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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): 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 at Waterview East

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

Specific Criteria from Which a Deviation is Sought: Table 2-7 Intersection spacing on an Urban Non-Residential Collector street. Per the ECM, 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).

Proposed Nature and Extent of Deviation: Allow spacings of less than the ECM-required 765 feet (660 feet plus the 105-foot distance from the Bradley centerline to the south right-of-way line) for the section of A Street between Bradley Road and the roundabout and on C Street east of the proposed roundabout.

- The section of A Street between the roundabout and Bradley Road, dual northbound left-turn lanes, a separate right-turn lane and width for a future through lane will be provided for vehicle stacking at the Bradley/A Street intersection. Southbound auxiliary lanes, including back-to-back left-turn lanes within this section would not be needed because of the proposed roundabout.

- The spacing along C Street from the centerline of the roundabout to the proposed commercial site access is 460 feet (the criteria for spacing along Non-Residential Collectors is 660 feet). An eastbound left-turn lane would be provided at the commercial access at the intersection of C Street and F Street.

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:

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):

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Specific Criteria from Which a Deviation is Sought: Table 2-7 Intersection spacing on an Urban Non-Residential Collector street. Per the ECM, 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).

Proposed Nature and Extent of Deviation: Allow spacings of less than the ECM-required 765 feet (660 feet plus the 105-foot distance from the Bradley centerline to the south right-of-way line) for the section of A Street between Bradley Road and the roundabout and on C Street east of the proposed roundabout. Please refer to the attached exhibits, which are figures from the TIS report.

- The section of A Street between the roundabout and Bradley Road, dual northbound left-turn lanes, a separate right-turn lane and width for a future through lane will be provided for vehicle stacking at the Bradley/A Street intersection. Southbound auxiliary lanes, including back-to-back left-turn lanes within this section would not be needed because of the proposed roundabout.

- The spacing along C Street from the centerline of the roundabout to the proposed commercial site access is 460 feet (the criteria for spacing along Non-Residential Collectors is 660 feet). An eastbound left-turn lane would be provided at the commercial access at the intersection of C Street and F Street.

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 in terms of size and shape) with reasonable access 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 above-referenced segments of Urban, Non-Residential Collector streets with centerline spacing below 660 feet. The only location for access to the commercial parcel on the northeast corner of the roundabout shown is in the southeast corner of that site. No access will be permitted to Bradley Road and access to the segment of A Street between Bradley and the roundabout was discouraged by staff. That section of A Street will be the main entry to the project and the street will be used for the north-leg exit lane from the roundabout followed by stacking for northbound vehicles on the approach to Bradley.

Comparison of Proposed Deviation to ECM Standard: The section of A Street between Bradley road and the roundabout is 575 feet, or 190 feet short of the criteria (ECM standard -765 feet); C Street east of the proposed center of the roundabout to the commercial access is 460 feet or 200 feet short of the criteria (ECM standard - 660-foot minimum).

Applicable Regional or National Standards used as Basis:

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.

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 in terms of size and shape) with reasonable access 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 above-referenced segments of Urban, Non-Residential Collector streets with centerline spacing below 660 feet. The only location for access to the commercial parcel on the northeast corner of the roundabout shown is in the southeast corner of that site. No access will be permitted to Bradley Road and access to the segment of A Street between Bradley and the roundabout was discouraged by staff. That section of A Street will be the main entry to the project and the street will be used for the north-leg exit lane from the roundabout followed by stacking for northbound vehicles on the approach to Bradley.

☐ 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.

The proposed roundabout eliminates the need for back-to-back left-turn auxiliary lanes along the Non-Residential Collector. Due to the roundabout, between the two segments requested in this deviation, left-turn lanes for storage of vehicles would only be needed on the northbound approach to Bradley/A Street and on the eastbound approach at the commercial access located 460 feet east of the roundabout. The roundabout entry and exit lanes and splitter islands will be designed with these adjacent, downstream left-turn stacking lanes as part of the roundabout design.

The deviation will not adversely affect safety or operations.

Please refer to the traffic report for the Preliminary Plan and the associated separate deviation for the auxiliary lane lengths. The 2040 queueing analysis contained in the TIS indicates that adequate storage will be provided for the northbound left-turn queue on A Street approaching Bradley Road. As vehicles arriving at this intersection will have come from the proposed one-lane modern roundabout intersection to the south, their approach speed will be less than the typical design speed for a Non-Residential Collector decreasing the need to provide the full deceleration length called for by the ECM. Similarly, the TIS indicates that a relatively short eastbound left-turn stacking lane on C Street approaching the commercial access east of the roundabout could accommodate the projected left-turn queue for traffic turning left into the commercial site. The opposing traffic volumes will be relatively light with ample traffic gaps.

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

This deviation will not change the maintenance cost.

The deviation will not adversely affect aesthetic appearance.

This deviation will not change 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

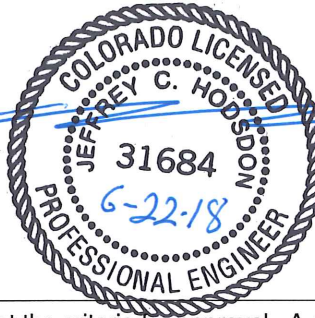
Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

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 2.3.2 of ECM is hereby granted based on the justification provided. Comments:

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.

____ Additional comments or information are attached.

DENIED by the ECM Administrator

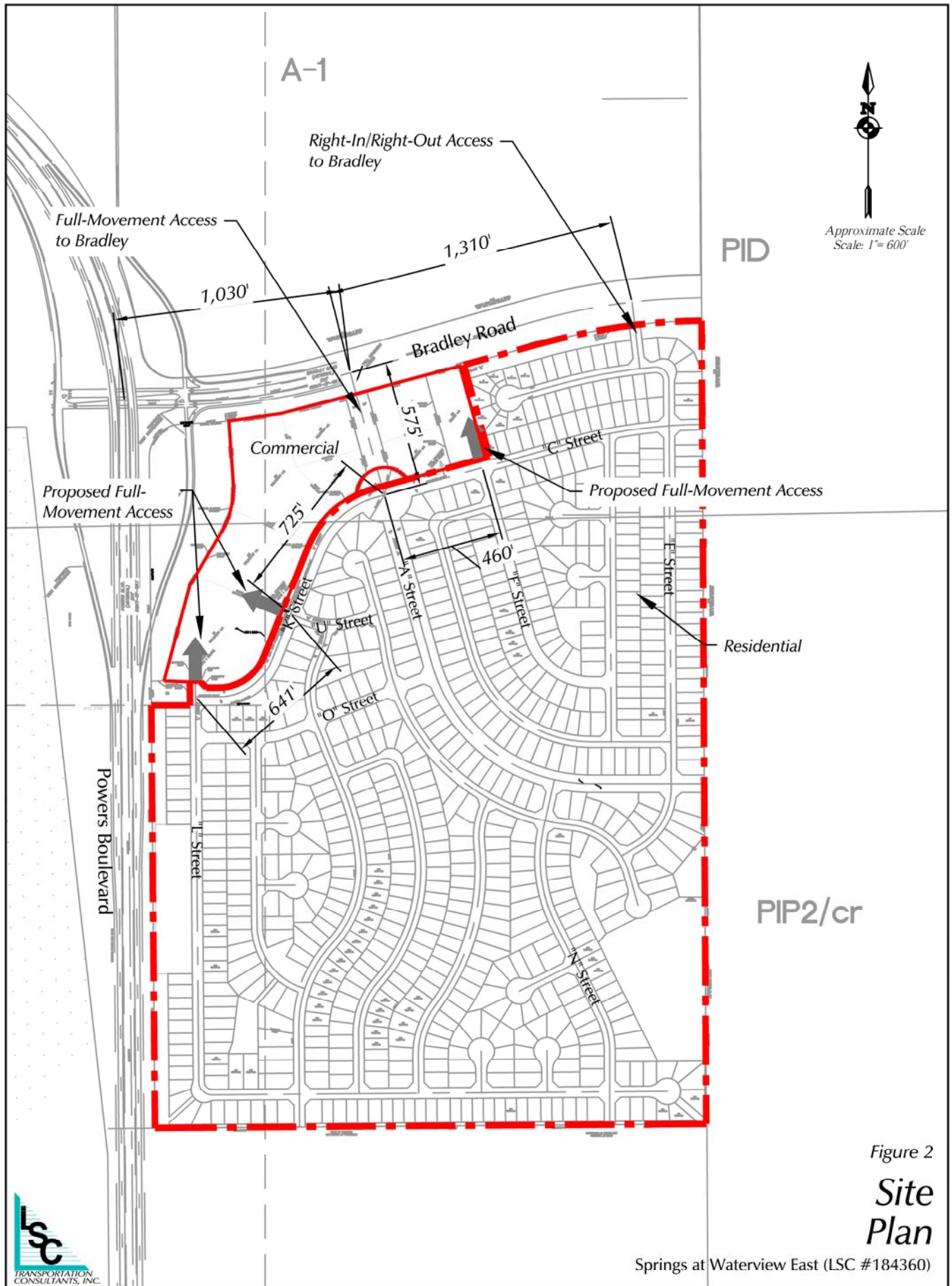
Date

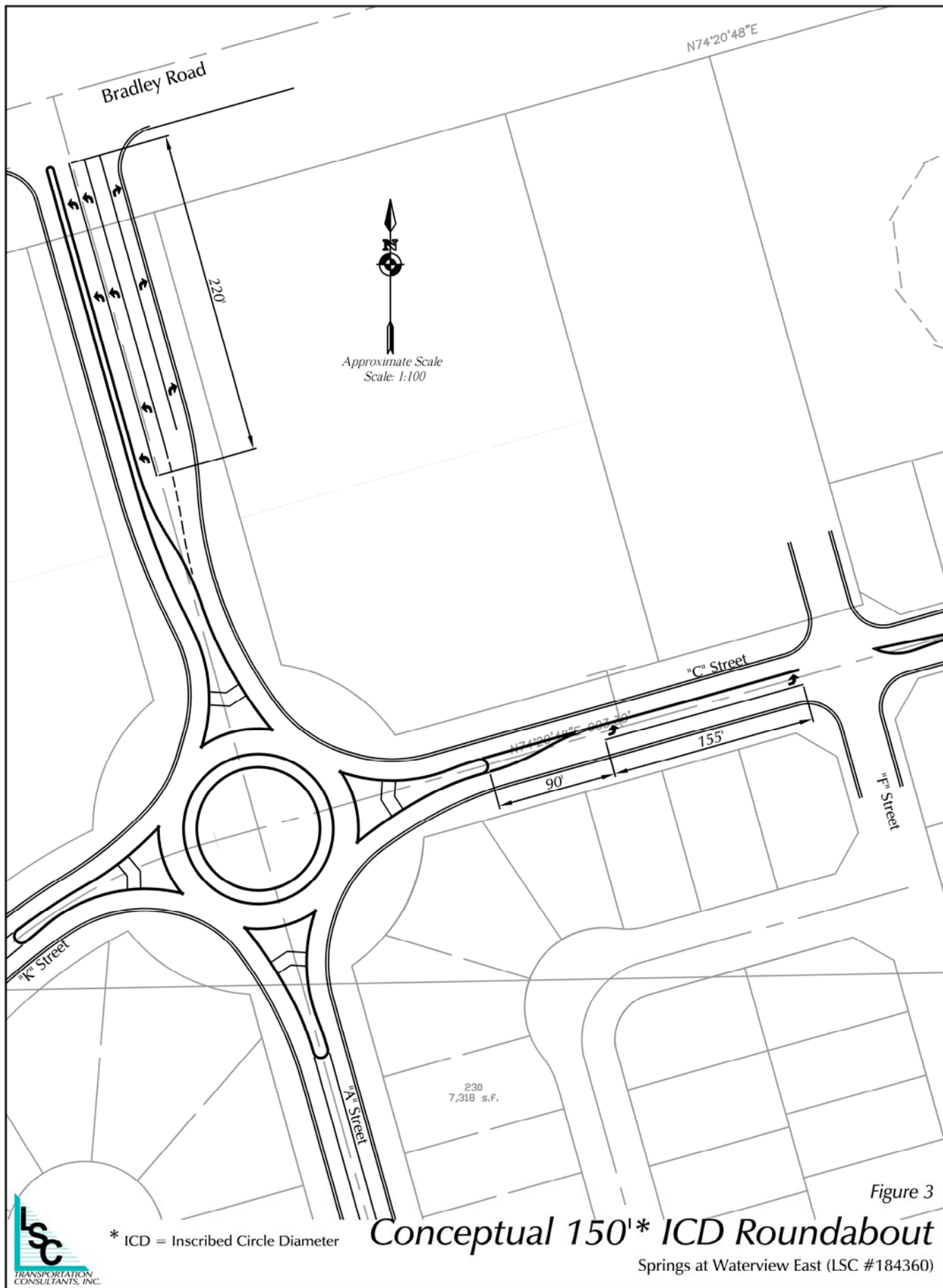
This request has been determined not to have met criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

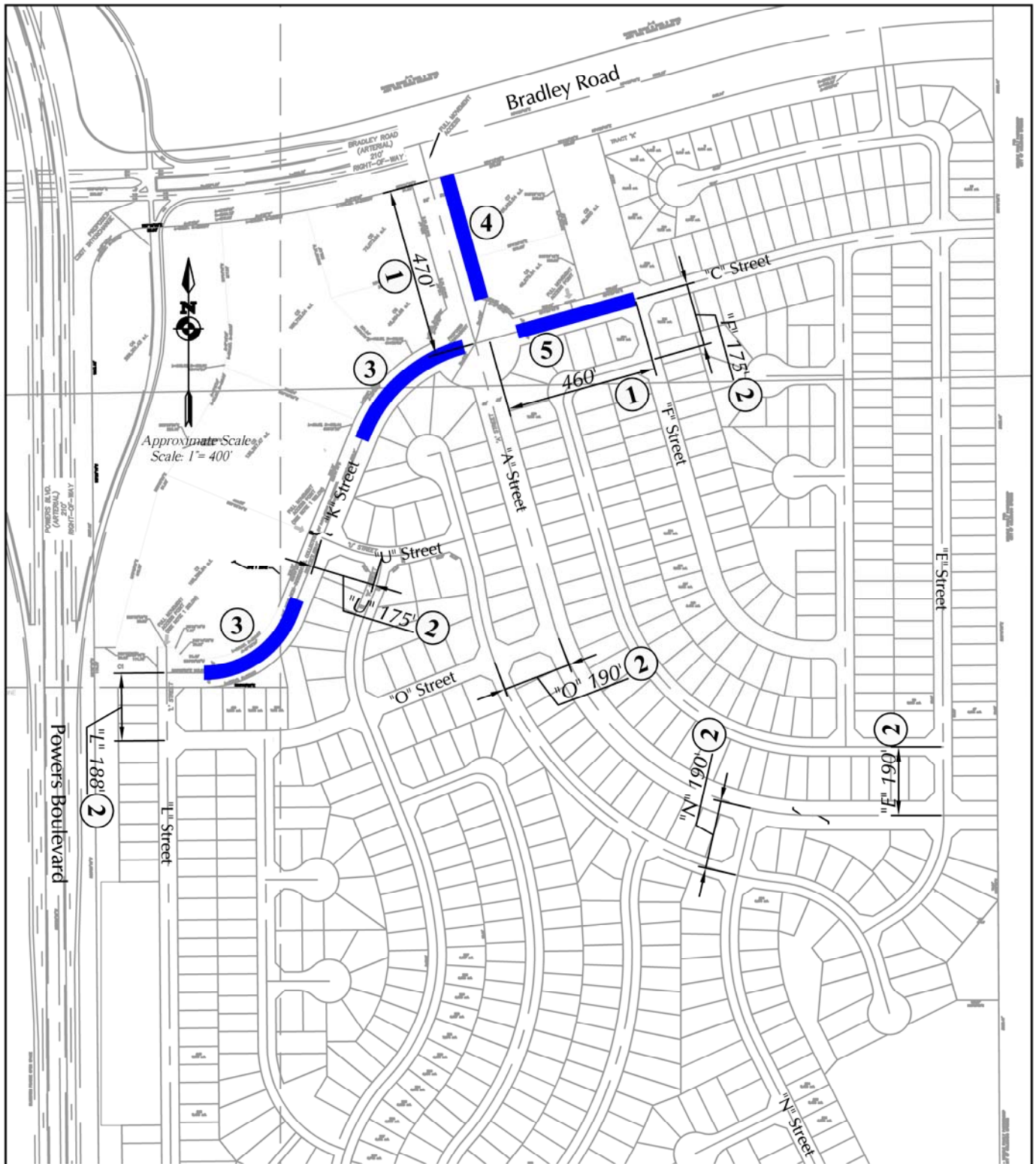
____ Additional comments or information are attached.

In general, why is the text referring to the A Street and Bradley Road distance by adding half of the ROW of Bradley? This makes the deviation confusing, if there is no reason, please change the entire deviation to read that the criteria is 660'.

I see no mention of the south bound movement on A street, please provide justification that the traffic leaving Bradley and proceeding south on A street will have no issues due to the shortening of this section of Road.







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)