



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

A deviation from the standards of or in Section 2.5.2.F.2 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.5.2.F.2 Maximum Crosswalk Length and Pedestrian Refuge Areas. The maximum length for any crosswalk shall be 48 feet. Any roadway crossing longer than 48 feet shall be provided with pedestrian refuge areas. Pedestrian refuge areas shall be created in medians or splitter islands to increase pedestrian safety. Vehicle turning radii shall be considered in the design of pedestrian refuge areas.

State the reason for the requested deviation:

2 of the 4 crossing locations at the intersection of Fontaine Blvd and Carriage Meadows Drive will have a crossing length slightly greater than 48 feet. (See attached exhibit)

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

The proposed alternative to the ECM standard is requested because of the considerable amount of modification and expansion to accommodate pedestrian refuge pork chop islands at all 4 sides of the intersection. Modification would include relocation of (2) 6'x12' concrete electric vaults, relocate a 25' long Type R inlet, relocate a 5' long Type R inlet and reconstruct a portion of storm sewer, additional pavement/curb/sidewalk reconstruction and expansion, and ROW taking at 3 of the 4 intersection corners. MVEA has preliminarily indicated that relocation of the 2 vaults could reach the \$300k-\$400k range and they are not sure they could physically do the modification while keeping everyone's lights on in the area.

Currently, two pedestrian refuge areas exist when crossing Fontaine Blvd. The proposed alternative provides pedestrian refuge at the north, west and east crossings (see attached exhibit). The north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location. Corner refuge islands that will accommodate the WB-67 design vehicle necessary for the Fontaine Boulevard arterial classification will provide large radius turns that imply motorists can accelerate even though there is no receiving acceleration lane. Additionally, the configuration of the large radius corner refuge islands will make it difficult for motorists executing right-turns out of the Carriage Meadows intersection approaches to view oncoming vehicles because of the orientation of their vehicle at a greater than 90-degree angle to the direction of oncoming traffic.

**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 proposed deviation is requested because of the considerable amount of modification and expansion to accommodate pedestrian refuge pork chop islands at all 4 sides of the intersection. Modification would include relocation of (2) 6'x12' concrete electric vaults, relocate a 25' long Type R inlet, relocate a 5' long Type R inlet and reconstruct a portion of storm sewer, additional pavement/curb/sidewalk reconstruction and expansion, and ROW taking at 3 of the 4 intersection corners. Addition of corner refuge islands will also make the sight of oncoming traffic from the Carriage Meadows intersection approaches more difficult to see than not installing the corner islands.

**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 will achieve the intended result with a comparable or superior design and quality of improvement. The deviation will allow for better visibility of oncoming traffic for right-turns out of the Carriage Meadows Drive intersection approaches. Currently, two pedestrian refuge areas exist when crossing Fontaine Blvd. The proposed alternative provides pedestrian refuge at the north, west and east crossings (see attached exhibit). The north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations. Addition of the corner pedestrian refuge islands would have a greater negative impact to safety and operations than not installing them. The north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location.

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

The deviation will not adversely affect maintenance and its associated cost as the proposed alternative is a more compact and manageable area. Removal of the corner refuge island requirements will actually lower ongoing maintenance and its associated costs.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance.

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

The deviation will meet the design intent and purpose of the ECM as the proposed alternative will be far easier for cars and pedestrians to navigate with only exceeding the crosswalk length by a very small amount.

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 requirements will be met regardless of the pedestrian refuge alternative.

**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.

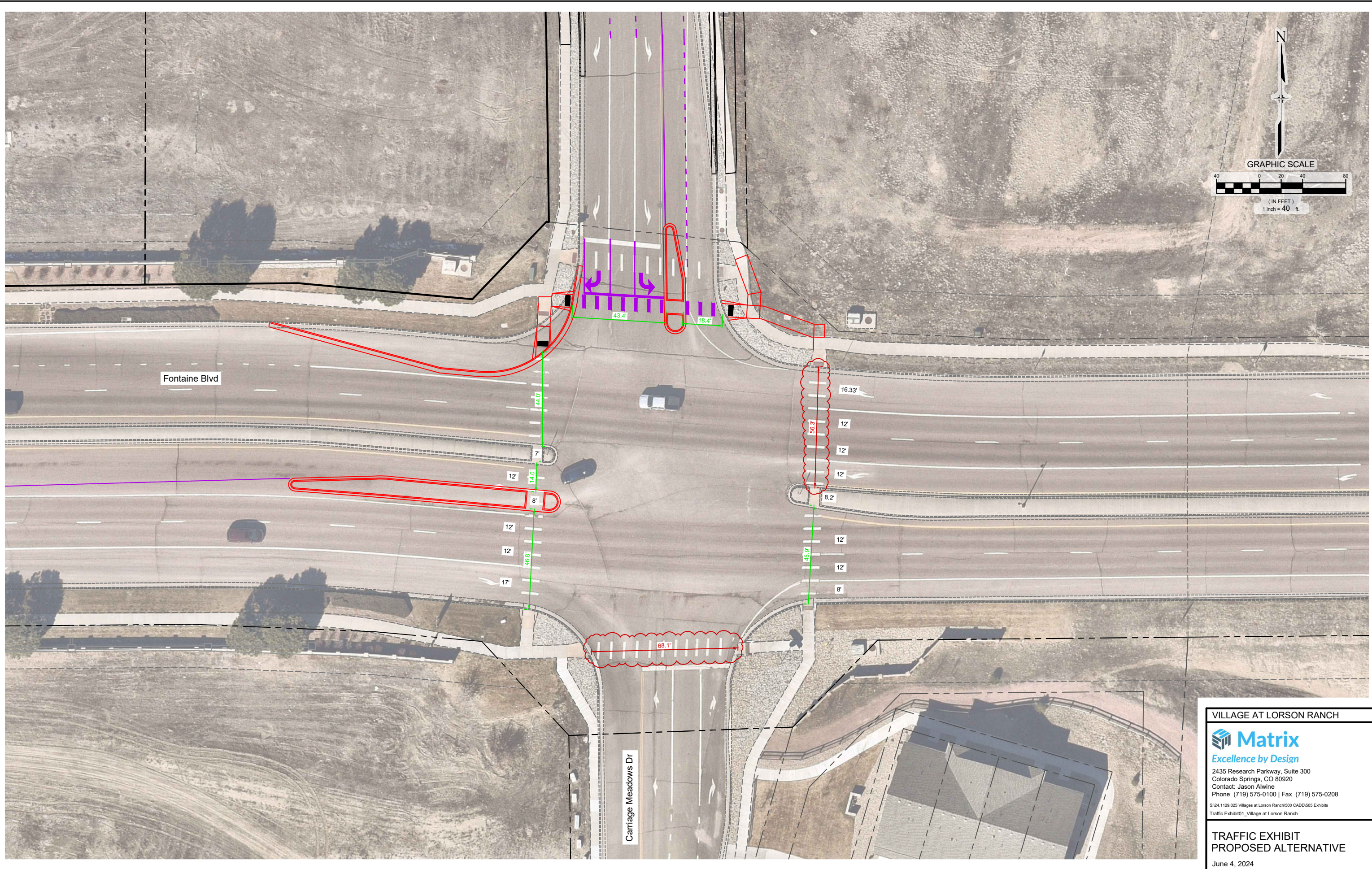
## **1.6. LIMITS OF APPROVAL**

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.





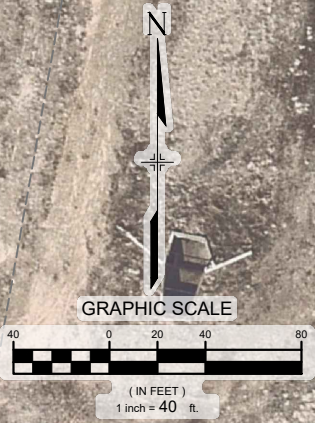
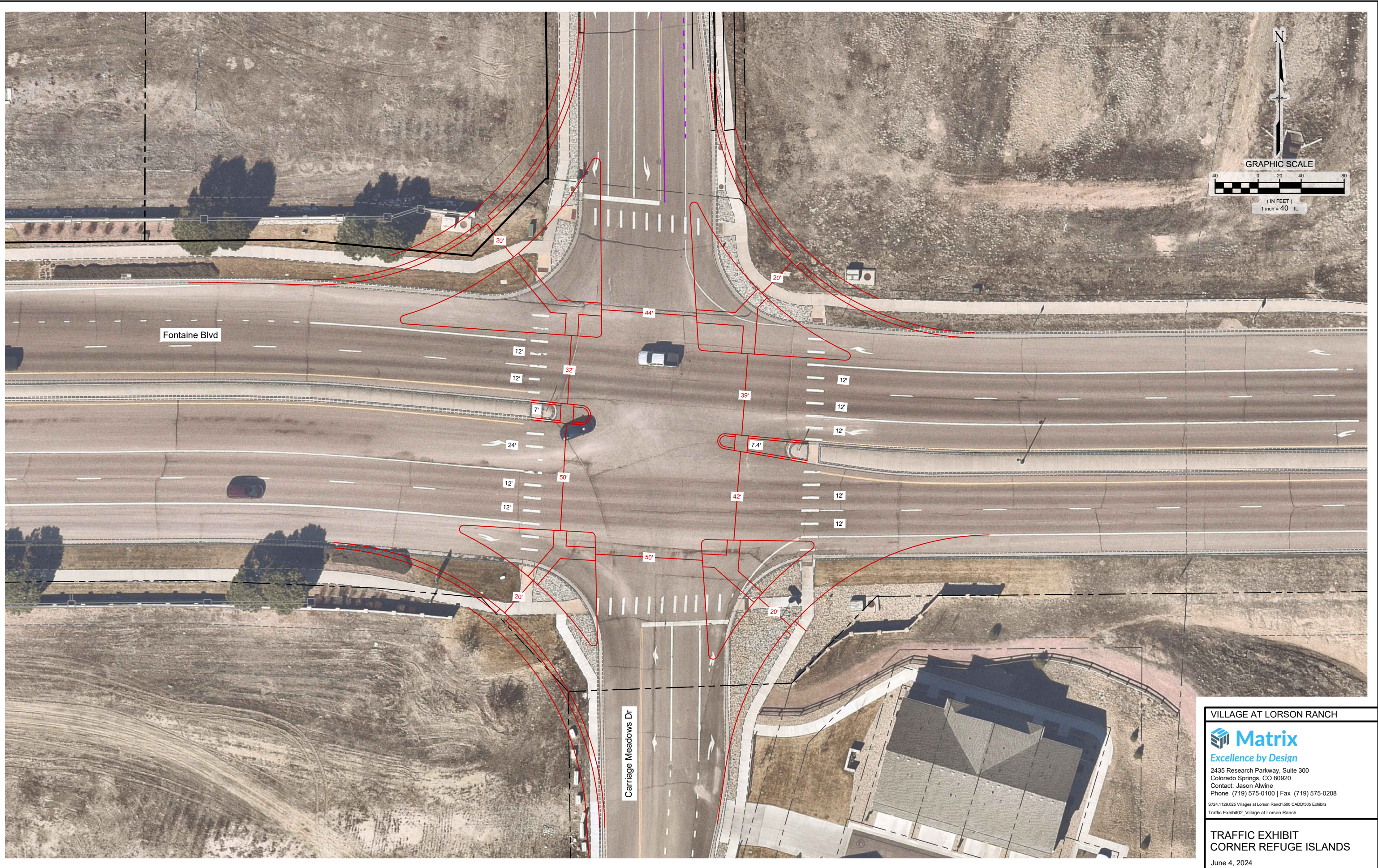
VILLAGE AT LORSON RANCH



2435 Research Parkway, Suite 300  
Colorado Springs, CO 80920  
Contact: Jason Alwine  
Phone (719) 575-0100 | Fax (719) 575-0208  
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Traffic Exhibit01\_Village at Lorson Ranch

TRAFFIC EXHIBIT  
PROPOSED ALTERNATIVE  
June 4, 2024





Fontaine Blvd

Carriage Meadows Dr

VILLAGE AT LORSON RANCH

**Matrix**  
Excellence by Design

2435 Research Parkway, Suite 300  
Colorado Springs, CO 80920  
Contact: Jason Alwine  
Phone (719) 575-0100 | Fax (719) 575-0208  
S:\24.1129.025 Villages at Lorson Ranch\500 CADD\505 Exhibits  
Traffic Exhibit02\_Village at Lorson Ranch

TRAFFIC EXHIBIT  
CORNER REFUGE ISLANDS

June 4, 2024