



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

A deviation from the standards of or in Section **ECM section 2.3.2 Design Standards** of the Engineering Criteria Manual (ECM) is requested for the Poco Rd and Aspen Valley Intersection K value.

Identify the specific ECM standard which a deviation is requested:

Per ECM Section 2.3.4, Table 2.12, a design speed of 25 MPH would require a K value of 12 on the Aspen Valley crest vertical curve approach to Poco Road.

State the reason for the requested deviation:

Per the roadway design for Aspen Valley, the K value of the crest vertical curve is 10.66.

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

See Exhibit A for a representation of the Aspen Valley approach to Poco Road.

Aspen Valley Road is a urban local road providing Poco Road access to the residential lots within Homestead North at Sterling Ranch Filing No. 3. The natural topography of the area slopes south east which requires Aspen Valley Rd. to rise substantially to meet Poco Road existing grade. Poco Road is a rural road with roadside ditches and its drainage design is to keep the ROW stormwater flows draining east to Sand Creek. To maintain this drainage concept, a crest vertical curve was placed near the intersection. The proximity of the crest vertical curve to the intersection necessitated shorter vertical curve with a K value of 10.66 versus the ECM standard of 12.

**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 natural topography of the area slopes south east which requires Aspen Valley Rd. to rise substantially to meet Poco Road existing grade. Poco Road is a rural road with roadside ditches and its drainage design is to keep the ROW stormwater flows draining east to Sand Creek.

There is a 5.84% rising slope in Aspen Valley followed by a 2% downslope to Poco. The vertical curve was placed as close to the intersection as practical, to lessen the fill requirements.

Aspen Valley is stop controlled at Poco Road.

**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 request is not based on financial considerations. The proposed vertical curve is accommodating the topography of the site and Aspen Valley is stop controlled at Poco Road,

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations.

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

Maintenance of the El Paso County roadways will not be impacted.

The deviation will not adversely affect aesthetic appearance.

The deviation has a beneficial impact 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 and is a balance of the various ECM standards for transportation and stormwater drainage.

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.

Γ 7

L J

**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**

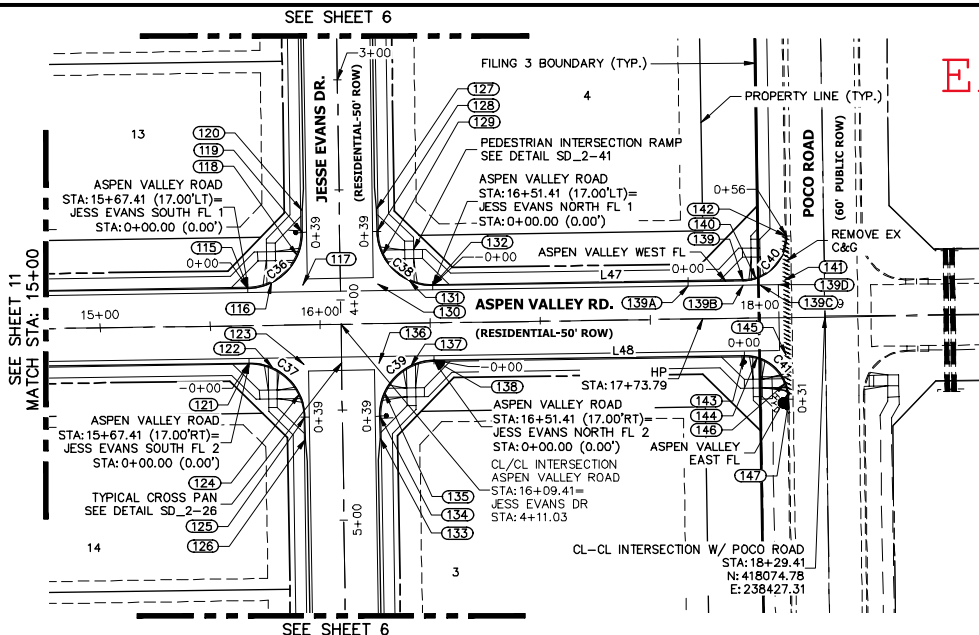
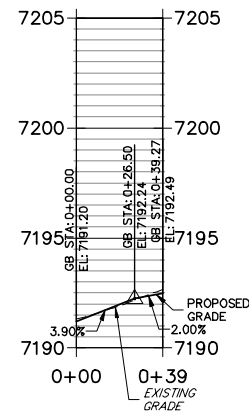
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

## **1.7. REVIEW FEES**

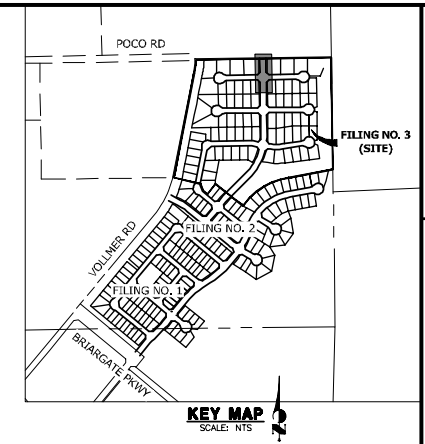
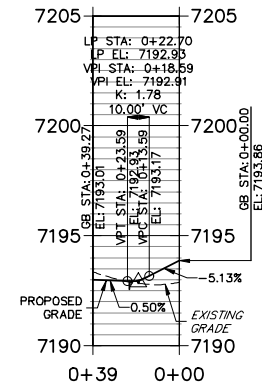
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

# Exhibit A

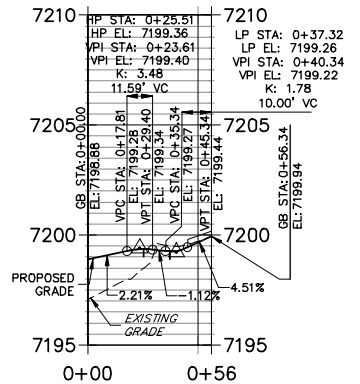
## JESS EVANS SOUTH FL 1 PROFILE STA 0+00.00 TO 0+39.27



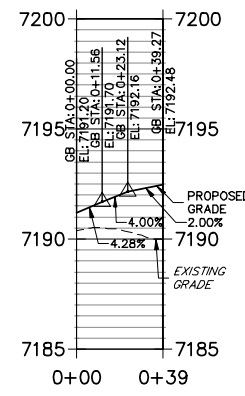
## JESS EVANS NORTH FL 1 PROFILE STA 0+00.00 TO 0+39.27



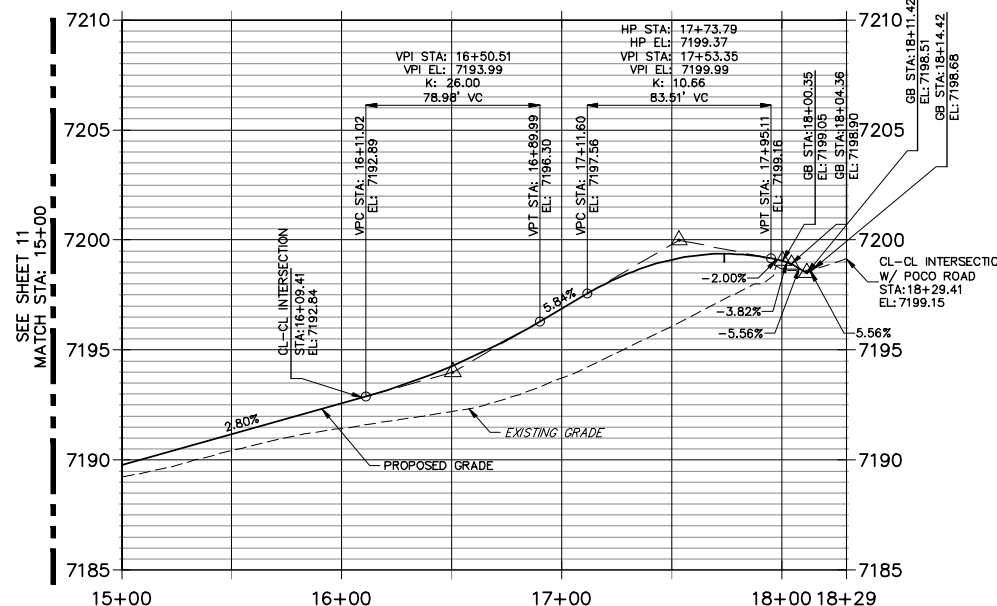
## ASPEN VALLEY WEST FL PROFILE STA 0+00.00 TO 0+56.34



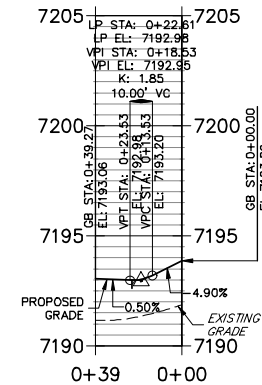
## JESS EVANS SOUTH FL 2 PROFILE STA 0+00.00 TO 0+39.27



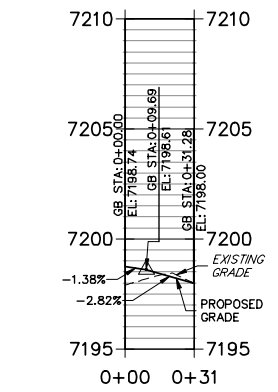
## ASPEN VALLEY ROAD PROFILE (3) STA 15+00.00 TO 18+29.41



## JESS EVANS NORTH FL 2 PROFILE STA 0+00.00 TO 0+39.27



## ASPEN VALLEY EAST FL PROFILE STA 0+00.00 TO 0+31.42



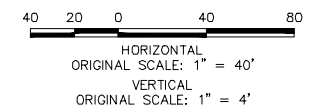
CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C36	90°00'00"	25.00'	39.27'
C37	90°00'00"	25.00'	39.27'
C38	90°00'00"	25.00'	39.27'
C39	90°00'00"	25.00'	39.27'
C40	90°00'03"	20.00'	31.42'
C41	89°59'57"	20.00'	31.42'

LINE TABLE		
LINE	BEARING	DISTANCE
L47	N00°51'29"W	141.01'
L48	N00°51'29"W	141.01'

POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
115	15+67.41	17.00' (LT)	Aspen Valley Road	7191.20	FL-PCR
116	15+78.00	19.35' (LT)	Aspen Valley Road	7191.63	RAMP MID PT
117	15+92.41	18.00' (LT)	Aspen Valley Road	7191.90	FL-FL INTERCEPT
118	15+90.08	31.47' (LT)	Aspen Valley Road	7192.28	RAMP MID PT
119	3+69.03	17.00' (RT)	Jess Evans Dr	7192.49	FL-PCR
120	3+59.03	17.00' (RT)	Jess Evans Dr	7192.77	C&G TRANSITION
121	15+67.41	17.00' (RT)	Aspen Valley Road	7191.20	FL-PCR
122	15+77.97	19.34' (RT)	Aspen Valley Road	7191.67	RAMP MID PT
123	15+92.41	18.00' (RT)	Aspen Valley Road	7191.90	FL-FL INTERCEPT
124	15+90.07	31.44' (RT)	Aspen Valley Road	7192.27	RAMP MID PT
125	4+53.03	17.00' (RT)	Jess Evans Dr	7192.48	FL-PCR
126	4+63.03	17.00' (RT)	Jess Evans Dr	7192.59	C&G TRANSITION
127	3+59.03	17.00' (LT)	Jess Evans Dr	7193.11	C&G TRANSITION

POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
128	3+69.03	17.00' (LT)	Jess Evans Dr	7193.01	FL-PCR
129	16+28.75	31.44' (LT)	Aspen Valley Road	7192.96	RAMP MID PT
130	16+26.41	18.00' (LT)	Aspen Valley Road	7192.85	FL-FL INTERCEPT
131	16+40.85	19.34' (LT)	Aspen Valley Road	7193.31	RAMP MID PT
132	16+51.41	17.00' (LT)	Aspen Valley Road	7193.86	FL-PCR
133	4+63.03	17.00' (LT)	Jess Evans Dr	7193.11	C&G TRANSITION
134	4+53.03	17.00' (LT)	Jess Evans Dr	7193.06	FL-PCR
135	16+28.75	31.44' (RT)	Aspen Valley Road	7193.00	RAMP MID PT
136	16+26.41	18.00' (RT)	Aspen Valley Road	7192.85	PCR
137	16+40.85	19.34' (RT)	Aspen Valley Road	7193.33	RAMP MID PT
138	16+51.41	17.00' (RT)	Aspen Valley Road	7193.86	FL-PCR
139D	0+37.50	7.20' (RT)	ASPEN VALLEY WEST FL	7199.11	LIP
139C	0+31.84	3.39' (RT)	ASPEN VALLEY WEST FL	7199.37	LIP GB

POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
139B	0+24.92	2.00' (RT)	ASPEN VALLEY WEST FL	7199.48	LIP GB
139A	0+00.00	2.00' (RT)	ASPEN VALLEY WEST FL	7199.07	LIP
139	17+92.42	17.00' (LT)	Aspen Valley Road	7199.36	FL-PCR
140	17+98.33	17.89' (LT)	Aspen Valley Road	7199.32	RAMP MID PT
141	18+11.42	17.00' (LT)	Aspen Valley Road	7199.19	FL-FL INTERCEPT
142	18+12.42	37.00' (LT)	Aspen Valley Road	7199.94	CONNECT TO EX FL
143	17+92.42	17.00' (RT)	Aspen Valley Road	7198.74	FL-PCR
144	17+98.33	17.89' (RT)	Aspen Valley Road	7198.66	RAMP MID PT
145	18+11.42	17.00' (RT)	Aspen Valley Road	7198.50	FL-FL INTERCEPT
146	18+11.07	29.77' (RT)	Aspen Valley Road	7198.21	RAMP MID PT
147	18+12.42	37.00' (RT)	Aspen Valley Road	7198.00	CONNECT TO EX FL



**ENGINEER'S STATEMENT**  
 PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING  
  
 MIKE A. BRAMLETT, P.E.  
 COLORADO P.E. 32314  
 FOR AND ON BEHALF OF JR ENGINEERING, INC. LICENSED PROFESSIONAL ENGINEER  
 DATE: 11/15/22

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR: SR LAND, LLC  
 20 BOULDER CRESSENT  
 SUITE 200  
 COLORADO SPRINGS, CO 80903  
 A TTN: JAMES MORLEY  
 JMMORLEY3570@AOL.COM

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 Centennial 303-740-8888 • Colorado Springs 719-589-2559  
 Fort Collins 970-494-8888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE: 1" = 40'  
 V-SCALE: 1" = 40'  
 DATE: 11/15/22  
 DESIGNED BY: QNL  
 DRAWN BY: QNL  
 CHECKED BY: QNL

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 3  
 ROADWAY PLAN AND PROFILE

SHEET 12 OF 15  
 JOB NO. 2518812

X:\2010\000\2518812\Drawings\Sheet\Drawings\2518812\2518812.dwg - BDT, 11/15/2022 11:47:12 AM, CS

A PARCEL OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AS MONUMENTED AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624" AND AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624", SAID LINE BEARS N89°14'14"E A DISTANCE OF 2,722.69 FEET.

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN;

THENCE ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 28, N00°53'15"W A DISTANCE OF 220.84 FEET, TO THE NORTHEASTERLY CORNER OF TRACT H, AS SHOWN ON THE PLAT OF HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2 RECORDED UNDER RECEPTION NO. \_\_\_\_\_, IN THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER, AND THE POINT OF BEGINNING;

THENCE ON THE NORTHERLY LINES OF SAID HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2, THE FOLLOWING SIXTEEN (16) COURSES:

1. S79°18'16"W A DISTANCE OF 441.05 FEET;
2. S78°01'26"W A DISTANCE OF 79.85 FEET;
3. S71°09'48"W A DISTANCE OF 87.13 FEET;
4. S63°35'09"W A DISTANCE OF 87.13 FEET;
5. S55°58'31"W A DISTANCE OF 87.13 FEET;
6. S48°27'49"W A DISTANCE OF 87.13 FEET;
7. S39°48'59"W A DISTANCE OF 110.92 FEET;
8. N63°15'15"W A DISTANCE OF 10.26 FEET;
9. N51°18'16"W A DISTANCE OF 124.15 FEET;
10. N51°17'40"W A DISTANCE OF 80.48 FEET;
11. N51°16'53"W A DISTANCE OF 128.03 FEET;
12. S38°42'19"W A DISTANCE OF 130.03 FEET;
13. N51°17'41"W A DISTANCE OF 52.77 FEET;
14. N20°05'15"W A DISTANCE OF 68.42 FEET;



15. N11°07'11"E A DISTANCE OF 3.91 FEET;

16. N76°20'29"W A DISTANCE OF 275.24 FEET, TO A POINT OF NON-TANGENT CURVE ON THE EASTERLY RIGHT-OF-WAY LINE OF VOLLMER ROAD;

THENCE ON SAID EASTERLY RIGHT-OF-WAY LINE, THE FOLLOWING THREE (3) COURSES:

1. ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS N77°47'32"W, HAVING A RADIUS OF 774.82 FEET, A CENTRAL ANGLE OF 01°34'03" AND AN ARC LENGTH OF 21.20 FEET, TO A POINT OF NON-TANGENT;
2. N11°06'40"E A DISTANCE OF 1021.80 FEET, TO A POINT OF CURVE;
3. ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 980.00 FEET, A CENTRAL ANGLE OF 07°48'21" AND AN ARC LENGTH OF 133.51 FEET, TO A POINT OF NON-TANGENT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF POCO ROAD;

THENCE ON SAID SOUTHERLY RIGHT-OF-WAY LINE, N89°08'31"E A DISTANCE OF 1327.21 FEET, TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 28;

THENCE ON SAID EAST LINE, S00°53'15"E A DISTANCE OF 1095.99 FEET, TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 1,778,429 SQUARE FEET OR 40.8271 ACRES.