

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

A deviation from the standards of or in **Section 2.2.4** Roadway Functional Classifications, Section 6, Figure 2.8, Appendix F SD 2-10 and Section 2.3.4.B of the Engineering Criteria Manual (ECM) is requested. The request is to allow a private roadway section that differs from the DCM standards for Rural Gravel Roadway. Specifically, lane width of 11 feet, shoulder width of 2 feet for total road width of 26 feet, foreslope of 4:1 and elimination of the 5' Public Improvements Easement is requested in this deviation. This request is also to allow a grade steeper than 3% at two cul-de-sac locations, one through a in a portion of the proposed public Eagle Wing Drive cul-de-sac bulb and another in the existing private Eagle Wing View cul-de-sac bulb. This request is also to allow the center of the existing private Eagle Wing View cul-de-sac bulb to remain undisturbed in a radius of approximately 20' for aesthetic and preservation purposes. A separate subdivision waiver is submitted with the Subdivision application pursuant to LDC Section 8.4.4(E)(3) to allow private roadway having gravel surface as currently constructed and design speed of 20 mph. These items are included in the waiver and are not contained in this deviation request. Please refer to the attached exhibit for the proposed road section.

Identify the specific ECM standard which a deviation is requested:

ECM, Appendix F, SD 2-10 Rural Gravel Local Roadway

The Rural Gravel Local Roadway standard cross section (SD_2-10) indicates:

- 12' wide travel lanes
- 4' wide gravel shoulders
- 6:1 fore slope extending from the gravel shoulder to the ditch centerline.

Inclusion of a 5' public improvement easements dedicated to El Paso County

ECM Section 2.2.3.4.B

Maximum and Minimum Grades for Roadways. The maximum and minimum grades for specific roadway classifications are shown in Table 2-15. The centerline grade in the bulb of a cul-de-sac shall not exceed 3 percent.

ECM Section 2.3.8.A – Roadway Terminations, Cul-de-Sacs

The referenced ECM section indicates that drivable surface be installed throughout the cul-de-sac bulb area with no provisions for leaving the center of the cul-de-sac as non-drivable surface. The owner wants to preserve the existing center garden area.

State the reason for the requested deviation:

Ten new rural residential (2.5 aAcre minimum) lots are proposed with Eagle Rising Filing No. 1 on 35.28 acres with nine of the ten lots proposed to have access from the private roadway (Eagle Wing View). The applicant and future residential owners wish to maintain a private character of the development by keeping the road within the neighborhood private. They also desire to maintain the rural residential character of the neighborhood by having a narrower gravel road. Adherence to the ECM standard cross section, to include the roadside ditches, would unnecessarily extend disturbance outside of the 60' wide right-of-way tract set aside for access and into the adjacent lots. The applicant requests a narrower roadway surface consisting of two 11' wide drive lanes and 2' wide gravel shoulders on each side to promote the preservation of the existing natural terrain at the site and to highlight the private and rural residential nature of the development. The narrower width serves to preserve existing trees, natural grass vegetation, three to four medium sized coniferous trees and existing natural terrain. The existing roadway is proposed to remain private. There is no need for 5' public improvement easements dedicated to El Paso County and there will be no El Paso County public facilities associated with the private road. Sidewalks are not anticipated in rural cross section roadways and the 5' wide public improvement easement is not required.

The requested deviation which is to reduce lane width from 12' to 11' each way, reduce shoulder width from 4' to 2', modify the foreslope from 6:1 to 4:1, and eliminate the 5-foot Public Improvements Easement will limit disturbance of areas inside and outside of the provided private roadway tract containing the roadway, preserve existing natural features and terrain and allow access to the nine new lots without further burdening the adjacent residential existing residents within this anticipated subdivision. The modified road section is attached.

The existing private cul-de-sac bulb is currently constructed with a 7% centerline grade in the beginning (southern) portion of the cul-de-sac, but transitions to a 3.4% grade at the far end (northern) portion. There is no practical means to modify this condition without creating cascading effect down the roadway profile and creating a tall fill slope all along the northern portion of the road, hindering vehicular driveway access to the adjacent lots. Also, a portion of the proposed public Eagle Wing Drive cul-de-sac exceeds 3.0%. The grade of the proposed public cul-de-sac exceeds 3% with maximum grade reaching less than 4.5% for a very short distance of 19 feet. This condition has no safety, functional, maintenance, or cost impacts.

There is a 30' diameter circular established garden in the middle of the private cul-de-sac that does not interfere with traffic circulation.

State the reason for the requested deviation:

Due to the few number of lots and low ADT, the existing private roadway will adequately accommodate two-way traffic and access.

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

The proposed alternative Rural Local Gravel Roadway Section is attached.

The requested deviation is to:

- Reduce lane width from 12' to 11' each way;
- Reduce shoulder width from 4' to 2';
- Increase the foreslope from 6:1 to 4:1';
- Eliminate the 5-foot Public Improvements Easement;
- Allow a longitudinal centerline grade that exceeds 3% to be constructed within the proposed public cul-de-sac for approximately 19 feet from station 3+07 to station 3+26;
- allow the center of the existing private cul-de-sac bulb to remain undisturbed in a radius of approximately 1529' for aesthetic and preservation purposes because the area is unused by vehicular traffic;
- Allow the 7% grade to remain in the southern portion of the existing private Eagle Wing View cul-de-sac. The vehicle turning motion occurs in the northern portion which is 3.4% grade. Vehicular access or movement is not hindered by the existing lane width or slope condition and safety is not compromised. On October 25, 2023, Black Forest Fire District Fire trucks successfully traversed the cul-de-sac in emergency in actual use with no problem encountered. Also, allow a short section of the proposed public Eagle Wing Drive cul-de-sac to be up to 4.5% in grade for a short distance of 19 feet. This condition has no safety, functional, maintenance, or cost impacts.

Allow current garden.

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:

The applicant requests a narrower roadway surface consisting of two 11' wide drive lanes and 2' wide gravel shoulders on each side to promote the preservation of the existing natural terrain at the site and to highlight the private and rural residential nature of the development. The narrower width serves to preserve [three to four existing medium sized coniferous existing](#) trees, natural [grass](#) vegetation, and [existing natural](#) terrain. Since the roadway will be private, there is no legal need or useful purpose for a 5' wide public improvement easement dedicated to El Paso County along the outside edge of the roadway tract (Tract A). The elimination of the standard 5' wide public improvement easement is requested. The proposed existing private roadway is low volume, serving only 9 residential lots producing 85 ADT. The narrower roadway is adequate to allow two-way traffic on this low volume roadway. Additionally, a [new](#) public cul-de-sac turnaround [for Eagle Wing Drive](#), constructed to El Paso County standards, except as allowed by this deviation, is provided at the private roadway west entrance which is to be gate controlled. Another turnaround is provided at the north terminus of the [existing Eagle Wing View](#) private road. The existing private road is already constructed to the requested design configuration as shown on the roadway plan (attached). The grade of the proposed public cul-de-sac exceeds 3% ([attaining less than 4.5%](#)) for a very short distance of 19 feet. This condition has no safety, functional, maintenance, or cost impacts. [The allowance of the existing 7% grade at the southern portion of the existing private Eagle Wing View cul-de-sac will not hinder vehicular access or movement though the turn-around since the vehicle turning motion occurs in the northern portion which is 3.4% grade.](#) The center area of the existing private cul-de-sac which is to remain undisturbed is not a required vehicular travel area for the functioning of the cul-de-sac turnaround. [It serves to reduce site imperviousness and preserve existing natural topography and vegetation.](#)

Topographical, Right-of-way and Geographical conditions – Adhering to the ECM standard section would expand the area of construction and disturbance outside of the proposed tract set aside for access to the subdivision ~~and into private property~~. It would also unnecessarily destroy valuable existing natural features, terrain, [three to four existing medium sized coniferous existing and existing natural grass vegetation](#) and trees along both sides of the road. With the low traffic volume of the private road, it is preferable to adopt the alternative road section. Other types of standard typical roadway sections, including the Rural Local roadway (paved), already allow 4:1 foreslopes in place of 6:1 shown on the gravel standard typical section. 4:1 foreslopes are appropriate in this application also. Dedicating a 5' easement for El Paso County public facilities is not practical, necessary or useful when not associated with a public right of way. [Additionally, the roadway is already constructed and is demonstrated to provide safe and adequate travel within the existing parcel as referenced above.](#)

Public Safety – The private road will provide safe and reliable access to the subdivision. The presence of low traffic volumes for the nine lots of 85 ADT allows for use of the modified roadway with no out-of-the-ordinary potential hazard. The road meets Design Speed requirements of 20 mph and will be posted with speed limit signs for 15 mph. The responsibility for maintenance of said private road shall be carried out as described in a private access maintenance agreement. The alternative design for the roadway will not pose a threat to the public safety, health, or welfare, nor will it be injurious to any other property.

Vehicular access or movement, including horse trailers, semi-tractors with trailers, construction equipment and concrete trucks, is not hindered by the steeper grade at the cul-de-sac entrance and safety is not compromised. Fire trucks have successfully traversed the cul-de-sac in an emergency in actual use with no problem encountered. [It is not anticipated that larger articulating trucks will have difficulty negotiating the turn-around. The existing private cul-de-sac is constructed with an outer radius of approximately 48 feet and inside radius of approximately 20 feet. The adequacy of the existing private cul-de-sac is demonstrated by events on October 25, 2023 when Black Forest Fire District Fire trucks successfully traversed the cul-de-sac in emergency in actual use with no problem encountered.](#) –The Black Forest Fire District already serves lots 6 and 7 and the associated existing structures from the end of the public Eagle Wing Drive Cul-de-Sac and the private road Cul-de-Sac. This deviation request does not negatively impact any fire safety or other safety considerations.

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.

Granting the proposed deviation will allow safe and reliable access to the nine lots of Eagle Rising Filing No. 1.

The few number of lots will produce low traffic volumes so the alternate road section will not hinder safety or usability of the roadway. The alternate road section fulfills the intended purpose of the roadway by providing safe and adequate access while preserving the existing natural features and terrain that make the site attractive for residential use. The private road will be privately owned and maintained by the Eagle Rising residents in accordance with an Access and Maintenance Agreement.

The alternate road section also eliminates the Public Improvements Easements granted to El Paso County which has no purpose or place on ~~this a-private rural~~ roadway. Acceptable turnarounds are provided at both the end of the public Eagle Wing Drive location and the end of the private Eagle Wing View location.

The deviation will not adversely affect safety or operations.

The requested alternative road section featuring travel lane width of 11' each way, shoulder width of 2', foreslope of 4:1 and no 5-foot Public Improvements Easement will not adversely affect safety or operations of the roadway.

The low traffic volume of the road together with the gated access at the west subdivision entrance, posted speed of 15 mph as requested in the Private Road Waiver which is associated with the Minor Subdivision application, provides intended safety and use of the roadway.

The private road will provide safe and reliable access to the subdivision. The presence of low traffic volumes for the nine lots of 85 ADT allows for use of the modified roadway with no out-of-the-ordinary potential hazard. The road meets Design Speed requirements of 20 mph and will be posted with speed limit signs for 15 mph. The responsibility for maintenance of said private road shall be carried out as described in the CCRs. The alternative design for the roadway will not pose a threat to the public safety, health, or welfare, nor will it be injurious to any other property. ~~The remaining standard cross sections features of 60' right-of-way width, gravel surface roadside drainage ditches as required, Maximum ADT of 199, maximum and minimum longitudinal slopes and horizontal alignment criteria continue to meet the county standards.~~

Vehicular access or movement is not hindered by the steeper grade at the ~~two~~ cul-de-sac locations mentioned above. Adequate access entrance and safety are is-not compromised. ~~Fire trucks have successfully traversed the cul-de-sac in an emergency in actual use with no problem encountered.~~

On October 25, 2023, Black Forest Fire District Fire trucks successfully ~~utilized traversed~~ the existing private Eagle Wing View cul-de-sac in an emergency in actual use with no problem encountered. The Black Forest Fire District already serves lots 6 and 7 and the associated existing structures from the end of the public Eagle Wing Drive ~~cCul-de-sSac~~ and the existing private road ~~cCul-de-sSac~~. This deviation request does not negatively impact any fire safety or other safety considerations.

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

- The deviation will not adversely affect maintenance cost. The road will be privately maintained by the residential lot owners in accordance with the CCRs. The road design is conducive to regular private maintenance. A new asphalt apron extending 50 feet into the site from the proposed public cul-de-sac terminus of Eagle Wing Drive will provide an appropriate transition from the paved public way to the private gravel road, protecting existing Eagle Wing Drive from increased wear due to the gravel interface.

The deviation will not adversely affect aesthetic appearance.

The allowance of this deviation will enhance, not adversely affect, aesthetic appearance of the roadway. The existing narrower road section fits and blends with the existing terrain. The requested design modifications of road width will allow the site to remain more harmonious with the existing terrain.

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

- The design intent of adequate and safe access is met with adequate travel surface area, and improvement over existing conditions as well as proper direction of storm drainage, and proper travel surface.
- The traffic volume on Eagle Wing View will remain low with nine residents using for access so the design fits the anticipated usage of the roadway.

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 proposed deviation request meets the control measure requirements specified by the County's MS4 Permit.
- Appropriate stormwater control measures will be implemented by the project in accordance with the approved Drainage Report Grading and Erosion Control Plans and Drainage Plans.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

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

Γ _____ 7

L _____ 7

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.

Γ _____ 7

L _____ 7

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Applicant shall complete construction of the public road per approved plans.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.