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DEVIATION REQUEST AND DECISION FORM

Updated: 6/17/2019

PROJECT INFORMATION

Adjust formatting so there is no blank space on page 1.

Will be reviewed in greater detail once the missing exhibits are provided.

Project Name : Grandwood
Schedule No.(s) : 6119000003
Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

Company : Grandwood Enterprises
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 Owner Consultant Contractor
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Monument, CO 80232

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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
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Colorado P.E. Number : 31684

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.

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)
A deviation from the standards of or in Section _____ of the Engineering Criteria Manual (ECM) is requested.

L Identify the specific ECM standard which a deviation is requested:

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

Deviation No. 3 (09-21-2019): The request is for intersection approach grades and "mid-block" centerline roadway grades exceeding the maximum allowable in the ECM. The details are described below. See attached Deviation Exhibits 3, 3a and 3b.

exhibits are missing.

Identify the specific ECM standard which a deviation is requested:

2.3.4.B Maximum and Minimum Grades for Roadways
Table 2-15: Minimum and Maximum Roadway Grades (Rural Collector)

Type the min/max grades identified in the referenced tables.

2.3.7.C.4 Intersection Alignment (Vertical Alignment)
Tables 2-22 & 2-23: Intersection Grades by Roadway Functional Classification (Rural Collector & Rural Minor Arterial)

State the reason for the requested deviation:

Furrow Road (Proposed)

The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Lamplight) and Higby Road and the horizontal distance between these two locations requires a deviation to the centerline roadway grade.

- North of the intersection (between the intersections of Copper Valley Court and Minglewood Tr.), the centerline roadway grade is proposed to be 9.8%

The centerline roadway grade deviation is needed to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road Intersection (Proposed Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The field-measured existing grade on the proposed westbound approach to the Higby Road/Furrow Road intersection is about 4.3 percent. The field measured grade for Higby Road east of this approach increases from about 4.3 to 5.5 percent (the grade is variable and increases as distance east from the planned intersection location increases).
- West of the proposed intersection, the grades moderate to about 3.5 percent (for the eastbound intersection approach).

Note: These grades are approximate based on field measuring techniques and should be verified at the design stage with a survey.

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

Furrow Road (Proposed)

The proposed "mid-block" centerline roadway grade north of the intersection (between the intersections of Copper Valley Court and Minglewood Trail) would exceed the ECM maximum. **The centerline roadway grade is proposed to be 9.8%.** The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed 9.8% grade would exceed the 8% standard by 1.8%. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%). See the attached deviation exhibit (Figure 16).

Higby Road/Furrow Road Intersection (Proposed Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The field-measured existing grade on the proposed westbound approach to the Higby Road/Furrow Road intersection is about 4.3 percent. The field measured grade for Higby Road east of this approach increases from about 4.3 to 5.5 percent (the grade is variable and increases as distance east from the planned intersection location increases).
- West of the proposed intersection, the grades moderate to about 3.5 percent (for the eastbound intersection approach).

Note: These grades are approximate based on field measuring techniques and should be verified at the design stage with a survey.

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:

Furrow Road
 Furrow Road between Higby Road and the south terminus of Furrow Road at Minglewood Trail are “fixed” points in terms of elevation and the horizontal distance between. The natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations a deviation is required to the centerline roadway grade to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road
 The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

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.

Furrow Road
 The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations, a deviation to the centerline roadway grade is needed in order to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

The deviation will not adversely affect safety or operations.

Furrow Road/Copper Valley Court
 The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

Higby Road
 The field-measured existing grade on the proposed westbound approach to the Higby Road/Furrow Road intersection is about 4.3 percent. The field measured grade for Higby Road east of this approach increases from about 4.3 to 5.5 percent (the grade is variable and increases as distance east from the planned intersection location increases). Note: These grades are approximate based on field measuring techniques and should be verified at the design stage with a survey. Provided the survey confirms the 4.3 percent intersection approach grade, this value would be close to the ECM maximum of 4 percent.

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

The roadway grades would not affect the ability of County maintenance vehicles and snowplows to complete their work.

The deviation will not adversely affect aesthetic appearance.

Roadway cross-sections will be constructed to County standards. The grades are close to the criteria and given the area terrain, there will be no adverse effect on appearance with respect to the requested grades.

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

The proposed 9.8% grade on Furrow would meet (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%). The proposed 4.3 percent intersection grade at Furrow/Higby would be close to the ECM maximum of 4 percent (provided the survey confirms the 4.3 percent intersection approach grade).

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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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:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.