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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Crawford Apartments
Schedule No.(s) :	6513125009
Legal Description :	TRACT A FOUNTAIN VALLEY RANCH SUB FIL NO 6B

APPLICANT INFORMATION

Company :	Aime Ventures, LLC
Name :	Christel Aime
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	1900 E. Pikes Peak Avenue, Suite #3 Colorado Springs, Colorado 80909
Phone Number :	
FAX Number :	
Email Address :	

ENGINEER INFORMATION

Company :	Kimley-Horn & Associates, Inc.	Colorado P.E. Number :	53006
Name :	Jeffrey Planck		
Mailing Address :	2 North Nevada Avenue, Suite 900 Colorado Springs, CO 80903		
Phone Number :	720-943-9962		
FAX Number :			
Email Address :	Jeff.Planck@Kimley-Horn.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.

DocuSigned by:

Christel Aime

1/10/2024

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 **2.3.7.E.2** of the Engineering Criteria Manual (ECM) is requested.

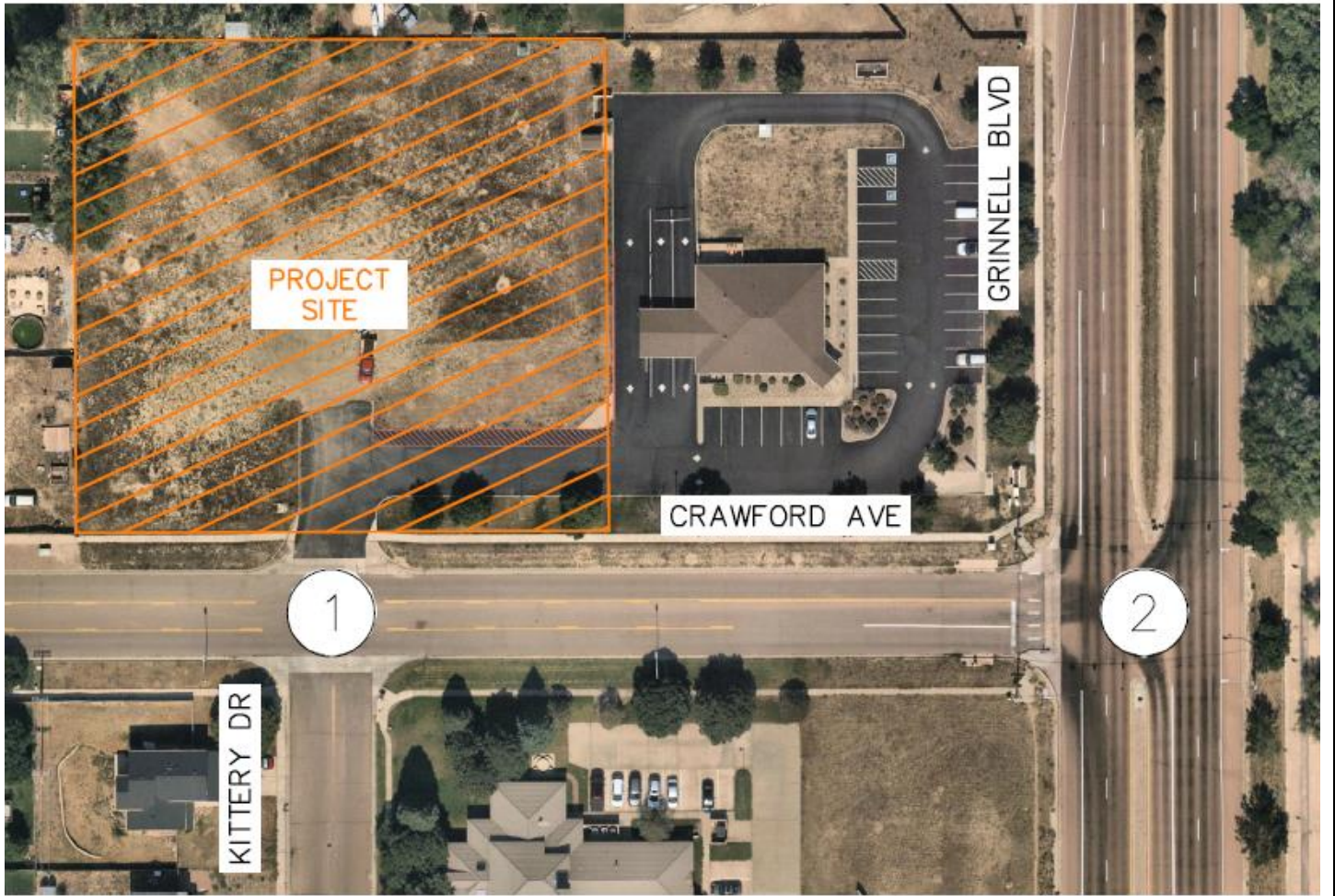
Identify the specific ECM standard which a deviation is requested:

Based on ECM Section 5.8.3, the requested deviation is for left turn lane length criteria (ECM Standard 2.3.7.E.2 & 3)

State the reason for the requested deviation:

The deviation is requested to provide a substandard left turn lane at the northbound approach of the Crawford Avenue and Grinnell Boulevard intersection (Intersection #2) (see traffic study and image below for reference).

To meet El Paso County standards for a design speed of 55 mph, the recommended northbound left turn lane at the intersection of Crawford Avenue and Grinnell Boulevard should provide 265 feet of deceleration length (ECM Table 2-26) plus 100 feet of storage length (determined from ECM Table 2-30 for each location) plus a 220-foot taper (ECM Table 2-26). Since vehicle queues are only calculated with under 50 feet of storage and to avoid reconstructing the existing raised median for only an additional 65 feet of length, it is recommended that the existing median for the northbound left turn lane at Crawford Avenue and Grinnell Boulevard intersection remain in the current condition of 300 feet with a 220-foot taper.



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:

- 1) Based on the raised median to the south, the northbound left turn lane at the intersection of Crawford Avenue and Grinnell Boulevard should remain at its current length of 300 feet with a 220-foot taper. It should be noted that vehicle queues for the northbound left turn were calculated as 25 feet for the 2023 short term horizon and 35 feet for the 2045 long-term horizon. This would equate to a 290-foot (265' deceleration + 25' queue) and 300-foot (265' deceleration + 35' queue). Please see 95th percentile vehicle queues from the Crawford Apartments Traffic Impact Study for reference.

Intersection Turn Lane	Existing Turn Lane Length (feet)	2023 Calculated Queue (feet)	2023 Recommended Length (feet)	2045 Calculated Queue (feet)	2045 Recommended Length (feet)
Crawford Ave & Grinnell Blvd (#2)					
Eastbound Left	TWLTL	104'	TWLTL	133'	TWLTL
Northbound Left	300'	25'	300'	34'	300'
Southbound Right	125'	25'	365'+220'T (EC)	35'	365'+220'T (EC)

- 2) The City of Colorado Springs Engineering Criteria Manual (ECM) identifies a left turn lane length of 285 feet plus 200-foot taper length would be needed in this condition. Colorado Springs standards are based on posted speed limits; therefore, based on a speed limit of 50 miles per hour (mph) from Table 3 (Required Deceleration Lane and Taper Lengths) of the COS ECM, a left turn lane length of 235 feet plus a 200-foot taper would be required in this case. Based on footnote of Table 8 (Required Storage Lengths) from the COS ECM, left turn lane storage length shall be based on the 95th percentile queue at signalized intersections. Therefore, as documented above, the 95th percentile queues are 25 feet in the short-term horizon and 34 feet in the long-term horizon; however, COS ECM standards state that the minimum storage length is 50 feet. Therefore, the overall turn lane length required by COS ECM is 285 feet (235 feet of deceleration + 50 feet of storage) plus 200 feet of taper which is currently accommodated in the existing condition.
- 3) The State of Colorado State Highway Access Code (Access Code) identifies a total left turn lane length (deceleration + taper) of 500 feet would be required in this condition. Standards from the Access Code are based on posted speed limits; therefore, based on a speed limit of 50 mph from Table 4-6 (Design Criteria for Acceleration and Deceleration Lanes) of the Access Code, a total left turn deceleration length (taper included) of 500 feet would be required in this condition. The characteristics of Grinnell Boulevard match a NR-B categorization (Non-Rural Arterial with moderate to high traffic volumes) with a speed limit greater than 40 mph which does not require a storage component; therefore, the total lane length of 500 feet is currently accommodated in the existing condition.

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 deviation request is due to the raised median to the south and meeting 95th vehicle queue calculations for storage.

Based on the raised median to the south, the northbound left turn lane at the intersection of Crawford Avenue and Grinnell Boulevard should remain at its current length of 300 feet with a 220-foot taper. It should be noted that vehicle queues for the northbound left turn were calculated as 25 feet for the 2023 short term horizon and 35 feet for the 2045 long-term horizon. Please see 95th percentile vehicle queues from the Crawford Apartments Traffic Impact Study for reference.

The City of Colorado Springs Engineering Criteria Manual (ECM) identifies a left turn lane length of 285 feet plus 200-foot taper length would be needed in this condition. Colorado Springs standards are based on posted speed limits; therefore, based on a speed limit of 50 miles per hour (mph) from Table 3 (Required Deceleration Lane and Taper Lengths) of the COS ECM, a left turn lane length of 235 feet plus a 200-foot taper would be required in this case. Based on footnote of Table 8 (Required Storage Lengths) from the COS ECM, left turn lane storage length shall be based on the 95th percentile queue at signalized intersections. Therefore, as documented above, the 95th percentile queues are 25 feet in the short-term horizon and 34 feet in the long-term horizon; however, COS ECM standards state that the minimum storage length is 50 feet. Therefore, the overall turn lane length required by COS ECM is 285 feet (235 feet of deceleration + 50 feet of storage) plus 200 feet of taper which is currently accommodated in the existing condition.

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left turn deceleration length (taper included) of 500 feet would be required in this condition. The characteristics of Grinnell Boulevard match a NR-B categorization (Non-Rural Arterial with moderate to high traffic volumes) with a speed limit greater than 40 mph which does not require a storage component; therefore, the total lane length of 500 feet is currently accommodated in the existing condition

The deviation will not adversely affect safety or operations.

The substandard northbound left turn lane length will not impact intersection delay operations or safety. Vehicle queues are expected to be accommodated within the existing turn lane length based on 95th percentile vehicle queue calculations.

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

Maintenance costs will not be impacted by the proposed northbound left turn lane length.

The deviation will not adversely affect aesthetic appearance.

The deviation will not adversely affect aesthetic appearances of the corridor.

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

The design intent and purpose of the ECM standards is to allow adequate space for vehicles to queue and decelerate within the turn lane length.

Vehicle queues are expected to be managed within the proposed turn lane length based on 95th percentile vehicle queue calculations while allowing adequate space for decelerating.

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.

Access and associated design conform with the overall storm water management plan and, also, meets the applicable 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 2.3.7.E.2 & 3 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.