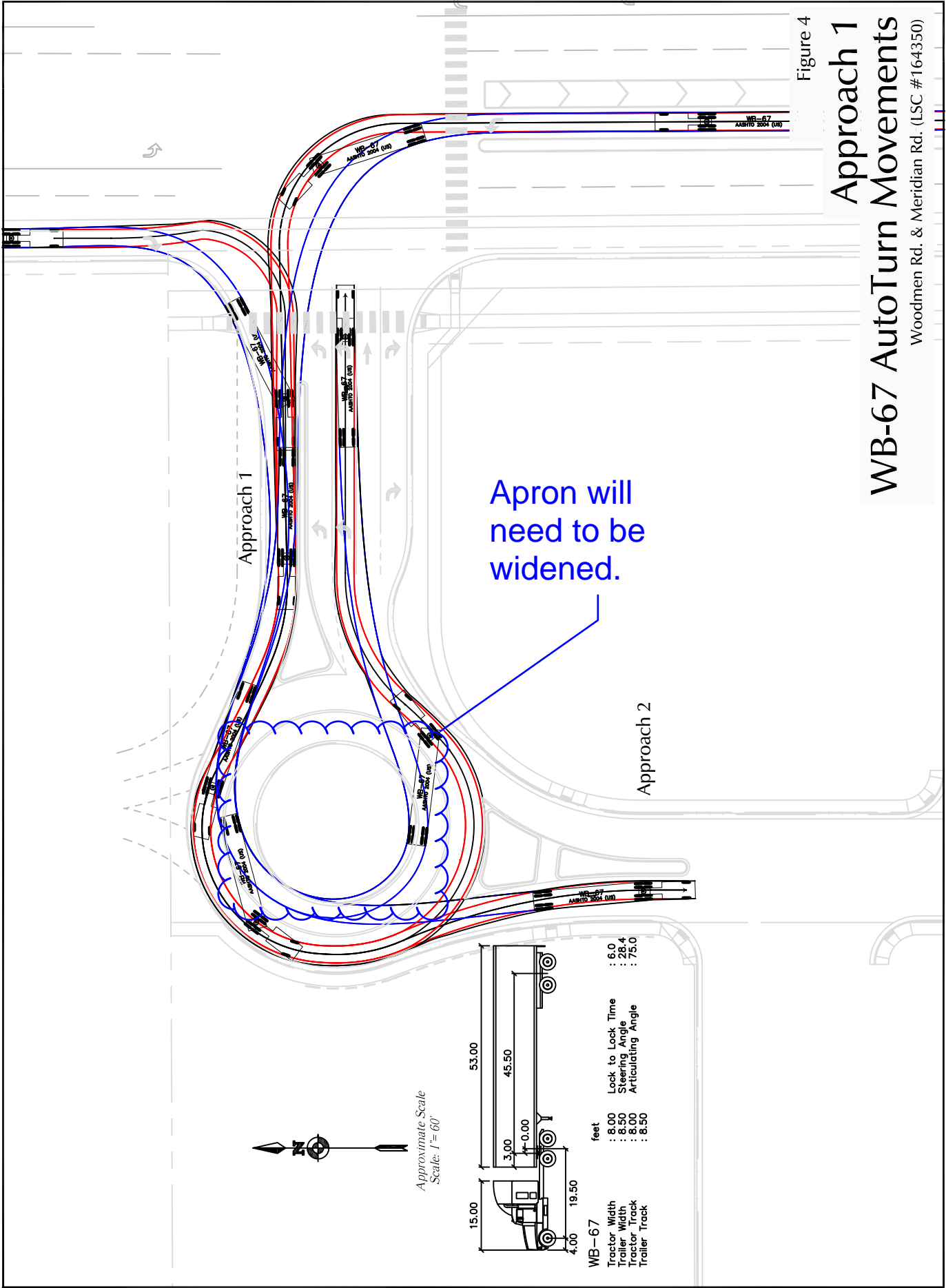


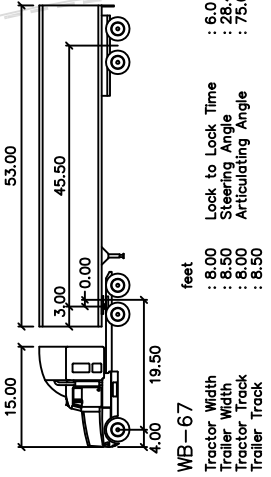
Figure 4

Approach 1 WB-67 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Apron will need to be widened.

Approximate Scale
Scale: 1" = 60'



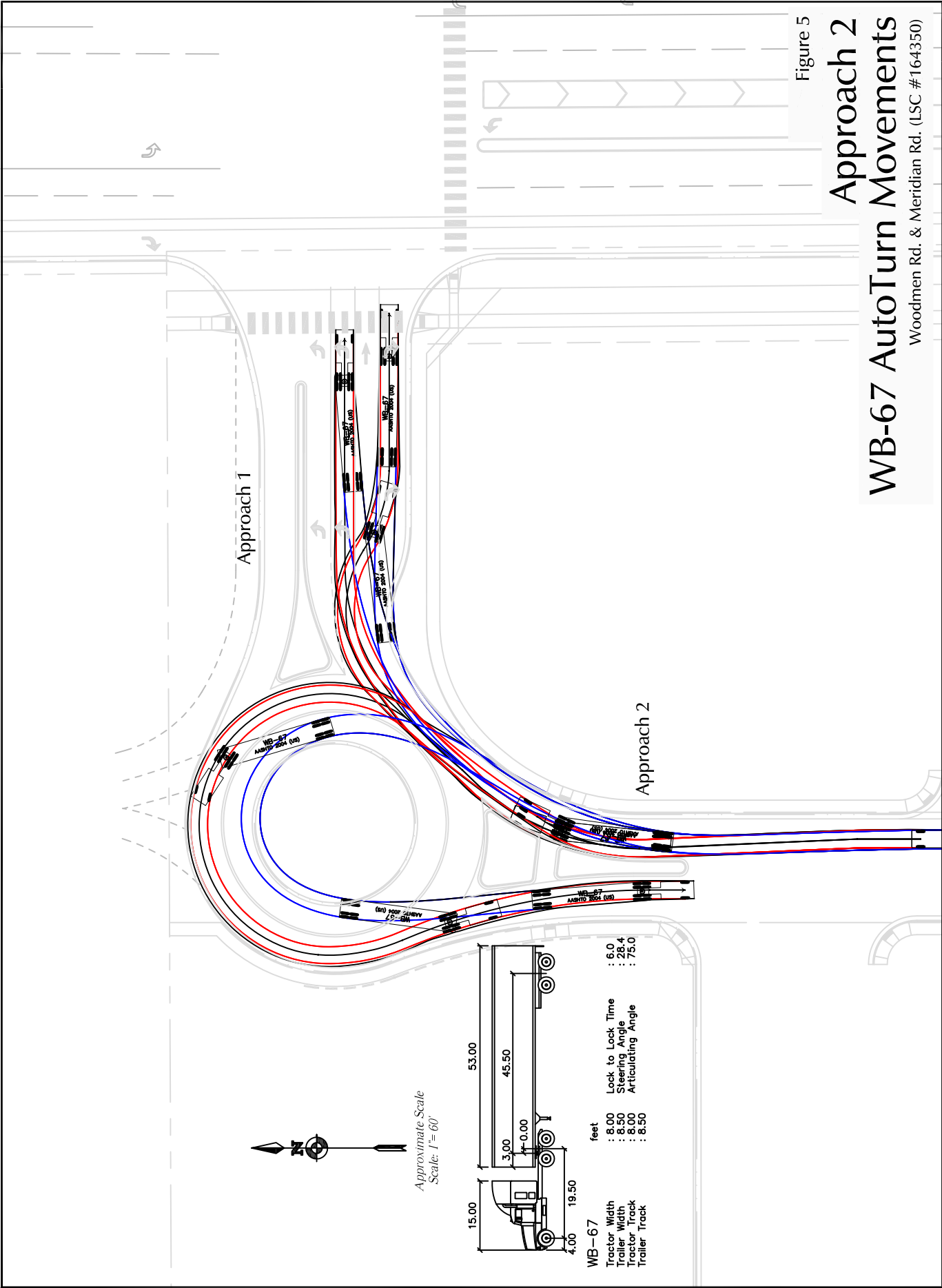


Figure 5

Approach 2

WB-67 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approximate Scale
Scale: 1" = 60'

WB-67	feet	Lock to Lock Time	: 6.0
Tractor Width	: 8.00	Steering Angle	: 28.4
Trailer Width	: 8.50	Articulating Angle	: 75.0
Tractor Track	: 8.00		
Trailer Track	: 8.50		

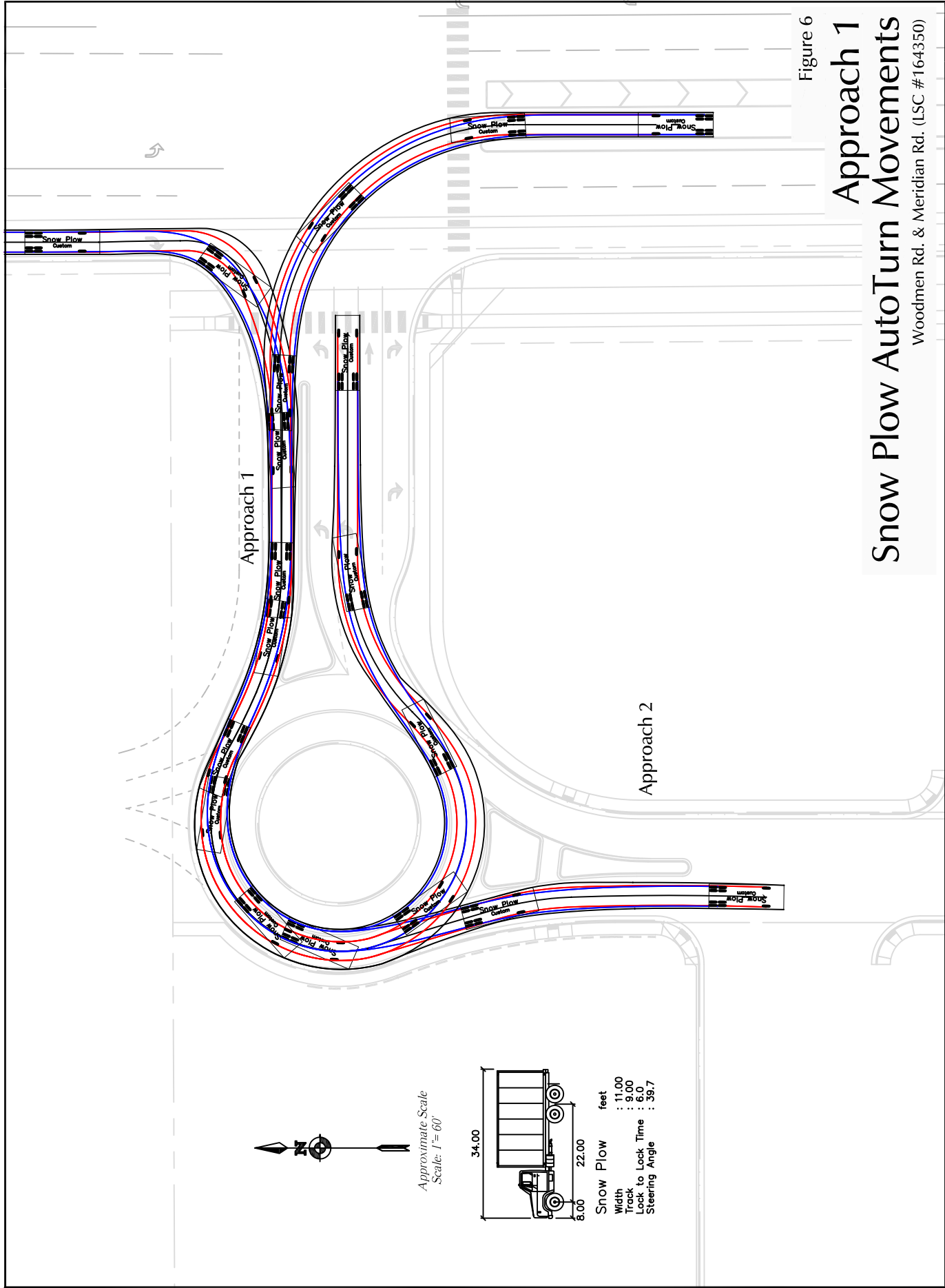


Figure 6

Approach 1 Snow Plow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

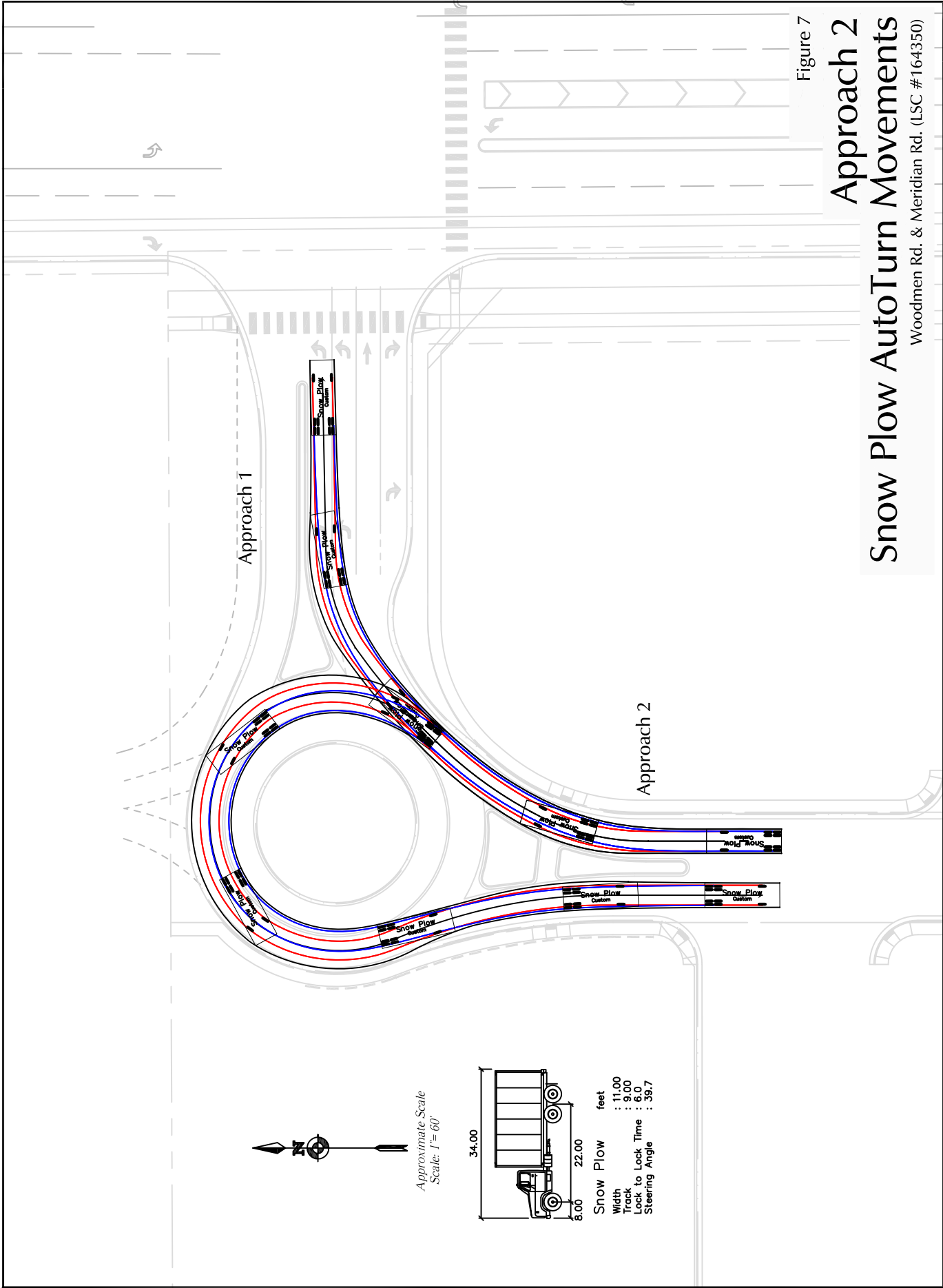


Figure 7

Approach 2

Snow Plow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approximate Scale
Scale: 1" = 60'

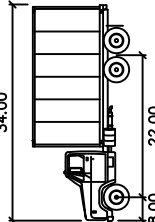
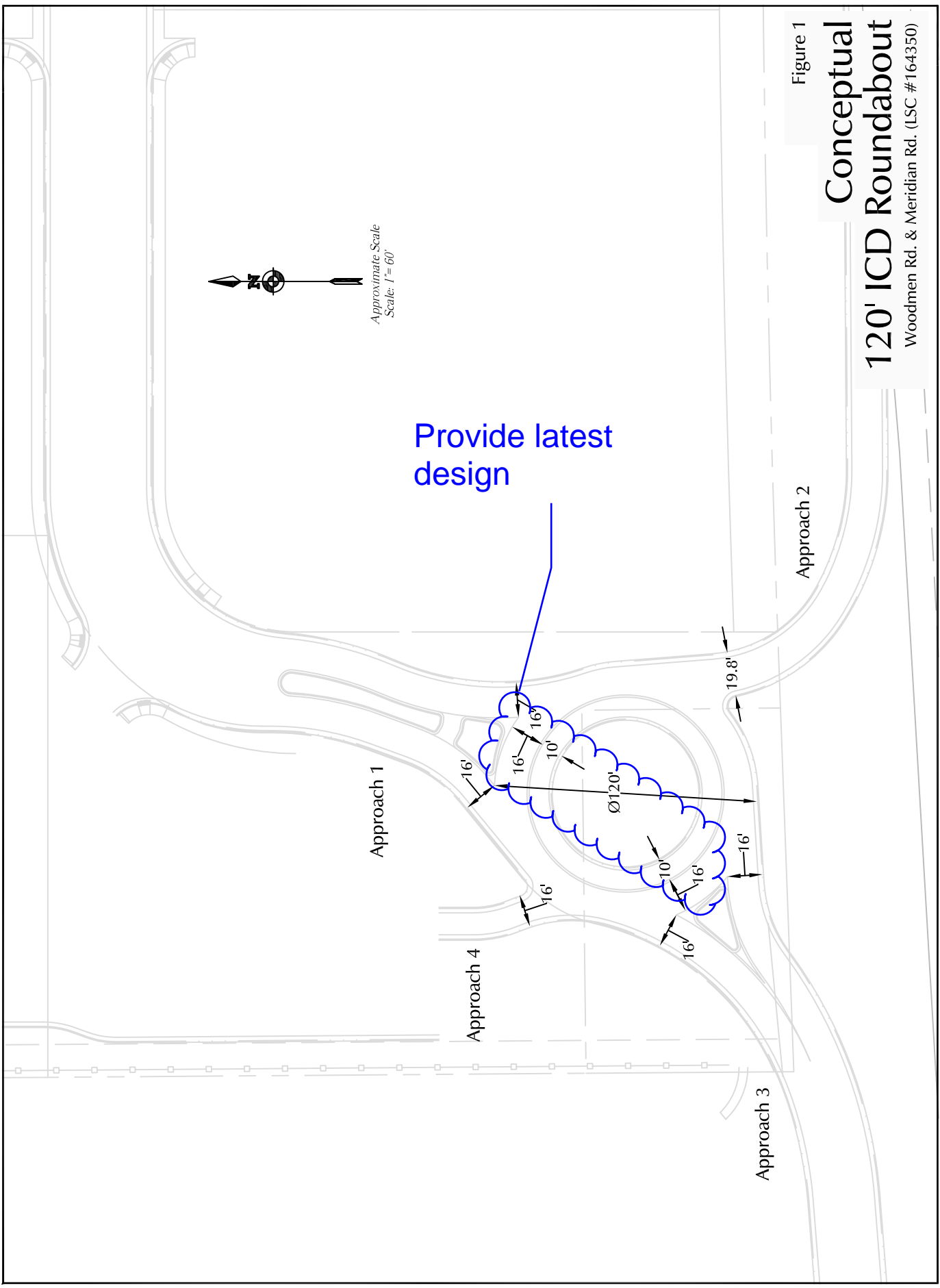
	feet
Snow Plow	: 11.00
Width	: 9.00
Track to Lock Time	: 6.0
Lock to Lock Time	: 39.7
Steering Angle	

Figure 1

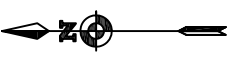
Conceptual 120' ICD Roundabout

Woodmen Rd. & Meridian Rd. (LSC #164350)



Provide latest design

Approximate Scale
Scale: 1" = 60'



Approach 1

Approach 2

Approach 4

Approach 3

$\text{Ø}120'$

16'

16'

10'

16'

19.8'

16'

16'

16'

16'

10'

16'

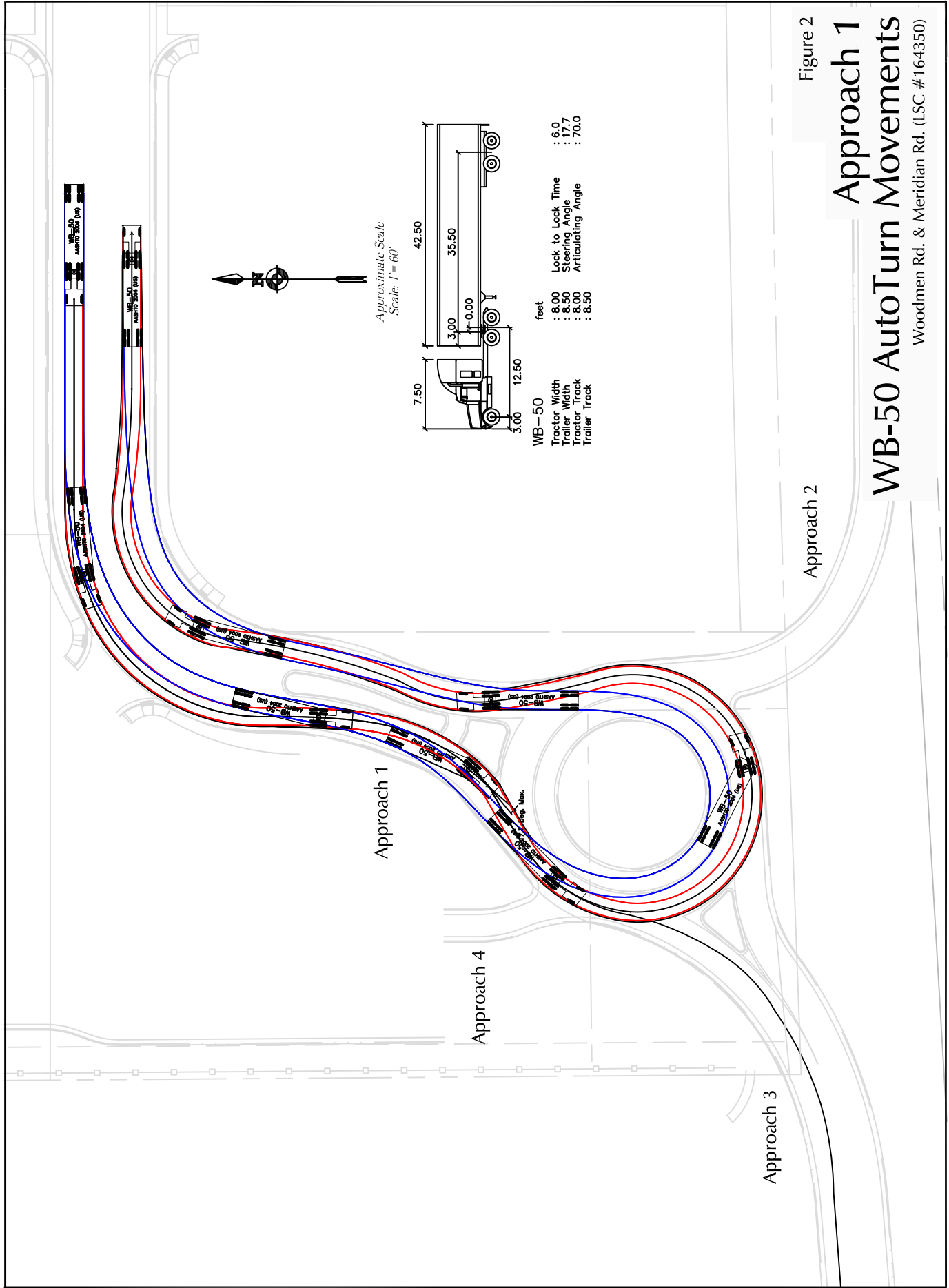


Figure 2

Approach 1 WB-50 AutoTurn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approach 2

Approach 1

Approach 4

Approach 3

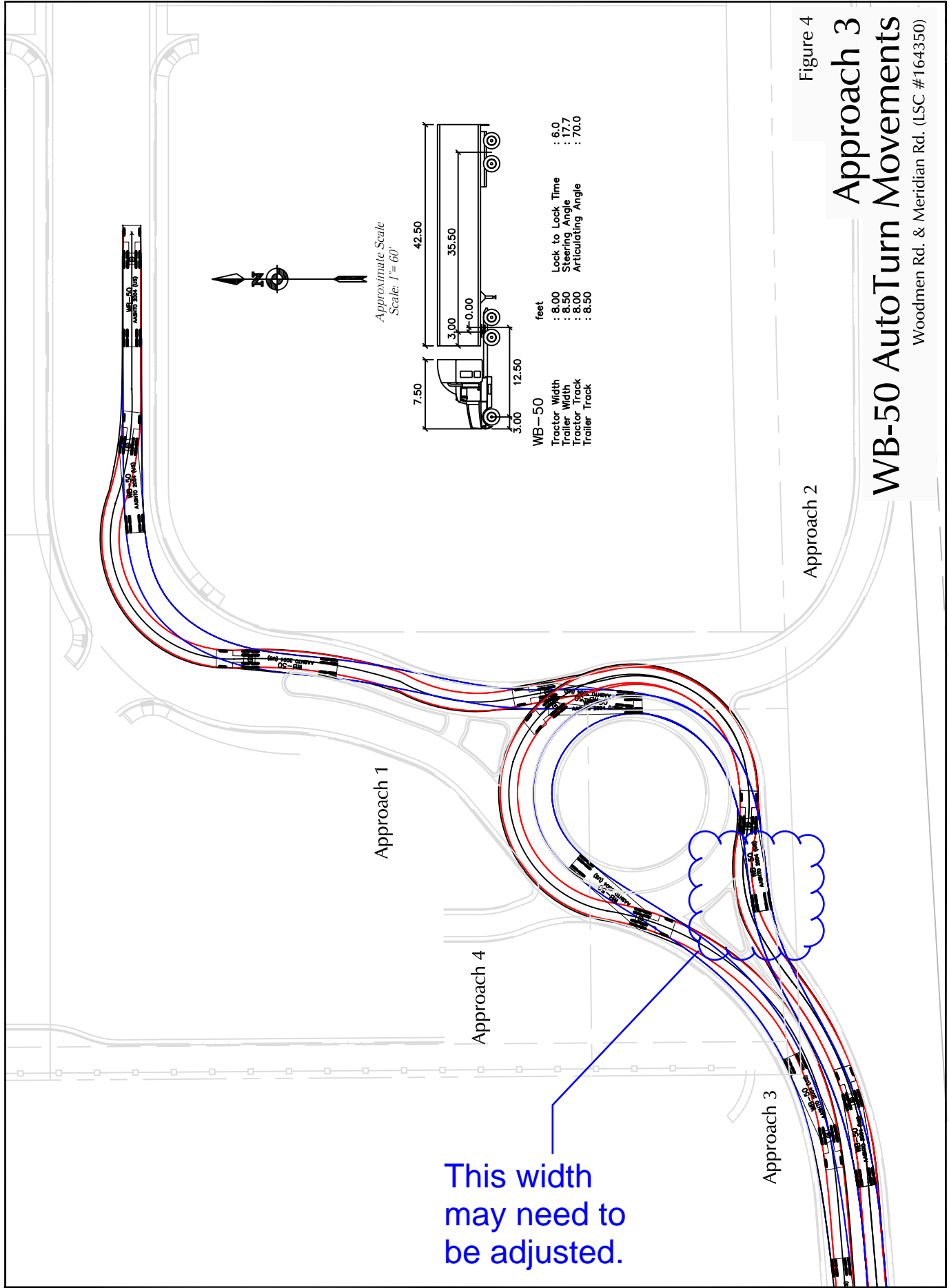


Figure 4

Approach 3 WB-50 Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

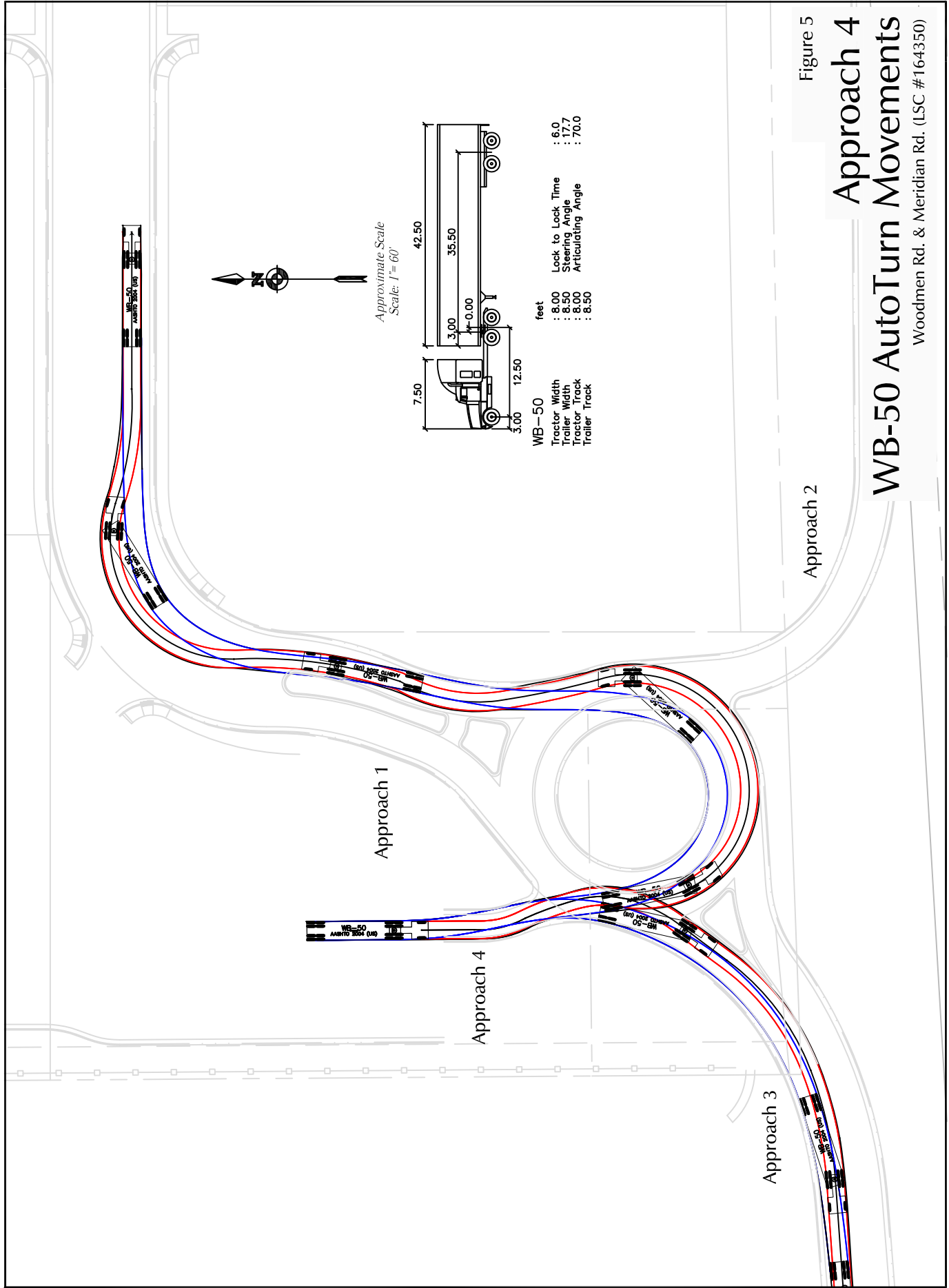


Figure 5

Approach 4 WB-50 Auto Turn Movements

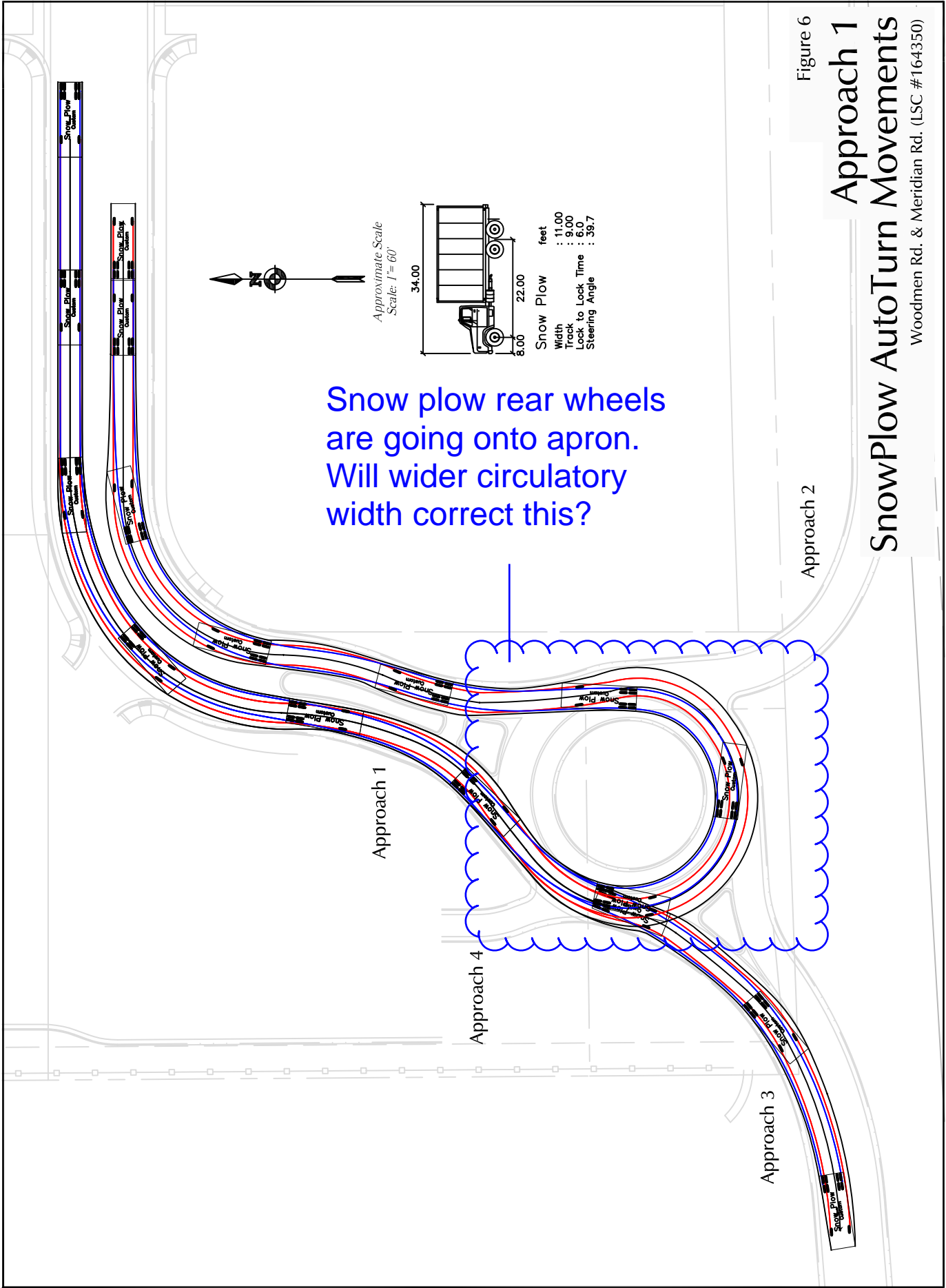
Woodmen Rd. & Meridian Rd. (LSC #164350)

Approach 2

Approach 1

Approach 4

Approach 3



Snow plow rear wheels
are going onto apron.
Will wider circulatory
width correct this?

Figure 6

Approach 1 SnowPlow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Approach 2

Approach 1

Approach 4

Approach 3

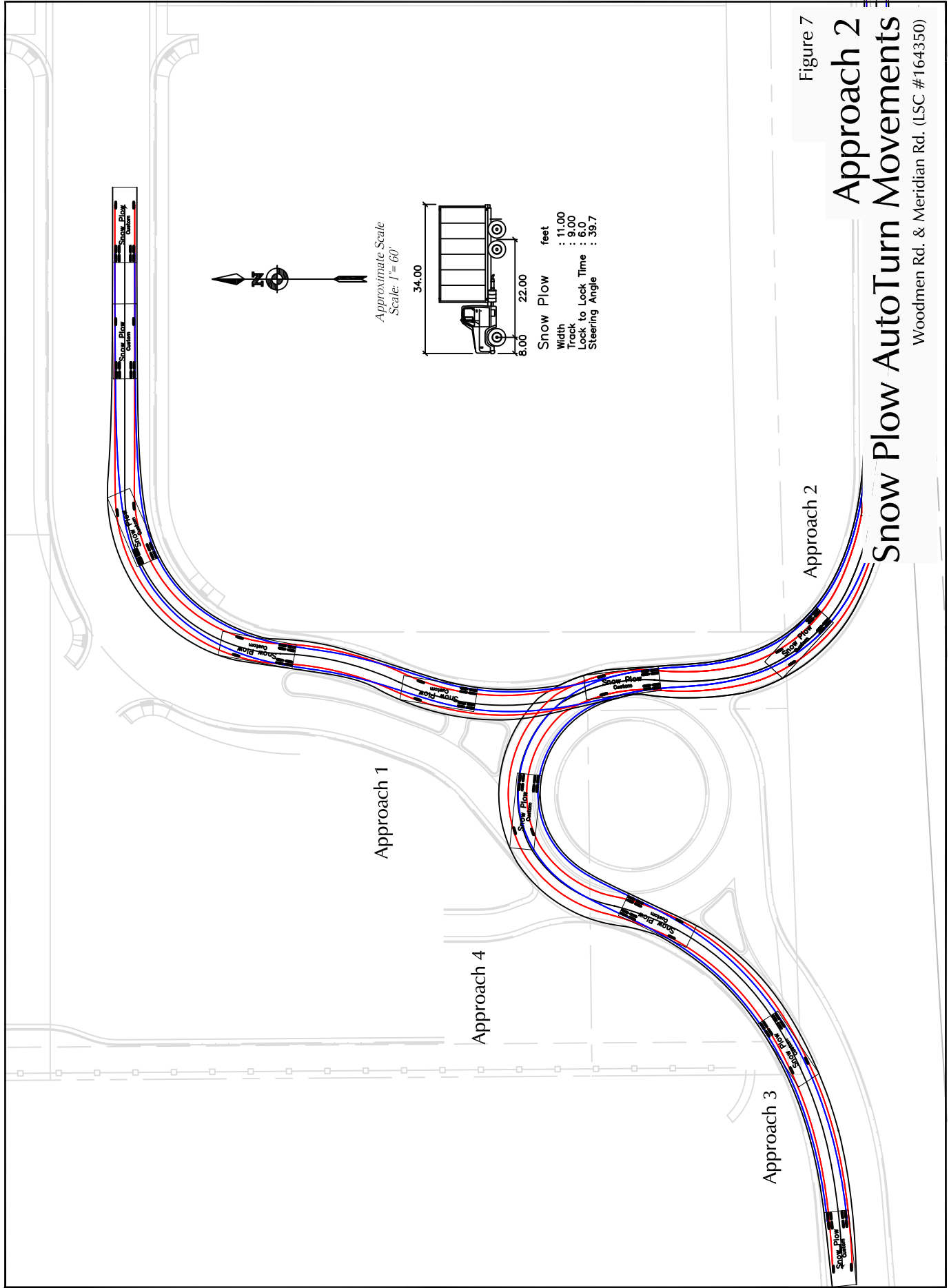


Figure 7

Approach 2 Snow Plow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

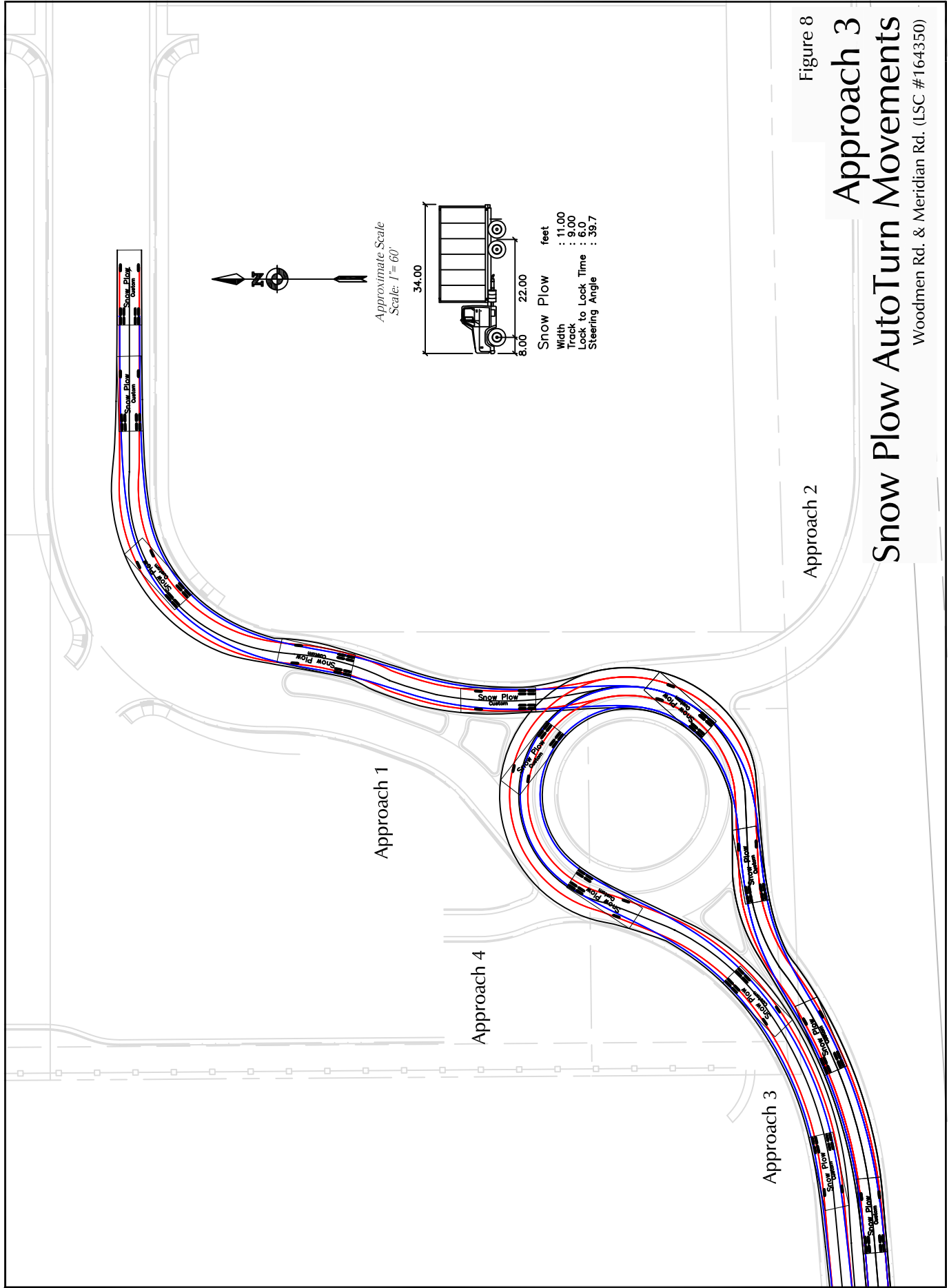


Figure 8

Approach 3 Snow Plow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

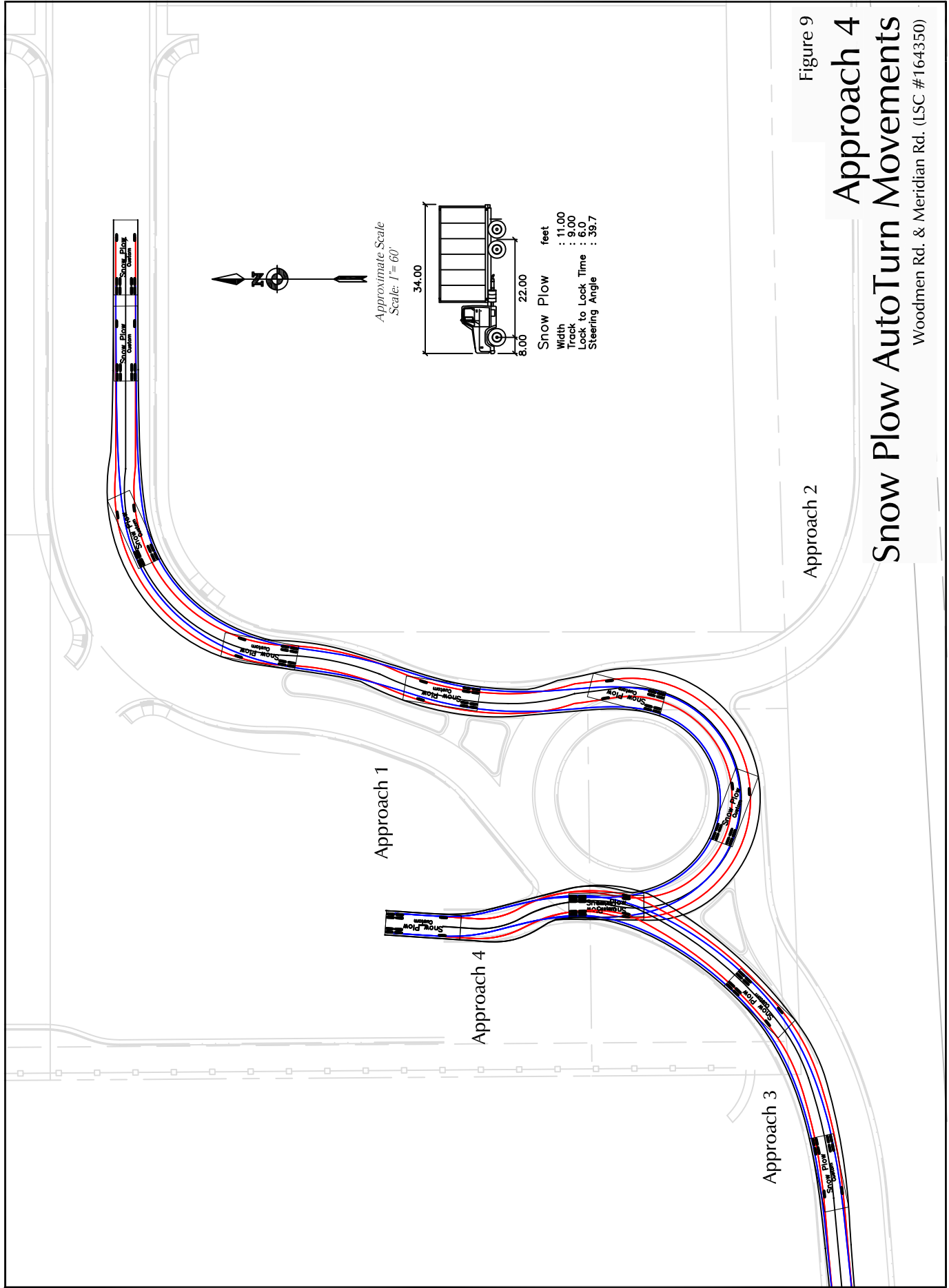


Figure 9

Approach 4 Snow Plow Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

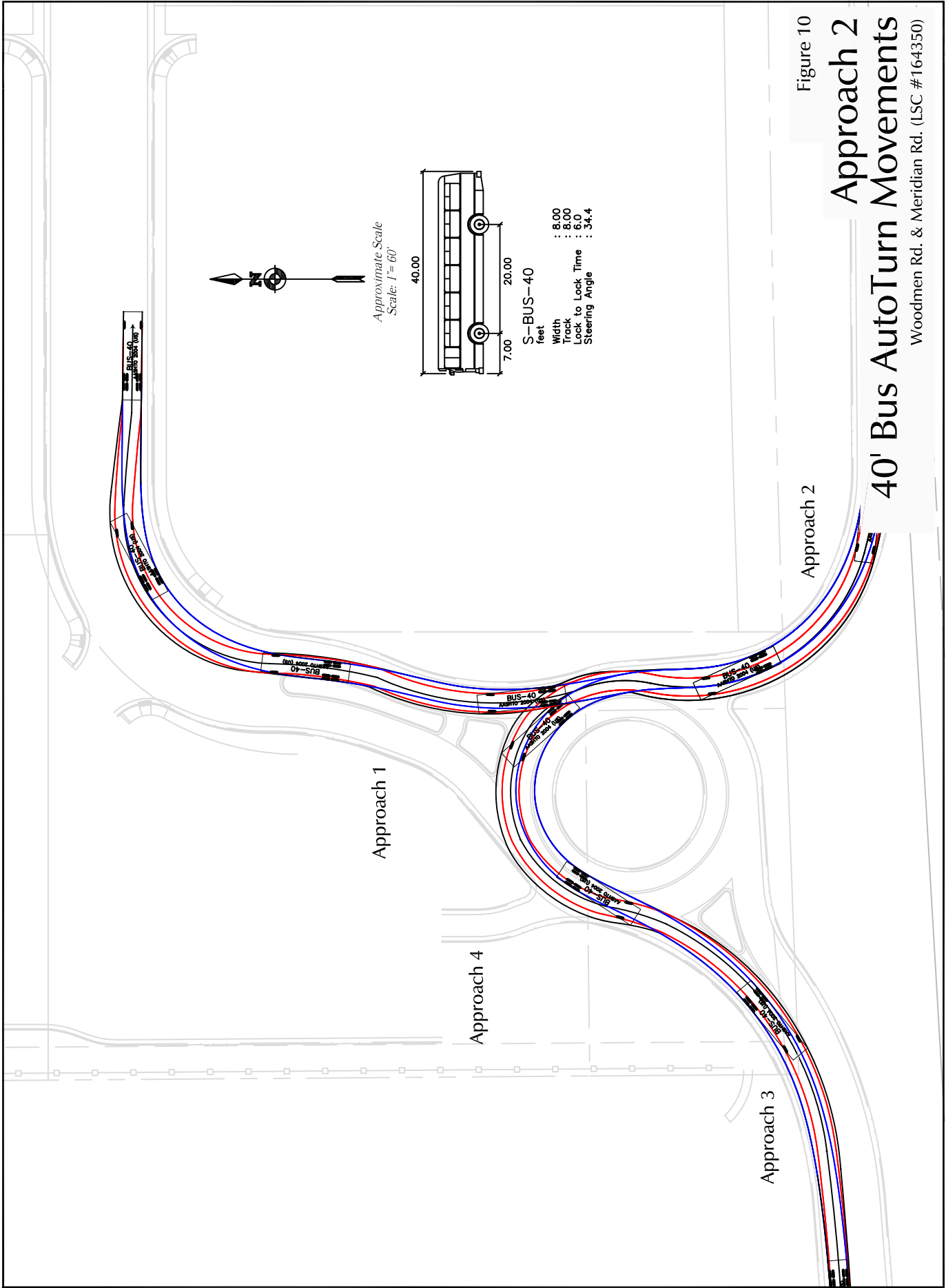


Figure 10

Approach 2 40' Bus AutoTurn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

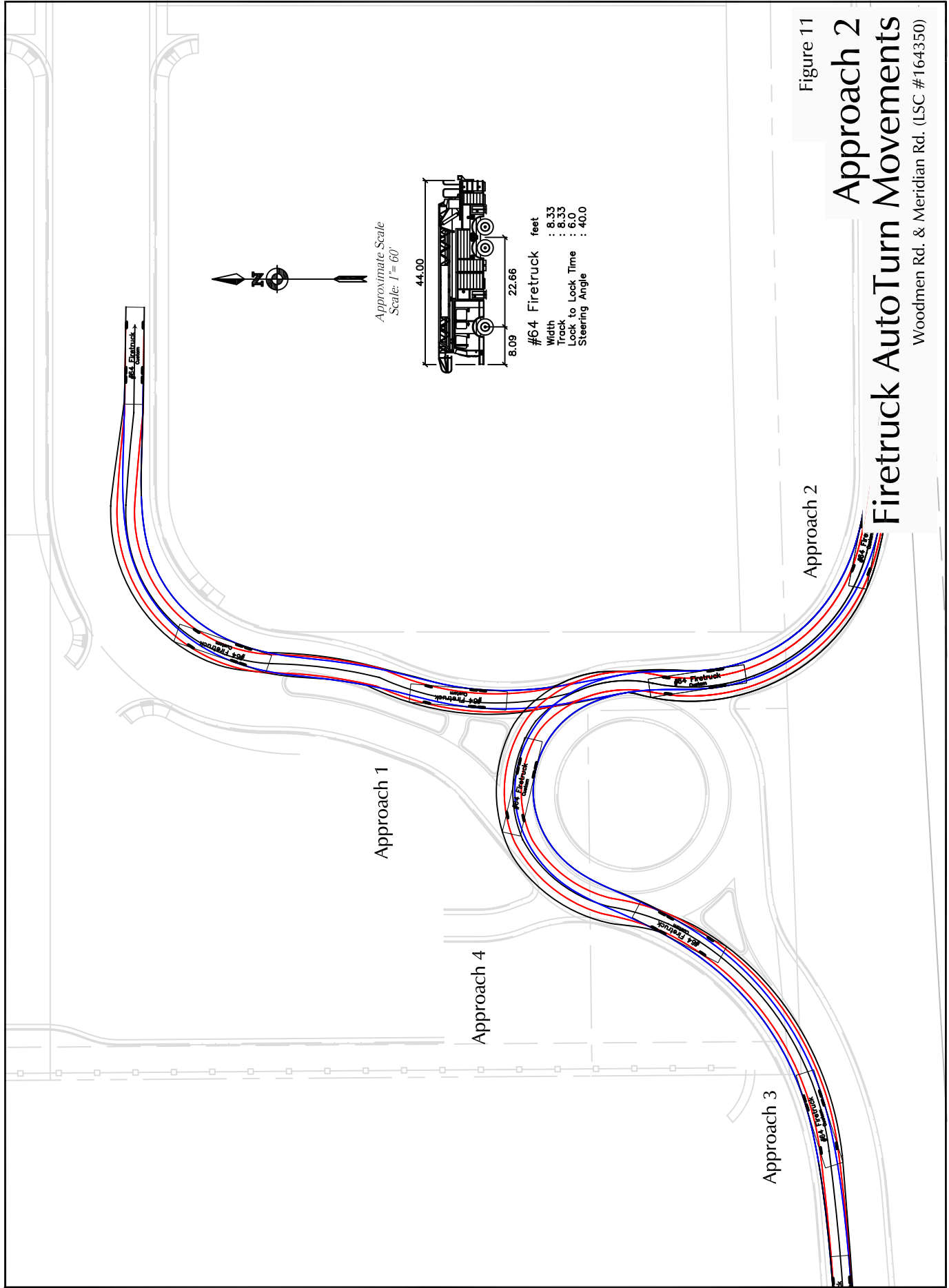


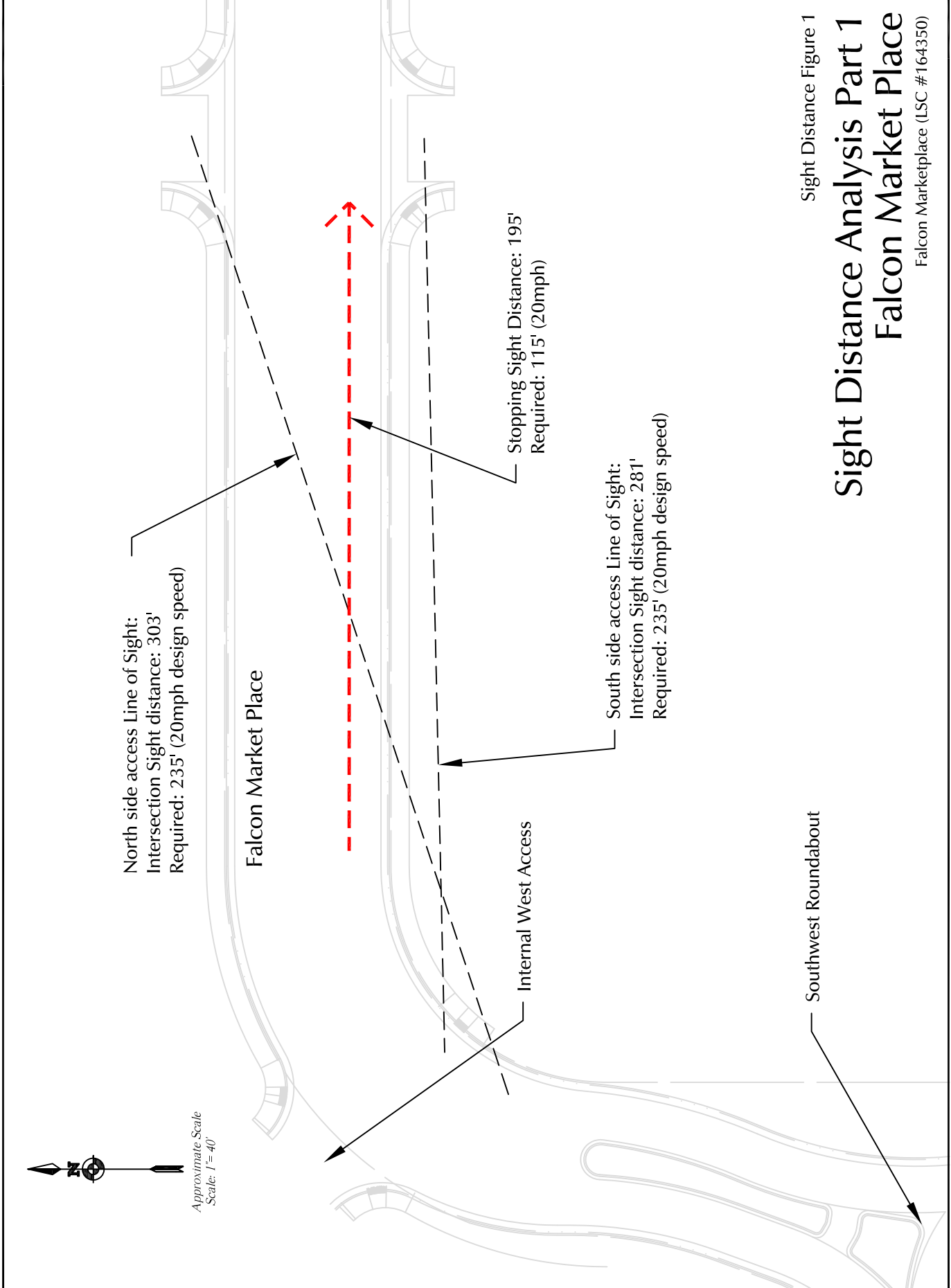
Figure 11

Approach 2 Firetruck Auto Turn Movements

Woodmen Rd. & Meridian Rd. (LSC #164350)

Sight Distance Exhibits





Approximate Scale
Scale: 1" = 40'

Sight Distance Figure 1
Sight Distance Analysis Part 1
Falcon Market Place
 Falcon Marketplace (LSC #164350)



Approximate Scale
Scale: 1" = 40'

North side access Line of Sight:
Intersection Sight distance: 240'
Required: 235' (20mph design speed)



Falcon Market Place
Stopping Sight Distance: 140'
Required: 115' (20mph)

Southeast Corner Access

South side access Line of Sight:
Intersection Sight distance: 267'
Required: 235' (20mph design speed)

Sight Distance Figure 2

Sight Distance Analysis Part 2 Falcon Market Place

Falcon Marketplace (LSC #164350)



Approximate Scale
Scale: 1" = 50'

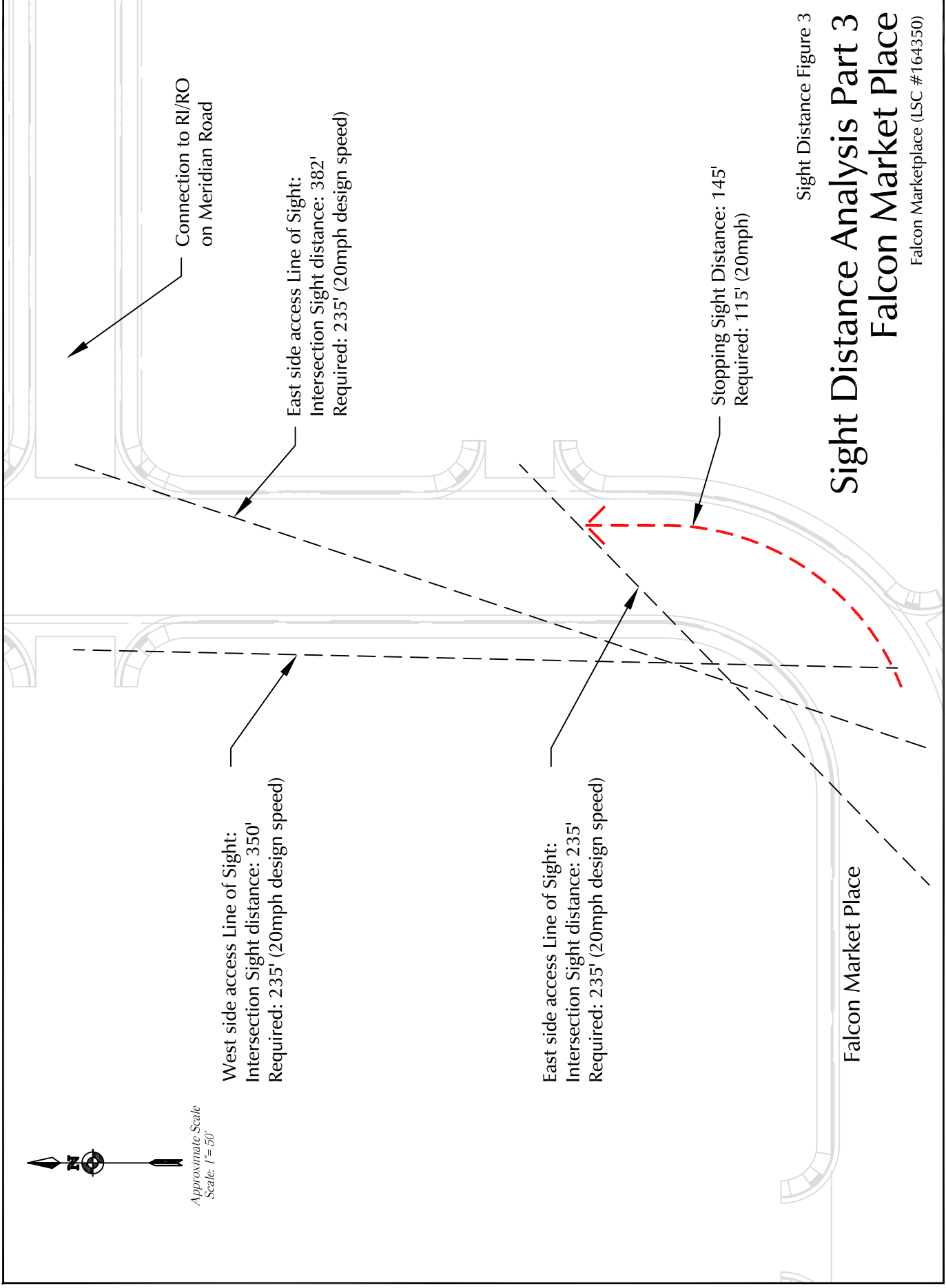
West side access Line of Sight:
Intersection Sight distance: 350'
Required: 235' (20mph design speed)

East side access Line of Sight:
Intersection Sight distance: 235'
Required: 235' (20mph design speed)

East side access Line of Sight:
Intersection Sight distance: 382'
Required: 235' (20mph design speed)

Stopping Sight Distance: 145'
Required: 115' (20mph)

Connection to RI/RO
on Meridian Road



Sight Distance Figure 3

Sight Distance Analysis Part 3 Falcon Market Place

Falcon Marketplace (LSC #164350)



Approximate Scale
Scale: 1" = 50'

Eastonville Road

Stopping Sight Distance: 130'
Required: 115' (20mph)

West side access Line of Sight:
Intersection Sight distance: 282'
Required: 235' (20mph design speed)

East side access Line of Sight:
Intersection Sight distance: 340'
Required: 235' (20mph design speed)

Falcon Market Place

Sight Distance Figure 4

Sight Distance Analysis Part 4 Falcon Market Place

Falcon Marketplace (LSC #164350)