



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

1

**This Deviation is  
being withdrawn.**

## PROJECT INFORMATION

Project Name : Eagleview Subdivision  
 Ordinance 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  
 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 and understand 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.

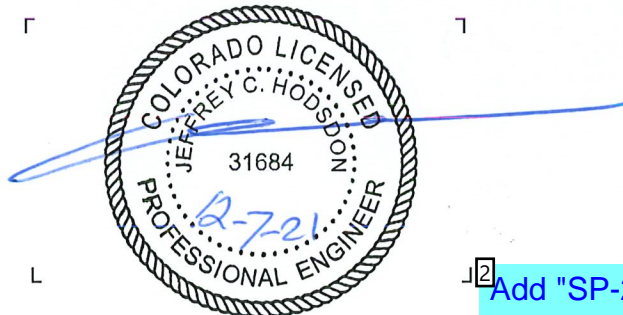
✓ *Joseph W. Desjardin*

*12/06/2021*

Name of owner (or authorized representative)

Date

Engineer's Seal, Signature  
 Name of Signature



**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.

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.

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

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?