



**Planning and Community  
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**DEVIATION REQUEST  
AND DECISION FORM**

Updated: 6/26/2019

**PROJECT INFORMATION**

Project Name : Village at Lorson Ranch Filing 1  
 Schedule No.(s) : 5515413054  
 Legal Description : See Attached

**APPLICANT INFORMATION**

Company : Matrix Design Group  
 Name : Jason Alwine  
 Owner  Consultant  Contractor  
 Mailing Address : 2435 Research Parkway, Suite 300, Colorado Springs, CO 80920  
  
 Phone Number : (719) 575-0100  
 FAX Number :  
 Email Address : jason.alwine@matrixdesigngroup.com

**ENGINEER INFORMATION**

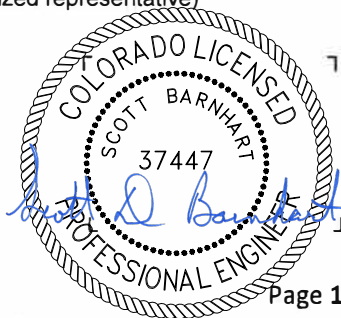
Company : Matrix Design Group  
 Name : Scott Barnhart, P.E., PTOE Colorado P.E. Number : 37447  
 Mailing Address : 2435 Research Parkway, Suite 300,  
 Colorado Springs, CO 80920  
  
 Phone Number : (719) 575-0100  
 FAX Number :  
 Email Address : scott\_barnhart@matrixdesigngroup.com

**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.

Signature of owner (or authorized representative) \_\_\_\_\_ Date 9/3/24

Engineer's Seal, Signature  
And Date of Signature



**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 greater than 48 feet and no refuge islands. The other 2 crossing locations have existing refuge islands but also have crossing lengths 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.

The proposed alternative is the continued use of the 2 existing refuge islands on Fontaine Blvd and allow for several crossing lengths longer than 48 feet. 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 which are the longer of the 2 of 4 crossings (see attached exhibit). The other crossing locations do not meet the ECM standard because of exceeding the 48' by approximately 8 - 20 feet with no pedestrian refuge. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 2.3 - 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.

In reviewing AASHTO, MUTCD and the City of Colorado Springs Standards, no comparable standard of 48' maximum crosswalk width without pedestrian refuge was found. Additionally, the pedestrian crossing distances can easily be accommodated by pedestrian clearance timing per the MUTCD and has been applied to roadways this wide or wider.

**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 alternative modifications will potentially make the intersection harder to navigate for both pedestrians and motorists. Light and crosswalk timing can achieve a comparable level of pedestrian safety and travel time allowance. The addition of splitter islands would provide additional pedestrian refuge but would also make the lanes harder to navigate for motorists and commercial truck traffic. As an alternative, there would be a 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. The 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.

In reviewing AASHTO, MUTCD and the City of Colorado Springs Standards, no comparable standard of 48' maximum crosswalk width was found. Additionally, the pedestrian crossing distances can easily be accommodated by pedestrian clearance timing per the MUTCD and has been applied to roadways this wide or wider.

**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 which are the longer of the 2 of 4 crossings (see attached exhibit). The other crossing locations do not meet the ECM standard because of exceeding the 48' by approximately 8 - 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 2.3 - 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. The addition of the corner pedestrian refuge islands or additional splitter islands would have a greater negative impact to safety and operations than not installing them. Currently, two pedestrian refuge areas exist when crossing Fontaine Blvd which are the longer of the 2 of 4 crossings (see attached exhibit). The other crossing locations do not meet the ECM standard because of exceeding the 48' by approximately 8 - 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 2.3 - 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 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.

In reviewing AASHTO, MUTCD and the City of Colorado Springs Standards, no comparable standard of 48' maximum crosswalk width was found. Additionally, the pedestrian crossing distances can easily be accommodated by pedestrian clearance timing per the MUTCD and has been applied to roadways this wide or wider.

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 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 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 2.5.2.F.2 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**

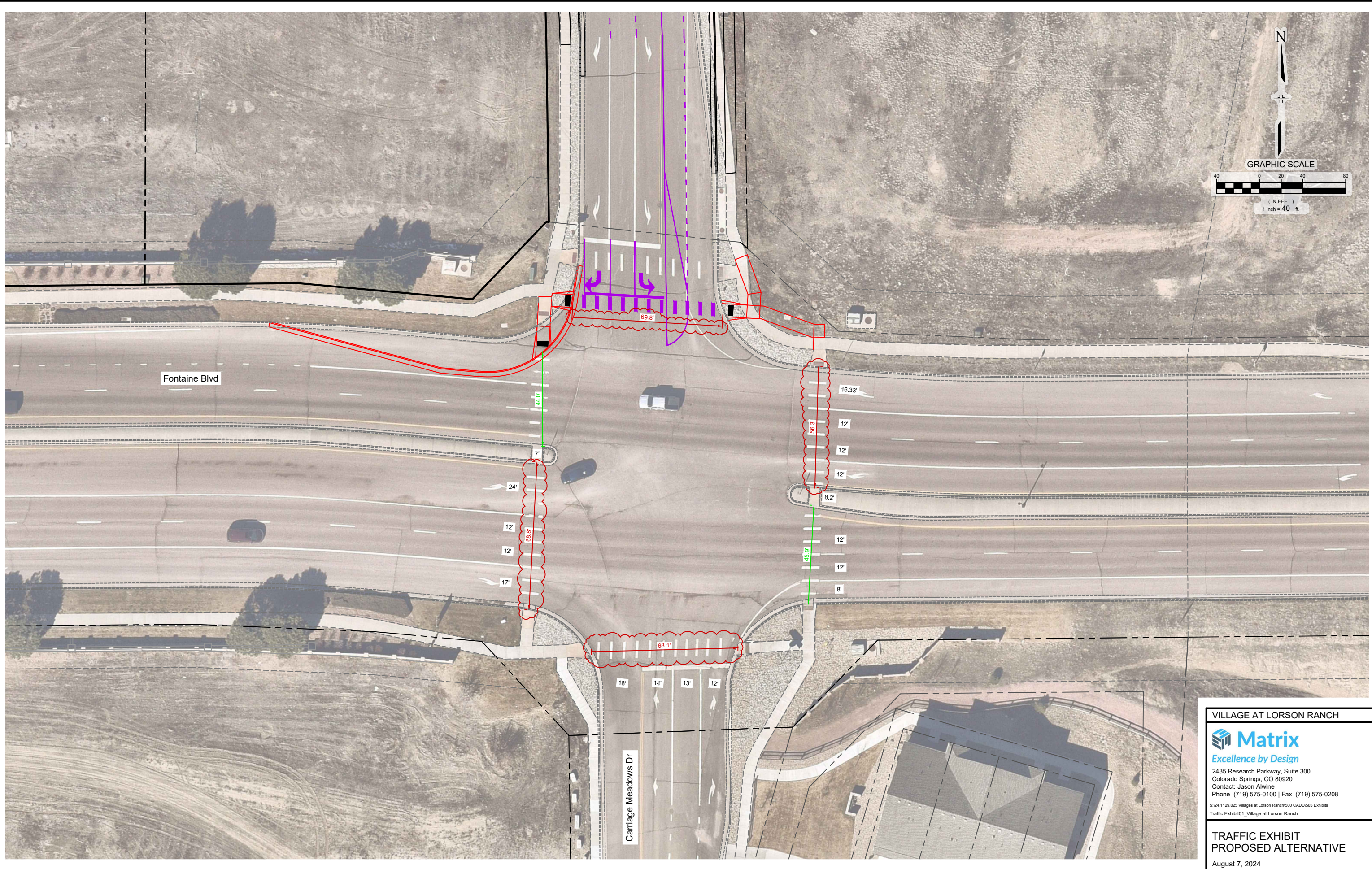
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

## **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

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S:\24.1129.025 Villages at Lorson Ranch\500 CADD\505 Exhibits  
 Traffic Exhibit01\_Village at Lorson Ranch

**TRAFFIC EXHIBIT  
 PROPOSED ALTERNATIVE**  
 August 7, 2024