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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Grandwood Ranch
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
Name : Bill Herebic
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 270 Lodgepole Way
Monument, CO 80232

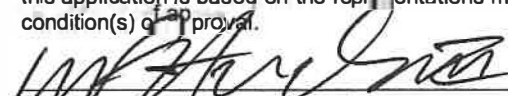
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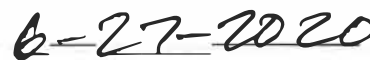
ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
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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



PCD File No. SP-195

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

A deviation from the standards of or in Sections **2.2.5.B and 2.2.5.D** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Collector Access Standards),
2.3.2 (Design Standards by Function Classification)

Standard 2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Rural Major Collector Access Standards, respectively) requires intersection spacing of 1/4-mile (1,320 feet). This standard is also reflected in the ECM Tables 2-4 and 2-5 (Roadway Design Standards for Rural Expressways and Arterials and Rural Collectors and Locals, respectively).

State the reason for the requested deviation:

Higby Road

This deviation would allow for the future Furrow Road connection to be located a reasonable distance east of Fairplay Drive and west of the proposed Grandwood Drive access while taking into account challenging topographical constraints along Higby Road. It is our understanding that the intersection location of Higby/Furrow is the result of working with the property owner on the south side of Higby Road.

Furrow Road

Access is needed for the development and Furrow Road is a lower classification than Higby Road.
The spacing is a function of the relatively short fixed distance between the Furrow/Minglewood intersection and Higby Road.

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

The standard requires intersection spacing of 1/4-mile (1,320 feet) back from the ROW line of an arterial street.

- The centerline of Grandwood Drive/Higby Road would be 980 feet west of the Higby Road/Colonial Park Drive intersection
- The centerline of the Furrow Road/Higby Road intersection would be 1,180 feet east of the intersection of Higby Road/Fairplay Drive
- The centerline of the Furrow Road/Copper Valley Court intersection would be 707 feet north of the intersection of Furrow Road/Higby Road
- The centerline of the Furrow Road/Copper Valley Court intersection would be 879 feet south of the intersection of Furrow Road/Minglewood Trail/Lamplight Drive

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:

Grandwood Drive

This location is appropriate as, although short of the ECM 1,320-foot spacing criteria from Colonial Park Drive, this proposed eastern access location (Grandwood Drive) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west (with associated short sight distances, as shown in the plan and profile drawings). Also, this access would align with the planned connection from Home Place Ranch. A copy of the Home Place Ranch layout is unavailable at this time.

Copper Valley Court

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both ¼ mile from Higby Road and ¼ mile from Minglewood Trail. The intersection has been placed approximately halfway between the two. This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

A future Furrow Road intersection location at the standard ¼ mile spacing from Fairplay Drive is NOT recommended due to topography and roadway grades. The field-measured existing grade on Higby Road at the proposed Furrow Road extension is about 6.5 percent at the access centerline. West of Furrow Road, the grade is moderate to about 3.5 percent on the eastbound intersection approach (grade moderates as the distance west from the intersection increases). East of Furrow Road (on the westbound approach to the intersection), the grade is about 10.5 percent (shown in Deviation Exhibit 3). Directly west of the proposed Furrow Road intersection is designated wetlands and Preble mouse habitat. The proposed Furrow Road intersection has been coordinated and agreed upon with the development south of Higby Road (Home Place Ranch).

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.

Grandwood Drive

Although short of the ECM 1,320-foot spacing criteria, the proposed eastern access location (Grandwood Drive) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

Copper Valley Ct.

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both 1/4 mile from Higby Road and 1/4 mile from Minglewood Trail. The intersection has been placed approximately halfway between the two.

Furrow Road

Although short of the ECM 1,320-foot spacing criteria, the proposed Furrow/Higby intersection location would maximize the distance possible from Fairplay Drive while also taking into consideration vertical and horizontal curve sight distance constraints to the east. With wetlands and wildlife habitat, steep grades to the east, and the adjacent development to the south the proposed intersection of Furrow Road and Higby Road is the most ideal to preserve natural designated space, create a safe and operation intersection with sight distance and grades, and cooperate with adjacent development.

The deviation will not adversely affect safety or operations.

Grandwood Drive

With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed east site access location (Grandwood Drive) exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distance looking to the west from Grandwood Drive is 645 feet, while the field-measured sight distance looking to the east from Grandwood Drive is 1,990 feet. Both measurements meet ECM standards for sight distance. If the Grandwood Drive intersection were located to meet County Criteria, existing terrain and grades of Higby Road would not allow sight distance requirements to be met. The proposed intersection location will provide safer vehicular travel due to existing conditions of Higby Road.

Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

Based on the spot-grades along Higby Road east of the proposed west site access point (Furrow Road), the prescribed stopping sight distance is 333 feet (downgrade of approximately six percent). With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed Furrow Road extension exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distances from the proposed Furrow Road/Higby Road intersection are 1,302 feet and 650 feet while looking to the west and to the east, respectively. Both measurements meet ECM standards for sight distance.

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

The spacing will not affect the maintenance cost as the spacing will not negatively affect the ability for snowplow and maintenance vehicles to enter and exit these side streets with adequate sight distances provided at the proposed intersection locations.

The deviation will not adversely affect aesthetic appearance.

The spacing will not affect the aesthetics. The spacing is not short to the extent that affects the general appearance of the road corridor. The spacing will be consistent with other intersections in the area, avoid hidden intersections, and avoid disturbing wetlands and wildlife habitat.

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

Grandwood Drive

The proposed eastern access location (Grandwood Drive), although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

The proposed Furrow Road/Higby intersection, although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Fairplay Drive and the vertical/horizontal curve sight distance constraints to the east.

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.

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:

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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

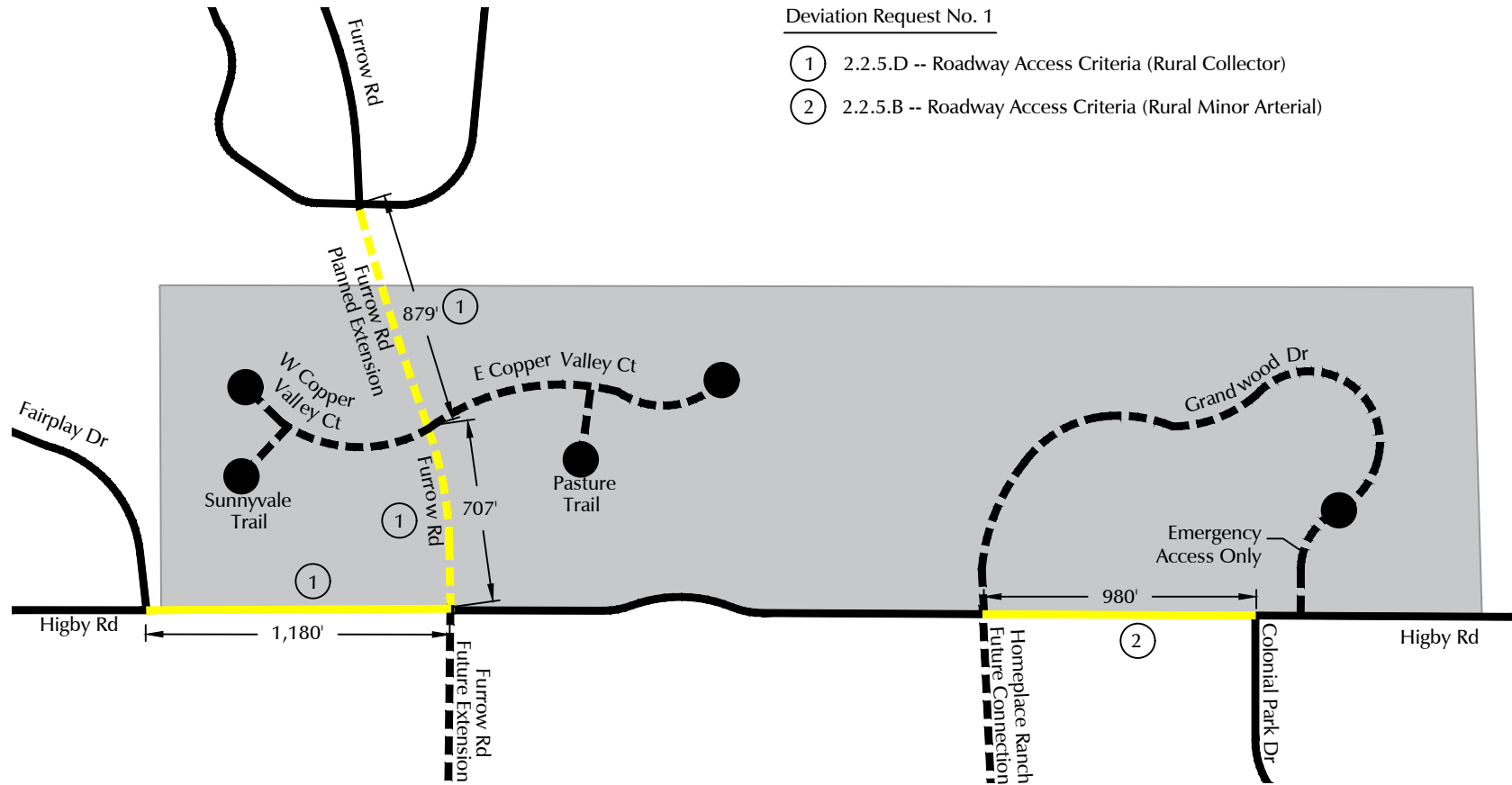
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

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.

Deviation Request No. 1

- ① 2.2.5.D -- Roadway Access Criteria (Rural Collector)
- ② 2.2.5.B -- Roadway Access Criteria (Rural Minor Arterial)



- Existing roadway
- - - Proposed roadway (including future roadways by others)
- Portion of roadway for which deviation is requested
- Site property boundary
- ← xxx' → Intersection centerline spacing

Deviation Exhibit 1
Proposed Intersection Spacing
 Grandwood Ranch (LSC# 185020)

GRANDWOOD RANCH
DEVIATION REQUEST EXHIBIT

