



Planning and Community  
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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### PROJECT INFORMATION

Project Name :	Meadowlake Industrial Park Filing No. 1 Preliminary Plan
Schedule No.(s) :	4300000552
Legal Description :	A PORT OF THE E2 OF SEC 09-13-64 DESC AS FOLS: BEG AT THE NE COR OF SD SEC 9; TH S 00<43'37" W ALG THE E LN OF SD SEC 9 1491.36 FT FOR POB; TH CONTINUE CONT S 00<43'37" W ALG SD E LN 1808.88 FT, N 89<45'08" W 2406.04 FT, N 19<30'09" W 675.81 FT TO A PT ON THE W LN OF SD E2, N 00<48'03" E ALG SD W LN 1176.51 FT, TH S 89<40'19" E PARA WITH THE LN OF SD E2 2638.19 FT TO POB

### APPLICANT INFORMATION

Company :	Vertex Consulting Services
Name :	Ms. Nina Ruiz
	<input type="checkbox"/> Owner <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	455 E Pikes Peak Ave, Ste 101, Colorado Springs, CO 80903
Phone Number :	719-733-8606 ext. 6606
FAX Number :	
Email Address :	Nina.Ruiz@vertexc.com

### ENGINEER INFORMATION

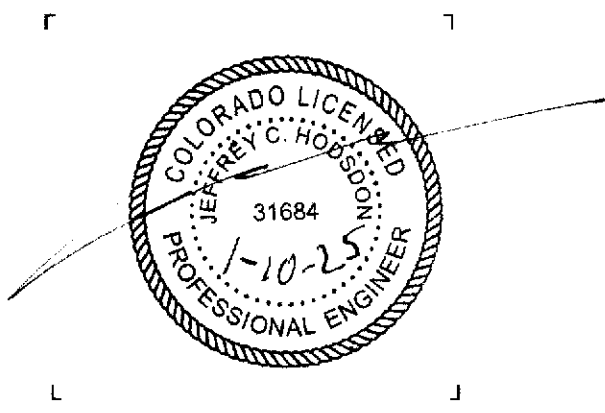
Company :	LSC Transportation Consultants, Inc	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave, Suite 304 Colorado Springs, CO 80909		
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**OWNER, APPLICANT, AND ENGINEER DECLARATION**

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.

\_\_\_\_\_  
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 Rural Minor Arterial ECM criteria is requested for the section of Curtis Road generally between the south property line of this preliminary plan site and the south terminus of the Saddlehorn Filing No. 1 improvements to the north. The deviation request is to allow interim reduced paved shoulder width on the northbound (east) side of the roadway due to limited available ROW on the east side of the roadway, as well as a reduced design speed of 50 mph/45 posted. This deviation request is consistent with the approved deviation for Curtis Road improvements to the north adjacent to the Saddlehorn development.

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Identify the specific ECM standard which a deviation is requested:

ECM section 2.2.4.A.3 Figure 2-5: Interim reduced paved shoulder width on the northbound (east) side of the roadway.

Section 2.3.2, Table 2-4 for Rural Minor Arterial criteria: Interim reduced paved shoulder width on the northbound side of the roadway and a reduced design speed of 50 mph/45 posted.

State the reason for the requested deviation:

To build the full Rural Minor Arterial cross-section, including a northbound left turn lane and anticipated future southbound right turn lane at Pagoda Bush Street, ROW would need to be obtained from adjacent property owner(s) on the east side of Curtis Road to accommodate the full 8' paved shoulder on the east side of the road. This applicant does not control that property and would not be able to acquire the additional ROW necessary for the standard cross section.

While the minor arterial half-cross section can (and will) be built on the southbound/west side (Meadowlake-side) of Curtis Road, it would be practical and reasonable to allow the implementation of the interim cross section requested with this deviation. Also, this deviation is consistent with the approved interim Curtis Road section to the north adjacent to the Saddlehorn development.

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

ECM criteria for a rural minor arterial cross section requires 12' travel lanes, 8' paved outside shoulders, and 2' gravel shoulders (plus standard roadside ditch sections) The 2045 Roadway Plan in the 2024 MTCP identifies Curtis Road as a two-lane, Rural Minor Arterial.

Given the interim cross section, a reduced design speed of 50 mph/45 posted is proposed, compared to the ECM standard 60 mph design/55 posted.

This deviation documents the proposed interim cross-section and details/reasoning for the proposed ROW dedication dimensions.

The proposed alternative for the east side is for the required 8' paved shoulder to be reduced to a 2' paved and 2 ft gravel shoulder. This is the maximum that can fit inside the existing eastern half ROW. The proposed cross section is shown on the preliminary plan drawings.

The applicant will provide 72-foot total half right of way along with an additional 18-foot ROW preservation on the plat adjacent to Curtis Road consistent with the anticipated ROW needs identified in the 2024 MTCP 2045 Roadway Plan and the 2065 Preserved Corridor Network Plan. Although the Rural Minor Arterial cross section has a "base" 50-foot half ROW, 72 foot half ROW west of the roadway centerline is proposed to accommodate 12' for a northbound left turn lane (interim condition, and only 6 to 8 feet would be needed with the full ROW and the left turn lane centered in the ultimate cross section), a 12' southbound through lane, and standard shoulder and roadside ditches (or for the segment north of the access, 12' for a future southbound right turn lane and up to a six foot paved shoulder adjacent to the right turn lane (only four is likely to be required). The 72 feet would match the Saddlehorn dedication to the north (albeit on the east side of Curtis). This would allow the required road widening for the northbound left turn lane to occur on the west side of the existing centerline only, with required redirect tapers for the shifted alignment of the southbound through lane. The cross section also shows ROW reservation for 18-feet of additional width to achieve 90 feet from centerline for the future four-lane Principal Arterial corridor preservation needs shown in the 2024 MTCP.

For the east side of Curtis Road adjacent to Filing 1 with the 30' east-side, existing half ROW available, the applicant proposes to provide a 12 ft. travel lane, 2ft. asphalt shoulder and 2 ft. gravel shoulder. The proposed alternative is consistent with the ECM Table 2.5 design criteria for a rural local roadway, would increase the travel lane width to 12' and would not reduce the existing east-shoulder to less than the current width, rather a 2' paved plus 2' gravel shoulder would be provided. This approach is consistent with the approved deviation for Curtis Road improvements to the north adjacent to the Saddlehorn development.

For Curtis Road adjacent to future filings to the south, the applicant would, with future development applications, provide the standard 12 ft. travel lane, 8ft. asphalt shoulder and 2 ft. gravel shoulder on the west side, and the interim 8 ft asphalt shoulder and 2-foot gravel shoulder on the east side.

Credit and reimbursement as outlined in the El Paso County Road Impact Fee Program may apply for the improvements to the west half of the roadway but would likely need approval from the Roadway Improvement Fee Program steering committee. The applicant is providing adequate ROW to meet this condition for Filing 1 and is proposing a reduced cross section to local road criteria for the east side of the roadway. with Filing 1. Future filings adjacent to Curtis Road will dedicate adequate ROW and will build a rural minor arterial half cross section on the west half of Curtis Rd and a rural local half cross section on the east half. The full Rural Minor Arterial cross section for Curtis Road could be completed with development of the land on the east side of Curtis, or once the County is otherwise able to acquire the full half ROW on the east side. Please refer to the cross sections in the Preliminary Plan for details.

#### 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:

Sufficient ROW is not currently available on the east side of Curtis Road to accommodate the full 8' paved shoulder plus the eastern half of the required northbound left turn lane required to be constructed on Curtis Road. The maximum shoulder width that can be constructed inside the existing ROW is a 2' paved shoulder (plus the standard 2' gravel shoulder).

**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.

This deviation will improve the roadway by adding shoulders and maintaining a consistent cross section until such time as the additional east side ROW is dedicated with future development on the east of Curtis or otherwise acquired by the County. This request is not based on financial considerations. The applicant does not control the private property along the east side of Curtis Road. This approach is consistent with the approved deviation for Curtis Road improvements to the north adjacent to the Saddlehorn development.

The deviation will not adversely affect safety or operations.

This deviation will improve safety and operations compared to the existing condition that has no asphalt shoulder and 11-foot travel lanes. Filing 1 intersection improvements will provide a 12 foot through lanes each direction, a 12 ft northbound left turn deceleration lane, a 12-foot southbound right turn deceleration lane, 2 ft paved shoulder and a 2 ft gravel shoulder will be provided in the southbound direction and the full shoulder would be provided in the southbound direction. Redirect tapers with ECM-prescribed taper ratios needed to shift through lanes to accommodate the required northbound left turn lane will be provided. For the interim improvement condition, the lateral shift of the northbound travel lane will likely be minimal as most of the widening for the northbound left turn lane will need to occur on the west side of the existing roadway.

With Filing No. 1 development, the required access/intersection improvements for the connection to Curtis Road will be accommodated.

This framework would be applied to future preliminary plans/final plats to the south along Curtis Road, with adjustments based on the existing roadway alignment, cross section and intersection improvement needs. Future design plans will accommodate the requirements listed in Table 10 Roadway Improvements of the Traffic Impact Study. The design speed of 50 mph instead of the standard 60 mph is proposed due to less-than-standard shoulder width on the east side.

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

Maintenance of the roadways will not be impacted.

The deviation will not adversely affect aesthetic appearance.

The deviation has no bearing on the aesthetic appearance.

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

Yes, the deviation meets the design intent and purpose of the ECM standards. Once the land east of Curtis Road is developed or additional ROW can otherwise be obtained, the road could be built out to the full, two lane Rural Minor Arterial cross section.

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.

Water quality will be provided.

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