



Planning and Community
 Development Department
 2880 International Circle
 Colorado Springs, Colorado 80910
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 Website www.elpasoco.com

**DEVIATION REQUEST
 AND DECISION FORM**

Updated: 6/26/2019

2

PROJECT INFORMATION

Project Name : Eagleview Subdivision
 Schedule No.(s) : 5226000001), 5226000001)
 Legal Description : N2NW4 EX WLY 620.0 FT SEC 26-12-65,S2NW4 EX WLY 620.0 FT SEC 26-12-65

APPLICANT INFORMATION

Company : PT Eagleview LLC
 Name : Joseph W. Desjardin, PE
 Owner Consultant Contractor
 Mailing Address : 1864 Woodmoor Drive, Suite 100
 Monument, CO 80132
 Phone Number : 719-476-0800
 FAX Number : N/A
 Email Address : JDesJardin@proterraco.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.

✓ *Joseph W. Desjardin*

08/26/2022

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
 And Date of Signature



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

DEVIATION No. 2 - A deviation from the standards of or in Sections **2.3.8.A** of the Engineering Criteria Manual (ECM) is requested. Please refer to **Deviation Exhibit 1**. Two other deviation exhibits are also included. These are introduced and referenced below.

Identify the specific ECM standard which a deviation is requested:

2.3.8.A Roadway Terminations - Cul-de-Sacs

The ECM criteria states that rural cul-de-sacs/non-through-roads shall have a maximum length of 1,600 feet.

State the reason for the requested deviation:

The deviation is needed as the cul-de-sac/non-through-street lengths proposed would exceed the ECM standard. There are currently no other/secondary road connections providing access to this parcel.

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

- The request is to allow “non-through streets” (combination of Raygor Road plus connecting roads) with the following lengths:
 - Burgess Road to the east end of the Arroya Ln. extension into the northwest corner of the site – 6,180 feet.
 - Burgess Road to the north end of South Arroya Lane – 9,175 feet
 - Burgess Road to the Acequia Court cul-de-sac – 9,490 feet
 - Burgess Road to the Chamita Trail cul-de-sac - 9,350 feet
 - Burgess Road to the Presa Lane cul-de-sac – 9,800 feet
- The “non-through street” lengths above would **exceed** the ECM standard of 1,600 feet by the following lengths:
 - East end of the Arroya Lane – 4,580
 - North end of South Arroya Lane cul-de-sac – 7,575 feet
 - Acequia Court cul-de-sac – 7,890 feet
 - Chamita Trail cul-de-sac – 7,750 feet
 - Presa Lane cul-de-sac – 8,200 feet
- The proposed “non-through street” lengths are shown in the attached **Deviation Exhibit 1**
- The requested alternative is to provide an emergency access easement as shown in **Deviation Exhibit 2**.
- Please refer to the attached copy of an email from the fire district (**Deviation Exhibit 3**).
- The applicant is proposing some improvements to Raygor Road between Burgess and Pine Park Trail. These improvements will provide a level of improved accessibility from the north for fire and emergency vehicle equipment by increasing the roadway width (with pavement and gravel shoulders) on the north segment of Raygor with the highest ADT.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

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:

- There are currently no other/secondary road connections or available ROW to provide secondary access to this parcel.

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.

- The applicant is proposing to provide an emergency access easement as shown in Deviation Exhibit 2.
- Although these would only be a single route in/out of the area of Raygor between Arroya and Burgess, there would be multiple connections south of the Arroya/Raygor intersection. A secondary connection is proposed from the south via an extension of north-to-south Arroya Lane, as shown in the attached deviation exhibit. This will allow passenger, maintenance, and emergency vehicles to access the cul-de-sacs in the event that the segment of Flaming Sun Drive between Raygor Road and (future) Arroya Lane or Raygor south of Arroya were to be blocked/inaccessible.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made. The timing of this future connection is unknown but would likely be established with The Ranch development.

The deviation will not adversely affect safety or operations.

- Please refer to the attached copy of an email from the fire district (**Deviation Exhibit 3**).
- The intersection level of service for northbound traffic at Burgess/Raygor is projected to be LOS C for the northbound approach based on the short-term total traffic condition (B during the afternoon peak hour) with all traffic using Raygor at Burgess for access/egress.

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

- The deviation will not adversely affect maintenance cost as only the project traffic would be added to Raygor in the short term (whereas if another connection were established, additional traffic could potentially be added to Raygor (as in the long term, at which point, the deviation would no longer apply).

The deviation will not adversely affect aesthetic appearance.

- Aesthetic appearance would not be altered with this deviation as the roads connecting to the site would remain unchanged. The road connections into the site from Raygor would be improved along with the construction of the subdivision roads.

Deviation Exhibit 3

From: Trent Harwig <THarwig@falconfirepd.org>
Sent: Monday, August 8, 2022 2:31 PM
To: Joe DesJardin <JDesJardin@proterraco.com>; Charlie Williams <cwilliams@proterraco.com>
Cc: Andrew Biggs <abiggs@proterraco.com>
Subject: RE: Eagleview

CAUTION EXTERNAL: This sender is located outside of your organization.

Water:

I believe the Woodmen Hills Hydrant is hot 100% of the time. IF so, it can serve as your required fire water source.

Emergency Access:

I have no problem with emergency access to the east through lot 11 but Falcon Fire is not requiring it. You have two access points, (three counting the short access at the north west corner) from this proposed new subdivision. Both end out on Raygor with only has one access point to the north however and maybe that is why the County is requesting an emergency access. Emergency access proposed is ok with Falcon Fire if required by the County.

Shared drive access:

Lots 11 and 12 appears to be ok. That is just two flag stems that individually connect to the main road with a flag stem under 150 feet in length so no turn around is required.

Lots 35, 36 and 37. Ideally the cul de sac extends to the corner of lots 35 and 36 with an individual lot flag stem to lot 37 as an option. See turn around and fire access road requirements below.

Lots 31 and 32. This access is the one we have the most issue with. See fire access road requirements below. Each lot should have direct access individually to the main road. Flag stem lots are acceptable. Access serving more than one address are not driveways, they are Fire Apparatus Access Roads and are required to meet the Fire Code and County requirements for fire access roads.

APPENDIX D - FIRE APPARATUS ACCESS ROADS

SECTION D102 – REQUIRED ACCESS

Section D102.1 Access and Loading. Amend Section D102.1 to read as follows: “D102.1. Access and Loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds with a minimum single axle weight of 27,000 pounds.”

Section D103.1 Access Road Width with a Hydrant. Delete Section D103.1 in its entirety.

Figure D103.1 Dead-End Fire Apparatus Access Road Turnaround. Delete Figure D103.1 and replace with the following:

FIGURE D103.1 MINIMUM DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND.

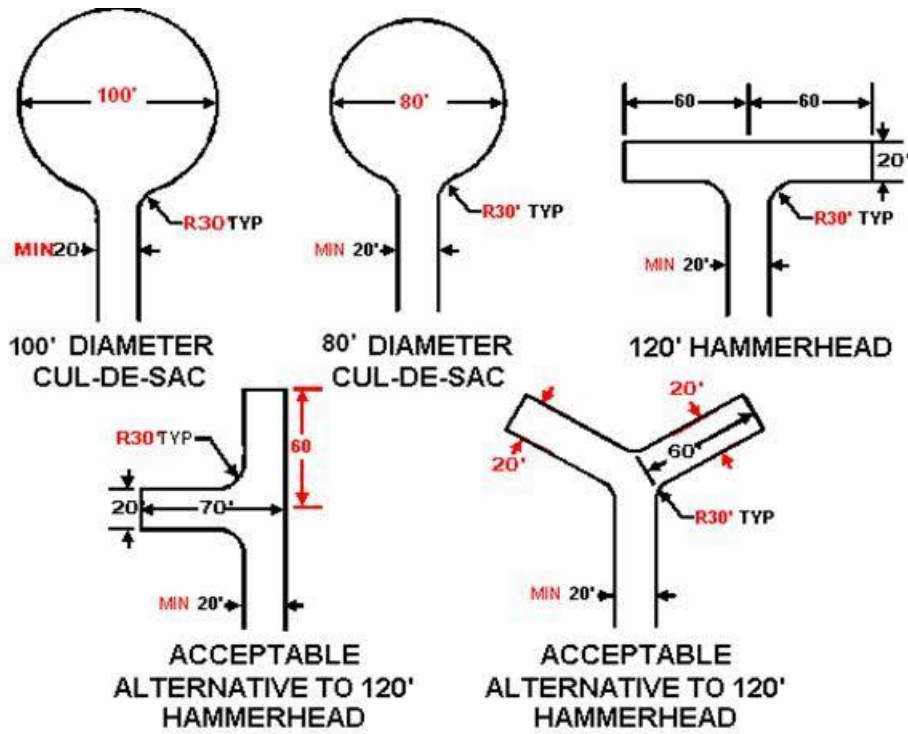


Table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. Delete Table D103.4 and replace with the following:

TABLE D103.4 MINIMUM REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

| DEAD-END LENGTH (FEET) | MINIMUM ROAD WIDTH (FEET) | APPROVED TURNAROUND OPTIONS (See Figure D103.1) |
|------------------------|---------------------------|---|
| 0 - 150 | 20 | NONE REQUIRED |
| 151 - 500 | 20 | 1) 120-FOOT HAMMERHEAD 2) 60-FOOT "Y" 3) 80- FOOT DIAMETER CUL-DE-SAC FOR DEAD-ENDS WITH CURB AND GUTTER 4) 100-FOOT DIAMETER CUL-DE-SAC FOR DEAD-ENDS WITHOUT CURB AND GUTTER |
| 501 - 750 | 20 | 100-FOOTDIAMETER CUL-DE-SAC (ADDITIONAL INTERMEDIATE TURNAROUNDS MAY BE REQUIRED) |
| OVER 750 | | SPECIAL FIRE DEPARTMENT APPROVAL IS REQUIRED |
| | | |

Trent Harwig

Trenton L. Harwig

Fire Chief

Falcon Fire Protection District

7030 Old Meridian Road

Falcon, Colorado 80831

719-495-4050 phone

719-495-3112 fax

www.falconfirepd.org



From: Joe DesJardin <JDesJardin@proterra.com>

Sent: Monday, August 8, 2022 8:22 AM

To: Trent Harwig <THarwig@falconfirepd.org>; Charlie Williams <cwilliams@proterra.com>

Cc: Andrew Biggs <abiggs@proterra.com>

Subject: RE: Eagleview

Good morning Chief – what do you think, is the easement on Lot 11 adequate for emergency access?



Joseph W. DesJardin, PE

Director of Entitlements

m: 307 899 2020 **o:** 719.476.0800

w: proterracolorado.com



From: Joe DesJardin
Sent: Thursday, July 28, 2022 3:12 PM
To: Trent Harwig (tharwig@falconfirepd.org) <tharwig@falconfirepd.org>; Charlie Williams <cwilliams@proterraco.com>
Cc: Andrew Biggs <abiggs@proterraco.com>
Subject: Eagleview

Trent – thanks for visiting today on the phone. Let me know if you would like to see different maps.

Hi Chief – the attached preliminary plan for Eagleview was approved in 2006 and has expired. We have submitted for “reconsideration”. Thanks for your previous will-serve letter. We are now proposing a secondary emergency access be provided by connecting our eastern cul-de-sac to Paint Brush Hills Filing 14 by a chained gravel road across Lot 11. This is a temporary solution until Raygor is extended south to a future Stapleton Boulevard. Please let us know a convenient time for Charlie and I to stop by for a brief discussion. The County is looking for a letter from the District to endorse this solution as well as shared driveway turn arounds and to confirm you can access the fire hydrant on existing Stapleton Road for water supply.



Joseph W. DesJardin, PE

Director of Entitlements

m: 307 899 2020 **o:** 719.476.0800

w: proterracolorado.com



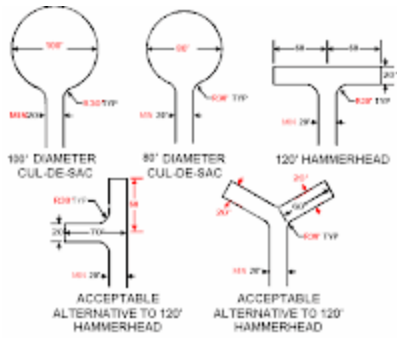


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✓ *Joseph W. Desjardin*

08/26/2022

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
 And Date of Signature



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

DEVIATION No. 3 - A deviation from the standards of or in Sections **2.3.2 and 2.2.4.A.5** of the Engineering Criteria Manual (ECM) is requested. Please refer to **deviation exhibit 1**. Also attached is **deviation exhibit 2**, which is referenced in the "explanation of the proposed alternative" section below.

Identify the specific ECM standard which a deviation is requested:

2.2.4.A.5. Roadway Functional Classifications and Urban/Rural Designations - Rural Minor Collector (including Figure 2-7 Typical Rural Minor Collector Cross Section)

2.3.2 Design Standards by Functional Classification

Table 2-5: Roadway Design Standards for Rural Collectors and Locals
Criteria for a Rural Minor Collector Roadway – Design ADT

State the reason for the requested deviation:

The ADT at the **north end** of Raygor Road is likely within the range of a Rural Minor Collector, currently, even prior to the additional trips estimated for this subdivision. The current Raygor Road ROW and cross section do not meet the ECM standard for a rural minor collector, therefore a deviation is required.

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

The proposed alternative is to provide an 18-percent fair share of the cost to upgrade Raygor Road to a 28-foot wide paved standard including two-foot paved outside shoulders plus two-foot gravel shoulders. Instead of paying an escrow for the 18 percent of the cost of this improvement, the applicant proposes to complete the improvement on the north end of Raygor between Pine Park Trail and Burgess. **Please refer to deviation exhibit 2**. This is the segment with the highest volume and this construction of a portion in lieu of escrow would put the improved road in-place for the highest volume portion rather than having the funds sit in escrow. The right of way is generally 60-feet. By comparison, the ECM standard Rural Minor Collector cross section has 80-feet of right of way with a 32-foot paved width and 2-foot gravel shoulders (plus roadside ditch sections). The ECM standard pavement section is 3 inches of asphalt over 6 inches of base.

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 project would add 38 dwelling units within the "travel shed" area for which Raygor Road currently provides the only access. The total existing plus potential additional dwelling units has been calculated to be 204 dwelling units. The Eagleview dwelling-unit count divided by this travel shed total would represent 18 -percent of the total. The applicant proposes this fair share percentage of the upgrade to Raygor Road described above.

As the current Raygor Road ROW is 60 feet, the Minor Collector cross section would not fit within the existing ROW. The applicant does not control the properties adjacent to Raygor Road. The proposed upgrade to Raygor Road is described above in the "explanation of the proposed alternative" section and depicted in **deviation exhibit 2**.

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.

- The project is projected to represent an 18-percent impact as described above. The proposed improvement would provide a feasible upgrade given the available right-of-way, and the upgrade by this project would improve the segment with the highest volume.
- The posted speed limit at 35 mph is consistent with the ECM standard speed limit for a Rural Minor Collector.

The deviation will not adversely affect safety or operations.

- The roadway has a straight alignment
- The existing roadway and the proposed upgrade being narrower than the standard for a rural Minor Collector will likely keep speeds lower than if the roadway were widened. There are numerous driveways and road connections along Raygor.

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

- The 28-foot asphalt width proposed would not exceed the standard width of a Rural Minor Collector roadway with respect to width of pavement to maintain. The current pavement section could be verified to determine if additional depth of asphalt would be needed as a result of the added trips on the roadway. Aside from development- and home-construction-related traffic, most trips would be passenger vehicles, which have a relatively low impact on pavement with low additional trip counts. Trucks such as residential trash service vehicles would likely already be using Raygor Road to service other homes in the area.

The deviation will not adversely affect aesthetic appearance.

- The aesthetic appearance will not be adversely affected, rather the deviation would result in significantly better aesthetic appearance than a resulting road built to Rural Minor Collector standards, as the amount of grading and disturbance of the topography and trees would result in significantly higher impact.

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

Raygor Road cannot be upgraded to the Minor Collector standard as ROW is not available. However, the proposed upgrade by this project would improve the segment with the highest volume.

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. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2, 2.2.4 A5 of the ECM is hereby granted based on the justification provided.

┌ **APPROVED** ┐
└ Engineering Department ┘
11/28/2022 12:39:26 PM
dsdnijkamp
└ EPC Planning & Community Development Department ┘

Denied by the ECM Administrator

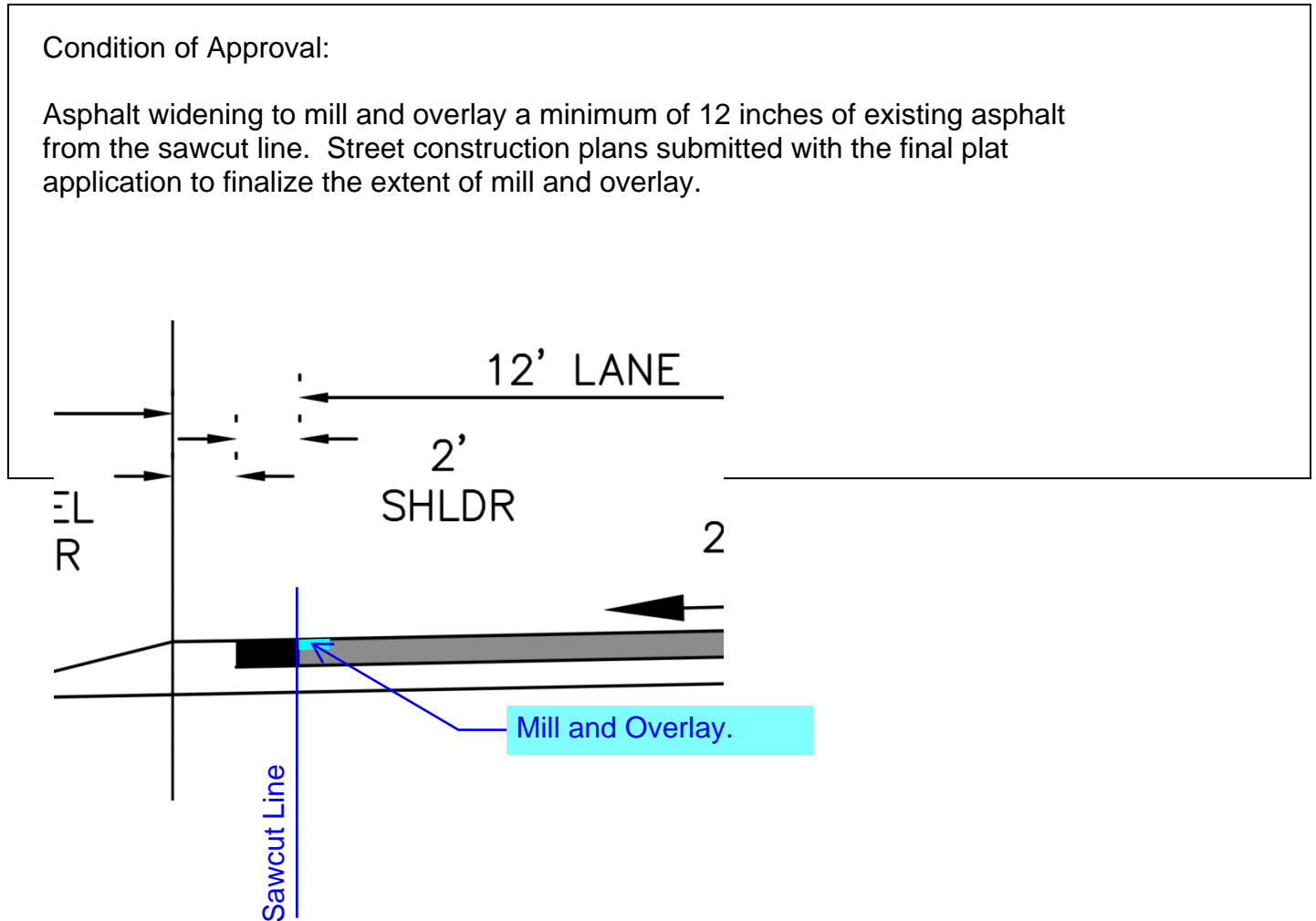
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

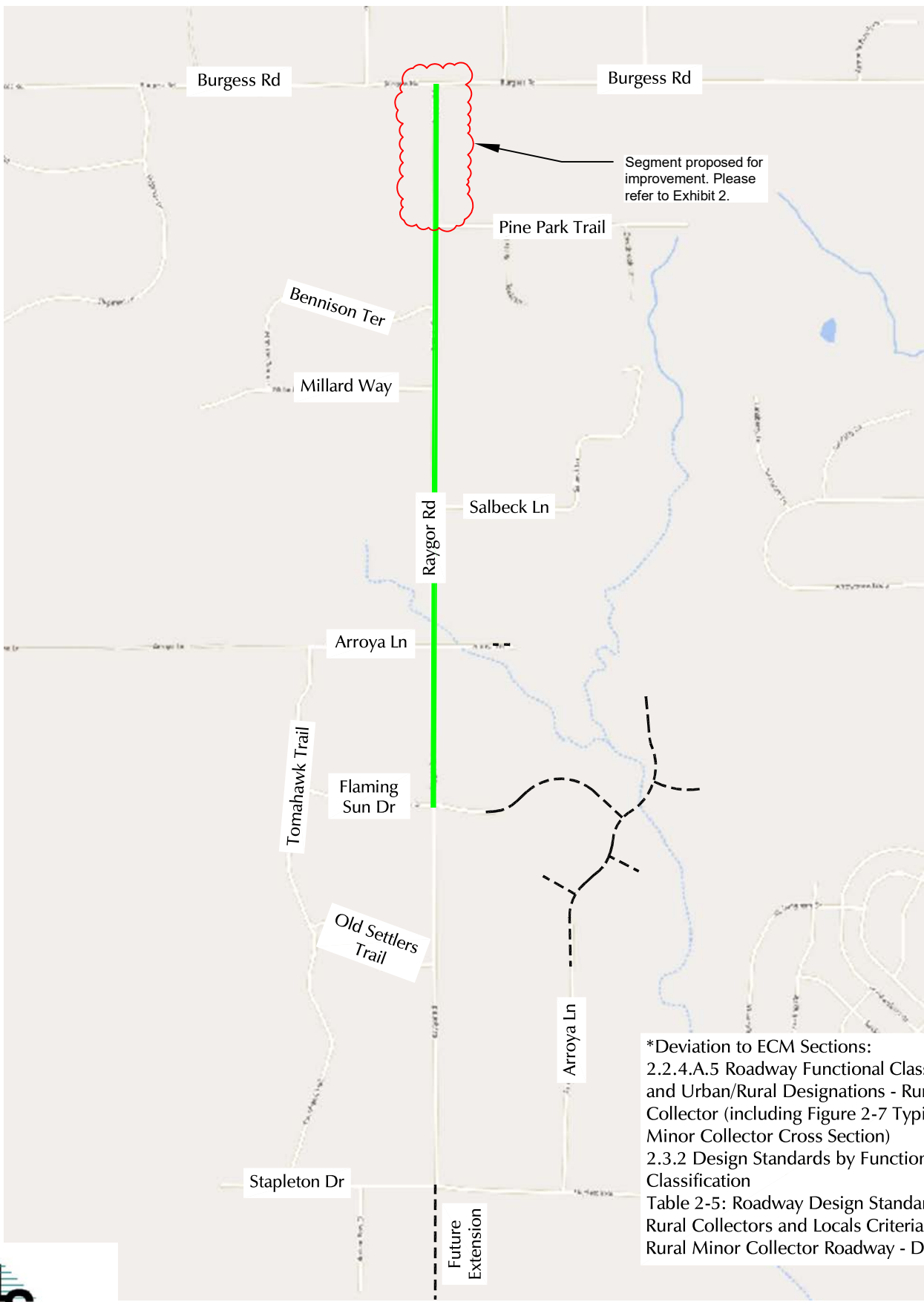
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Condition of Approval:

Asphalt widening to mill and overlay a minimum of 12 inches of existing asphalt from the sawcut line. Street construction plans submitted with the final plat application to finalize the extent of mill and overlay.






Segment proposed for improvement. Please refer to Exhibit 2.

*Deviation to ECM Sections:
2.2.4.A.5 Roadway Functional Classifications and Urban/Rural Designations - Rural Minor Collector (including Figure 2-7 Typical Rural Minor Collector Cross Section)
2.3.2 Design Standards by Functional Classification
Table 2-5: Roadway Design Standards for Rural Collectors and Locals Criteria for a Rural Minor Collector Roadway - Design ADT

Exhibit 1

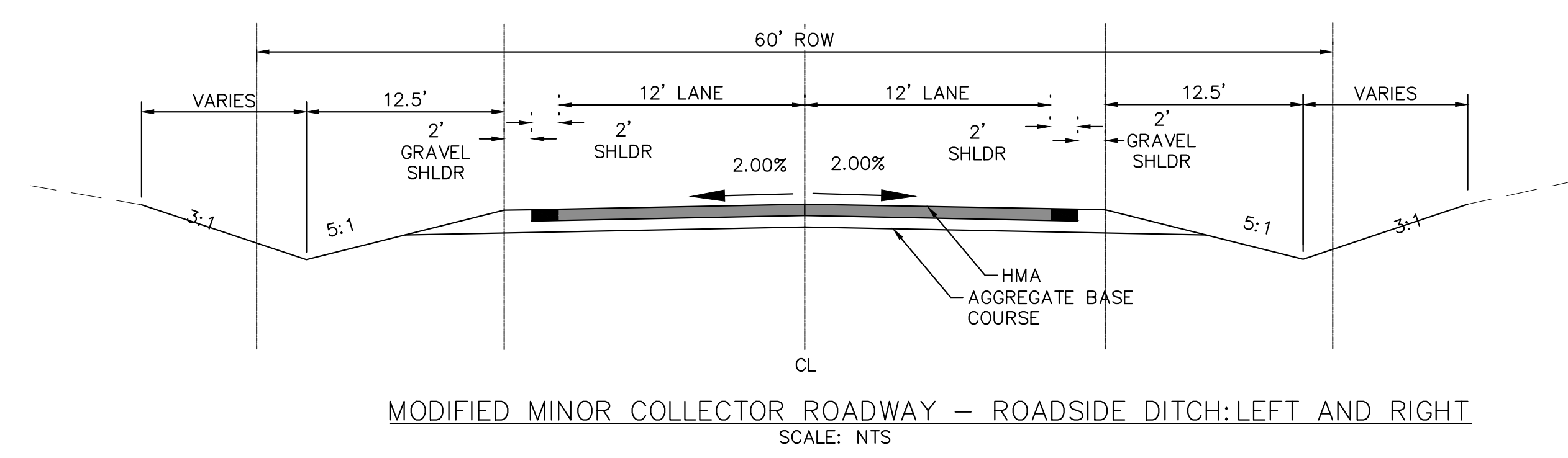
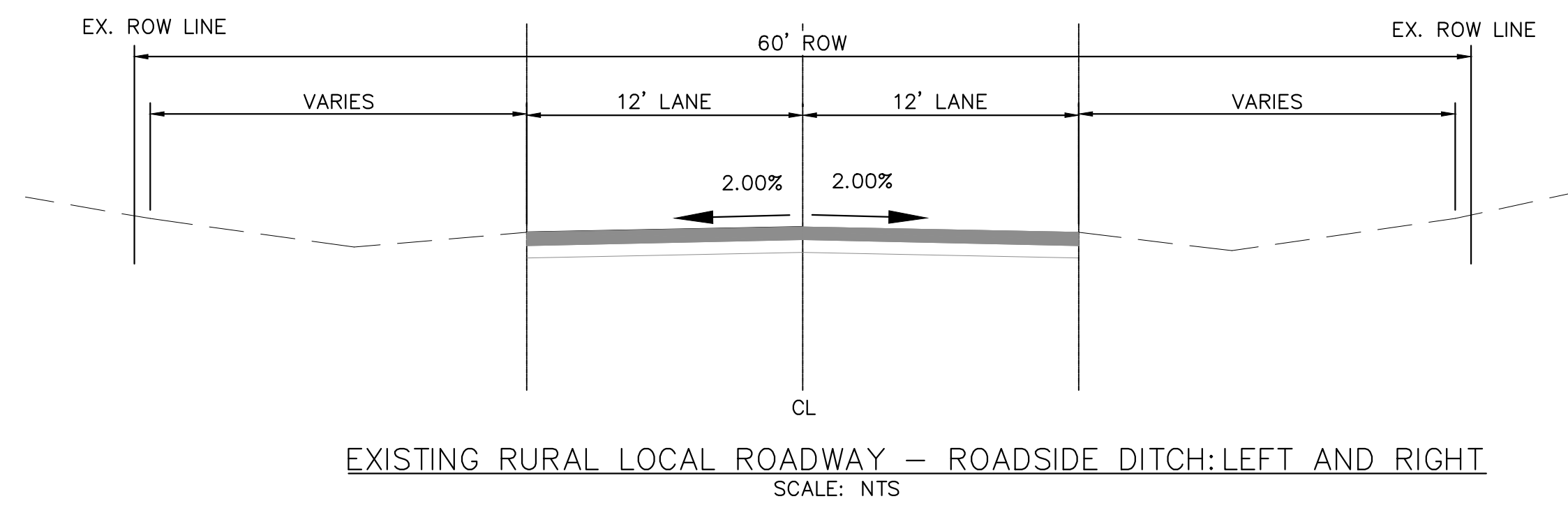
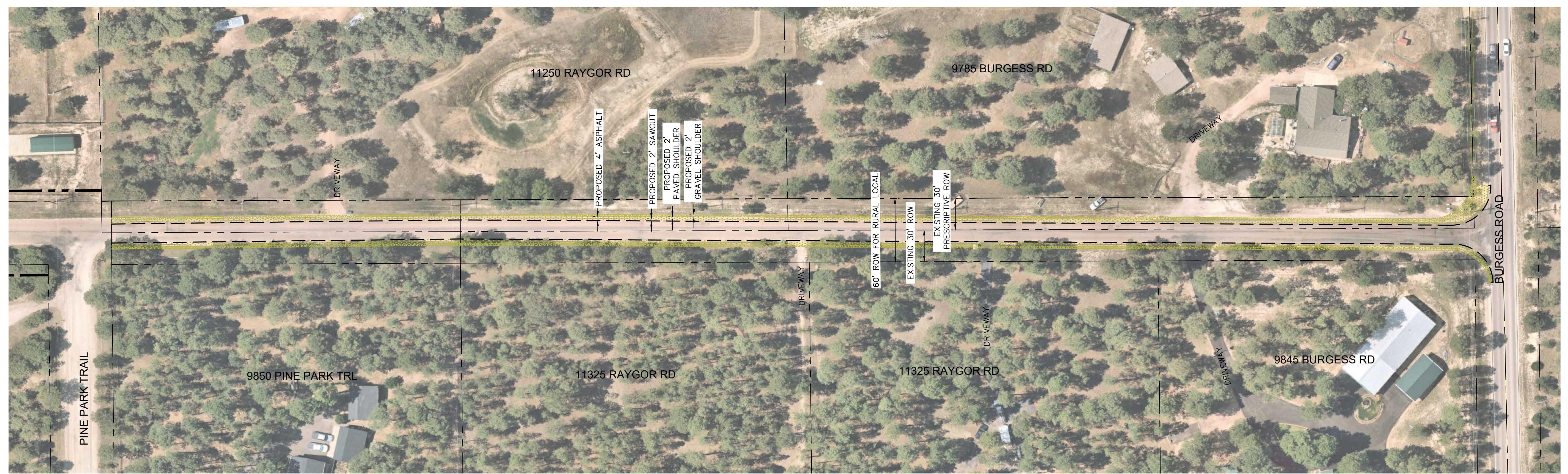
Deviation No. 3*

Eagleview Subdivision (LSC# S214750)

 Section of Raygor for which Deviation #3 is requested



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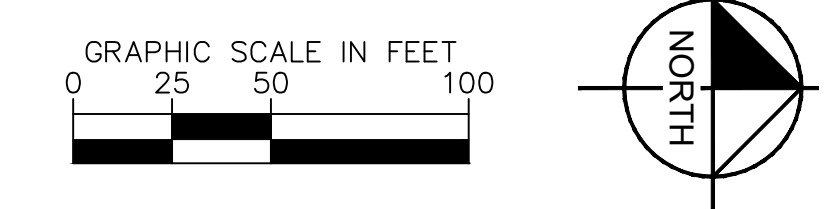


RAYGOR ROAD ROADWAY IMPROVEMENTS SUMMARY:
 - 6750 LF OF IMPROVEMENTS FROM BURGESS ROAD TO FLAMING SUN DRIVE
 - 18.63% SHARE, AGREED UPON PER CONVERSATIONS WITH COUNTY
 - COST IS BASED ON 18.63% OF RAYGOR, MEASURED IN LINEAR FEET=1258 LF
 - IMPROVEMENTS EXTEND FROM BURGESS ROAD TO PINE PARK TRAIL (1262 LF)

| ITEM NO. | ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | EXTENDED COST |
|--|---|------|------------|----------|---------------|
| 1 | EARTHWORK/EMBANKMENT FILL (1.78 CY PER LF OF ROADWAY) | CY | \$15.00 | 2,246 | \$33,690.00 |
| 2 | CLASS 6 BASE COURSE (8" DEPTH) | CY | \$56.00 | 130 | \$7,280.00 |
| 3 | ASPHALT PAVEMENT (4' ADDITIONAL FT, 6" DEPTH) | SY | \$36.00 | 628 | \$22,608.00 |
| 4 | DRIVEWAY CULVERTS | EA | \$600.00 | 5 | \$3,000.00 |
| 5 | MOBILIZATION (~5%) | LS | \$5,000.00 | 1 | \$5,000.00 |
| 6 | TRAFFIC CONTROL (~5%) | LS | \$5,000.00 | 1 | \$5,000.00 |
| PROJECT CONSTRUCTION BID ITEMS COST | | | | | \$76,578.00 |
| CONTINGENCIES (20%) (CONSTRUCTION ITEMS) | | | | | \$15,315.60 |
| TOTAL PROJECT COST | | | | | \$91,893.60 |

* ASSUMES THAT NO ROW ACQUISITION IS REQUIRED

Deviation Exhibit 2



| NO. | REVISION | BY | DATE | APPR |
|-----|----------|----|------|------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Kimley»Horn
 2021 KIMLEY-HORN AND ASSOCIATES, INC.
 2 North Nevada Avenue Suite 300
 Colorado Springs, Colorado 80903 (719) 453-0180

DESIGNED BY: MJK
 DRAWN BY: MJK
 CHECKED BY: KRK
 DATE: 10/XX/2021

EAGLEVIEW
 EL PASO COUNTY, COLORADO
 CONSTRUCTION DOCUMENTS
 RAYGOR IMPROVEMENTS

PRELIMINARY
 FOR REVIEW ONLY
 NOT FOR CONSTRUCTION
Kimley»Horn
 Kimley-Horn and Associates, Inc.
 PROJECT NO.
 196106001
 SHEET



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✓ *Joseph W. Desjardin*

10/31/2022

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



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

DEVIATION No. 4 (Revised 10/28/2022) A deviation from the standards of or in Sections 2.3.4.A.1 and 2.3.6.G of the Engineering Criteria Manual (ECM) is requested. Three exhibits are included with this deviation.

Identify the specific ECM standard which a deviation is requested:

2.3.4.A.1 Vertical Alignment- Crest Vertical Curves

Table 2-12 Stopping Sight Distance and K value by roadway design speed

State the reason for the requested deviation:

- The crest vertical curve on Burgess Road at the Burgess Road/Raygor intersection does not meet the requirements for stopping sight distance and K value by roadway design speed, which is 60 mph (based on the roadway classification of Minor Arterial – posted 45 mph). Please refer to Exhibit 1 showing the subject location.

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

- This is an existing roadway, and this is an existing deficiency. This existing deficiency is related to east/west through traffic rather than traffic turning to/from Raygor Road. This project will not add straight through traffic at this intersection and the applicant/owner should not be held responsible for correcting this existing deficiency and should not be held liable for any safety problem that exists or may develop in the future due to this existing deficiency.
- There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The county could further address the deficiency with a supplemental speed plate if this becomes necessary.

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:

- This section-line roadway was built many years ago, as is the case with many roadways in the northern El Paso County/Black Forest area.

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.

- There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The county could further address the deficiency with a supplemental speed plate if this becomes necessary.
- The applicant is being required to construct an eastbound right turn deceleration lane, which will enhance the safety of the intersection and, while doing so, will enhance the safety for east/west through traffic.

The deviation will not adversely affect safety or operations.

- This is an existing roadway and this is an existing deficiency. This existing deficiency is related to east/west through traffic rather than traffic turning to/from Raygor Road. This project will not add straight-through traffic at this intersection. Please refer to Exhibit 2 for details.
- The existing signage alerts drivers of an intersection ahead. Although the intersection sight distance is acceptable and the issue is substandard stopping sight distance associated with a substandard K value, drivers typically associate an W2-2 sign with limited/substandard sight distance. The county could further address the deficiency with a supplemental speed plate if this becomes necessary.

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

The applicant is not proposing any changes to the existing County road infrastructure with respect to this deviation – so no change in maintenance and associated cost.

The deviation will not adversely affect aesthetic appearance.

The applicant is not proposing any changes to the existing County road infrastructure with respect to this deviation – so no change in aesthetic appearance.

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

Burgess is an existing roadway and this is an existing deficiency. This existing deficiency is related to east/west through traffic rather than traffic turning to/from Raygor Road. This project will not add straight through traffic at this intersection and the applicant/owner should not be held responsible for correcting this existing deficiency and should not be held liable for any safety problem that exists or may develop in the future due to this existing deficiency.

- A common method of mitigating a substandard condition is with the use of signage/markings, and if necessary, flashing beacons or signs with flashing LED borders for added emphasis. There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The county could further address the deficiency with a supplemental speed plate if this becomes necessary.

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.

- Water quality will be provided.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.4.A.1 and 2.3.6.G of the ECM is hereby granted based on the justification provided.

┌ **APPROVED** ─┐
┌ **Engineering Department** ─┐
┌ *11/28/2022 12:41:37 PM* ─┐
┌ *dsdnijkamp* ─┐
┌ **EPC Planning & Community** ─┐
┌ **Development Department** ─┐

Denied by the ECM Administrator

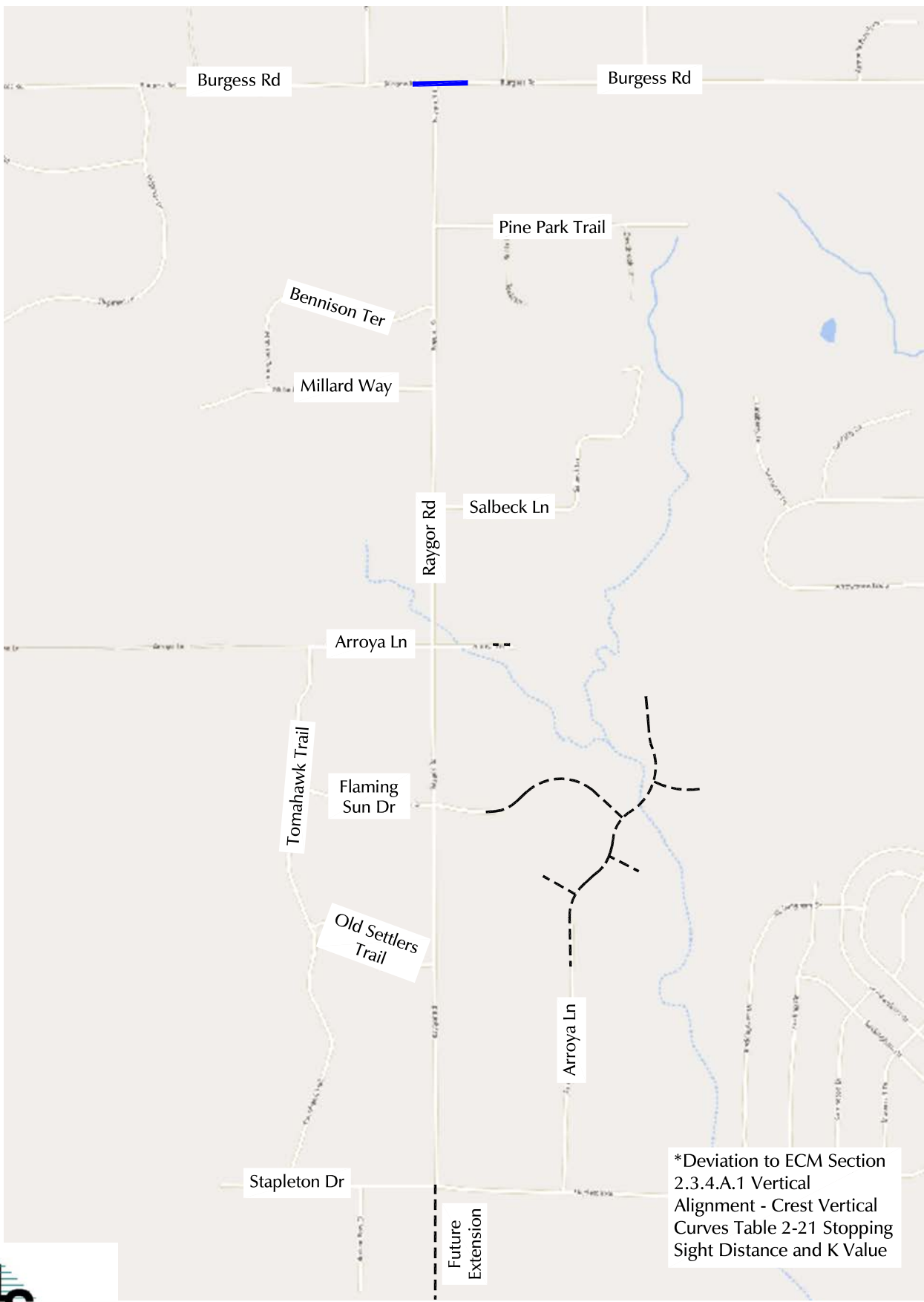
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibits





*Deviation to ECM Section 2.3.4.A.1 Vertical Alignment - Crest Vertical Curves Table 2-21 Stopping Sight Distance and K Value

 Section of Burgess for which Deviation #4 is requested



