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**DEVIATION REVIEW
 AND DECISION FORM**

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): STAPLETON DR

Tax Schedule ID(s) #: 4200000413

Legal Description of Property:

TR IN SEC 19 & SE4 SEC 30 & SW4 SEC 20-12-64 DESC AS FOLS: BEG AT SW COR OF SEC 29, TH S 89<25'42" E ON S LN OF SW4 SEC 29 2087.44 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 1430.0 FT A C/A OF 20<13'44" WHICH CHORD BEARS N 79<32'01" W 502.26 FT, TH N 89<38'53" W 882.73 FT, N 00<34'18" E 164.86 FT, TH ALG ARC OF CUR TO R HAVING A RAD OF 505.0 FT A C/A OF 78<56'46" WHICH CHORD BEARS N 40<02'42" E 642.07 FT, TH N 79<31'05" E 640.39 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 1560.0 FT A C/A OF 62<26'20" WHICH CHORD BEARS N 48<17'55" E 1617.15 FT, TH N 17<04'45" E 1001.17 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 2560.0 FT A C/A OF 02<17'12" WHICH CHORD BEARS N 15<56'09" E 102.16 FT, TH N 14<47'33" E 227.48 FT, TO A PT ON THE SLY LN OF THAT PORT CONV TO COUNTY BY REC #208113431, N 14<47'33" E 216.42 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 1710.00 FT AN ARC DIST OF 1112.13 FT A C/A OF 37<15'49" WHICH CHORD BEARS N 03<50'21" W A DIST OF 1092.64 FT, N 67<31'44" E 80.00 FT, TH N 89<19'41" E 21.52 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 1810.0 FT A C/A OF 07<20'08" WHICH CHORD BEARS N 25<53'09" W 231.58 FT, TH N 29<33'13" W 267.32 FT, S 60<26'47" W 343.37 FT, N 88<17'28" W 610.19 FT, N 46<57'50" W 283.84 FT, N 03<56'29" W 436.94 FT, N 21<42'58" W 199.21 FT, N 89<40'50" W 283.99 FT, TH S 53<12'17" E 401.25 FT, S 00<30'28" E 464.06 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 1240.0 FT A C/A OF 11<45'30" WHICH CHORD BEARS S 06<23'13" E 254.03 FT, S 52<26'00" W 351.65 FT, S 26<58'29" W 287.11 FT, S 21<08'00" W 524.55 FT, S 07<07'40" W 706.13 FT, S 18<20'36" W 782.87 FT, S 31<35'29" W 635.33 FT, S 59<20'53" W 403.74 FT, S 74<22'41" W 592.0 FT, S 84<41'11" W 1086.74 FT, S 36<20'15" E 119.41 FT, S 36<21'00" E 1485.10 FT TO A PT ON S LN OF SE4 SEC 30, TH S 89<38'37" E 372.83 FT TO POB, EX REC #212142371, EX PT TO COUNTY BY REC #208086264, EX PT LY WITHIN N 1885 FT OF SEC 29-12-64, EX TR DESC BY REC # 216035893

Subdivision or Project Name: WindingWalk at Meridian Ranch Filing 1 Phases 1A and 1B

Section of ECM from Which Deviation is Sought: D.3 Pavement Design Criteria

Specific Criteria from Which a Deviation is Sought:

Table D-2 Minimum Pavement Sections: ESAL and Composite Sections for Urban Local streets

Proposed Nature and Extent of Deviation: Allow use of ESAL values based on intermediate ADT ranges within the broader Urban Local ADT range (300-3,000 vehicles per day) which result in modified pavement cross sections for Scenic Walk Trail and Morning Breeze Way. The resulting recommended design ESAL for these two streets based on this methodology is 109,000 per the submitted memo dated September 13, 2018. An exhibit from the memo showing the subdivision street names is attached.

Applicant Information:

Applicant: Tech Contractors
Applicant is: Owner Consultant Contractor
Mailing Address: 3575 Kenyon St, Suite 200 San Diego
Telephone Number: 619-223-1663
Email Address: raul@techbit.com
State: CA Postal Code: 92110
Fax Number: _____

Engineer Information:

Engineer: Jeffery C. Hodsdon
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 545 East Pikes Peak Ave. Suite 210, Colo. Springs
Registration Number: 31684
Telephone Number: 719-633-2868
Email Address: jeff@lscstrans.com
State: CO Postal Code: 80903
State of Registration: CO
Fax Number: 719-633-5430

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

Section of ECM from Which Deviation is Sought: D.3 Pavement Design Criteria

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Reason for the Requested Deviation: To obtain approval of appropriate pavement designs.

Comparison of Proposed Deviation to ECM Standard:

The ECM-required design ESAL for an Urban Local street is 292,000. The proposed design ESAL for Scenic Walk Trail and Morning Breeze Way is 109,000. This is 183,000 less than the ECM minimum ESAL.

Applicable Regional or National Standards used as Basis: A previous version of the ECM included separate ESAL and pavement section values for lower and higher volume Urban Local streets. The applicable page is attached for reference.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

The ECM standard is inapplicable to a particular situation.

El Paso County Procedures Manual
Procedure # R-FM-051-07
Issue Date: 12/31/07
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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.

The ECM ESAL value for Urban Local streets is an adopted minimum for the classification, which allows for a broad range of ADT volumes from 0 to 3,000 vehicles per day, whereas the proposed ESAL values are based on a narrower ADT range to account for a site-specific projected Urban Local street volume based on lot and street layout. The request is to allow the use of this site-specific ESAL calculation, based on a set of more narrowly defined ADT ranges within the Urban Local classification. The recommended ESAL value also considers street continuity and potential for volume variation. Please refer to the submitted memo dated September 13, 2018, which utilizes this approach.

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 reason for the request is to obtain approval of appropriate, site-specific pavement designs.

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

The projected ESAL for the proposed street segments based on the street-specific projected traffic volumes in the TIS is significantly lower than the standard minimum ESAL in Table D-1 of the ECM.

The ECM ESAL value for Urban Local streets is an adopted minimum for the classification, which allows for a broad range of ADT volumes from 0 to 3,000 vehicles per day, whereas the proposed ESAL values are based on a narrower ADT range to account for a site-specific projected Urban Local street volume based on lot and street layout. The request is to allow the use of this site-specific ESAL calculation, based on a set of more narrowly defined ADT ranges within the Urban Local classification. The recommended ESAL value also considers street continuity and potential for volume variation. Please refer to the submitted memo dated September 13, 2018 which utilizes this approach.

The deviation will not adversely affect safety or operations.

The deviation would not affect safety or operations as design is appropriate for the street.

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

The deviation would not affect maintenance as the design is appropriate for the street.

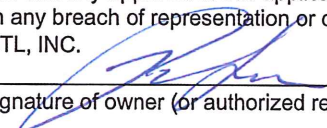
The deviation will not adversely affect aesthetic appearance.

The deviation would not affect aesthetic appearance as only the pavement surface is visible.

Owner, Applicant and Engineer Declaration:

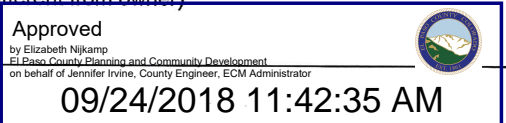
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations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

GTL, INC.



Signature of owner (or authorized representative) Raul Guzman, Vice President September 19, 2018
Date

Signature of applicant (if different from owner) Date

Signature of Engineer  Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

_____ Date _____
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.



Approximate Scale
Scale: 1" = 600'



Stapleton Rd.

Figure 2

Subdivision Street Names

WindingWalk at Meridian Ranch and The Enclave at Stonebridge at Meridian Ranch (LSC #174750)

Previous
ECM
Version

Table D-2. Minimum Pavement Sections

Roadway Functional Classification	EDLA	ESAL	Composite Sections ¹		Full Depth Asphalt (in)	Portland Cement Concrete (in)
			Asphalt (in)	Base (in)		
Rural						
Local	5.0	32,850	3.0	4.0	4.0	5.0
Minor Collector	15.0	109,500	3.0	6.0	4.5	5.0
Major Collector	38.0	273,750	3.0	8.0	5.0	6.0
Minor Arterial	95.0	689,850	4.0	8.0	6.0	6.0
Principal Arterial, 4-lane	360.0	2,628,000	5.0	8.0	7.0	6.0
Principal Arterial, 6-lane	1,260.0	9,198,000	6.5	8.0	8.5	6.0
Expressway, 4-lane	540.0	3,942,000	6.5	10.0	7.5	6.0
Expressway, 6-lane	1,680.0	12,264,000	6.5	10.0	9.0	7.0
Urban						
Local (low volume)	5.0	32,850	3.0	4.0	4.0	5.0
Local (pavement only) ²	15.0	109,500	3.0	6.0	4.5	5.0
Local	40.0	292,000	3.0	8.0	5.0	5.0
Residential Collector	113.0	821,000	4.0	8.0	6.0	6.0
Nonresidential Collector	113.0	821,000	4.0	8.0	6.0	6.0
Minor Arterial	270.0	1,971,000	5.0	8.0	7.0	6.0
Principal Arterial, 4-lane	720.0	5,256,000	5.0	8.0	8.0	6.0
Principal Arterial, 6-lane	1,120.0	8,176,000	6.5	8.0	8.5	6.0
Expressway, 4-lane	1,080.0	7,884,000	6.5	8.0	8.5	6.0
Expressway, 6-lane	1,344.0	9,811,000	6.5	10.0	9.0	7.0
¹ A composite section can only be used where the R-value of the subgrade soil is 30 or lower; or the CBR value is 5 or lower ² Section is for pavement design purposes only. All other design related requirements shall follow those designated under the Urban Local.						

D.3.4 Flexible Pavement Strength Coefficients

The standard design coefficients for pavement materials are provided in Table D-1. Design values shall be verified by predesign mix test data and supported by daily construction tests.

D.3.5 Portland Cement Concrete Working Stress (ft)

The working stress (ft) shall be 75% of that provided by third-point beam loading which shall have minimum laboratory 28-day strength of 600 psi based on actual tests of materials to be used.

D.3.6 Gravel Roads

A minimum thickness of 6-inches shall be used on all newly constructed gravel roads meeting material specifications presented in Table D-11.