



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

A deviation from the standards of or in Section **2.3** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.3.7.E.2 of the El Paso County Engineering Criteria Manual; specifically minimum taper requirements.

State the reason for the requested deviation:

- Per the approved Traffic Impact Study, PCD File No. P222, prepared by Kimley-Horn: "It is recommended that the eastbound left turn lane at the intersection of Goldfield Drive and Cudahy Road be restriped to the maximum length of 235-feet with a 30-foot taper. El Paso County ECM recommends a taper length of 140-feet, however due to the existing Goldfield Drive and Escanaba Drive intersection to the west, this taper will need to be shortened to 30-feet."
- Per the approved Traffic Impact Study, PCD File No. P222, prepared by Kimley-Horn: "To meet El Paso County requirements, an eastbound left turn lane may need to be designated at the intersection of Goldfield Drive and Escanaba Drive to a length of 235-feet with a 75-foot taper. El Paso County ECM recommends a taper length of 140-feet, however due to the Goldfield Drive/Grinnell Boulevard intersection 340 feet to the west (edge to edge), this taper will need to be shortened to 75-feet." However, with the proposed improvements to Grinnell Boulevard that were not considered with the approved Traffic Impact Study, the eastbound left turn lane is designed for 225-feet of storage with a 75-foot taper.

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

In both instances, it is proposed to shorten the length of taper. For the taper at the intersection of Goldfield Drive and Cudahy Road, the taper is proposed to be shortened to 30-feet, following the recommendations of the approved Traffic Impact Study. For the intersection of Goldfield Drive and Escanaba Drive, the taper is proposed to be shortened to 75-feet, again following the recommendation of the approved Traffic Impact Study.

**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:

In both instances, existing intersections do not allow for the required taper length to be met.

**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 deviation for sub-standard taper lengths still provide transitions from the eastbound travel lane on Goldfield Drive to dedicated left turn lanes at Escanaba Drive and Cudahy Road that allow turning vehicles to be separated from, and do not impede, eastbound traffic. Dedicated turn lanes will allow each intersection to operate as outlined in the approved Traffic Impact Study. The inclusion of tapers on Goldfield Drive meet the intent of the ECM standards; and the lengths have been maximized per the approved Traffic Impact Study and the existing constraints in place.

The deviation will not adversely affect safety or operations.

Because of the existing constraints in place along Goldfield Drive, the sub-standard taper lengths do still provide transitions from the eastbound travel lane on Goldfield Drive to dedicated left turn lanes at Escanaba Drive and Cudahy Road that allow turning vehicles to be separated from, and do not impede, eastbound traffic, with no adverse effects to safety and/or operations.

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

The deviation will not adversely affect maintenance and its associated cost and will follow the ECM standards except for length of taper.

The deviation will not adversely affect aesthetic appearance.

The deviation will not adversely affect aesthetic appearance and will follow the ECM standards except for length of taper.

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

The deviation for sub-standard taper lengths do still provide transitions from the eastbound travel lane on Goldfield Drive to dedicated left turn lanes at Escanaba Drive and Cudahy Road that allow turning vehicles to be separated from, and do not impede, eastbound traffic. Dedicated turn lanes will allow each intersection to operate as outlined in the approved Traffic Impact Study. The inclusion of tapers on Goldfield Drive meet the intent of the ECM standards; and the lengths have been maximized per the approved Traffic Impact Study and the existing constraints in place.

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.

Not applicable, The deviation meets the control measure requirements; no additional pavement or impervious area is required with the re-striping of the existing street.

**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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**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:**

## **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.