

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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.3.2 Design Standards by Functional Class (ECM Tables 2-4 and 2-5):

- The proposed deviation consists of roadway design and cross-section details for the new eastbound to northbound left-turn lane on Burgess Road entering the existing private driveway serving the Haven Forest School site.
- The ECM-prescribed shoulder width is 4' asphalt plus 4' gravel, with a 2-foot deep roadside ditch, for a rural major collector.
- The proposed deviation provides 2-foot wide shoulders (1-foot asphalt and 1-foot gravel) with a 1-foot deep roadside ditch, retaining walls along the inside edge of right-of-way where required, and related cross-section dimensions (as detailed on Sh. TY1-RD).
- The proposed deviations are detailed on the attached "Sh. RD1: Burgess Road Plan & Profile" and "Sh. TY1-RD: Typical Sections & Details."

Section 2.4.1.E. Access Design Criteria:

- The ECM-prescribed minimum two-way commercial access width is 25 feet.
- The proposed deviation provides a 24-foot wide access drive at the existing school entry.

State the reason for the requested deviation:

While Burgess Road is ultimately programmed to be a Rural Minor Arterial, the existing roadway operates as a Rural Collector (45 mph posted speed), and the existing roadway has a Rural Local cross section (24-foot wide asphalt with no significant shoulder). The existing 60-foot right-of-way provides limited width for the proposed eastbound to northbound left turn lane recommended in the project traffic study, and there are utility and grading constraints along the existing edges of roadway. The proposed road widening cross-section with 2' shoulders (1' asphalt and 1' gravel) and a 1'-deep ditch will provide a significant improvement on the existing roadway conditions. Where required based on ROW constraints, the proposed retaining wall within the ROW will provide a minimum clear zone of 14' from edge of travel lane to face of retaining wall.

The proposed 24-foot driveway width is a reasonable and common typical width for a rural 2-lane school access drive.

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

The proposed deviations generally consist of incorporating modified County Rural Collector cross-section standards based on the existing roadway conditions and site constraints.

Add to deviation and address:

Clear Zone requirements from ECM standard to proposed.

Line of Sight and entering sight distance from east and limitation for single unit trucks or school buses as detailed in TIS.

If lane configuration, tapers offset etc based on DPW Traffic engineer redlines will not be met then they would have to be included in the deviation.

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:

While Burgess Road is ultimately programmed to be a Rural Minor Arterial, the existing roadway operates as a Rural Collector (45 mph posted speed), and the existing roadway has a Rural Local cross section (24-foot wide asphalt with no significant shoulder). The existing 60-foot right-of-way provides limited width for the proposed eastbound to northbound left turn lane recommended in the project traffic study, and there are utility and grading constraints along the existing edges of roadway. The proposed road widening cross-section with 2' shoulders (1' asphalt and 1' gravel) and a 1'-deep ditch will provide a significant improvement on the existing roadway conditions. Where required based on ROW constraints, the proposed retaining wall within the ROW will provide a minimum clear zone of 14' from edge of travel lane to face of retaining wall.

The proposed 24-foot driveway width is a reasonable and common typical width for a rural 2-lane school access drive.

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 proposed road widening cross section is consistent with County rural collector standards and reasonable for this location based on the existing site constraints and roadway conditions.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations.

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

The proposed 2' shoulders (1' asphalt and 1' gravel) will provide enhanced maintenance access along this segment of roadway, which has no existing shoulders.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations.

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

The proposed deviations are consistent with the approved project traffic study and meet the design intent and purpose of the ECM standards.

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 deviations have no impact on control measure requirements of the County's MS4 permit. The project drainage plan has been designed to meet all applicable County stormwater 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 _____ of the ECM is hereby granted based on the justification provided.

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L J

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 Γ

L J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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

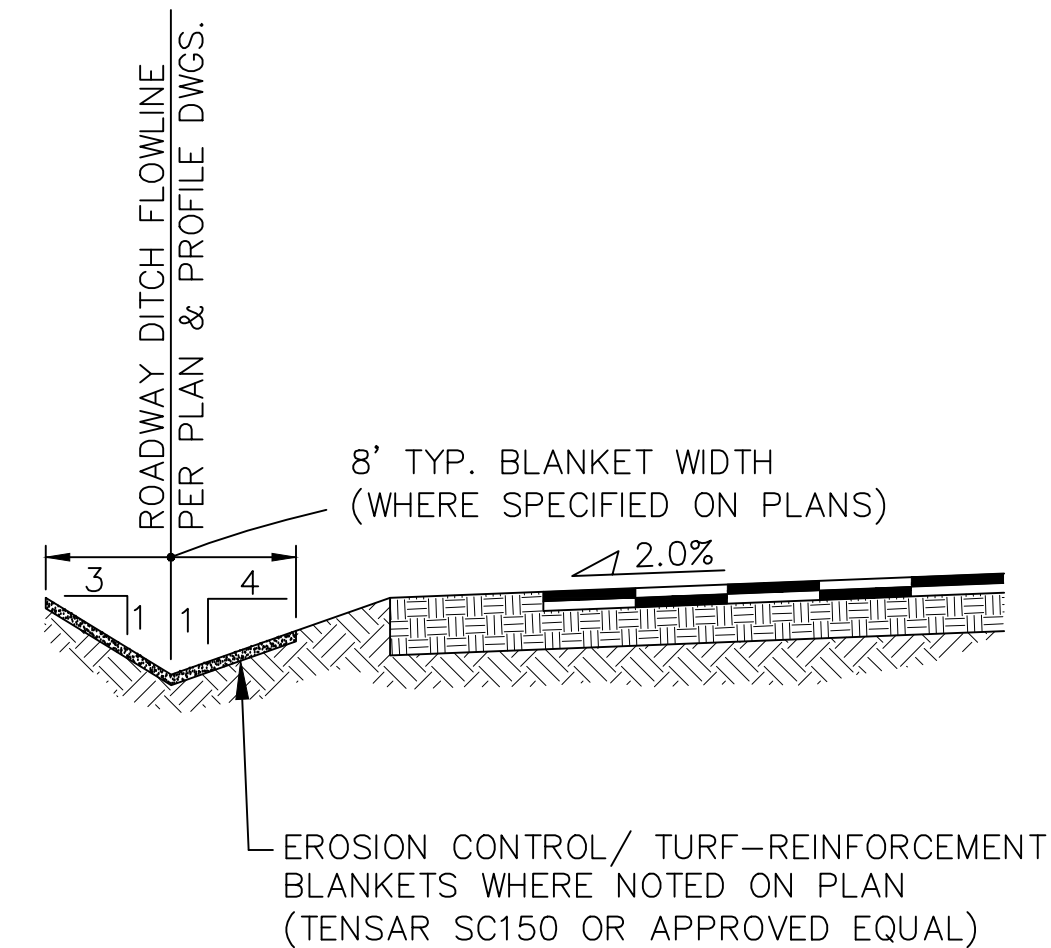
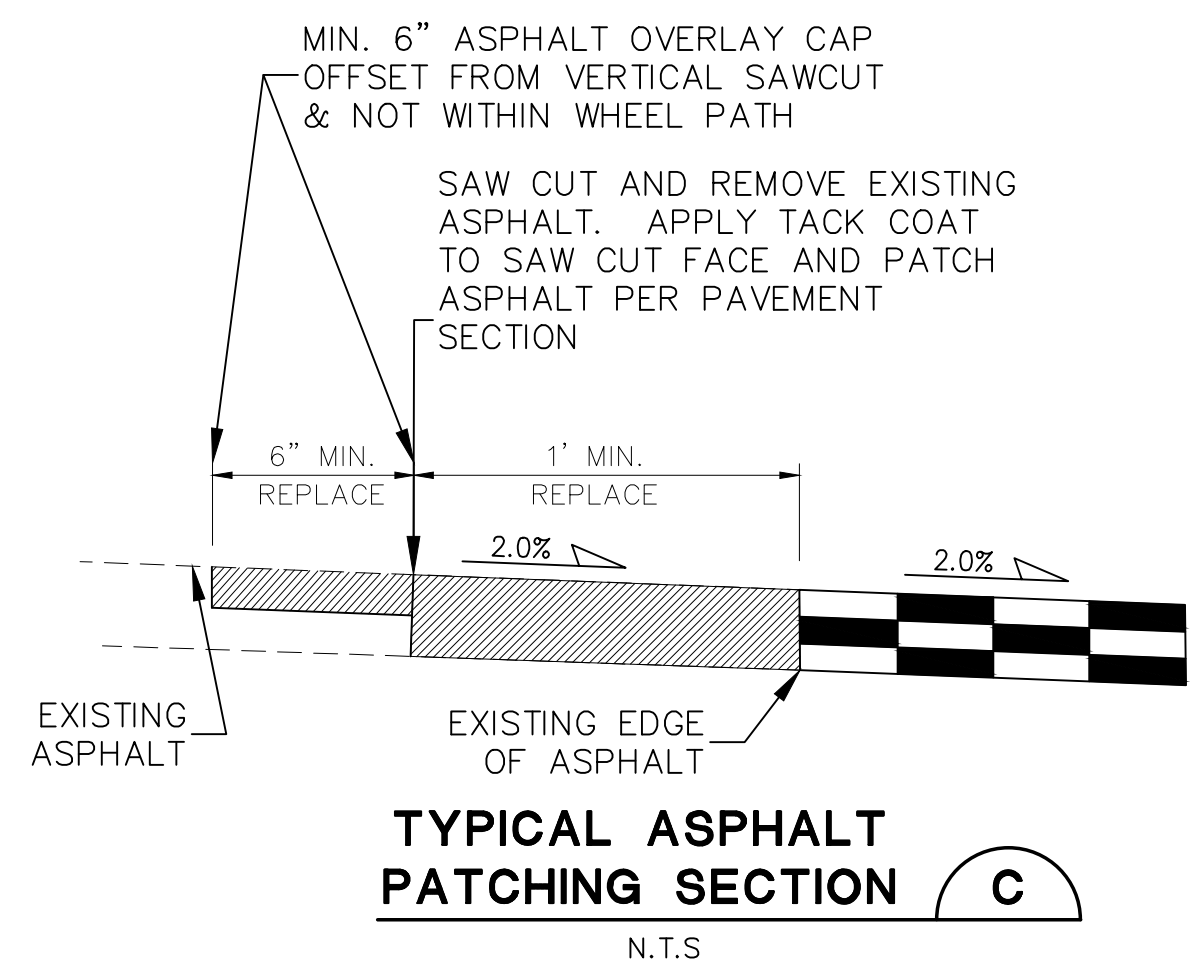
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

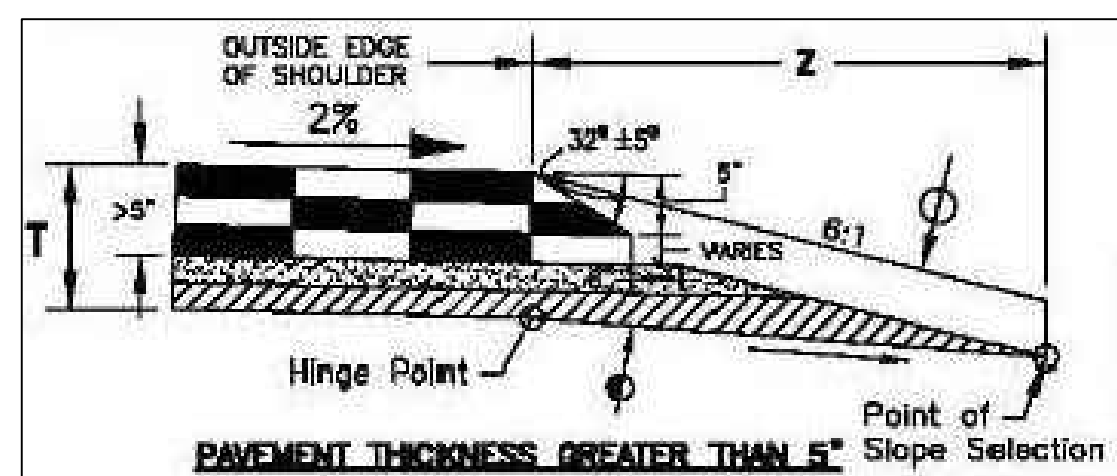
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

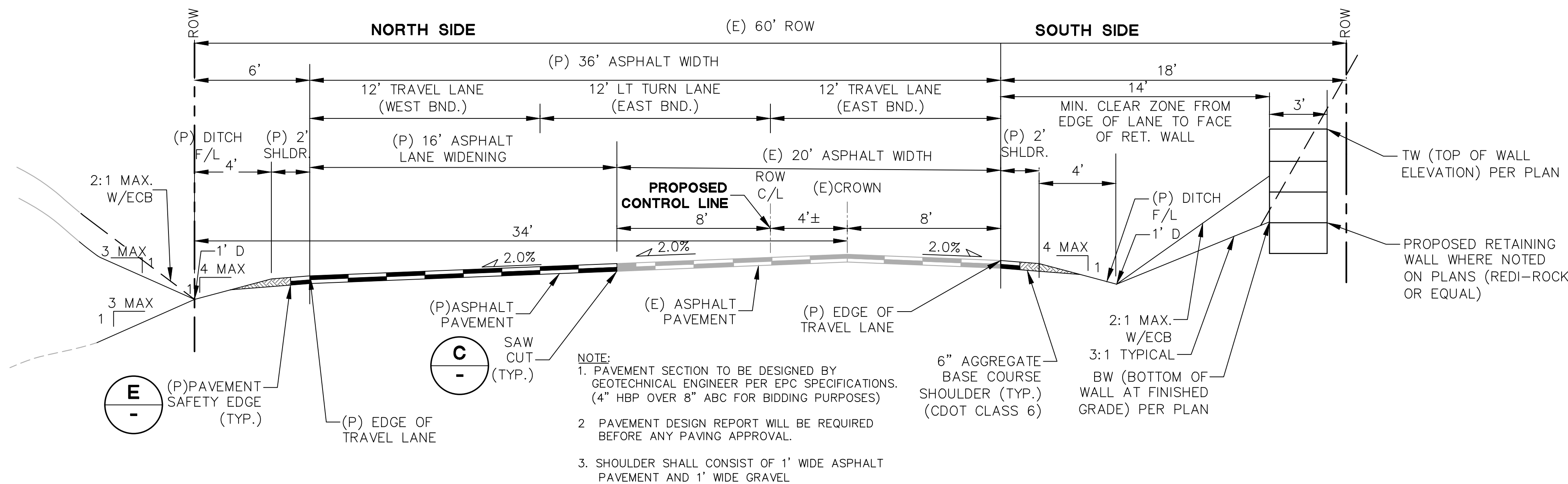
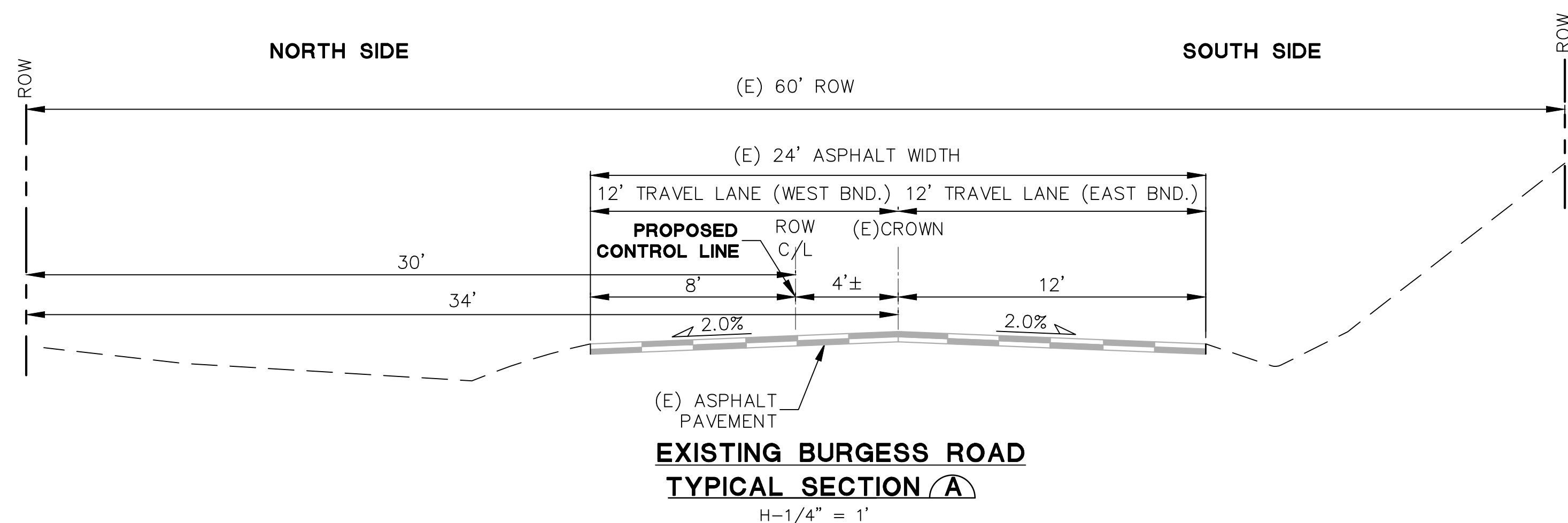
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



TYPICAL DITCH SECTION WITH TRM BLANKETS
SCALE : NTS



PAVEMENT SAFETY EDGE DETAIL
SCALE : NTS



(P) BURGESS ROAD WIDENING SECTION
TYPICAL SECTION B
H-1/4" = 1"

ACCESS DESIGN DATA:

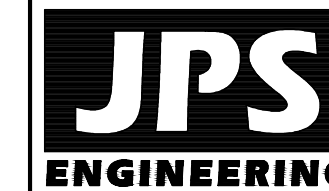
HIGHWAY CLASSIFICATION: RURAL MINOR ARTERIAL (ULTIMATE CONDITION)
 POSTED SPEED: 60 MPH (ULTIMATE RURAL MINOR ARTERIAL)
 REQUIRED AUXILIARY LANES:
 12' EB-NB LT DECEL @ SITE DRIVEWAY
 AUXILIARY LANE DESIGN CRITERIA:
 (PER COUNTY ECM)
 SITE ACCESS:
 EB-NB LT DECEL LANE:
 REQUIRED TURN LANE LENGTH = 290' (TABLE 2-24; 60 MPH)
 APPROACH TAPER LENGTH = 240' (TABLE 2-24; 60 MPH)
 STORAGE LENGTH = 50'
 TOTAL DECEL LANE LENGTH = (290'+240'+50') = 580'
 RE-DIRECT TAPER = 55:1 (TABLE 2-29, 60 MPH)
 RE-DIRECT TAPER LENGTH = (6'W X 55:1) = 330'

ROAD CROSS-SECTION DESIGN DATA

ROAD CLASSIFICATION: RURAL MINOR ARTERIAL (ULTIMATE CONDITION)
 DESIGN SPEED: 60 MPH REFERENCE STANDARD ECM TABLE 2-4
 POSTED SPEED: 55 MPH REFERENCE STANDARD ECM TABLE 2-4
 PROPOSED DEVIATIONS:
 ROAD CLASSIFICATION: RURAL MAJOR COLLECTOR (MODIFIED; CURRENT CONDITION)
 DESIGN SPEED: 50 MPH REFERENCE STANDARD ECM TABLE 2-5
 POSTED SPEED: 45 MPH (CURRENT CONDITION) REFERENCE STANDARD ECM TABLE 2-5
 PAVED WIDTH: 36' EOA-EOA
 OUTSIDE SHOULDER WIDTH: 4' GRAVEL
 MIN. GRADE: 1.0% REFERENCE STANDARD ECM TABLE 2-5
 MAX. GRADE: 8.0% REFERENCE STANDARD ECM TABLE 2-5

◆ BENCHMARK:
12" STEEL SPIKE SET AT SE COR PROPERTY ENTRANCE. ELEV.=7160.57(NAVD88)

PCD FILE NO. PPR-2423



19 E. Willamette Ave.
Colorado Springs, CO
80903
PH: 719-477-9429
FAX: 719-471-0766
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1-800-922-1987
CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MEMBER UTILITIES.

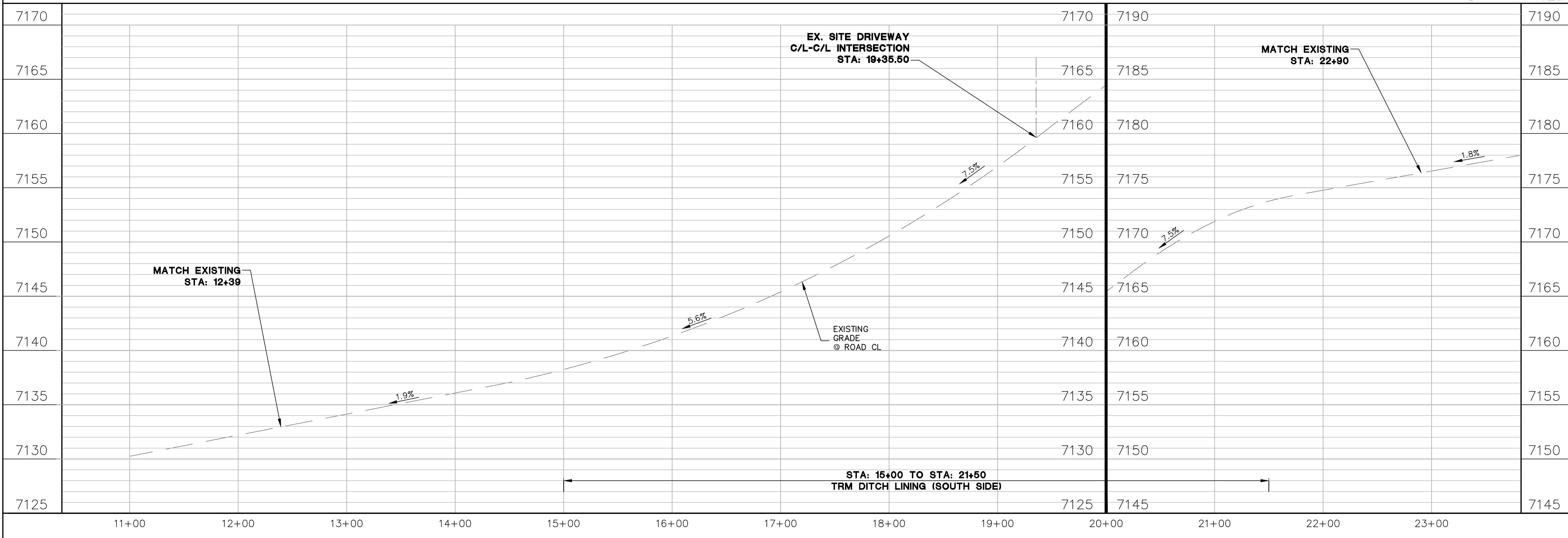
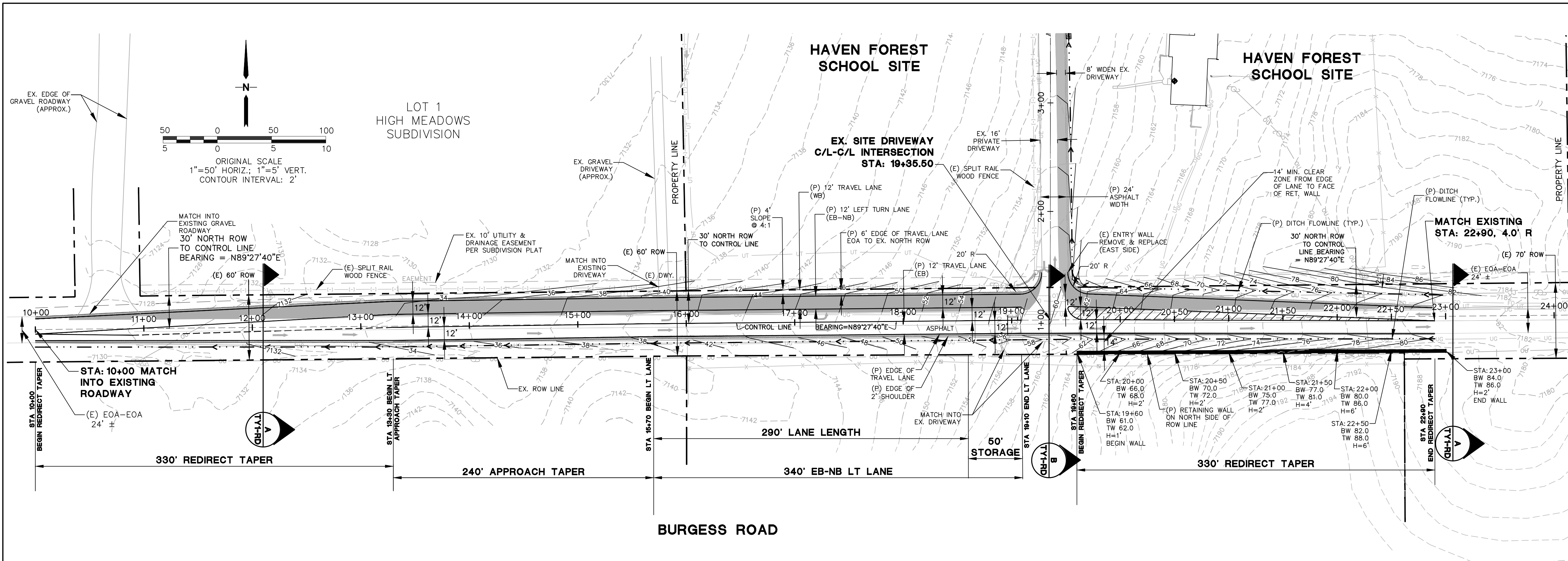
No.	REVISION	BY	DATE

HAVEN FOREST SCHOOL
5490 BURGESS ROAD, EL PASO COUNTY, CO

TYPICAL SECTIONS & DETAILS

HORZ. SCALE:	AS SHOWN	DRAWN:	PV
VERT. SCALE: <td>AS SHOWN</td> <td>DESIGNED:</td> <td>JPS</td>	AS SHOWN	DESIGNED:	JPS
SURVEYED:	COMPASS	CHECKED:	JPS
CREATED:	4/3/25	LAST MODIFIED:	05/12/26
PROJECT NO:	122401	MODIFIED BY:	PV

TY1-RD



◆ BENCHMARK:
12" STEEL SPIKE SET AT SE COR PROPERTY ENTRANCE. ELEV.=7160.57(NAVD88)

PCD FILE NO. PPR-2423

HAVEN FOREST SCHOOL
5490 BURGESS ROAD, EL PASO COUNTY, CO

BURGESS ROAD
PLAN & PROFILE
(STA: 11+00 TO STA: 22+90)

No.	REVISION	BY	DATE

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JPS
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80903

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HORIZ. SCALE: 1"=50'	DRAWN: PV
VERT. SCALE: 1"=5'	DESIGNED: JPS
SURVEYED: COMPASS	CHECKED: JPS
CREATED: 3/25	LAST MODIFIED: 05/11/26
PROJECT NO: 122401	MODIFIED BY: PV
SHEET:	

RD1