



Planning and Community
Development Department
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Colorado Springs, Colorado 80910
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Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

1

1 This Deviation is
being withdrawn.

PROJECT INFORMATION

Project Name : Eagleview Subdivision
 Rule No.(s) : 5226000001, 5226000001
 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@proterrace.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

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 correct. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have read myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that any late or incomplete 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*

12/06/2021

Name of owner (or authorized representative)

Date


Applicant's Seal, Signature
 Engineer's Seal, Signature



2 Add "SP-21-006"

LSC Response to EPC PCD deviation 1 comments

Page: 1

 Number: 1 Author: jchodsdon Subject: Text Box Date: 8/4/2022 9:38:46 AM

This Deviation is being withdrawn.

 Number: 2 Author: dsdlaforce Subject: Callout Date: 1/10/2022 9:21:14 AM -06'00'

[Add "SP-21-006"](#)

1
Attach photos of the constraints described below

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

A deviation from the standards of or in Sections **2.3.7.D.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.7.D.2 Turn Lanes Required - Exclusive Right Turn Lanes Required

- Minor Arterials: A right-turn lane is required for any access with a projected peak-hour right-turning volume of 50 VPH or greater.

State the reason for the requested deviation:

- Based on the projected short-term eastbound right-turn volume at the intersection of Burgess/Raygor, the 50 vph threshold requiring a right-turn lane would be exceeded.
- Significant constraints to constructing an eastbound right turn exist on the southwest corner of the Burgess/Raygor intersection. There is a utility pole on the corner and numerous utility boxes on the corner as well. Also, along the south side of Burgess Road west Raygor there are significant slopes in this area. There is limited ROW along Burgess Road.

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

- A right-turn lane is required for any access with a projected peak-hour right-turning volume of 50 VPH or greater.
- The projected volumes are 66 in the short term and 48 in the long term.
- Once Raygor is connected to the south, the right turn volumes are projected to fall below the 50 vph threshold.
- The alternative would be to not construct the deceleration lane, rather add asphalt and striping to improve the side street (Raygor) at the intersection to the extent possible. This would include patching and expanding the asphalt on the corner radii as much as possible and extend/taper the new pavement a short distance south of the intersection itself.
- Add white edge striping along the corner radii, add a stop bar on the northbound approach and a double yellow centerline stripe for about 50 feet to the south. The centerline stripe be positioned to maximize the width of the "departure lane" (the southbound lane) on Raygor.
- Add a "Do Not Pass" sign for eastbound traffic on the eastbound approach to the intersection.

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 on the applicant and no 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.

2
Explain future connections, timeline and impact/alternatives if not completed

Provide justification:

- Significant constraints to constructing an eastbound right turn exist on the southwest corner of the Burgess/Raygor intersection. There are utility poles and numerous utility boxes on the corner as well.
- There are significant slopes along the south side of Burgess Road west Raygor.
- There is limited ROW along Burgess Road.

3
A proposed alternative needs to accomplish the same design objective that the ECM requires. Unclear how the proposed alternative is equivalent to installing a right turn lane. The timeline for the future connection to the south is unknown so this interim condition may be in service for a long time.

One proposed alternative that needs to be explored is shifting Burgess Rd to the north to accommodate the third lane.

Another is to check CDOT criteria regarding the right turn lane.

The current proposal is unlikely to be approved.

Number: 1 Author: dsdlaforce Subject: Callout Date: 1/10/2022 10:28:24 AM -06'00'

Attach photos of the constraints described below

Number: 2 Author: eschoenheit Subject: Text Box Date: 1/10/2022 3:59:08 PM -06'00'

Explain future connections, timeline and impact/alternatives if not completed

Number: 3 Author: dsdlaforce Subject: Callout Date: 1/12/2022 11:22:50 AM -06'00'

A proposed alternative needs to accomplish the same design objective that the ECM requires. Unclear how the proposed alternative is equivalent to installing a right turn lane. The timeline for the future connection to the south is unknown so this interim condition may be in service for a long time. One proposed alternative that needs to be explored is shifting Burgess Rd to the north to accommodate the third lane. Another is to check CDOT criteria regarding the right turn lane. The current proposal is unlikely to be approved.

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 corner upgrades identified in the explanation of the proposed alternative will guide right-turning vehicles from Burgess onto southbound Raygor to minimize significant slowing in the through lane on Burgess Road.
- The signage will notify eastbound through drivers following a turning vehicle not to cross the dual yellow centerline to pass turning vehicles.

The deviation will not adversely affect safety or operations.

- There is at least one-quarter mile of stopping sight distance on the eastbound approach to the Raygor/Burgess intersection.
- There is an upgrade on the eastbound approach to the Raygor/Burgess intersection, which assists deceleration.
- The corner upgrades identified in the explanation of the proposed alternative will guide right-turning vehicles from Burgess onto southbound Raygor to minimize significant slowing in the through lane on Burgess Road.
- The signage will notify eastbound through drivers following a turning vehicle not to cross the dual yellow centerline to pass turning vehicles.
- The crash history indicates no current safety issue due to reported crashes involving eastbound right-turning vehicles and an eastbound through vehicles at this intersection.
- The projected volume will not be significantly above the threshold for a right-turn lane.
- Once Raygor is connected to the south, the right-turn volumes are projected to fall below the 50 vph threshold.

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

- The deviation will not adversely affect but rather will positively affect maintenance cost as the alternative proposed would improve the pavement on the corners of the intersection. This, as well as the proposed white edge stripe, will encourage motorists not to drive off the edge of the pavement.

The deviation will not adversely affect aesthetic appearance.

- The appearance would not be adversely affected, rather aesthetics would be improved with new asphalt, pavement markings and potentially some additional width (if feasible).

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

- Once Raygor is connected to the south, the right-turn volumes are projected to fall below the 50 vph threshold. In the interim, some mitigation (to the extent possible) will help to meet the intent of the ECM, which is to reduce the safety impact of the speed difference between a right-turning vehicle and following through vehicle.

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.

- The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

Not sure how the striping proposed would reduce safety impact. Can this be quantified such as the highway safety manual computations for crash modifications/CRF?



Not sure how the striping proposed would reduce safety impact. Can this be quantified such as the highway safety manual computations for crash modifications/CRF?



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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

2

1 LSC Responses to deviation redline comments.

PROJECT INFORMATION

Project Name : Eagleview Subdivision
 Assessor's Parcel No.(s) : 5226000001, 5226000001
 Description : N2NW4 EX WLY 620.0 FT SEC 26-12-65,S2NW4 EX WLY 620.0 FT SEC 26-12-65

CLIENT INFORMATION

Company : PT Eagleview LLC
 Name : Joseph W. Desjardin, PE
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 Mailing Address : 1864 Woodmoor Drive, Suite 100
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 Phone Number : 719-476-0800
 Fax Number : N/A
 Email Address : JDesJardin@proterraco.com

2 A request for a deviation from the maximum length criteria will not be considered without an express written endorsement from the Fire District in which the proposed cul-de-sac is located.

3 Attached a written endorsement from the Fire District

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
 Name : Jeffrey C. Hodsdon
 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

4 Explain how secondary access will be provided to subdivision

Colorado P.E. Number : 31684

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 correct. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have read myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that the project 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.

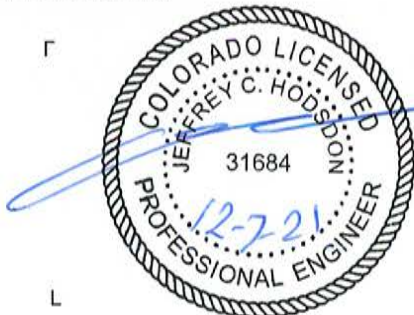
✓ *Joseph W. Desjardin*

12/06/2021

Name of owner (or authorized representative)

Date

Engineer's Seal, Signature
 Date of Signature



5 Revise to SP-21-006

LSC Responses to EPC PCD deviation 2 comments 1

Page: 1

☰ Number: 1 Author: jchodsdon Subject: Text Box Date: 8/4/2022 09:26:42

[LSC Responses to deviation redline comments.](#)

☰ Number: 2 Author: eschoenheit Subject: Text Box Date: 1/5/2022 10:28:54 -07'00'

[A request for a deviation from the maximum length criteria will not be considered without an express written endorsement from the Fire District in which the proposed cul-de-sac is located.](#)

↻ Author: jchodsdon Subject: Sticky Note Date: 8/26/2022 11:29:42

LSC Response: The updated deviation request contains correspondence from the fire district.

☰ Number: 3 Author: dsdlaforce Subject: Text Box Date: 1/10/2022 11:14:55 -07'00'

[Attached a written endorsement from the Fire District](#)

↻ Author: jchodsdon Subject: Sticky Note Date: 8/26/2022 11:30:10

LSC Response: The updated deviation request contains correspondence from the fire district.

☰ Number: 4 Author: eschoenheit Subject: Text Box Date: 1/10/2022 15:00:16 -07'00'

[Explain how secondary access will be provided to subdivision](#)

↻ Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 08:41:03

LSC Response: This has been added to the updated deviation.

☰ Number: 5 Author: dsdlaforce Subject: Callout Date: 1/10/2022 12:05:05 -07'00'

[Revise to SP-21-006](#)

↻ Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 08:41:18

LSC Response: Revised as requested.

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

A deviation from the standards of or in Sections **2.3.8.A** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.8.A Roadway Terminations - Cul-de-Sacs

The ECM criteria states that rural cul-de-sacs/non-through-roads shall have a maximum length of 1,600 feet.

State the reason for the requested deviation:

The deviation is needed as the cul-de-sac/non-through-street lengths proposed would exceed the ECM standard. There are currently no other/secondary road connections providing access to this parcel.

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

The requested alternative is to allow the following cul-de-sac/non-through-road lengths, which include the length of road within the project plus the distance north on Raygor Road to Burgess Road.

The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

- The request is to allow non-through streets with the following lengths:
 - Cul-de-sac "A" – 2,917 feet northeast of Raygor Rd
 - Cul-de-sac "B" – 2,690 feet northeast of Raygor Rd
 - Cul-de-sac "C" – 2,548 feet northeast of Raygor Rd
 - Cul-de-sac "D" – 2,993 feet northeast of Raygor Rd
- The cul-de-sac termination for each proposed internal street (relative to Raygor Road) would **exceed** the ECM standard of 1,600 feet by the following lengths:
 - Cul-de-sac "A" – 1,317 feet
 - Cul-de-sac "B" – 1,090 feet
 - Cul-de-sac "C" – 948 feet
 - Cul-de-sac "D" – 1,393 feet
- The proposed cul-de-sacs are shown in the attached exhibit (Figure 2 of the TIS).
- A letter from the fire district would be required as part of the request, such a letter may contain other elements

Update cul-de-sac names per the preliminary plan ¹

Remove last bullet point. ²

A secondary emergency access is required. The applicant needs to approach the developer of Paintbrush Hills Fil 14 to acquire a temporary access easement for a secondary emergency only access or any other land owner in the vicinity such as the church property to the south west the property to the west on Arroya Ln to may be able to provide a secondary emergency access.


The prior preliminary plan (SP-06-021) included the following condition of approval.

7. Prior to Building Permit approval by the Development Services Department, an emergency access road meeting Engineering Criteria Manual requirements shall be included in the Subdivision Improvements Agreement and Estimate of Guaranteed Funds and collateralized, and shall be constructed south of the existing Stapleton Drive, connecting to the public road system to the east; or Raygor Road is connected to the new Stapleton Drive to the south by others. ³


- There are currently no other/secondary road connections or available ROW providing access to this parcel.

The prior preliminary plan staff report appears to indicate that the property owner south of Stapleton Dr is willing to work with this development to provide secondary access.

The applicant has proposed to construct a secondary emergency access for the neighborhood, from Stapleton Drive to the extension of Keating Drive, in Paint Brush Hills Filing No. 11. The property owner directly to the south of Stapleton Drive has provided a letter indicating that it will be acceptable to construct this road on their property. Final details for the proposed emergency access road, including roadway design criteria, drainage crossing design, easement requirements, and gate location(s) (if any), will be determined at the Final Plat stage. Staff would not support waiver # 3 without this emergency access constructed, due to the number of lots served by the single Raygor Road access. ⁴


 Number: 1 Author: dsdlaforce Subject: Callout Date: 1/10/2022 11:16:53 -07'00'

[Update cul-de-sac names per the preliminary plan](#)


 Author: jchodsdon Subject: Sticky Note Date: 8/26/2022 11:31:22

LSC Response: Updated as requested.



Also note, these distances have been revised with this updated deviation.

 Number: 2 Author: dsdlaforce Subject: Callout Date: 1/10/2022 12:17:05 -07'00'

[Remove last bullet point.](#)

 Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 08:42:52

LSC Response: Removed as requested.

  Number: 3 Author: dsdlaforce Subject: Image Date: 1/10/2022 12:18:14 -07'00'

  Number: 4 Author: dsdlaforce Subject: Image Date: 1/10/2022 12:18:09 -07'00'

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.

1

- Although these would only be a single route in/out of the area of Raygor between Arroya and Burgess, there would be multiple connections from the south via an emergency route. This deviation is proposed in the deviation exhibit. This will allow passenger, mail, and delivery vehicles to travel the event that the route of Arroya were to be blocked/inaccessibility.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

2

Update. See comment on the previous page.
An emergency access is needed as the interim condition.

remove 1st bullet point. Letter must be included with the deviation request

The deviation will not adversely affect safety or operations.

- A letter from the fire district would be required as part of the request.
- The intersection level of service for northbound traffic at Burgess/Raygor is projected to be LOS C for the northbound approach based on the short-term total traffic condition (B during the afternoon peak hour) with all traffic using Raygor at Burgess for access/egress.

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

- The deviation will not adversely affect maintenance cost as only the project traffic would be added to Raygor in the short term (whereas if another connection were established, additional traffic could potentially be added to Raygor (as in the long term, at which point, the deviation would no longer apply).

The deviation will not adversely affect aesthetic appearance.

- Aesthetic appearance would not be altered with this deviation as the roads connecting to the site would remain unchanged. The road connections into the site from Raygor would be improved along with the construction of the subdivision roads.

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

- A letter from the fire district would be required as part of the request.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

3

Identify the timing for these future connection.

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.

- The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

☰ Number: 1 Author: dsdlaforce Subject: Text Box Date: 1/10/2022 12:19:53 -07'00'

[Update. See comment on the previous page. An emergency access is needed as the interim condition.](#)

↩ Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 08:44:13

LSC Response: Comment noted. The deviation has been updated to reflect the proposed emergency access easement.

☰ Number: 2 Author: dsdlaforce Subject: Callout Date: 1/10/2022 12:20:50 -07'00'

[remove 1st bullet point. Letter must be included with the deviation request](#)

↩ Author: jchodsdon Subject: Sticky Note Date: 8/26/2022 11:32:05

LSC Response: Removed as requested. The updated deviation request contains correspondence from the fire district.

☰ Number: 3 Author: dsdlaforce Subject: Callout Date: 1/10/2022 12:22:02 -07'00'

[Identify the timing for these future connection.](#)

↩ Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 08:46:12

LSC Response: Clarification has been added in the updated deviation. The timing is unknown as the applicant has no control over the property through which the connection would be made.



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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

3

¹LSC Responses to
deviation redline
comments.

PROJECT INFORMATION

Project Name : Eagleview Subdivision
 Assessor's Parcel No.(s) : 5226000001), 5226000001)
 Description : N2NW4 EX WLY 620.0 FT SEC 26-12-65,S2NW4 EX WLY 620.0 FT SEC 26-12-65

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Company : PT Eagleview LLC
 Name : Joseph W. Desjardin, PE
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 Mailing Address : 1864 Woodmoor Drive, Suite 100
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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 correct. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have read myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that any denial or non-approval of this application 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*

12/06/2021

Name of owner (or authorized representative)

Date

Engineer's Seal, Signature
 Name of Signature



LSC Response to EPC PCD deviation 3 comments

Page: 1

Number: 1 Author: jchodsdon Subject: Text Box Date: 8/4/2022 9:48:09 AM

[LSC Responses to deviation redline comments.](#)

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

A deviation from the standards of or in Sections **2.3.2 and 2.2.4.A.5** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.2.4.A.5. Roadway Functional Classifications and Urban/Rural Designations - Rural Minor Collector (including Figure 2-7 Typical Rural Minor Collector Cross Section)

2.3.2 Design Standards by Functional Classification
Table 2-5: Roadway Design Standards for Rural Collectors and Locals
Criteria for a Rural Minor Collector Roadway – Design ADT

State the reason for the requested deviation:

The ADT at the north end of Raygor Road is likely within the range of a trips estimated for this subdivision. The current Raygor Road ROW and minor collector, therefore a deviation is required.

Doing nothing is unlikely to be approved. An alternative must be explored. One potential may be to obtain property from PBH14 to connect to their road network. This may divert sufficient traffic that the ADT is no longer exceeded. The previous preliminary plan identified a fair share participation or escrow, see preliminary plan condition number 8

Explain the proposed alternative and compare to the ECM standards (if as basis):

The proposed alternative is to keep Raygor Road at the current 24-foot of way is generally 60-feet. By comparison, the ECM standard Rural Mi 32-foot paved width and 2-foot gravel shoulders (plus roadside ditch se asphalt over 6 inches of base.

8. Fair and equitable participation in the construction of improvements to Raygor Road, proportional to the development's traffic impact, shall be provided as determined at the Final Plat stage and as indicated in a construction surety estimate (estimate of guaranteed funds). As an alternative, subject to approval by the Board of County Commissioners, the estimated cost for such proportional improvements may be escrowed for the use of the County or other entity to construct the specified improvements to Raygor Road.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below)

- The ECM standard is inapplicable
- Topography, right-of-way, or other alternative that can accomplish the same
- 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 project would add 358 vehicles per day, which would represent a 38-percent increase over the estimated current baseline volume (just south of Burgess).

As the current Raygor Road ROW is 60 feet, the Minor Collector cross section would not fit within the existing ROW. The applicant does not control the properties adjacent to Raygor Road.

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 project is projected to increase traffic on the existing roadway by 38 percent just south of Burgess.
- The posted speed limit at 35 mph is consistent with the ECM standard speed limit for a Rural Minor Collector.

 Number: 1 Author: dsdlaforce Subject: Callout Date: 1/10/2022 5:35:16 PM -06'00'

Doing nothing is unlikely to be approved. An alternative must be explored. One potential may be to obtain property from PBH14 to connect to their road network. This may divert sufficient traffic that the ADT is no longer exceeded. The previous preliminary plan identified a fair share participation or escrow, see preliminary plan condition number 8

 Author: jchodsdon Subject: Sticky Note Date: 8/4/2022 9:47:29 AM

LSC Response: The applicant is now proposing an alternative. Please refer to the updated deviation request.

 Number: 2 Author: dsdlaforce Subject: Image Date: 1/10/2022 3:00:44 PM -06'00'