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DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00

DSD FILE NO.:

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General Property Information:

Address of Subject Property (Street Number/Name):

Tax Schedule ID(s) #: 5522000006

Legal Description of Property: PEACEFUL VALLEY COUNTRY CLUB ESTATES, TH RUN WLY 90.0 FT M/L TO A PT ON THE WLY R/W LN OF MARKSHEFFEL RD & POB, TH CONT WLY 410.0 FT M/L, S 30<09'02" E 561.76 FT, TH RUN NELY 500.0 FT M/L TO POB

Subdivision or Project Name: Glen at Widefield Filing 8 and 9

Section of ECM from Which Deviation is Sought: D.3 Pavement Design Criteria

Specific Criteria from Which a Deviation is Sought:

Table D-2 Minimum Pavement Sections: ESAL for Urban Local streets

Proposed Nature and Extent of Deviation: Allow use of ESAL values based on intermediate ADT ranges within the broader Urban Local ADT range (300-3,000 vehicles per day) which result in modified pavement cross sections for Bigtooth Maple Drive and Alpine Daisy Drive. The resulting recommended design ESAL for these two streets based on this methodology is 109,000 per the submitted memo dated September 20, 2018. The two exhibits from the memo showing the subdivision street names and proposed ESALs is attached.

Applicant Information:

Applicant: GLEN INVESTMENT GROUP NO VIII LLC Email Address: Ryan@widefieldinvestmentgroup.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor

Mailing Address: 3 Widefield Boulevard

State: CO

Postal Code: 80911

Telephone Number: 719-392-0194

Fax Number: _____

Engineer Information:

Engineer: Jeffery C. Hodsdon

Email Address: jeff@lsctrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210, Colo. Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: CO

Telephone Number: 719-633-2868

Fax Number: 719-633-5430

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: D.3 Pavement Design Criteria

Specific Criteria from Which a Deviation is Sought:

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SF 18-005
SF 16-011

Reason for the Requested Deviation: To obtain approval of appropriate pavement designs.

Comparison of Proposed Deviation to ECM Standard:

The ECM-required design ESAL for an Urban Local street is 292,000. The proposed design ESAL for Bigtooth Maple Drive and Alpine Daisy Drive is 109,000. This is 183,000 less than the ECM minimum ESAL.

Applicable Regional or National Standards used as Basis: A previous version of the ECM included separate ESAL and pavement section values for lower and higher volume Urban Local streets. The applicable page is attached for reference.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

☐ 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.

The ECM ESAL value for Urban Local streets is an adopted minimum for the classification, which allows for a broad range of ADT volumes from 0 to 3,000 vehicles per day, whereas the proposed ESAL values are based on a narrower ADT range to account for a site-specific projected Urban Local street volume based on lot and street layout. The request is to allow the use of this site-specific ESAL calculation, based on a set of more narrowly defined ADT ranges within the Urban Local classification. The recommended ESAL value also considers street continuity and potential for volume variation. Please refer to the submitted memo dated September 20, 2018, which utilizes this approach. (LSC Traffic Memo, Glen at Widefield filings no 8 and 9)

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST

The request for a deviation is not based exclusively on financial considerations.

The reason for the request is to obtain approval of appropriate, site-specific pavement designs.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The projected ESAL for the proposed street segments based on the street-specific projected traffic volumes in the TIS is significantly lower than the standard minimum ESAL in Table D-1 of the ECM.

The ECM ESAL value for Urban Local streets is an adopted minimum for the classification, which allows for a broad range of ADT volumes from 0 to 3,000 vehicles per day, whereas the proposed ESAL values are based on a narrower

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The deviation will not adversely affect safety or operations.

The deviation would not affect safety or operations as design is appropriate for the street.

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

The deviation would not affect maintenance as the design is appropriate for the street.

The deviation will not adversely affect aesthetic appearance.

The deviation would not affect aesthetic appearance as only the pavement surface is visible.

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, 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)

Sept 21st 2018

Date

Signature of applicant (if different from owner)

Date


Signature of Engineer

Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

Approved by Elizabeth Nijkamp El Paso County Planning and Community Development on behalf of Jennifer Irvine, County Engineer, ECM Administrator 10/02/2018 3:13:10 PM Date	
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This request has been determined to have met the criteria for approval. A deviation from Section D.3 of ECM is hereby granted based on the justification provided. Comments:

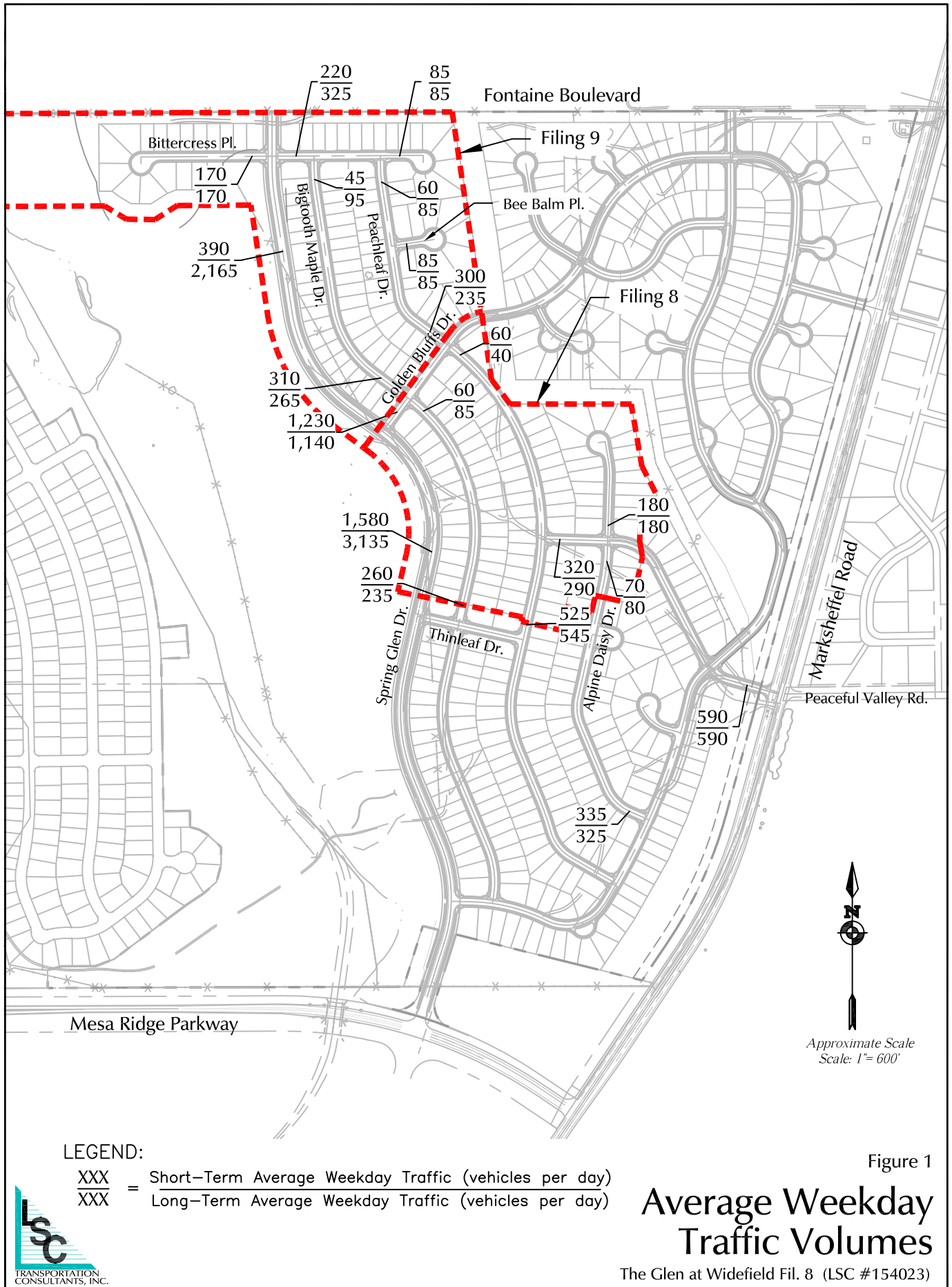
The approval of this deviation is limited to filings 8 and 9 only, and shown on the attached exhibit.

____ Additional comments or information are attached.

DENIED by the ECM Administrator

____ Date _____
This request has been determined not to have met criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

____ Additional comments or information are attached.



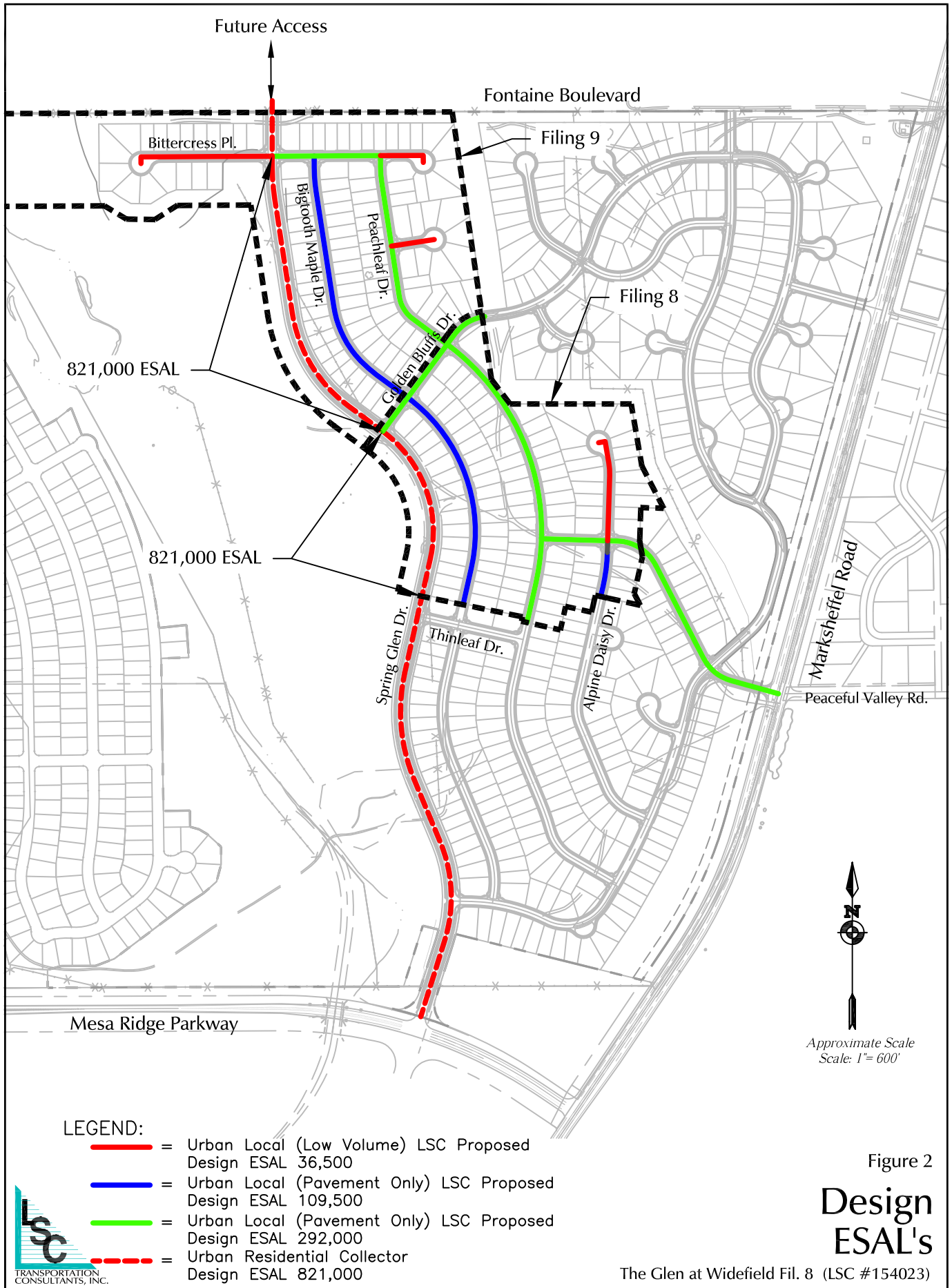


Table D-2. Minimum Pavement Sections

Roadway Functional Classification	EDLA	ESAL	Composite Sections ¹		Full Depth Asphalt (in)	Portland Cement Concrete (in)
			Asphalt (in)	Base (in)		
Rural						
Local	5.0	32,850	3.0	4.0	4.0	5.0
Minor Collector	15.0	109,500	3.0	6.0	4.5	5.0
Major Collector	38.0	273,750	3.0	8.0	5.0	6.0
Minor Arterial	95.0	689,850	4.0	8.0	6.0	6.0
Principal Arterial, 4-lane	360.0	2,628,000	5.0	8.0	7.0	6.0
Principal Arterial, 6-lane	1,260.0	9,198,000	6.5	8.0	8.5	6.0
Expressway, 4-lane	540.0	3,942,000	6.5	10.0	7.5	6.0
Expressway, 6-lane	1,680.0	12,264,000	6.5	10.0	9.0	7.0
Urban						
Local (low volume)	5.0	32,850	3.0	4.0	4.0	5.0
Local (pavement only) ²	15.0	109,500	3.0	6.0	4.5	5.0
Local	40.0	292,000	3.0	8.0	5.0	5.0
Residential Collector	113.0	821,000	4.0	8.0	6.0	6.0
Nonresidential Collector	113.0	821,000	4.0	8.0	6.0	6.0
Minor Arterial	270.0	1,971,000	5.0	8.0	7.0	6.0
Principal Arterial, 4-lane	720.0	5,256,000	5.0	8.0	8.0	6.0
Principal Arterial, 6-lane	1,120.0	8,176,000	6.5	8.0	8.5	6.0
Expressway, 4-lane	1,080.0	7,884,000	6.5	8.0	8.5	6.0
Expressway, 6-lane	1,344.0	9,811,000	6.5	10.0	9.0	7.0

¹ A composite section can only be used where the R-value of the subgrade soil is 30 or lower; or the CBR value is 5 or lower

² Section is for pavement design purposes only. All other design related requirements shall follow those designated under the Urban Local.

D.3.4 Flexible Pavement Strength Coefficients

The standard design coefficients for pavement materials are provided in Table D-1. Design values shall be verified by predesign mix test data and supported by daily construction tests.

D.3.5 Portland Cement Concrete Working Stress (ft)

The working stress (ft) shall be 75% of that provided by third-point beam loading which shall have minimum laboratory 28-day strength of 600 psi based on actual tests of materials to be used.

D.3.6 Gravel Roads

A minimum thickness of 6-inches shall be used on all newly constructed gravel roads meeting material specifications presented in Table D-11.