



Planning and Community
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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.

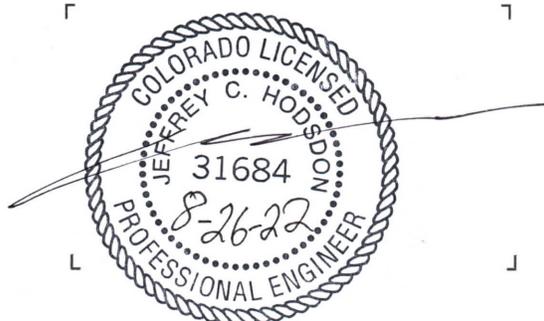
✓ *Joseph W. Desjardin*

08/26/2022

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



Include 2.3.6.G
Intersection sight
distance.

DEVIATION REQUEST (Attach drawings, photos, and other documentation to clarify request)

DEVIATION NUMBER: A deviation from the standards of or in Sections 2.3.4.A.1 of the Engineering Criteria Manual. Three exhibits are included with this deviation.

Burgess is classified
as a minor arterial.
Update design speed
to 60 mph.

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 50 mph (posted 45 mph). Please refer to Figure 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 immediate impacts on undue hardship and an equivalent alternative that can accomplish the same design objective.
- A change to a standard is required to address a situation that would impose an undue hardship on the applicant with little benefit.

Delete second bullet point which is a conjecture. One possible justification to consider is that it's an existing deficiency that is not exacerbated by the development.

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.
- The roadway was likely gravel, originally, then paved without significant modification to bring the roadway profile up to newer design standards.

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.

Provide a profile exhibit of the intersection sight distance.

The deviation will not adversely affect safety or o

- This is an existing roadway and this is a deficiency 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 intersection sight distance at the Raygor/Burgess intersection meets ECM standards. Please refer to exhibit 3 for details.**
- **The intersection also meets the "sight distance along the roadway" criteria** as described in the State Highway Access Code (used for private access points on State Highways). Similar criteria is also part of the ECM section covering sight distance. *To calculate sight distance used access location, a height of 3.5 feet shall be used for the driver's eyes along the access location. The driver's eyes shall be assumed to be at the centerline of the access (with respect to the curve) for measurement purposes. A height of 3.5 feet shall be used for a vehicle assumed to be on the centerline of the access 5 feet back from the edge of the roadway.*
- 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.

Delete 3rd bullet point. ECM 2.4. is for driveway access design.

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.

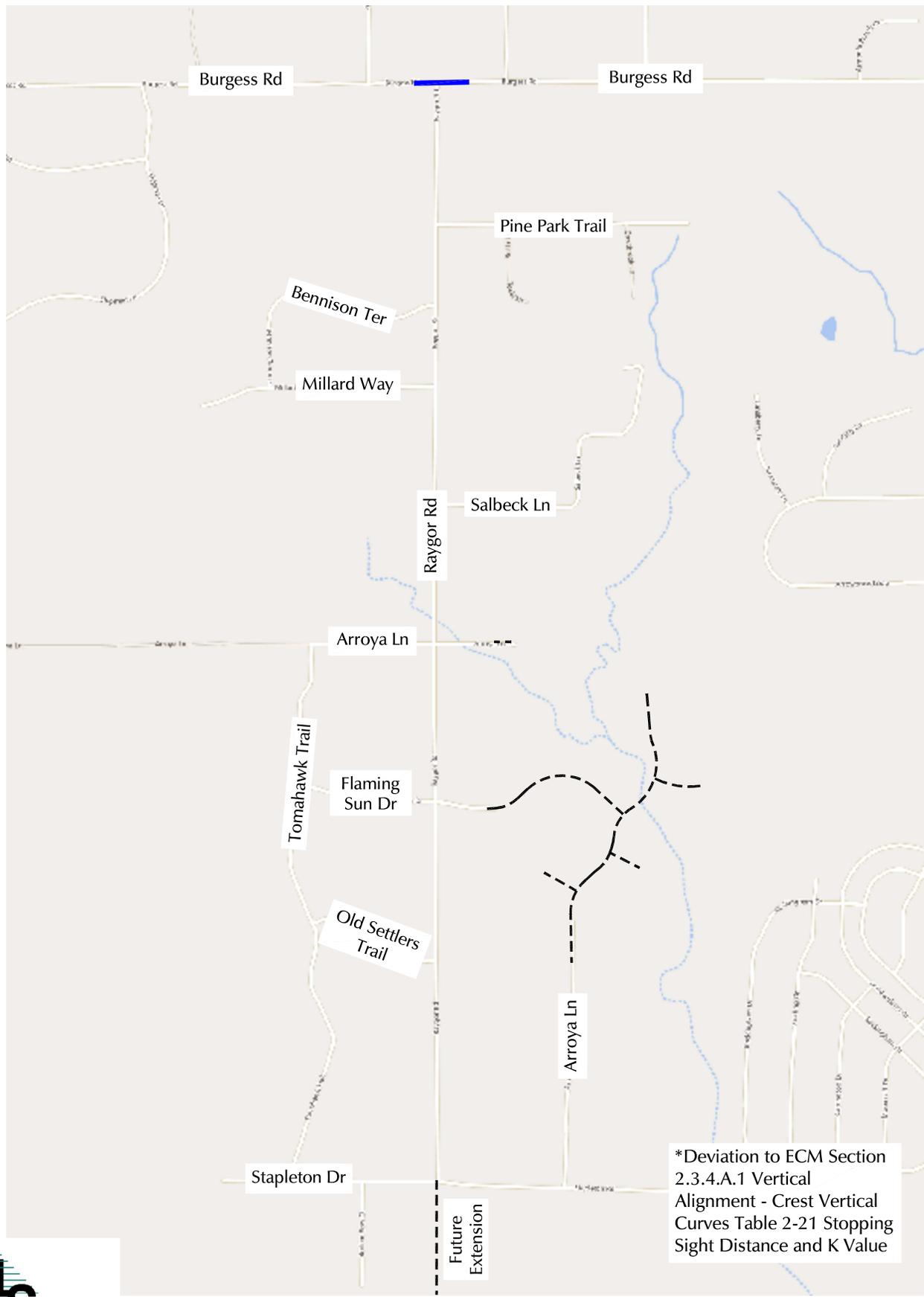
- Burgess is an existing roadway and this is an existing deficiency. This existing deficiency is related to east/west through traffic rather than traffic turning to/from Raygor Road. This project will not add straight through traffic at this intersection and the applicant/owner should not be held responsible 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.



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)

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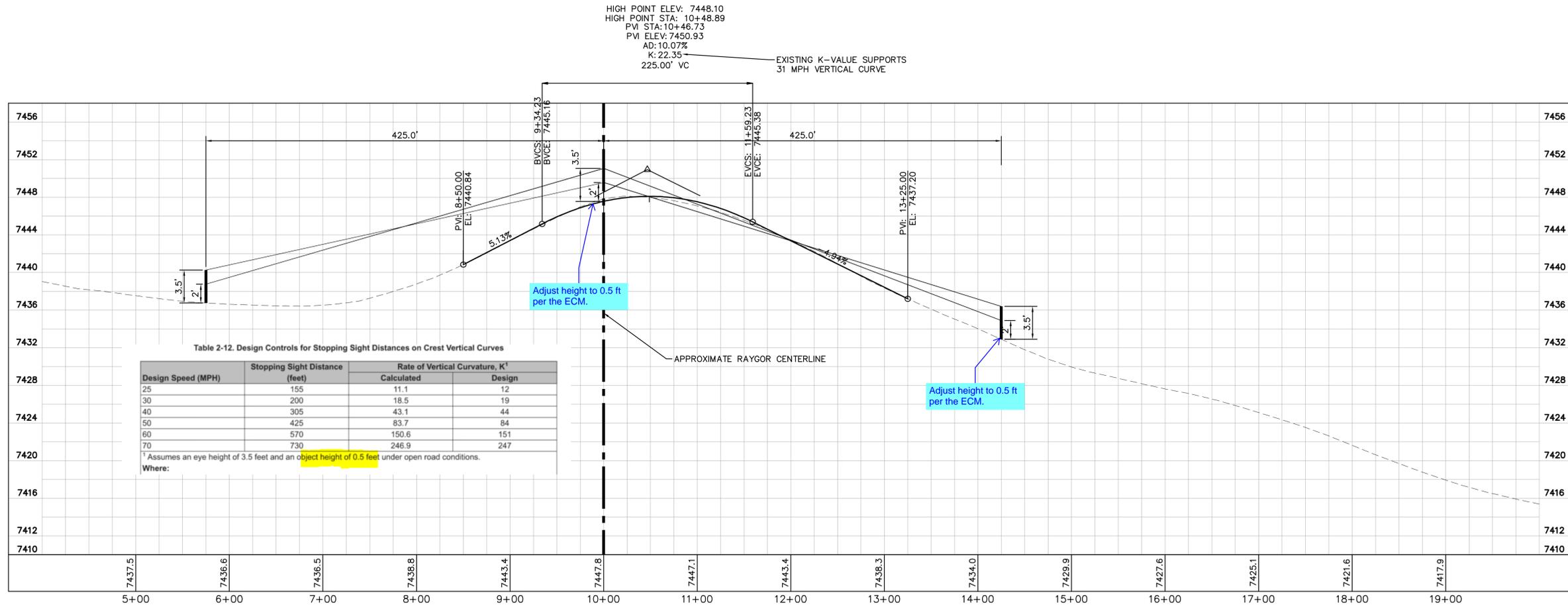


Table 2-12. Design Controls for Stopping Sight Distances on Crest Vertical Curves

Design Speed (MPH)	Stopping Sight Distance (feet)	Rate of Vertical Curvature, K ¹	
		Calculated	Design
25	155	11.1	12
30	200	18.5	19
40	305	43.1	44
50	425	83.7	84
60	570	150.6	151
70	730	246.9	247

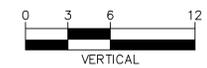
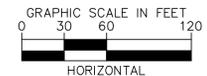
¹ Assumes an eye height of 3.5 feet and an object height of 0.5 feet under open road conditions.
Where:

Table 2-4. Roadway Design Standards for Rural Expressways and Arterials

Criteria	Expressways		Arterials		
	6 Lane	4 Lane	6 Lane Principal	4 Lane Principal	Minor
Design Speed/Posted Speed (MPH)	70/65	70/65	70/65	70/65	50/55
Clear Zone	34'	34'	34'	34'	30'
Minimum Centerline Curve Radius	2,050 ¹	2,050 ¹	2,050 ¹	2,050 ¹	1,505 ¹
Number of Through Lanes	6	4	6	4	2
Lane Width	12'	12'	12'	12'	12'
Right-of-Way	210'	180'	210'	180'	100'
Paved Width	56 ²	38 ²	56 ²	38 ²	40'
Median Width	24'	24'	24'	24'	n/a
Outside Shoulder Width (paved/gravel)	12'(10'/2)	12'(10'/2)	12'(10'/2)	12'(10'/2)	10'(8'/2)
Inside Shoulder Width (paved/gravel)	12'(10'/2)	6'(4'/2)	12'(10'/2)	6'(4'/2)	n/a
Design ADT	48,000	48,000	40,000	40,000	30,000
Design Vehicle	WB-67	WB-67	WB-67	WB-67	WB-67
Access Permitted	No	No	No	No	No
Access Spacing	n/a	n/a	n/a	n/a	n/a

DESIGN CR

ROADWAY CLASSIFICATION	BURGESS ROAD	RAYGOR ROAD
DESIGN SPEED	RURAL MINOR ARTERIAL 50 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	425'	200'
MINIMUM S.S.D. VERTICAL (CREST CURVE)/DESIGN K	425'/84	200'/19
MINIMUM S.S.D. VERTICAL (SAG CURVE)/DESIGN K	425'/96	200'/37
MINIMUM S.S.D. INTERSECTION	555'	200'
2021 DESIGN TRAFFIC	ADT= 5,900	ADT=950
CLEAR ZONE DISTANCE	18'	7'
DESIGN VEHICLE	WB-67	WB-50



Deviation Exhibit 2



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: KRK
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



Burgess Rd

Raygor Rd



Approximate
Scale:
1" = 200'

- Prescribed 400' design 325' minimum (adjusted for upgrade) sight distance along roadway (Table 2-33)
- Prescribed 555' intersection sight distance (Table 2-21)
- > 1,000' field-measured sight distance



Exhibit 3 Intersection Sight Distance

Eagleview Subdivision (LSC# S214750)