



**Planning and Community
Development Department**
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

**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.

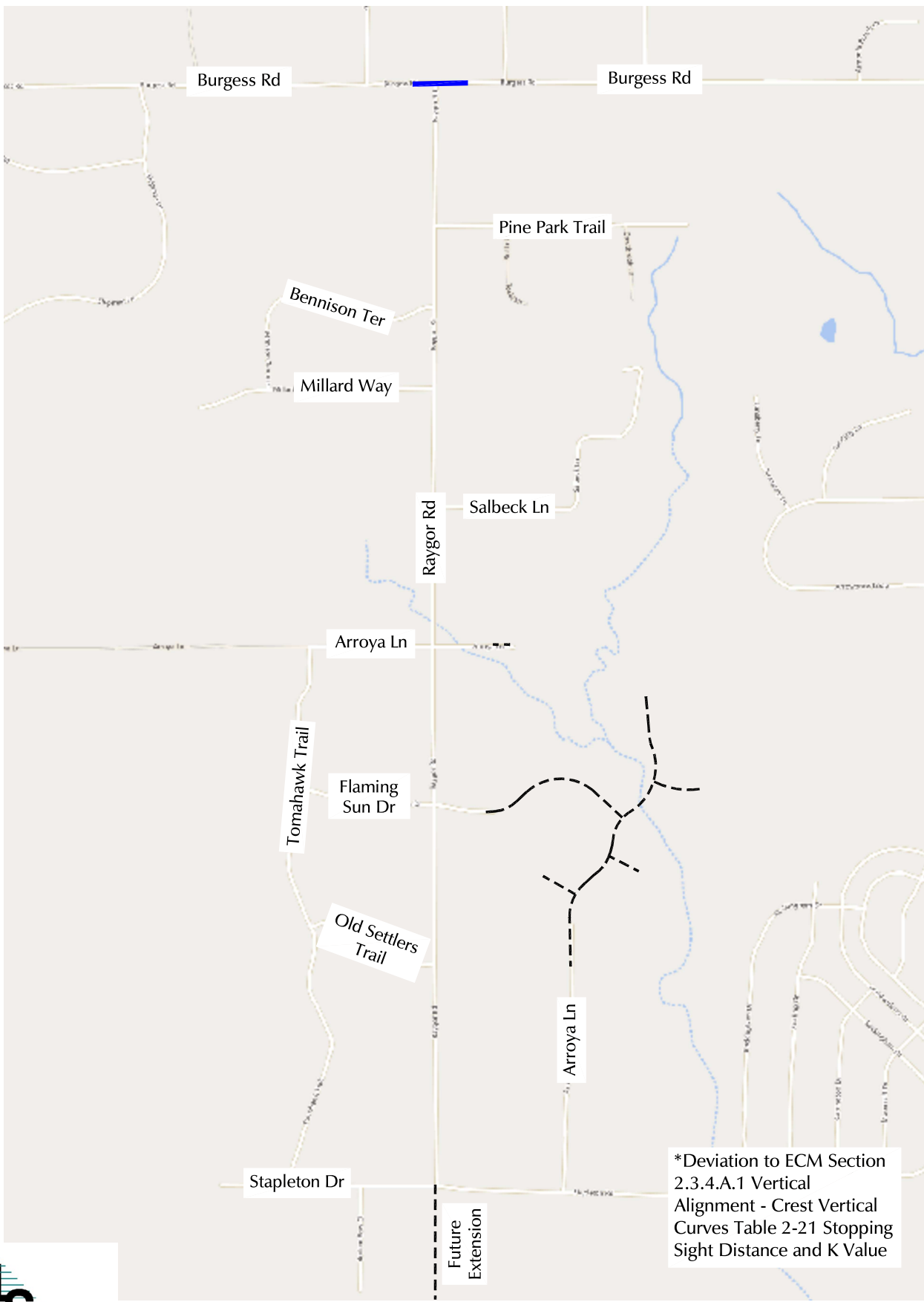
- A common method of mitigating a substandard condition is with the use of signage/markings, and if necessary, flashing beacons or signs with flashing LED borders for added emphasis. There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The county could further 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.

Deviation Exhibits





*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



