



Planning and Community  
Development Department  
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**DEVIATION REQUEST  
AND DECISION FORM**  
Updated: 6/26/2019

4

**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*

*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.

┌	<b>APPROVED</b> <b>Engineering Department</b>	┐
	<i>11/28/2022 12:41:37 PM</i> <i>dsdnijkamp</i>	
└	<b>EPC Planning &amp; Community Development Department</b>	┘

**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:**

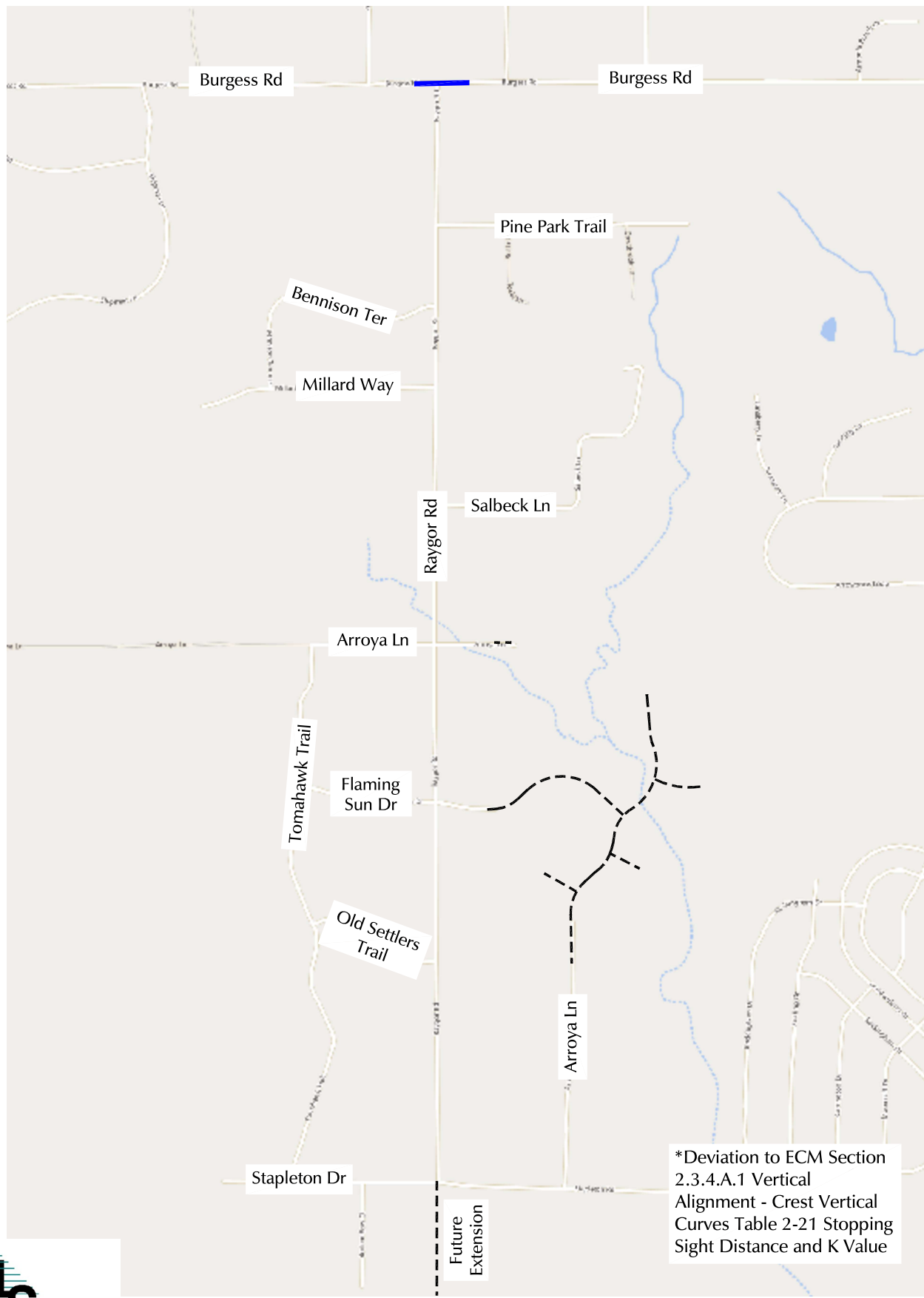
# Deviation Exhibits

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Not to scale



\*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

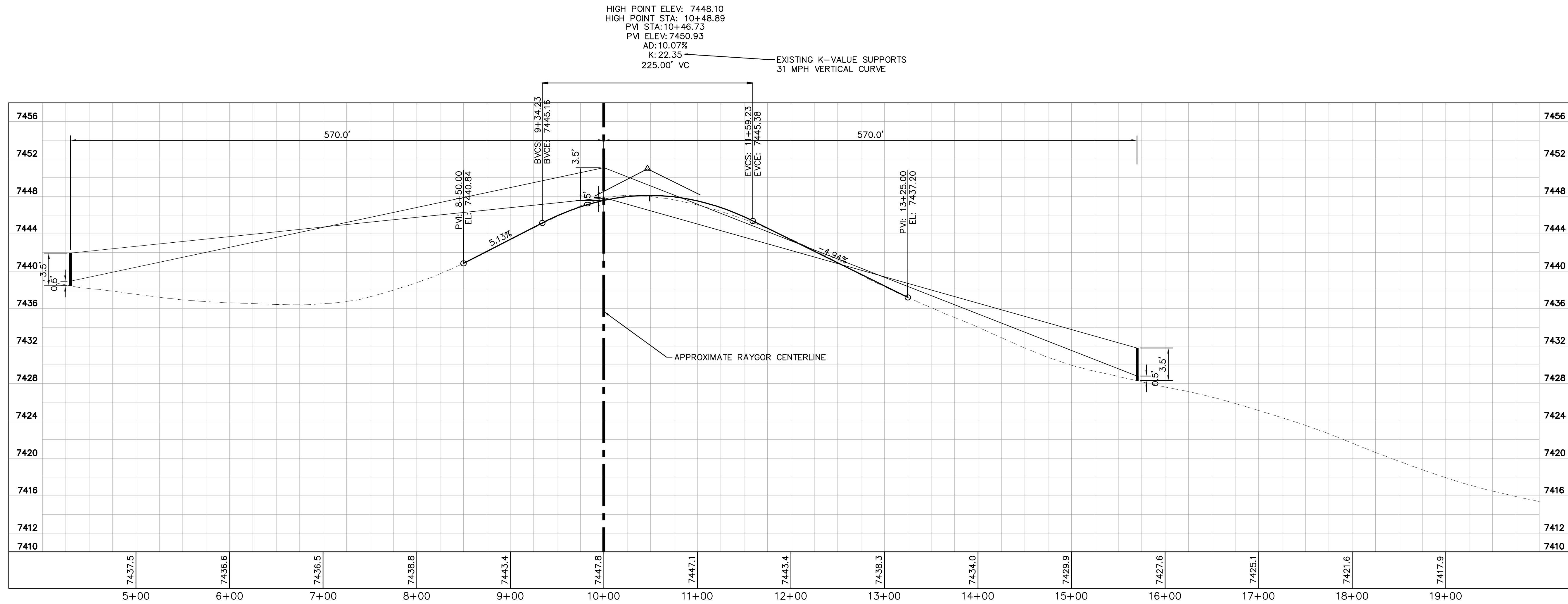


Exhibit 1

# Deviation No. 4

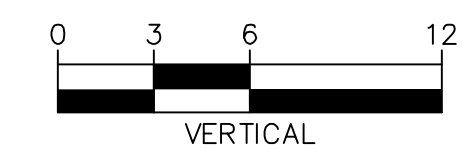
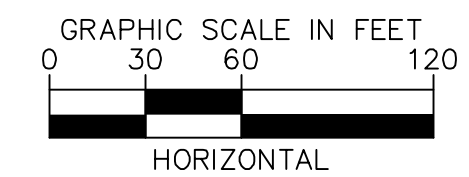
Eagleview Subdivision (LSC# S214750)

K:\COS\_Civil\196286000\_Eagleview\CADD\Exhibits\Existing Burgess CL.dwg Kofford, Kevin 10/18/2022 5:12 PM



**DESIGN CRITERIA**

	BURGESS ROAD	RAYGOR ROAD
ROADWAY CLASSIFICATION	RURAL MINOR ARTERIAL	RURAL LOCAL
DESIGN SPEED	60 MPH	30 MPH
POSTED SPEED	45 MPH	30 MPH
GRADE (MIN./MAX.)	1.0%/6.0%	1.0%/8.0%
INTERSECTION GRADES (MIN./MAX.)	1.0%/4.0%	1.0%/4.0%
MINIMUM S.S.D HORIZONTAL	570'	200'
MINIMUM S.S.D. VERTICAL (CREST CURVE)/DESIGN K	570'/151	200'/19
MINIMUM S.S.D. VERTICAL (SAG CURVE)/DESIGN K	570'/136	200'/37
MINIMUM S.S.D. INTERSECTION	665' (EXTRAPOLATED)	200'
2021 DESIGN TRAFFIC (FROM TRAFFIC REPORT)	ADT= 5,900	ADT=950
CLEAR ZONE DISTANCE	30'	7'
DESIGN VEHICLE	WB-67	WB-50



Deviation Exhibit 2



Deviation Exhibit 3

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: KKK  
 DATE: 10/XX/2021

EAGLEVIEW  
 EL PASO COUNTY, COLORADO  
 CONSTRUCTION DOCUMENTS  
 EXISTING BURGESS DEFICIENCIES

PRELIMINARY  
 FOR REVIEW ONLY  
 NOT FOR  
 CONSTRUCTION  
 Kimley»Horn  
 Kimley-Horn and Associates, Inc.

PROJECT NO.  
 196106001

SHEET