



Development Services Department
 2880 International Circle
 Colorado Springs, Colorado 80910

**DEVIATION REVIEW
 AND DECISION FORM**

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Procedure # R-FM-051-07
 Issue Date: 12/31/07
 Revision Issued: 00/00/00

DSD FILE NO.:

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General Property Information:

Address of Subject Property (Street Number/Name): Extension of Shawnee Drive north of Constitution Ave and west of Hannah Ridge Dr
 Tax Schedule ID(s) #: 5332316002
 Legal Description of Property: Tract GG Hannah Ridge at Feathergrass Filing No. 1
 Subdivision or Project Name: Hannah Ridge at Feathergrass Filing No. 4

Section of ECM from Which Deviation is Sought: 2.3.4 Table 2-12 & Table 2-14
 Specific Criteria from Which a Deviation is Sought: Rate of Vert. Curve K for 25 mph design speed for local roadway

Proposed Nature and Extent of Deviation: Allow crest K value of 8.3 and sag K value of 13.1 near at intersection of proposed Shawnee Drive at Constitution Ave.

Applicant Information:

Applicant: Elite Properties fo America, Inc. Email Address: jboulton@classichomes.com
 Applicant is: Owner Consultant Contractor
 Mailing Address: 6385 Corporate Drive, Suite 200, Colorado Spgs State: CO Postal Code: 80919
 Telephone Number 719-592-9333 Fax Number:

Engineer Information:

Engineer: David R. Gorman, P.E. Email Address: daveg@mvecivil.com
 Company Name: M.V.E., Inc.
 Mailing Address: 1903 Lelaray St., Suite 200, Colorado Springs State: CO Postal Code: 80909
 Registration Number: 31672 State of Registration: CO
 Telephone Number: 719-635-5736 Fax Number: 719-635-5450

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: 2.3.4 Table 2-7 & Table 2-14
 Specific Criteria from Which a Deviation is Sought: Vertical curve rate of curvature K for sag an crest

Proposed Nature and Extent of Deviation: Allow crest K value of 8.3 and sag K value of 13.1 near at intersection of proposed Shawnee Drive at Constitution Ave.

Reason for the Requested Deviation: There is a need to prevent storm drainage flows in Constitution Avenue from entering north into Shawnee Drive at the proposed intersection. Therefore the grade of Shawnee Drive is raised from the existing Constitution Ave. curb line as the street proceeds north. In addition, it is necessary to create a low point for sump drainage collection at a point just north of Constitution Ave to prevent flows from the Hannah Ridge site from entering Constitution Avenue. The proposed elevations in Shawnee Drive and Hunter Jumper Drive allow proper grades in the adjacent part of the site to function properly for access, drainage and utilities. It will not be possible to lengthen the vertical curves further without affecting desired roadway grades and compliance with drainage requirements.

This section of Shawnee Drive is 400 feet long between Constitution Avenue and Hunter Jumper Drive with stop signs at both ends. The roadway is a local roadway with design and posted speed of 25 miles per hour. The length of this section of road is short enough that speeds typical on non-residential collectors will not be present. The vertical curves are immediately adjacent to the stop controlled Constitution Avenue intersection. The resulting elevations will not result in lack of visibility of cars or other objects in the roadway with elevation difference between the two vertical curves of about 2 feet in a distance of about 96 feet.

The proposed design speed and related vertical curve rate of curvature, K will not diminish safety of the street and will not decrease the health, safety and welfare of the public or diminish functional usage of the street.

Comparison of Proposed Deviation to ECM Standard: The request is to allow crest K value of 8.3 and sag K value of 13.1 in proposed Shawnee Drive near Constitution avenue where crest K value of 12 and sag K value of 26 at 25 mph design and posted speed is required.

Applicable Regional or National Standards used as Basis: _____

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

The ECM standard is inapplicable to a particular situation.

The subject street is a short section of road (400 feet long) between Constitution Avenue and Hunter Jumper Drive with stop signs at both ends which will be used as access to the 352 single family lots in Hannah Ridge at Feathergrass development. The short length of this section of roadway and close proximity of the vertical curves to the stop controlled Constitution intersection are such that the design speed will not be present at this location. Additionally, the resulting elevations will not result in lack of visibility of cars or other objects in the roadway with elevation difference between the two vertical curves of about 2 feet in a distance of about 96 feet.

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.

There is a need to prevent storm drainage flows in Constitution Avenue from entering north into Shawnee Drive at the proposed intersection. Therefore the grade of Shawnee Drive is raised from the existing Constitution Ave. curb line as the street proceeds north. In addition, it is necessary to create a low point for sump drainage collection at a point just north of Constitution Ave to prevent flows from the Hannah Ridge site from entering Constitution Avenue. The proposed elevations in Shawnee Drive and Hunter Jumper Drive allow proper grades in the adjacent part of the site to function properly for access, drainage and utilities. It will not be possible to lengthen the vertical curves further without affecting desired roadway grades and compliance with drainage requirements. The proposed vertical curves will accomplish the desired street connection with adequate drainage characteristics. The proposed design will not diminish public safety.

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.

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST

The request for a deviation is not based exclusively on financial considerations.

The request is based on the need to provide drainage characteristics and inlet collection capability on a short length of street while maintaining adequate access to the existing Hannah Ridge development.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed vertical road design with requested K values allows the desired drainage characteristics in the short distances available while maintaining a safe and functional roadway.

The deviation will not adversely affect safety or operations.

This section of road is 400 feet long between Constitution Avenue and Hunter Jumper Drive with stop signs at both ends. The short length and close proximity of the vertical curves to the stop controlled Constitution intersection will not allow actual travel speeds that would normally be typical on a local roadway. Additionally, the resulting elevations will not result in lack of visibility of cars or other objects in the roadway

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

This deviation will in no way adversely affect maintenance of the roadway or cost of maintenance.

The deviation will not adversely affect aesthetic appearance.

No aspects of the aesthetic appearance of the site will be negatively affected by the granting of this deviation.

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, 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

10-26-17

Signature of applicant (if different from owner)

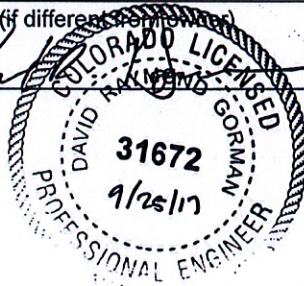
Date

Signature of Engineer

Date

9/25/17

Engineer's Seal



<h1 style="margin: 0;">Approved</h1>  <p>By: Jennifer Irvine, County Engineer Date: 03/07/2018</p> <p style="font-size: small;">El Paso County Department of Public Works</p>
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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 ECM is hereby granted based on the justification provided. Comments:

_____ Additional comments or information are attached.

DENIED by the ECM Administrator

_____ Date _____

This request has been determined not to have met criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

_____ Additional comments or information are attached.

JRN
3-5R

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6)

STREET NAME (D3-1, 12" H) &
STOP SIGN (R1-1, 30x30)

SHAWNEE DRIVE

HUNTER JUMPER DRIVE

RIGHT TURN
ONLY (R3-5R)

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6)

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6) &
STREET NAME SIGN
(D3-1, 8" H)

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6)

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6)

STOP SIGN (R1-1, 30x30)
W/ ALL WAY SUPL.
SIGN (R1-3P, 18x6)

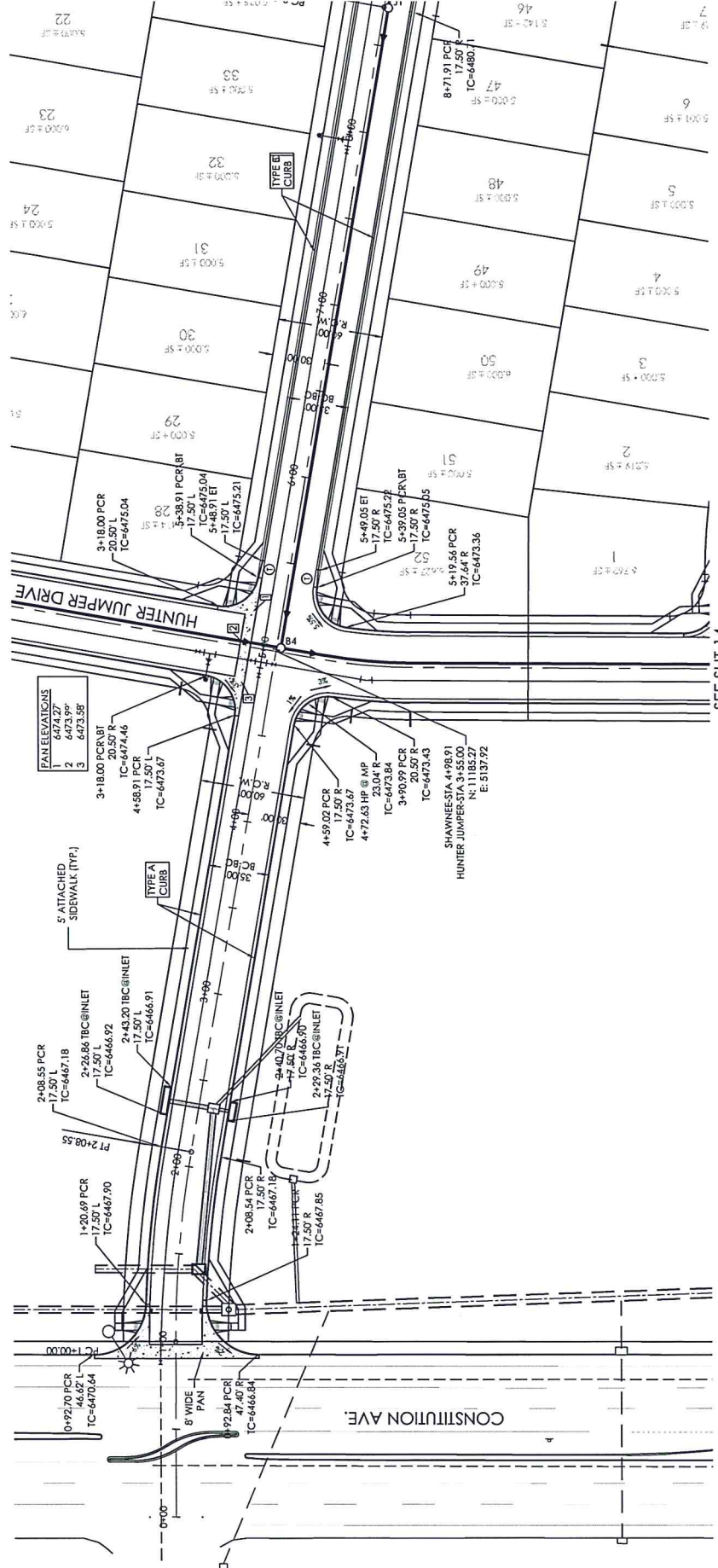
FILING 4

L=108.54'
 $\Delta=9^{\circ}40'49''$
 R=642.42'

N 09°45'59" E
 290.37'

N: 11185.27'
 E: 5137.92'

N 09°45'59" E
 373.00'



SEE SHT 14

6495

6490

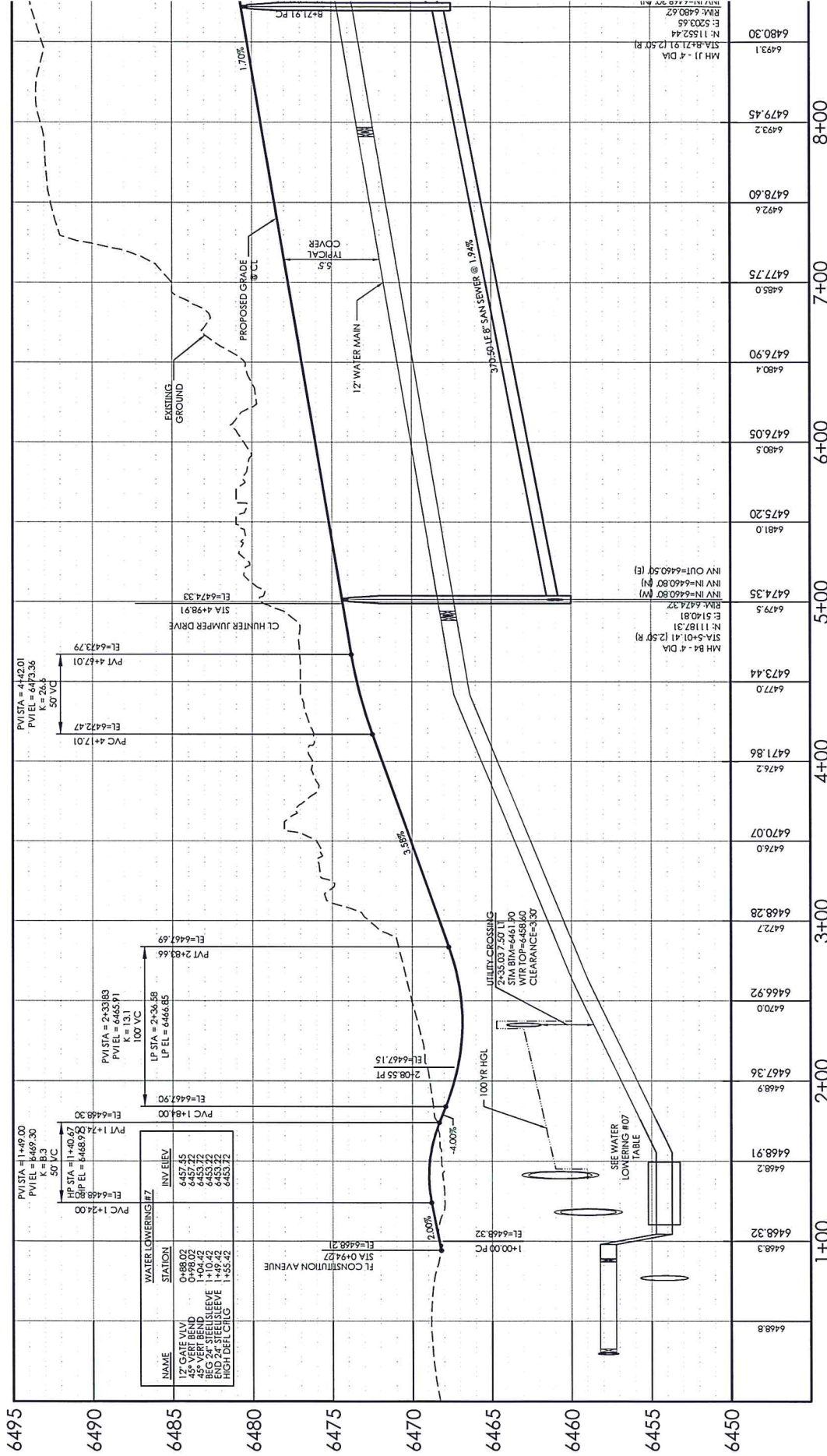
PVI STA = 1149.00
 PVI EL = 6469.30
 K = 8.3
 50' VC
 HP STA = 1140.67
 HP EL = 6468.92
 PVT STA = 1149.00
 PVT EL = 6469.30
 PVC STA = 1140.67
 PVC EL = 6468.92

PVI STA = 2133.83
 PVI EL = 6465.91
 K = 11.0
 100' VC

PVI STA = 4142.01
 PVI EL = 6473.36
 K = 25.6
 50' VC
 PVT STA = 4142.01
 PVT EL = 6472.47
 PVC STA = 4142.01
 PVC EL = 6473.79

WATER LOWERING #7

SEE SHT 14



NAME	STATION	INV. ELEV.
12" GATE VALV	0+88.02	6457.55
45" VERT BEND	0+98.02	6457.72
BEG 24" STEEL LEAVE	1+10.42	6455.22
END 24" STEEL LEAVE	1+42.42	6455.72
180" DEEL CURVE	1+52.42	6455.72

THE BENCHMARK FOR THESE PLANS IS THE TOP OF #4 REBAR, PANEL POINT NO. 1, LOCATED ON THE SOUTH EDGE OF CONSTITUTION AVE AND THE WEST EDGE OF THE ROCK ISLAND TRAIL, 535 FEET WEST OF THE CENTERLINE OF SHAWNFEE DR. ELEVATION = 6486.63.

DESIGN DATA: SIDEWALKS: WIDTH 5' PAVEMENT: TYPE: HMA PCC

SCALE 1:60

