

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

A deviation from the standards of or in Section **2.3.4** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.3.4.A.2 "Table 2-14 and Figure 2-20 show the required lengths of sag vertical curves for different algebraic differences in grade to provide required stopping sight distances for each design speed."

Per Table 2-14. Design Controls for Stopping Distance on Sag Vertical Curves, the minimum Rate of Vertical Curvature, K has a minimum design value of 26 for a design speed of 25 mph.

State the reason for the requested deviation:

A sag-curve k-value lower than the standard is necessary in order to meet the cross-slope of the Rio Lane and provide a low point immediately to the south on Tody Way to capture drainage flows.

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

Designing the vertical curves using the standard minimum k-value would result in a much longer vertical curve and/or increased cross slope for Rio Lane. This design creates a true low point with sufficient depth capacity in order to capture Tody Way roadway flows before they reach Rio Lane, while maintaining the standard 2% cross slope at Rio Lane.

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:

Meeting the 2% cross slope of Rio Lane in conjunction with the longitudinal slope of the Tody Way, the minimum K-value for a sag curve per the ECM would require a vertical curve distance greater than the site constraints allow in order to capture drainage in the low point.

A lower K value than the design minimum is reasonable given the stop conditions present at the Tody Way intersection with Rio Lane. The horizontal distance for this intersection as designed does not negatively impact the driving conditions, as a driver traveling north would still be able to see the upcoming intersection and stop sign.

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.

Per Section 5.8 of the ECM, "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"

The design revision provides a superior design to the roadway and enables the storm drain to system to function as intended.

The deviation will not adversely affect safety or operations.

Due to the stop condition at Rio Lane, drivers will already be slowing to a lower speed. Therefore, the required stopping sight distance is diminished.

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

The affected roadway will be built in conformance with all other roadway design criteria and will not affect maintenance nor costs.

The deviation will not adversely affect aesthetic appearance.

The reduction of vertical length will not have an effect on aesthetic appearance of the roadway.

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

The intent and purpose of the k-value in a sag vertical curve is to ensure that the driver has adequate stop distance. Due to the stop condition at Rio Lane, drivers will already be decreasing speed allowing the lower k-value to provide the required stop distance.

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 proposed deviation is in conformance with Part I.E.3 and Part I.E.4 of the County's MS4 permit

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.

Γ Γ

L J

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.

Γ Γ

L J

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

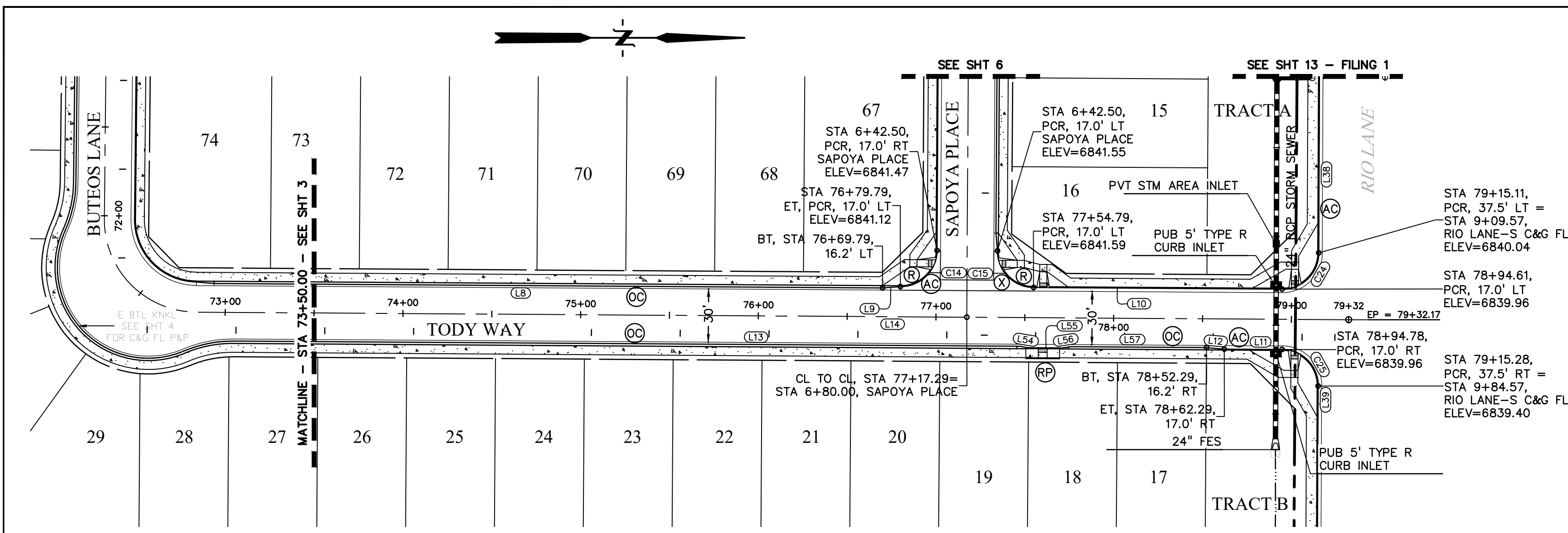
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

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.

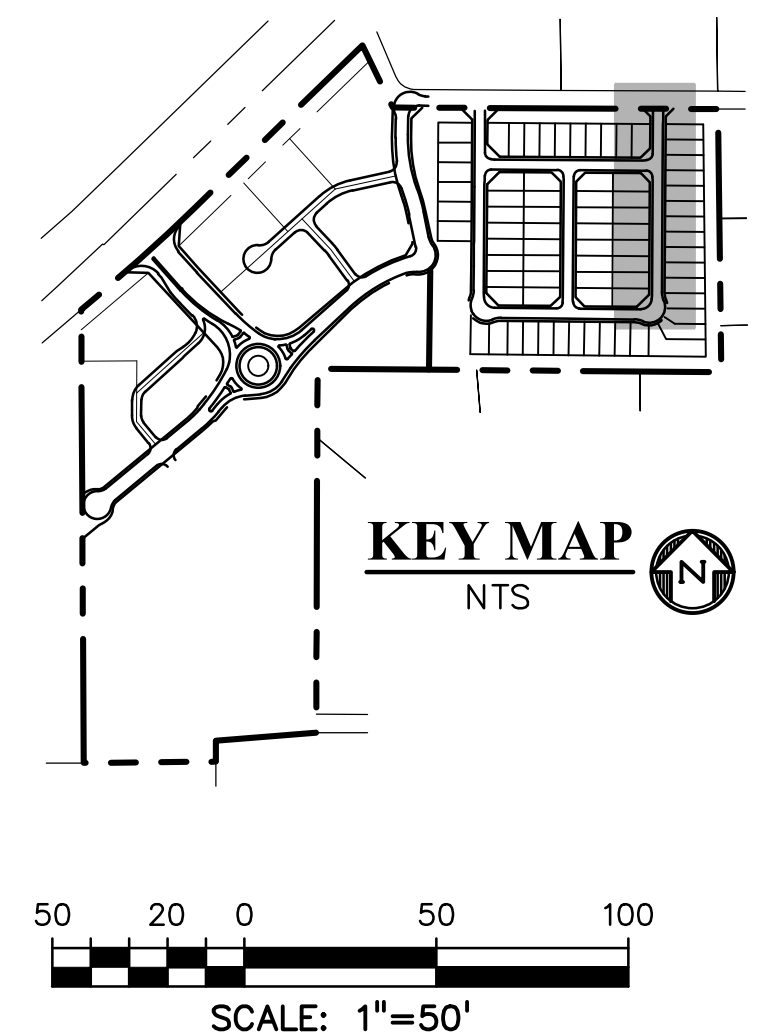
1.7. REVIEW FEES

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.



TODDY WAY CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C14	32.20'	20.50'	90°00'00"
C15	32.20'	20.50'	90°00'00"
C24	32.25'	20.50'	90°07'41"
C25	32.16'	20.50'	89°52'19"

TODDY WAY LINE TABLE		
LINE #	LENGTH	DIRECTION
L8	376.18'	N0°22'41"E
L9	10.03'	N4°22'00"W
L10	139.82'	N0°22'41"E
L11	32.49'	S0°22'41"W
L12	10.03'	S5°07'22"W
L13	442.71'	S0°22'41"W
L14	636.69'	N0°22'41"E
L38	314.53'	N89°45'00"W
L39	10.00'	N89°45'00"W
L54	5.07'	S9°48'12"W
L55	19.00'	N0°22'41"E
L56	5.07'	N9°02'49"W
L57	76.11'	S0°22'41"W

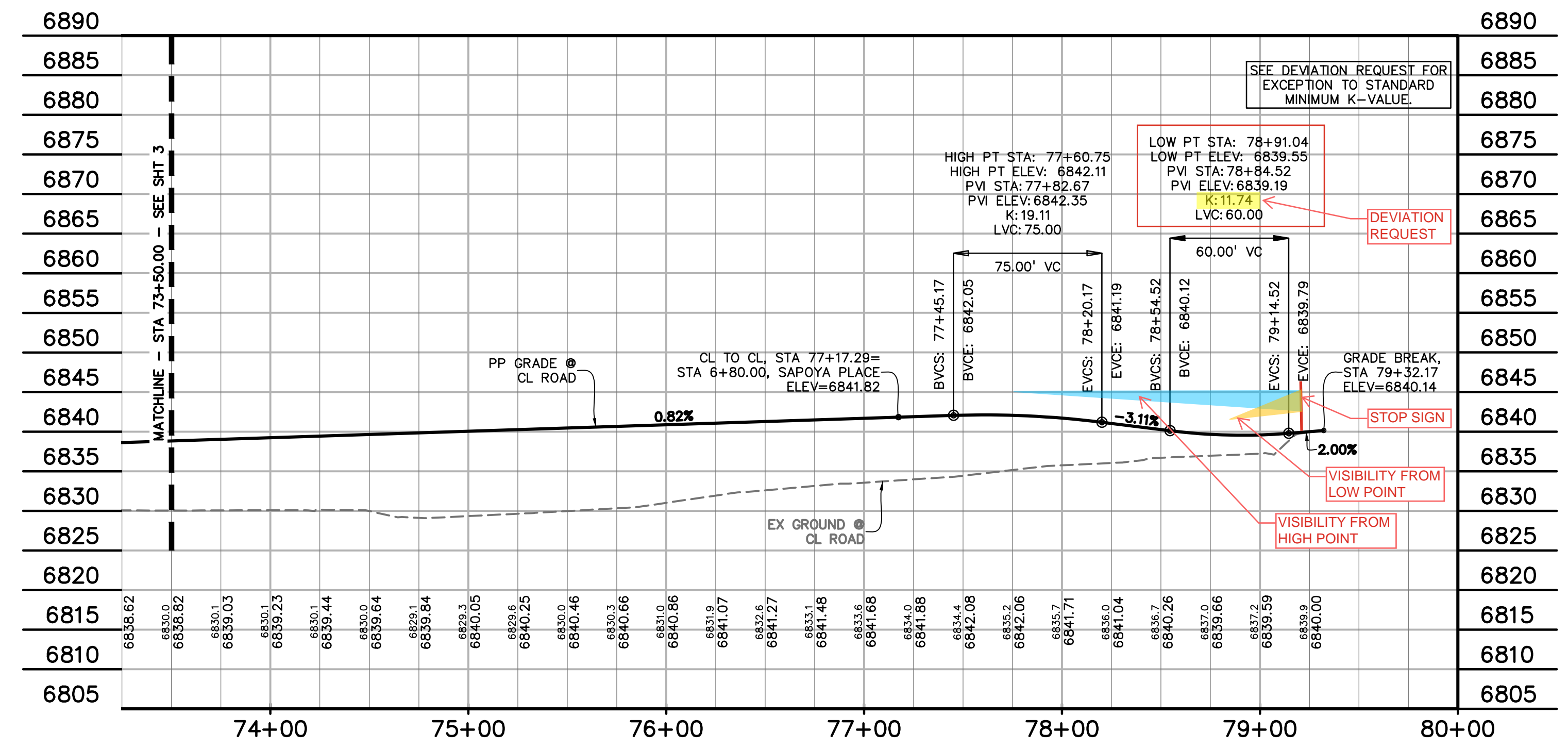


PREPARED BY:

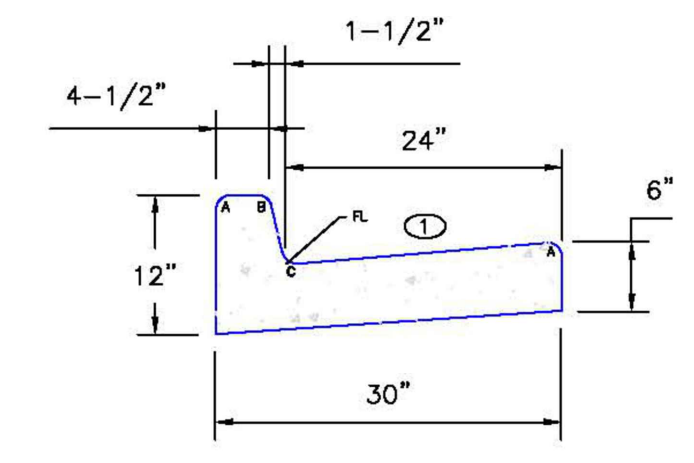
DREXEL, BARRELL & CO.
 Engineers & Surveyors
 101 SAHWATCH ST., SUITE 100
 COLORADO SPGS, COLORADO 80903
 CONTACT: TIM D. MCCONNELL, P.E.
 (719)260-0887
 COLORADO SPRINGS • LAFAYETTE

CLIENT:
FALCON FIELD, LLC
 1864 WOODMOOR DRIVE
 MONUMENT, CO 80132
 (719) 476-0800
 CONTACT: STEVE ROSSOLL

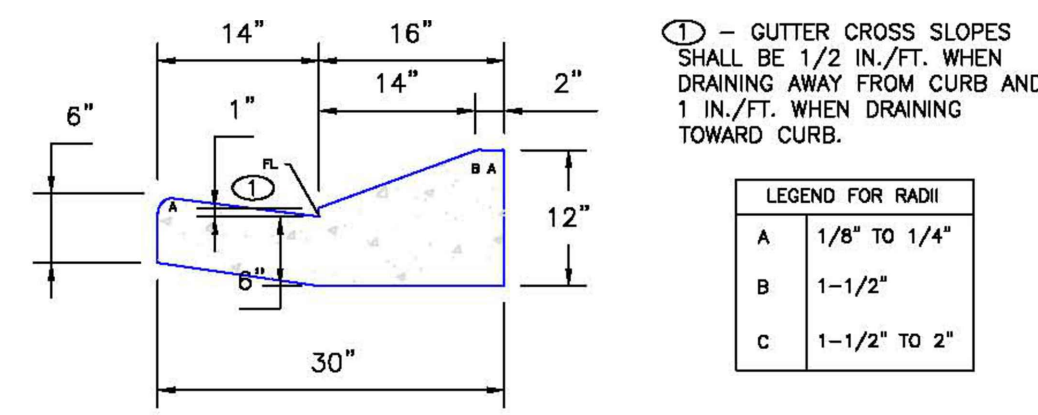
CONSTRUCTION DOCUMENTS FOR:
THE COMMONS AT FALCON FIELD
 FILING No. 2
 12445 RIO LANE, AND VACANT LAND
 PEYTON, EL PASO COUNTY, COLORADO



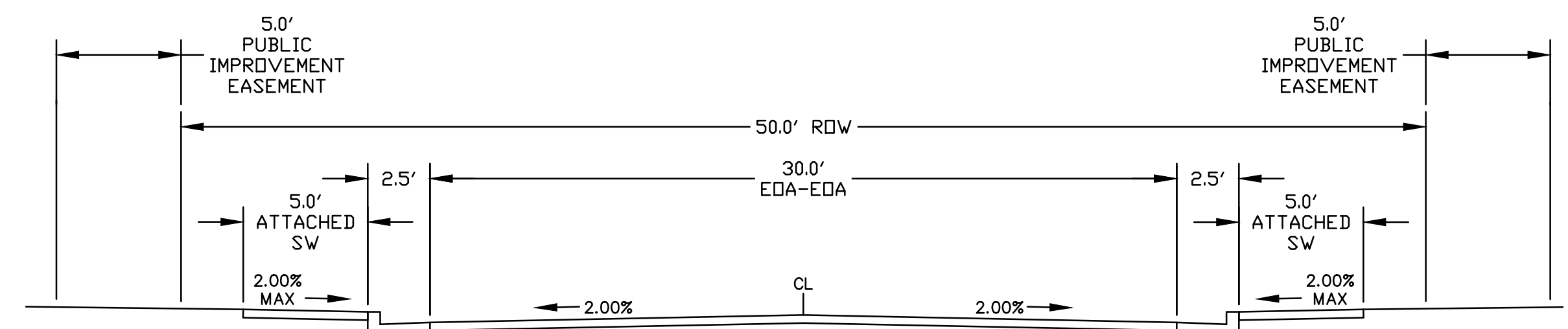
- LEGEND**
- PROPERTY LINE.....
 - PP RIGHT OF WAY.....
 - PP LOT LINE.....
 - PP CENTERLINE ROAD.....
 - EASEMENT.....
 - PP CURB & GUTTER.....
 - PP SIDEWALK.....
 - PP POND.....
 - PP TRACT LINE.....
 - PP STORM SEWER LINE.....
 - PP LOT NUMBER..... 36
 - PP PEDESTRIAN RAMP (SEE SHT 13 FOR DETAILS SD_2-40 & SD_2-41)..... (R)
 - PP PEDESTRIAN PARALLEL RAMP (SEE SHT 13 FOR DETAIL SD_2-50)..... (RP)
 - PP EPC TYPE A C&G (CATCH)..... (AC)
 - PP EPC OPTIONAL TYPE C C&G (CATCH)..... (OC)
 - PP 6' CROSSSPAN (SEE SHT 13 FOR DETAIL SD_2-26)..... (X)
 - WEST BUTEOS LANE KNUCKLE..... W BTL KKNL
 - EAST BUTEOS LANE KNUCKLE..... E BTL KKNL



EPC TYPE A
 (REVERSE SLOPE OF PAN FOR SPILL CURB)
 SCALE: NTS



EPC OPTIONAL TYPE C
 SCALE: NTS



TODDY WAY
 (URBAN LOCAL - PUBLIC 50' ROW - 25 MPH)
 SCALE: 1"=5'

ISSUE	DATE
INITIAL ISSUE	02/04/25
RESUBMITTAL	03/20/26

DESIGNED BY: KGV
 DRAWN BY: SDM
 CHECKED BY: TDM
 FILE NAME: NE RES

PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF DREXEL, BARRELL & CO.

DRAWING SCALE:
 HORIZONTAL: 1" = 50'
 VERTICAL: 1" = 12.5'

TODDY WAY
PLAN & PROFILE

PROJECT NO. 21604-00CSCV
 DRAWING NO.

C4
 SHEET: 4 OF 14

