



**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 :	Saddlehorn Filing No. 3
Schedule No.(s) :	4300000599
Legal Description :	N2 SEC 3-13-64 EX THAT PT CONVEYED BY REC NO 215008985, 215008986, 219146505 & 219146506

### APPLICANT INFORMATION

Company :	Vertex Consulting Services
Name :	Mr. Craig Dossey
	<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 :	Craig.Dossey@vertexcoss.com

### ENGINEER INFORMATION

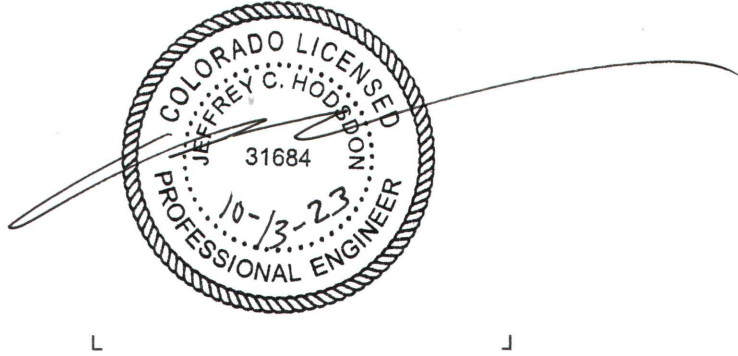
Company :	LSC Transportation Consultants, Inc	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave, Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

**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.

DocuSigned by:  
Allyson Rubini manager 10/16/2023  
Signature of Owner (or authorized representative) Date  
gorilla capital CO Saddlehorn Ranch, LLC

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 **2.3.7.E.1** of the Engineering Criteria Manual (ECM) is requested. The requested deviation is to allow the existing eastbound left turn deceleration lane at the intersection of Falcon Highway and Curtis Road to remain unchanged until proposed thresholds are met. The current full-width left turn lane length is 290' and the current taper is 110'; This deviation would allow deferment of actual construction to lengthen the existing turn lane to add vehicle storage/stacking length, and lengthen the taper to 240' with two conditions: 1) Saddlehorn development would escrow a fair share amount toward future construction to lengthen this lane and 2) The recommended "trigger" for proceeding with the construction to lengthen the lane would be once projected eastbound left turn queue (95th percentile) exceeds 50'. Although this is existing deficiency for travel in the opposite direction of the subject turn lane, the lengthening of the redirect taper to a 55:1 ratio in the westbound direction should be rolled into the future improvement to lengthen the taper and add stacking length.

Please refer to the TIS for details regarding turning movement volumes and projected queue lengths.

**Identify the specific ECM standard which a deviation is requested:**

ECM Section 2.3.7.E.1: The design elements for a left turn lane - taper, full-width-lane length, and storage length, which in combination makes up the left turn lane; redirect taper length (Table 2-29).

**State the reason for the requested deviation:**

The deviation is needed to defer actual construction until "reasonably necessary." There is a drainage structure just to the west that would likely require widening. Deferring construction will likely "buy time" to determine the future traffic control solution at Falcon Highway/Curtis Road (IE signal or roundabout). This would minimize the potential for constructing a "throw away," potentially costly improvement in case a modern roundabout is selected as the future traffic control, or if AWSC followed by a roundabout is becomes the phased approach to the traffic control. The escrow would cover the development's fair share cost of this potential improvement.

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

The ECM requires turn lanes to include deceleration distance plus stacking distance plus taper length. Based on a design speed of 60 mph and the turning volumes, the ECM criteria for turn lanes requires a full-width-left-turn lane length of 290' plus a 240'-foot taper plus 50 feet (100' based on long-term projections) for left turn stacking/queuing for a total turn lane length of 580 feet. The existing lane meets the standard for full-width lane length but provides no storage length. The lane taper is short of the 240' standard.

The standard redirect taper ratio is 55:1. The existing ratio appears to be approximately 30:1. Although the redirect taper is short of the standard, the lane shift left is likely obvious to drivers. Continuation on a straight trajectory would direct a vehicle into the north-side roadside ditch.

#### 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:

There is a drainage structure just to the west that would likely require widening.

#### 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 proposed escrow and triggers will provide assurances of applicant participation (or completion of the improvement) and a mechanism for timing of the improvement when necessary. The escrow would be a fair share amount of the complete improvement to ECM.

The deviation will not adversely affect safety or operations.

- The proposed 95th percentile queue length trigger is reasonable as that queue length would translate to about two passenger vehicles/pickup trucks or one larger commercial vehicle. A 50' queue comprises only 17 percent of the existing full-width lane length.
- The existing lane taper is a reasonable length at 110', despite being less than the 240' standard length.
- For the existing deficiency of the WB redirect taper, consideration for posting a warning sign MUTCD W5-1.

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

As the proposed lanes are shorter than those required by the ECM the associated maintenance costs would be lower.

The deviation will not adversely affect aesthetic appearance.

The deviation proposes deferring an improvement, so no change to current aesthetics.

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

The deviation is a request to defer bringing turn lane elements up to ECM standards when reasonably necessary to do so. "Reasonably necessary" has been defined through proposed "triggers." There is a drainage structure just to the west that would likely require widening. The deferment would minimize the potential for constructing a "throw away," potentially costly improvement. The lane lengthening would not be necessary if a modern roundabout is selected as the future traffic control, or if AWSC followed by a roundabout is becomes the phased approach to the traffic control. The escrow would cover the development's fair share cost of this **potentially** needed improvement.

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:**

### **1.1. PURPOSE**

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

### **1.2. BACKGROUND**

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

### **1.3. APPLICABLE STATUTES AND REGULATIONS**

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

### **1.4. APPLICABILITY**

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- 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.

### **1.5. TECHNICAL GUIDANCE**

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

### **1.6. LIMITS OF APPROVAL**

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

### **1.7. REVIEW FEES**

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



