



**Planning and Community  
Development Department**  
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## **DEVIATION REQUEST AND DECISION FORM**

Updated: 6/26/2019

### **PROJECT INFORMATION**

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Project Name : The Gardens at North Carefree  
 Schedule No.(s) : 5329400012  
 Legal Description : TR IN E2 SEC 29-13-65 DESC AS FOLS: COM AT NE COR OF SD SEC, TH S 89<10'57" W 2105.32 FT, S 04<23'18" W 3857.57 FT TO POB, TH CONT ON SD LN 1455.87 FT, N 89<10'38" E 1240.25 FT, N 00<02'55" E 1451.73 FT, S 89<18'20" W 1391.65 FT TO POB, EX PT PLATTED TO N CAREFREE CIR, EX THAT PT CONV BY REC #206084137

**APPLICANT INFORMATION**

Company : Covington Properties  
 Name : Grace Covington  
 Owner  Consultant  Contractor  
 Mailing Address : 13725 Struthers Road  
 Colorado Springs, CO, 80921  
 Phone Number : (719) 448-5000  
 FAX Number :  
 Email Address : grace@covingtonhomesco.com

**ENGINEER INFORMATION**

Company : LSC Transportation Consultants, Inc  
 Name : Jeffery C. Hodsdon Colorado P.E. Number : 31684  
 Mailing Address : 2504 East Pikes Peak Avenue, Suite 304  
 Colorado Springs, CO 80909  
 Phone Number : (719) 633-2868  
 FAX Number : (719) 633-5430  
 Email Address : jeff@lsctrans.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.

 \_\_\_\_\_ Date 4-1-2020  
 Signature of owner (or authorized representative)

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 D.3 Pavement Design Criteria of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

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

State the reason for the requested 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 all streets within the Gardens at North Carefree (Fallow Lane, Running Deer Way and Vineyard Circle). The resulting recommended design ESAL for these streets, based on this methodology, is 109,500 per the submitted memo dated April 1, 2020. The memo is attached. The memo includes an exhibit showing the subdivision street names.

Explain the proposed alternative and compare to the ECM standards (May provide 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.

**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:

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 April 1, 2020, which utilizes this approach

**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 reason for the request is to obtain approval of appropriate, site-specific pavement designs. The recommended design ESAL for use in the pavement design is appropriate for the streets and the ESAL calculations have been based on the ECM standard truck percentage for an Urban Local street.

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The deviation will not adversely affect safety or operations.

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 recommended design ESAL for use in the pavement design is appropriate for the streets and the ESAL calculations have been based on the ECM standard truck percentage for an Urban Local street.

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

The deviation would not affect safety or operations, as the ESAL for use in the pavement design is appropriate for the streets.

The deviation will not adversely affect aesthetic appearance.

The deviation would not affect maintenance, as the ESAL for use in the pavement design is appropriate for the streets.

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

The deviation would allow for appropriate, site-specific pavement designs. Also, the ESAL calculations are based on the ECM standard truck percentage for an Urban Local street.

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.

N/A

**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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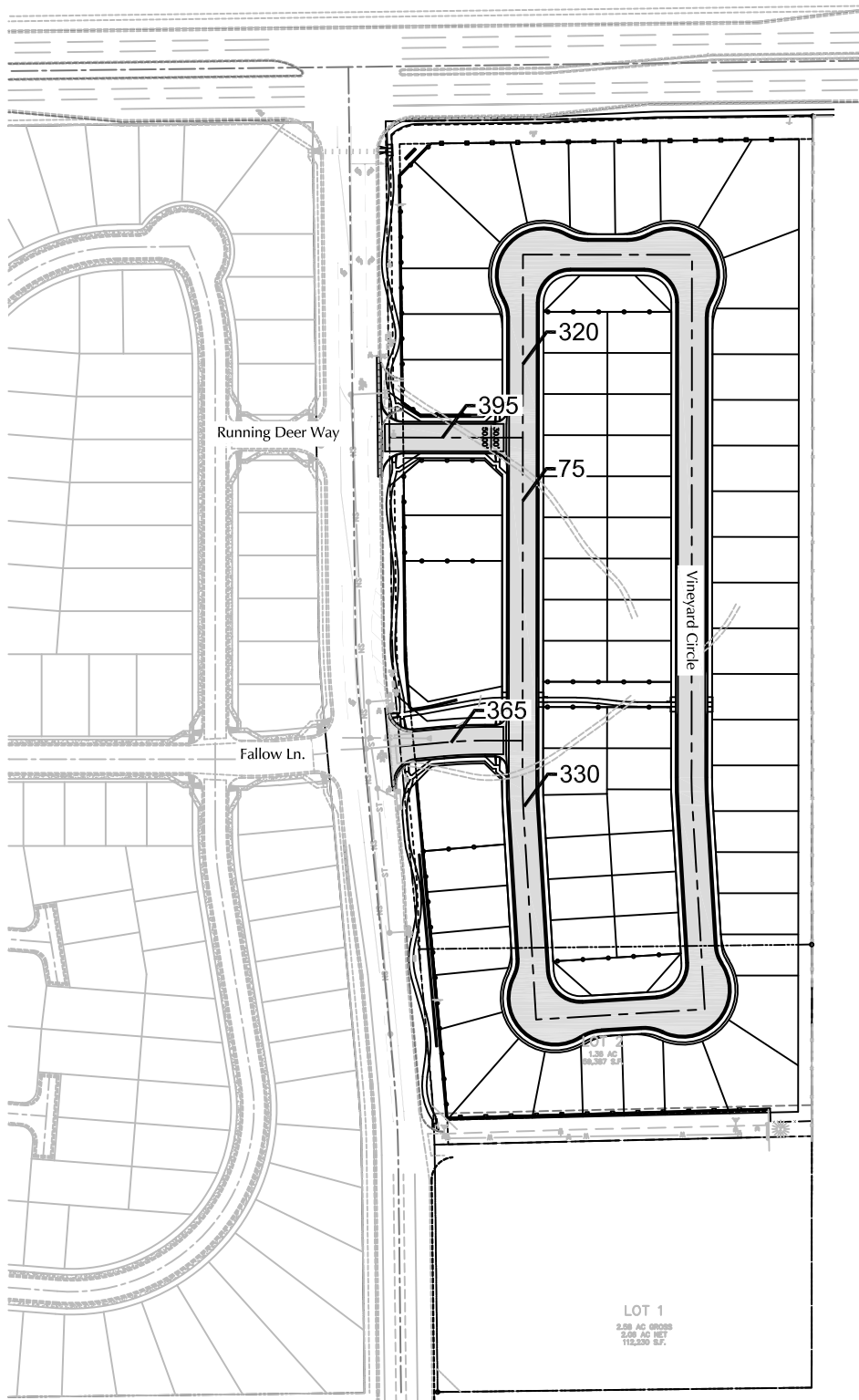
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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**



Approximate Scale  
Scale: NTS



LEGEND:

XXX = Average Weekday Traffic (vehicles per day)

Figure 1

# Average Weekday Traffic Volumes

Gardens at North Carefree (LSC #204240)

