



Planning and Community  
Development Department  
2880 International Circle  
Colorado Springs, Colorado 80910  
Phone: 719.520.6300  
Fax: 719.520.6695  
Website www.elpasoco.com

# DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

## PROJECT INFORMATION

Project Name : Grandview Reserve Phase 1

Schedule No.(s) : 4200000396

Legal Description : TR OF LAND BEING A POR OF THE S2 OF SEC 21, S2 SEC 22, N2 OF SEC 28 & 27-12-64 DESC AS FOLS;COM AT SE COR OF SD SEC 21, TH N 00<52'26" W ON THE E LN OF SD SEC 2645.09 FT TO THE NE COR OF THE SE4 OF SD SEC 21 FOR POB, TH N 89<41'03" E ON THE N LN OF THE S2 OF SD SEC 22 3938.18 FT, S 00<41'58" E ON THE E LN OF THE W2 OF THE SE4 OF SEC 22 2117.66 FT TO A PT ON THE NWLY R/W LN OF THE ROCK ISLAND REGIONAL TRAIL, ALG SD NWLY R/W LN S 45<55'49" W 758.36 FT TO A PT ON THE S LN OF THE SE4 OF SD SEC 22, N 89<38'06" E ON SD S LN 36.18 FT, S 45<55'49" W 3818.92 FT TO A PT ON THE N LN OF THE SW4 OF SD SEC 27, S 89<39'01" W ON SD N LN 36.17 FT, S 45<55'49" W 855.35 FT TO A PT ON THE ELY LN OF SD SEC 28, N 00<21'45" W ON THE E LN OF THE SE4 OF SD SEC 28 591.16 FT TO THE NE COR OF SD SE4, N 00<21'38" W ON THE E LN OF THE NE4 OF SD SEC 28 1319.24 FT TO THE S LN OF THE N2N2 OF SD SEC 28, N 89<47'08" W ON THE S LN 4692.55 FT TO A PT ON THE ELY R/W LN OF EASTONVILLE RD, ALG SD ELY R/W ALG ARC OF CUR TO THE L HAVING A RAD OF 1630.00 FT AN ARC DIST OF 697.73 FT A C/A OF 24<31'32" WHICH CHORD BEARS N 73<08'46" W TO A PT OF TANGENT, N 07<40'18" W 777.34 FT TO A PT OF CUR, ALG ARC OF CUR TO THE R HAVING A RAD OF 1770.00 FT AN ARC DIST OF 1205.40 FT A C/A OF 39<01'10" TO A PT OF TANGENT, N 31<20'52" E 1517.37 FT TO A PT OF CUR, ALG ARC OF CUR TO THE L HAVING A RAD OF 1330.00 FT AN ARC DIST OF 49.15 FT A C/A OF 02<07'03" TO A PT ON THE N LN OF THE S2 OF SD SEC 21, S 89<50'58" E ON SD N LN 3635.53 FT TO POB

## APPLICANT INFORMATION

Company : 4 SITE INVESTMENTS LLC

Name : Paul J. Howard, as Manager

Owner    Consultant    Contractor

Mailing Address : 1271 KELLY JOHNSON BLVD #100  
Colorado Springs, CO 80920

Phone Number : 719-499-8416

FAX Number :

Email Address : paulinfinity1@msn.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**

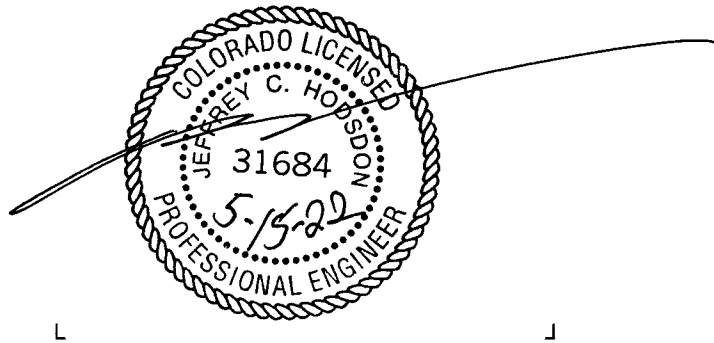
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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.

5/18/22

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 2.2.5.C (and 2.3.2) of the *Engineering Criteria Manual (ECM)* is requested. The request is for a full-movement intersection on the proposed Rex Road 575 feet east of Eastonville Road (centerline spacing). The proposed plan for Grandview Reserve Phase 1 is to extend a public street south from Rex Road at this location to serve as one of the access points to this relatively large development. Given this proposed spacing, the intent would be that this intersection would be a T intersection with a street on the south side only. Please refer to the attached exhibits. Also, please refer to the TIS report prepared for this project for additional information.

Identify the specific ECM standard which a deviation is requested:

2.2.5.C Roadway Access Criteria - Urban Minor Arterial Access Criteria  
2.3.2 Design Standards by Classification Table 2-6 Intersection spacing on an Urban Minor Arterial is ¼ mile (1,320 feet)

State the reason for the requested deviation:

The deviation is needed to provide access to the phase 1 planned development areas south of Rex Road between Eastonville Road and a drainage channel which crosses Rex Road about 823 feet east of Eastonville Road.

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

The deviation is to request a full-movement "T" intersection about 606' feet east of Eastonville Road (centerline to centerline). This is about 714 feet less than the *ECM* standard. The proposed plan for Grandview Reserve Phase 1 is to extend a public street (Ivybridge Boulevard) south from Rex Road at this location to serve as one of the access points to this relatively large development. Given this proposed spacing, the intent would be that this intersection would be a T intersection with a street on the south side only. The proposal is that future access to the property to the north from Rex Road would be via an offset T intersection located approximately 630 feet to the east of Ivybridge. Also, that a potential future right-in access to Eastonville north of Rex would also provide entry capability for motorists entering a future development NE of Rex/Eastonville from the southwest or west via northbound Eastonville or eastbound Rex. The proposed site plan is shown in Exhibit 1.

## 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 deviation is needed to provide access to the parcels south of Rex Road between Eastonville Road and a 100-foot wide drainage channel which crosses Rex Road about 702 feet east of Eastonville Road. Exhibit 2 shows the existing wetlands area and Exhibit 3 shows the location of the proposed drainage channel. The alignments of Ivybridge Boulevard and the potential future street extending north from Rex into the adjacent property to the north (and thus the intersection locations with Rex Road) are constrained as shown in these two exhibits.

## 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 Ivybridge/Rex intersection is proposed to be designed as a "T" intersection in perpetuity. Should access be needed in the future for parcels north of Rex Road, a second "T" intersection could be located east of the currently proposed intersection. This offset "T" configuration would not require back-to-back left-turn lanes between Eastonville Road and the first (the subject) intersection. As shown in Exhibit 4 the proposed 606' spacing would be able to accommodate the projected left-turn queue approaching Eastonville Road. The proposed 630' between the offset T intersections, would allow for adequate back-to-back left-turn lanes between the intersections.

The deviation will not adversely affect safety or operations.

- The proposed intersection location meets the *ECM* criteria for intersection sight distance and stopping sight distance. See the attached Exhibit 5.
- The projected level of service C for the Stop-sign controlled northbound left turn would meet *ECM* standards.
- The left-turn auxiliary turn lanes between Eastonville and the potential future north side T intersection would accommodate the projected queues. The left-turn lanes between the offset T intersections (east of the proposed access would meet *ECM* standards for deceleration distance plus stacking. The shared transition taper is proposed at a reduced 75' from the standard 160' to maximize stacking and deceleration distance. Plus, with the taper being within the horizontal curve of Rex, the abbreviated taper will minimize drift of through vehicles into the turn lane. If the Rex/Eastonville intersection is constructed as a modern roundabout, a westbound left-turn lane on Rex would not be needed. If a conventional intersection is constructed, the westbound left-turn lane at 375' plus a 75' transition taper would accommodate the projected maximum projected queue of 193 feet (taken from the TIS report) plus the standard 155 feet of turn-lane length.
- The proposed offset T intersections will be easier for drivers to navigate and will have fewer conflict points than one four-leg intersection one-quarter mile east of Eastonville.

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

The deviation will not impact maintenance costs. The street cross sections and intersection radii/corners will be built to County standards

The deviation will not adversely affect aesthetic appearance.

The deviation will not impact aesthetic appearance. The street cross sections and intersection radii/corners will be built to County standards

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

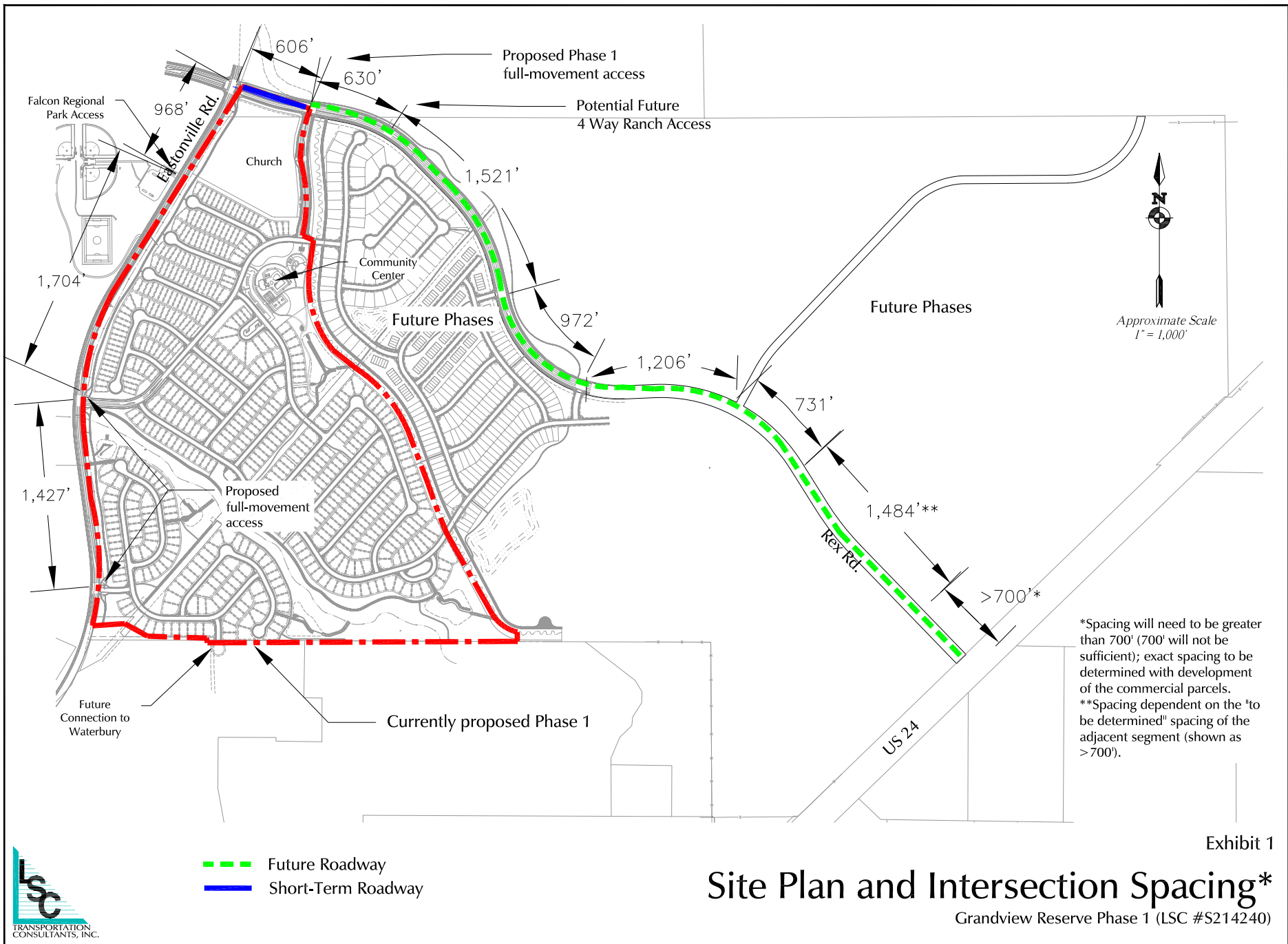
The proposed intersection spacing will not impact turn-lane design as the site-specific condition with two T-intersections reduces needed distance. The proposed intersection location can meet the required intersection and stopping sight distances as shown in Exhibit 5.



# Exhibits

---





\*Spacing will need to be greater than 700' (700' will not be sufficient); exact spacing to be determined with development of the commercial parcels.  
 \*\*Spacing dependent on the "to be determined" spacing of the adjacent segment (shown as >700').

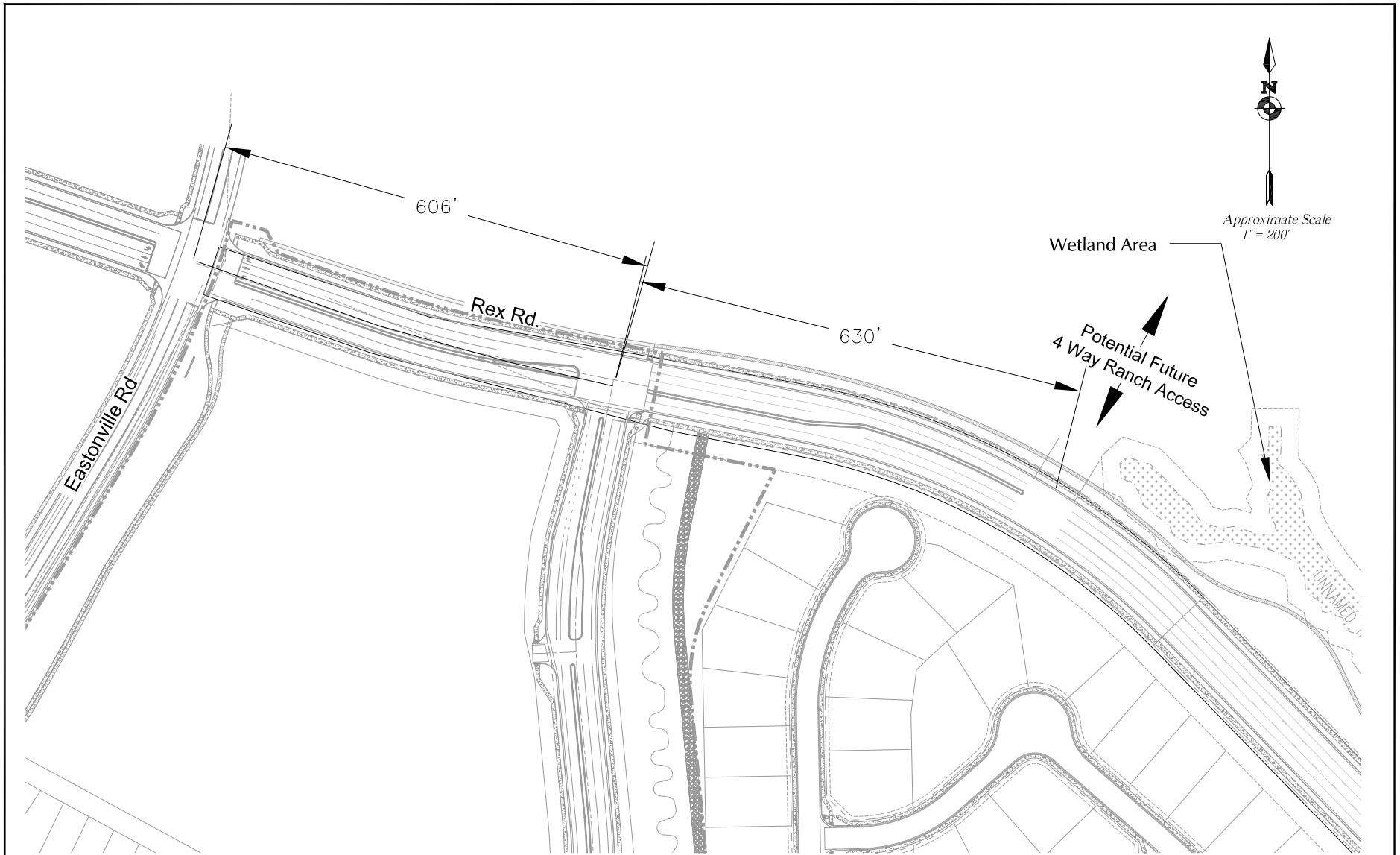
Exhibit 1

# Site Plan and Intersection Spacing\*

Grandview Reserve Phase 1 (LSC #S214240)



- Future Roadway
- Short-Term Roadway



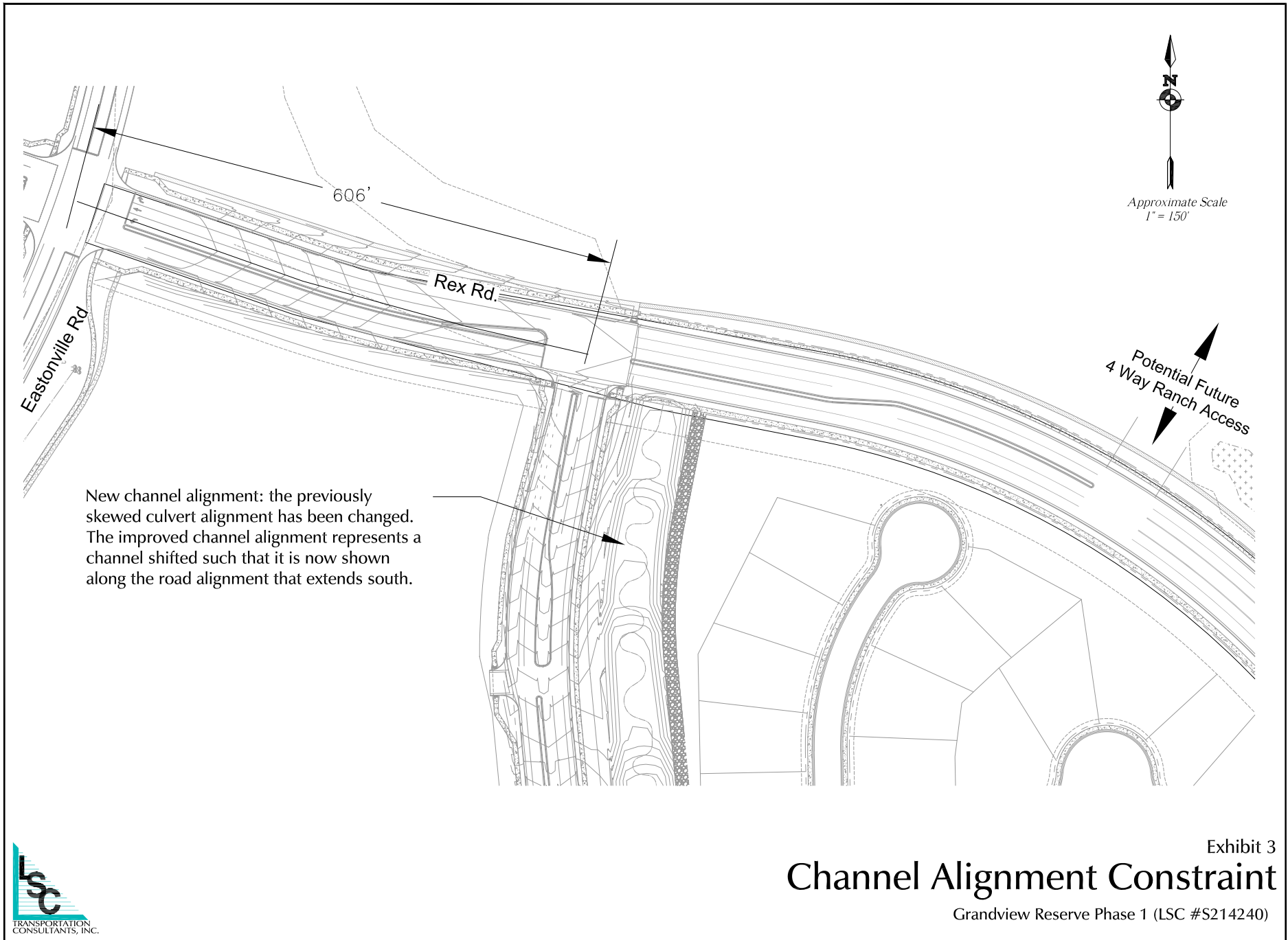


Exhibit 3  
**Channel Alignment Constraint**

Grandview Reserve Phase 1 (LSC #S214240)



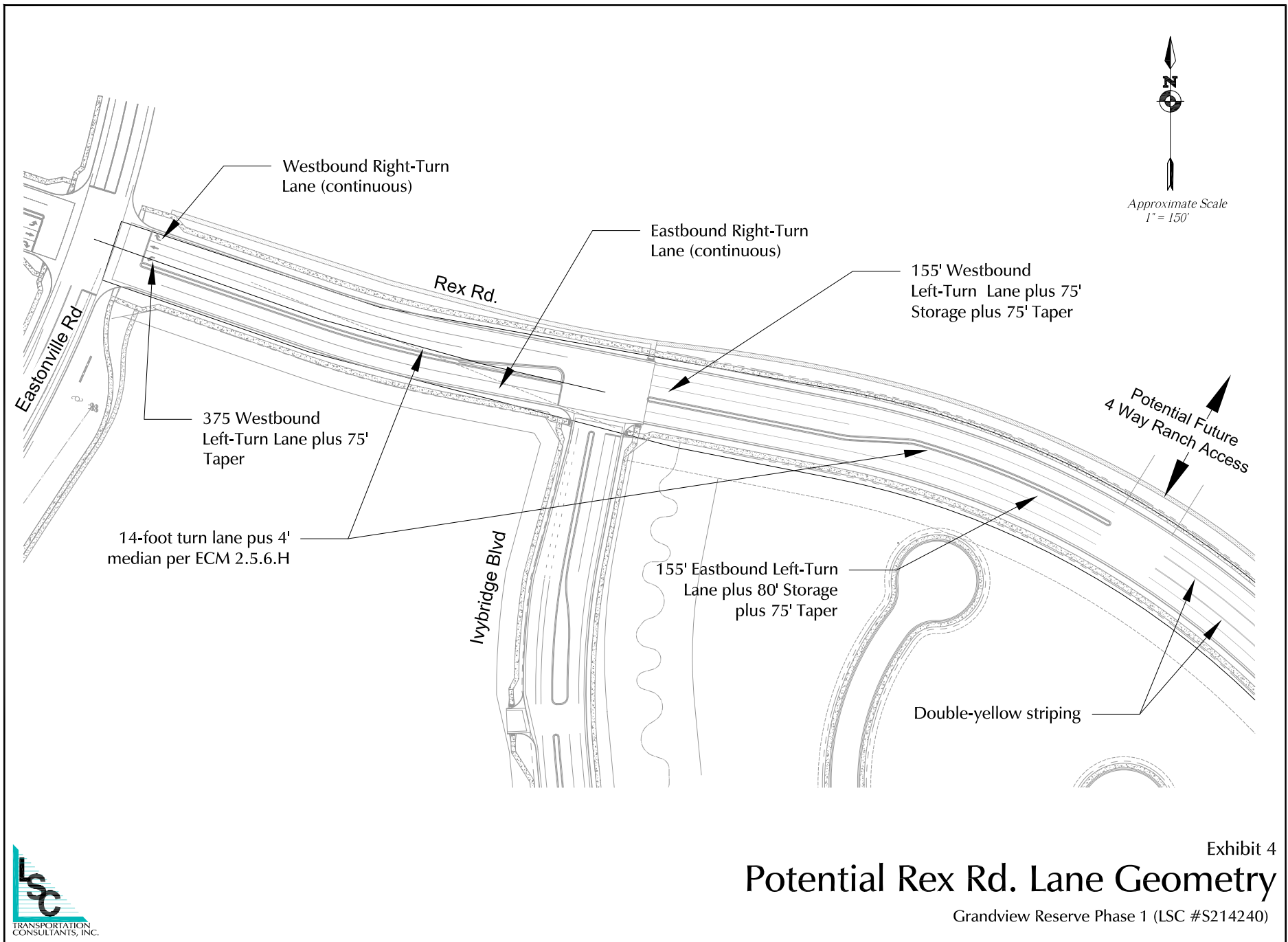




Exhibit 4  
**Potential Rex Rd. Lane Geometry**  
 Grandview Reserve Phase 1 (LSC #S214240)





Approximate Scale  
NTS

-  ECM Required Intersection Sight Distance (445' based on a design speed of 40 mph (from table 2-21))
-  ECM Required Stopping Sight Distance (305' based on a design speed of 40mph (from table 2-17))

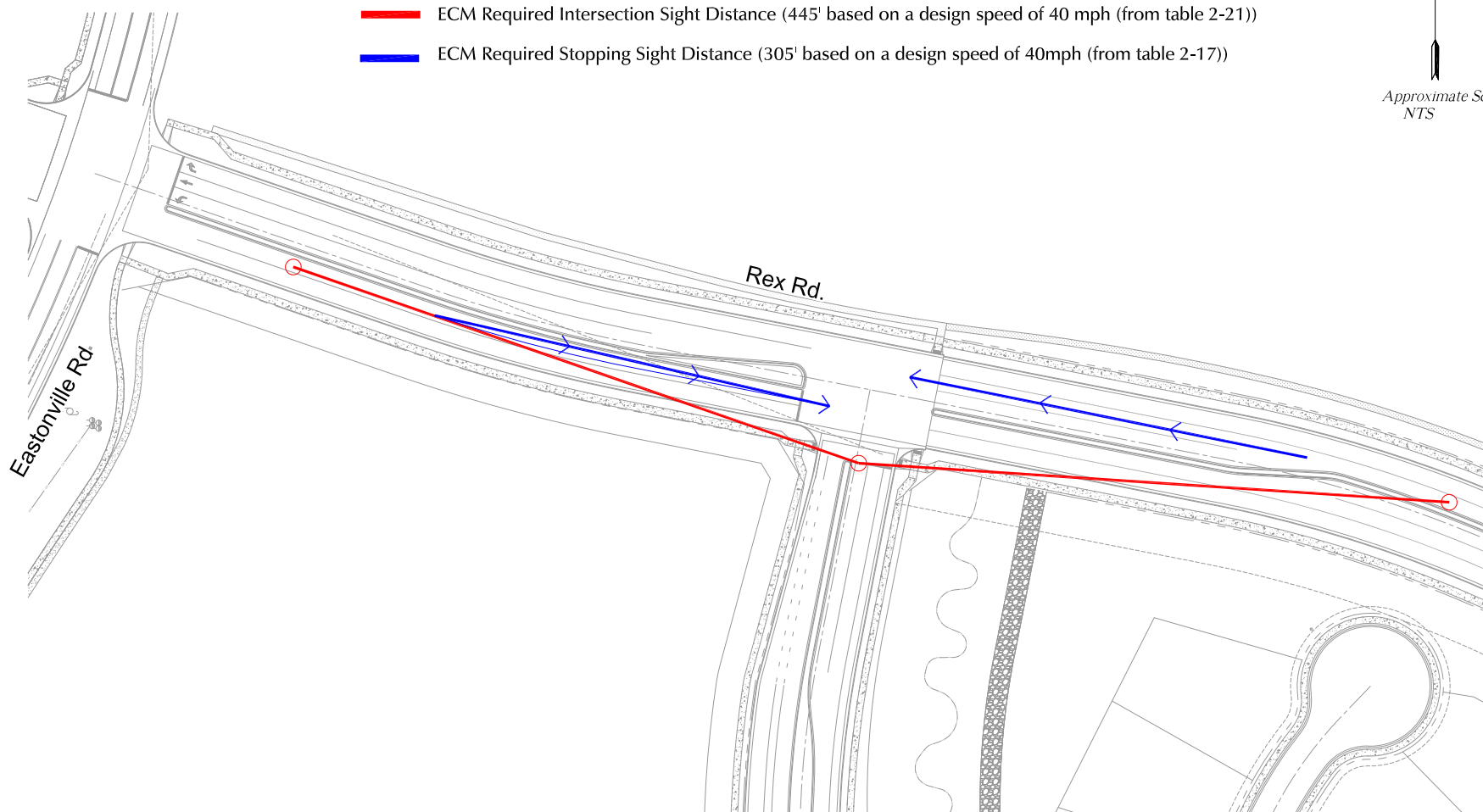


Exhibit 5

# Sight Distance Analysis Rex Rd. Access

Grandview Reserve Phase 1 (LSC #S214240)