



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
 Fax: 719.520.6695
 Website www.elpasoco.com

**DEVIATION REVIEW
 AND DECISION FORM**

Procedure # R-FM-051-07
 Issue Date: 12/31/07
 Revision Issued: 00/00/00

DSD FILE NO.:

--	--	--	--	--	--	--	--

General Property Information:

Address of Subject Property (Street Number/Name): Not Available
 Tax Schedule ID(s) #:5500000135
 Legal Description of Property: W2 SEC 9-15-65. EX PT TO RDS
 Subdivision or Project Name Springs East at Waterview, preliminary plan

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Function Classification

Specific Criteria from Which a Deviation is Sought: Minimum centerline curve radius on an Urban Non-Residential Collector

Proposed Nature and Extent of Deviation: The deviation requested is to allow proposed centerline horizontal curve radii of 410' and 260' for two horizontal curves on an Urban Non-Residential Collector - "K" street. These curves are located west of the proposed roundabout.

Applicant Information:

Applicant: Dakota Springs Engineering Email Address: dse.pak7@gmail.com
 Applicant is: Owner Consultant Contractor
 Mailing Address: 31 N Tejon Street, Suite 500, Colorado Springs State: CO Postal Code: 80903
 Telephone Number: 719-377-0244

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

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Function Classification
 Specific Criteria from Which a Deviation is Sought: Minimum centerline curve radius on an Urban Non-Residential Collector.

Proposed Nature and Extent of Deviation: The deviation requested is to allow proposed centerline horizontal curve radii of 410' and 260' for two horizontal curves on an Urban Non-Residential Collector - "K" street. These curves are located west of the proposed roundabout.

Reason for the Requested Deviation: Given a combination of factors - the Powers Boulevard access restriction, the requirement to reserve future ROW for a Bradley/Powers grade-separated interchange, no direct commercial access to Bradley Road permitted, and the need to create a viable site (both size and shape) for future commercial development, the need to create perpendicular intersections at Bradley Road/"A Street" and create perpendicular streets at the roundabout itself -- the resulting street layout resulted in the two proposed horizontal curves with radii less than 565 feet.

Comparison of Proposed Deviation to ECM Standard: The proposed centerline curve radii are 155 feet and 305 feet less than the ECM standard of 565'

Applicable Regional or National Standards used as Basis: The Industrial classification in the Colorado Springs Traffic Criteria Manual lists a horizontal alignment radius of 335 feet.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

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.

Reason for the Requested Deviation: Given a combination of factors - the Powers Boulevard access restriction, the requirement to reserve future ROW for a Bradley/Powers grade-separated interchange, no direct commercial access to Bradley Road permitted, and the need to create a viable site (both size and shape) for future commercial development, the need to create perpendicular intersections at Bradley Road/"A Street" and create perpendicular streets at the roundabout itself -- the resulting street layout resulted in the two proposed horizontal curves with radii less than 565 feet.

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.

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.

The request is not based exclusively on financial considerations, the request is based on the justification described above.

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

Given the site-specific conditions, the proposed radii will achieve the intended purpose -- to provide access to the commercial site for passenger vehicles and trucks and connections to the residential Urban Local streets. The curve with the 410-foot radii will be on the section of roadway with the higher traffic volume as it occurs prior to the first commercial access; however, the curve is adjacent to the proposed roundabout, so vehicles will be entering the curve at slower speed than if the roundabout were not directly adjacent. Also, the projected ADT will be well below the maximum allowable for a non-residential collector. The other ECM standard cross-sectional elements of the street will remain the same. The proposed 260-foot curve will be adjacent to the end of the street. The street is proposed to tee into L Street on the west side of the site. Therefore, motorists will be approaching a stop condition at the end of the curve. This will require motorists to decelerate to the stop condition.

The deviation will not adversely affect safety or operations.

The 410-foot radius curve is adjacent to the proposed roundabout, so vehicles will be entering the curve at slower speed than if the roundabout were not directly adjacent. Also, the projected ADT will be well below the maximum allowable for a

non-residential collector. The other ECM standard cross-sectional elements of the street will remain the same. The proposed 260-foot curve will be adjacent to the end of the street as the street is proposed to tee into L Street on the west side of the site. Therefore, motorists will be approaching a stop condition at the end of the curve. This will require motorists to decelerate to the stop condition.

LSC recommends an MUTCD "Curve Ahead" sign with a supplemental speed plate indicating "25 mph," followed by a "Stop Ahead" sign be placed upstream of this horizontal curve in the westbound direction, facing westbound traffic. Pavement markings indicating the same would reinforce the signs. Also, low-level landscaping (18" or lower) such as grass, on the inside of the horizontal curve for good line of sight across the inside of the curve. Yellow and black MUTCD curve chevron signs posted on the outside of the curve facing in the westbound approach are also recommended.

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

The deviation will result in minor additional maintenance cost for maintenance of the signs and pavement markings recommended above.

The deviation will not adversely affect aesthetic appearance.

The curves would not detract from the aesthetic appearance and could be considered an enhancement to the aesthetic appearance.

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 of owner (or authorized representative)

Date

Signature of applicant (if different from owner)

Date

6/22/18

Signature of Engineer

Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

Approved

by Elizabeth Nijkamp
El Paso County Planning and Community Development
on behalf of Jennifer Irvine, County Engineer, ECM Administrator



10/01/2018 4:35:07 PM

Date

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of ECM is hereby granted based on the justification provided. Comments:

*see conditions next page

Additional comments or information are attached.

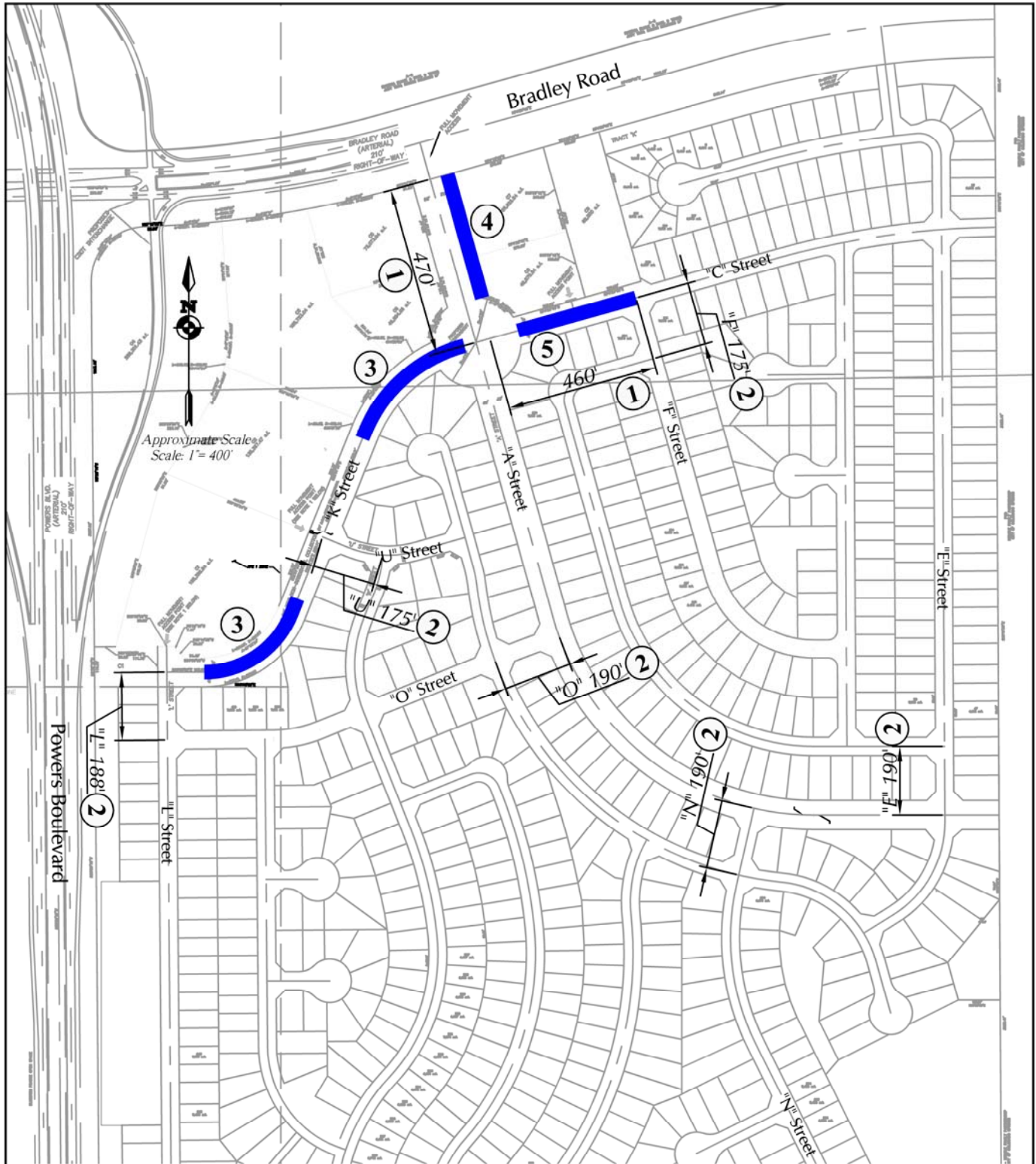
DENIED by the ECM Administrator

_____ 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.

CONDITIONS OF APPROVAL:

Approval of this deviation is limited to the layout as shown in this preliminary plan. Any changes to this layout or zoning shall void this approval.



Legend

- ① Intersection spacing along a Non-Residential Collector
- ② Intersection spacing along an Urban Local
- ③ Center-line radius on a Non-Residential Collector
- ④ Reduction in auxiliary turn lane lengths - "A" Street s/o Bradley Rd.
- ⑤ Reduction in auxiliary turn lane lengths - "C" Street w/o "F" Street

Figure 4

Deviation Requests

Springs at Waterview East (LSC #184360)

