



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

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : The Ridges at Lorson Ranch

Schedule No.(s) : 5500000371

Legal Description : TR IN S2 SEC 13, N2 SEC 24 & NE4 SEC 23 DESC AS FOLS: COM AT THE COMMON COR OF SECS 13, 14, 23, & 24 FROM WHICH THE COMMON COR OF SECS 14, 15, 22, & 23 BEARS S 89<43'15" W 5294.45 FT & SE COR SEC 13 BEARS N 89<18'33" E 5322.91 FT, TH S 00<19'52" E 2583.16 FT FOR POB, TH N 38<22'41" E 4960.47 FT, N 51<37'19" W 325.0 FT N 38<22'41" E 708.10 FT, S 51<37'19" E 325.0 FT, N 38<22'41" E 603.14 FT, N 51<37'19" W 325.0 FT, N 38<22'41" E 170.0 FT, N 89<32'00" E 1552.62 FT ALG N LN S2 SD SEC 13 TO E4 COR SD SEC 13, TH S 00<13'47" E 1417.82 FT ALG E LN S2 SD SEC 13, TH S 89<45'29" W 1109.06 FT, S 09<24'34" W 1144.41 FT, S 07<44'22" W 120.87 FT, S 08<53'14" W 842.69 FT, S 54<48'22" E 233.42 FT, S 81<48'41" E 206.03 FT, S 87<48'34" E 306.37 FT, S 88<45'18" E 304.44 FT, N 89<42'44" E 445.72 FT, S 00<11'14" E 1582.50 FT ALG E LN N2 SD SEC 34 TO E4 COR SD SEC 24, TH S 89<25'43" W 5287.26 FT ALG S LN N2 SD SEC 24 TO W4 COR SD SEC 24, TH S 89<41'52" W 28.94 FT ALG S LN N2 SD SEC 23, TH N 00<19'53" W 54.88 FT TO POB, EX PARCEL 1 & 2 CONV TO COUNTY BY REC #212047865

APPLICANT INFORMATION

Company : The Landhuis Company

Name : Jeff Mark

Owner Consultant Contractor

Mailing Address : 212 North Wahsatch Avenue, Suite 301
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FAX Number :

Email Address : jmark@landhuisco.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.

Name : Jeffrey C. Hodsdon

Colorado P.E. Number : 31684

Mailing Address : 2504 E. Pikes Peak Ave., Suite 304
 Colorado Springs, CO 80909

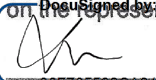
Phone Number : 719-633-2868

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.



10/9/2021

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 **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.6.G Intersection Sight Distance

Table 2-21 Intersection sight distance for a design speed of 40 miles per hour is 445 feet

Exhibit 1 shows the location of the intersection (Regan Ridge Drive/Grayling Drive) for which the deviation is requested.

State the reason for the requested deviation:

Table 2-27 Roadway Design Standards for Urban Collectors and Locals found in section 2.3.2 of the *ECM* allows for an intersection spacing of 330' on Urban Collectors when intersecting local roadways. However, the required intersection sight distance to an Urban Collector is 445 feet. As Grayling Drive ends in a "T" at the next intersection, the proposed location can meet the spacing requirement but not the intersection sight-distance requirement.

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

The intersection of Regan Ridge Drive/Grayling Drive is proposed about 391 feet east of Walleye Drive (centerline to centerline). As shown in **Exhibit 2** this configuration provides 356 feet of available intersection sight distance. This is 89 feet less than the *ECM* criteria.

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 available intersection sight distance from Regan Ridge Drive/Grayling Drive to Walleye Drive is about 356 feet. The required intersection sight distance from Table 2-21 of the *ECM* is 445 feet, based on a design speed of 25 miles per hour (mph). As Grayling Drive/Walleye Drive is a "T" intersection, all westbound traffic on Grayling Drive approaching Regan Ridge Drive will have either just turned right or left from Walleye Drive. The turning speed for these movements is likely between 9 and 20 mph. The intersection sight distance requirement for a roadway with a posted speed limit of 25 miles per hour shown in Table 2-21 is 280 feet. Based on the lower travel speed, the 356 feet of available sight distance will be adequate.

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.

Table 2-27 Roadway Design Standards for Urban Collectors and Locals found in section 2.3.2 of the *ECM* allows for an intersection spacing of 330' on Urban Collectors when intersecting local roadways. However, the required intersection sight distance to an Urban Collector is 445 feet. As Grayling Drive ends in a "T" at the next intersection, the proposed location can meet the spacing requirement but not the intersection sight-distance requirement. As discussed below, the available sight distance will be adequate for the specific condition where the proposed intersection is adjacent to a "T" intersection.

The deviation will not adversely affect safety or operations.

The available intersection sight distance from Regan Ridge Drive/Grayling Drive to Walleye Drive is about 356 feet. The required intersection sight distance from Table 2-21 of the *ECM* is 445 feet, based on a design speed of 25 mph. As Grayling Drive/Walleye Drive is a "T" intersection, all westbound traffic on Grayling Drive approaching Regan Ridge Drive will have either just turned right or left from Walleye Drive. The turning speed for these movements is likely between 9 and 20 mph. The intersection sight-distance requirement for a roadway with a posted speed limit of 25 mph as shown in Table 2-21 is 280 feet. Based on the lower travel speed, the 356 feet of available sight distance will be adequate.

The proposed intersection meets the criteria from Table 2-17 for stopping sight distance. As the necessary stopping sight distance is met and the intersection/entering sight distance will be adequate based on the analysis presented in the preceding paragraph, no additional signage will be needed for westbound traffic.

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

The deviation will not impact maintenance costs as the proposed intersection location meets the spacing criteria for an Urban Collector/Urban Local intersection.

The deviation will not adversely affect aesthetic appearance.

The deviation will not impact aesthetic appearance as the proposed intersection location meets the spacing criteria for an Urban Collector/Urban Local intersection.

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

The site-specific condition with an adjacent T-intersections reduces need for the full 445' feet of intersection sight 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 requirements will be met regardless of the intersection spacing.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of the ECM is hereby granted based on the justification provided.

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APPROVED
Engineering Department

11/18/2021 3:08:53 PM
dsdnijkamp

**EPC Planning & Community
Development Department**

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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:

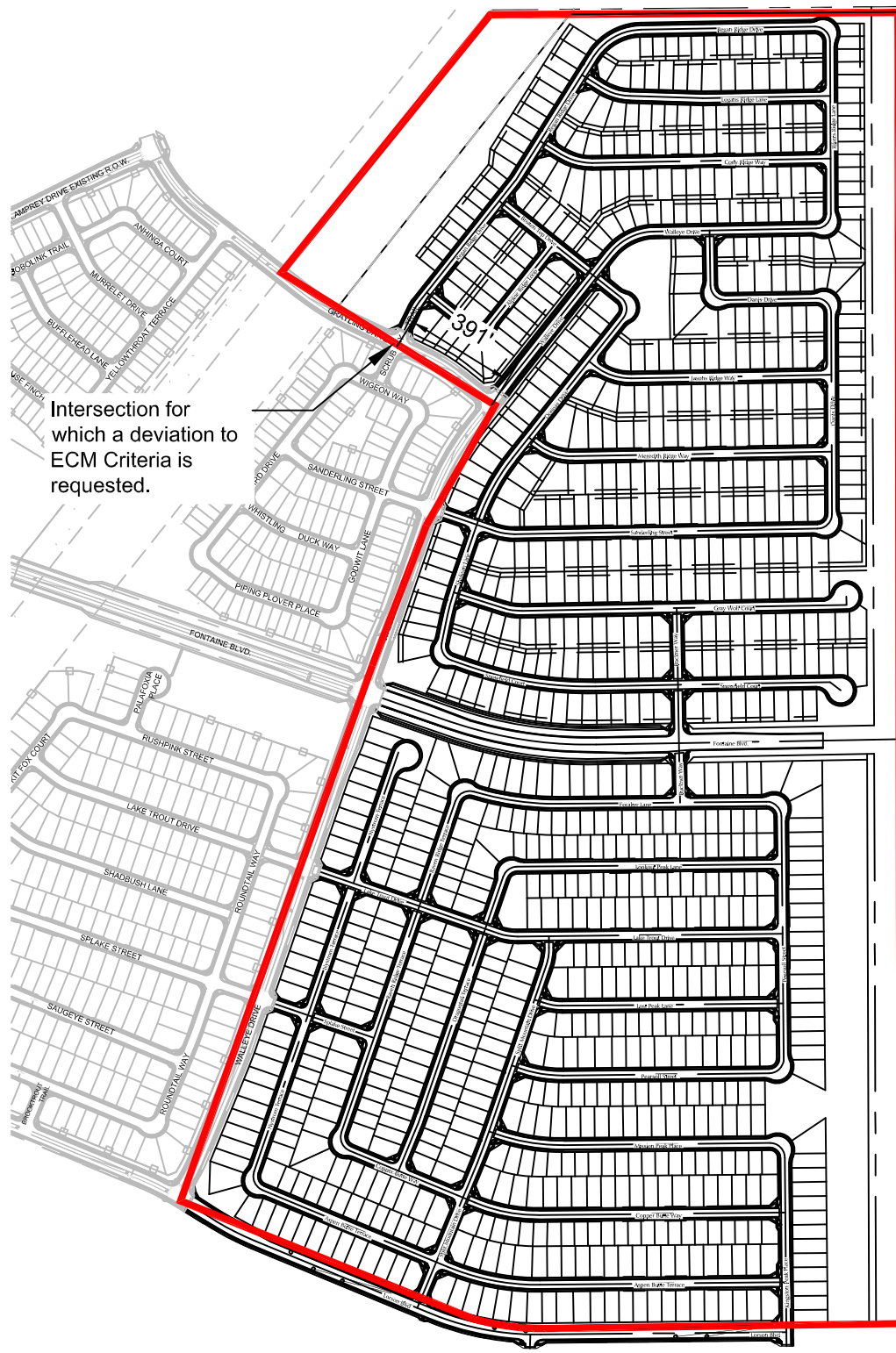
Additional signage may be required to be installed by developer at the time of construction or afterwards if issues arise due to traffic speeds.

Exhibits





Approximate Scale
NTS

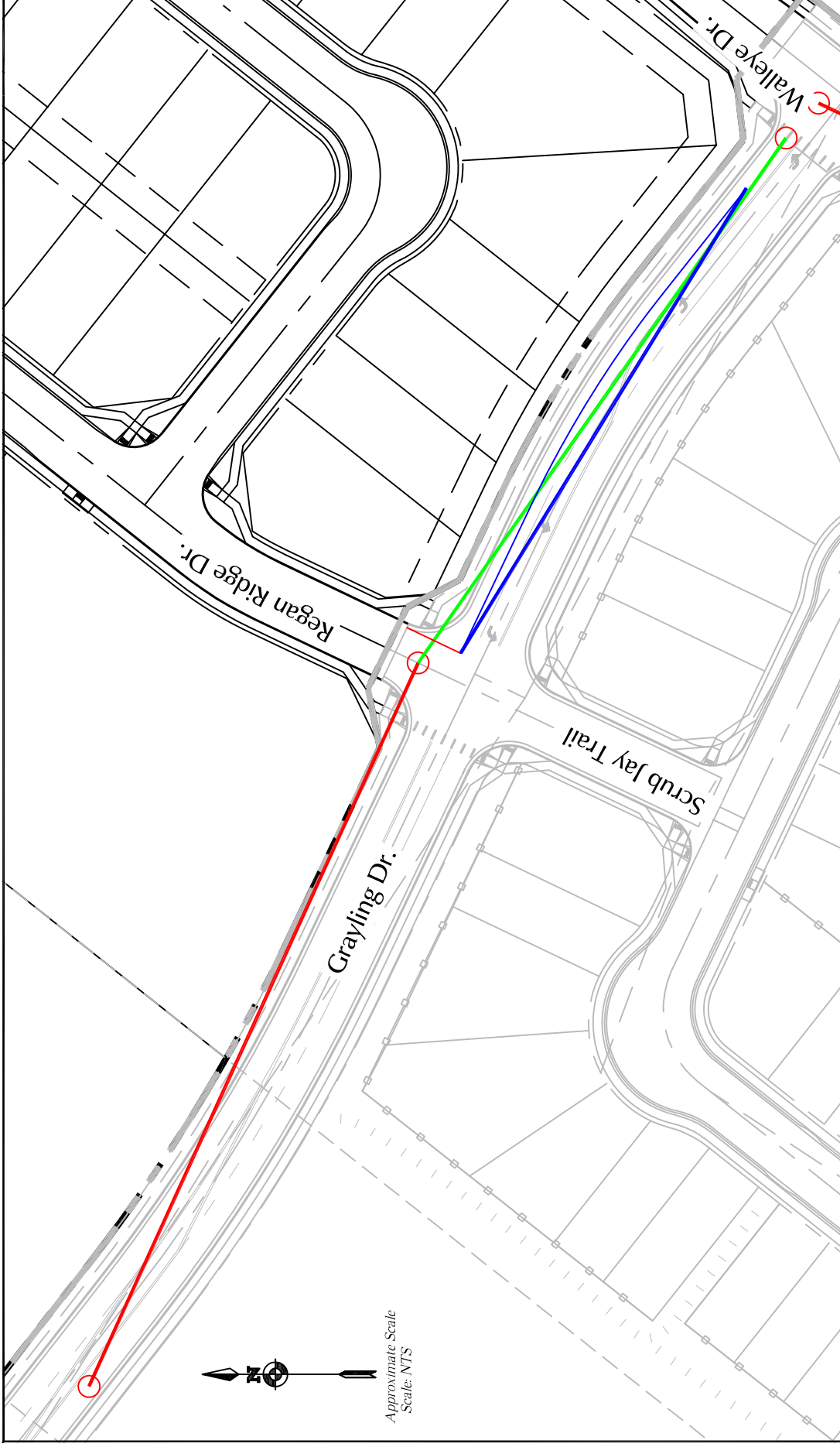


Intersection for which a deviation to ECM Criteria is requested.

Meridian Road (future)



Exhibit 1
Deviation Request Location
Ridges at Lorson Ranch (LSC #S214080)



Approximate Scale
Scale: NTS

LEGEND:

- = ECM Required Intersection Sight Distance (445' based on a design speed of 40 mph from Table 2-21)
- = 356' available intersection sight distance
- = ECM Required Stopping Sight Distance (305' based on a design speed of 40 mph from Table 2-17)

Exhibit 2

Sight Distance Analysis Grayling/Regan Ridge Dr.

Ridges at Lorson Ranch (LSC #S214080)

