



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

Updated: 12/21/2022

**PROJECT INFORMATION**

Project Name : Saddlehorn Ranch – Filing 3  
 Schedule No.(s) : 4300000602  
 Legal Description : SEE ATTACHED – Exhibit C

**APPLICANT INFORMATION**

Company : VERTEX CONSULTING SERVICES  
 Name : CRAIG DOSSEY  
 Owner  Consultant  Contractor  
 Mailing Address : 731 NORTH WEBER STREET, SUITE 10, COLORADO SPRINGS, COLORADO, 80903  
  
 Phone Number : (719) 733-8606  
 FAX Number : N/A  
 Email Address : CRAIG.DOSSEY@VERTEXCOS.COM

**ENGINEER INFORMATION**

Company : JR ENGINEERING  
 Name : BRYAN LAW Colorado P.E. Number : 25043  
 Mailing Address : 5475 TECH CENTER DRIVE, SUITE 235, COLORADO SPRINGS, COLORADO 80919  
  
 Phone Number : 303-267-6254  
 FAX Number : N/A  
 Email Address : BLAW@JRENGINEERING.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.

*Nathan Steele*

Signature of owner (or authorized representative)

August 14, 2023

Date

Engineer's Seal, Signature  
And Date of Signature



*Bryan T. Law*

**DEVIATION REQUEST** (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **ECM section 2.2.4 Figure 2-4 Rural Minor Arterial** of the Engineering Criteria Manual (ECM) is requested for the Curtis Road cross-section.

Identify the specific ECM standard which a deviation is requested:

Criteria for K values of a sag curve with a design speed of 30 MPH is 37, per Table 2-14 of the El Paso County Engineering Criteria Manual. The following request will be to deviate from this minimum K value and use a K value of 20 for sag curves at intersections with stop conditions.

State the reason for the requested deviation:

In order to construct the roadside swales with adequate longitudinal slopes, the K value for stop condition intersections has been reduced from 37 to 20. This allows the swales at these intersections to maintain adequate depths and slopes as drainage is conveyed through the intersection.

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

For design speed limits of 30 MPH, a sag curve requires a K-value of 37, per Table 2-14 of the ECM. This deviation proposes a reduction of this K-value for stop-controlled intersections only. This reduction allows the roadside drainage swales to maintain an appropriate longitudinal slope to adequately convey drainage away from the intersections.

This reduction in K-values will not impact traffic or traffic flows, as the speeds through these intersections will be substantially lower than the 30 MPH design speed. This reduction in speed will ensure that these intersections function as intended with no adverse affects to traffic.

**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:

Reducing K-values for sag curves at stop condition intersections, allows the roadside swales to maintain adequate longitudinal slopes through the intersection and convey drainage more efficiently.

**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 achieve the intended result. The K-value reduction from 37 to 20 at the stop-controlled intersection will not have any adverse affects to the functionality of the intersection, as the speeds through these intersections will be significantly lower than the proposed design speed. This will allow the intersection to function as intended without any affects on traffic or traffic flow.

The deviation will not adversely affect safety or operations.

This deviation will not adversely affect safety or operations. The K-value reduction from 37 to 20 at the stop-controlled intersection will not impact the functionality of the intersection, as the speeds through these intersections will be significantly lower than the proposed design speed. This will allow the intersection to function as intended without any affects on traffic or traffic flow, thus safety will be maintained.

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. The proposed vertical curves at the stop-controlled intersections will function as intended, as the speeds of traffic through these intersections will be considerably lower than the design speed.

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.

Yes, the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities as required by the criteria.

**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.

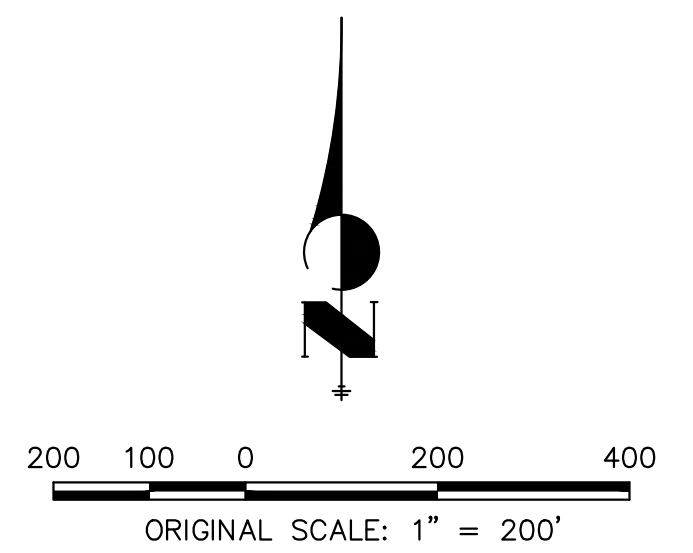
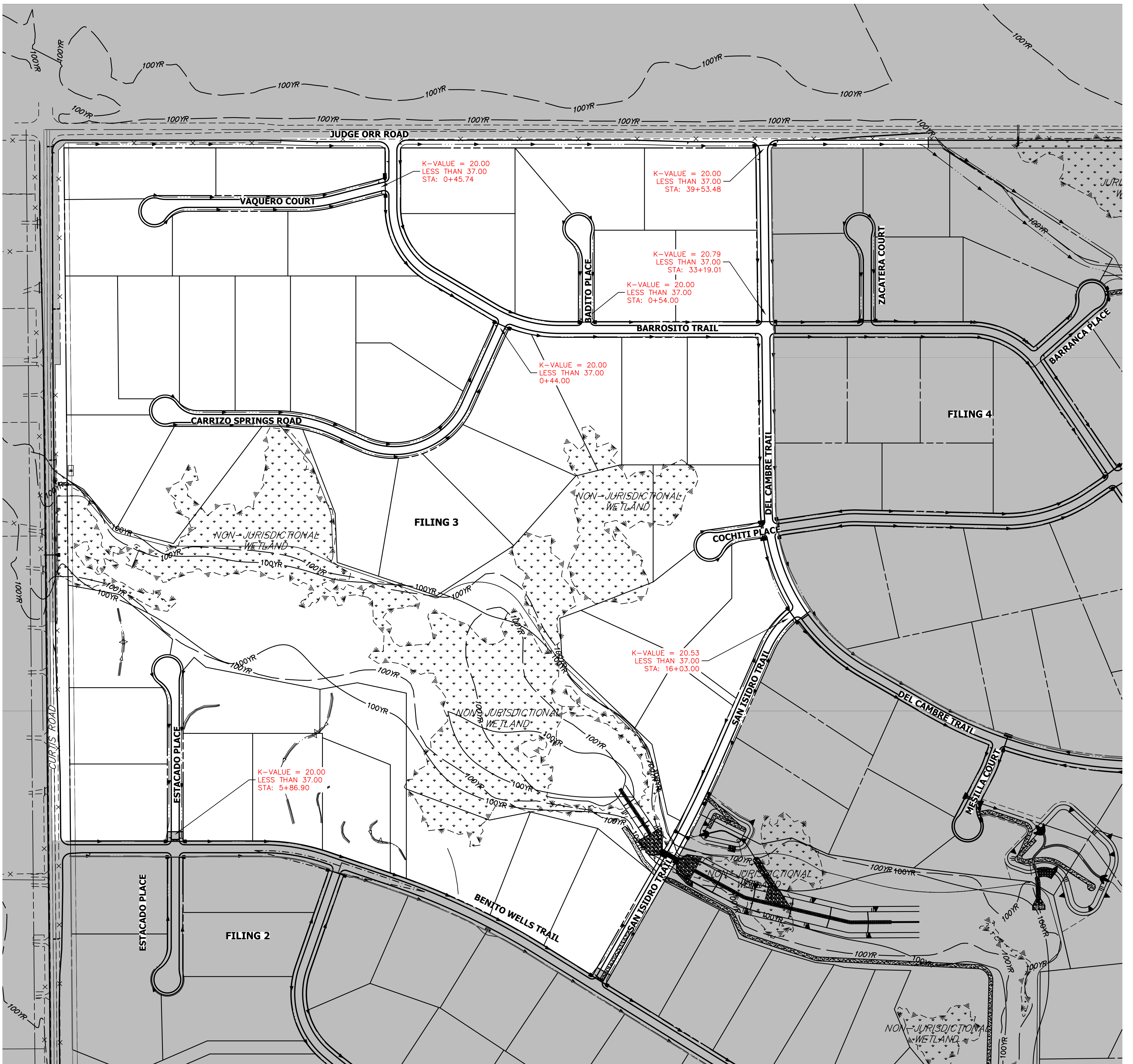
## **1.6. LIMITS OF APPROVAL**

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.

# SADDLEHORN RANCH FILING 3 K-VALUE VARIANCE EXHIBIT



SADDLEHORN RANCH  
K-VALUE VARIANCE EXHIBIT  
JOB NO. 25142.05  
4/20/23  
SHEET 1 OF 1



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