



Development Services Department
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Website www.elpasoco.com

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): N/A
Tax Schedule ID(s) #: 6100000075
Legal Description of Property: See attached

Subdivision or Project Name:

FLYING HORSE NORTH
(Horizontal Alignment)

Section of ECM from Which Deviation is Sought: Section 2.3.3 Horizontal alignment

Specific Criteria from Which a Deviation is Sought: Section 2.3.3.F.2 Reverse curves and 2.3.3.I Horizontal Curves on Vertical curves

Proposed Nature and Extent of Deviation: The nature of this deviation from the horizontal alignment criteria has to do with the hillside characteristics and forested vegetation in these specific areas in relation to the approved PUD Plan (PUD-16-002). A reverse curve is proposed on Old Stagecoach Road just east of the 2nd round-about and a horizontal curve near the high point of a vertical curve is proposed on Longwall Ct. just east of Shortwall Dr. (See attached Exhibits)

provide an exhibit for
the 2nd part of the
request.

Applicant Information:

Applicant: PRI #2 LLC
Applicant is: ☒ Owner ☐ Consultant ☐ Contractor
Mailing Address: 6385 Corporate Dr., Suite 200 Colo. Spgs.
Telephone Number: 719-592-9333

Dbalsick@classichomes.com

State: CO Postal Code: 80919

Fax Number: 719-785-0799

Engineer Information:

Engineer: Marc A. Whorton, P.E.
Company Name: Classic Consulting
Mailing Address: 619 N. Cascade Ave., Suite 200 Colo. Spgs.
Registration Number: 37155
Telephone Number: 719-785-2802

Email Address: Mwhorton@classicconsulting.net

State: CO Postal Code: 80903

State of Registration: Colorado

Fax Number: 719-785-0799

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

Section of ECM from Which Deviation is Sought: Section 2.3.3 Horizontal alignment

Specific Criteria from Which a Deviation is Sought: Section 2.3.3.F.2 Reverse curves and 2.3.3.I Horizontal Curves on Vertical curves

Proposed Nature and Extent of Deviation: The nature of this deviation from the horizontal alignment criteria has to do with the hillside characteristics and forested vegetation in these specific areas in relation to the approved PUD Plan (PUD-16-002). A reverse curve is proposed on Old Stagecoach Road just east of the 2nd round-about and a horizontal curve near the high point of a vertical curve is proposed on Longwall Ct. just east of Shortwall Dr.

Reason for the Requested Deviation: Given the configuration of Old Stagecoach Road and the approach to the

round-about from the east, from a round-about design standpoint, it was more desirable to have a reverse curve at this location to aide in the round-about approach and fastest path design. On Longwall Ct. just west of the Golf Course crossing, this roadway alignment was adjusted with the County requested configuration change to the Milan Road design during the PUD Plan processing. As the Golf Course alignment and grading had already been established, this help create the horizontal curve near the crest of a vertical curve.

Comparison of Proposed Deviation to ECM Standard: ECM standard requires a 150' minimum tangent between reverse curves on a collector roadway. The deviation proposes no tangent length to help facilitate the adjacent round-about entry design. ECM standard does not allow horizontal curves near the crest of a vertical curve. Based on the approved PUD Plan layout, the deviation proposes a horizontal curve near the crest of a vertical curve.

Applicable Regional or National Standards used as Basis: Other adjacent municipalities do not seem to impose such standards.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

" 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.

The approved PUD Plan (PUD-16-002) depicts these roadway alignments that also help in the round-about entry design and minimize disturbance and further tree clearing adjacent to the Golf Course.

" 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 deviation is based on topography, vegetation and round-about design constraints

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

This deviation allows for an improved round-about entry design and less disturbance adjacent to the Golf Course and proposed lots

The deviation will not adversely affect safety or operations.

This deviation will aide in the operations of the round-about easterly entry and all driveway sight distance criteria are met on Longwall Ct. even where the horizontal curve is near the crest of the vertical curve. Proposed mitigation will be the requirement of the adjacent driveways to be installed in specific location in order to meet sight distance criteria. (See attached Exhibits for requirements)

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

The deviation has no bearing on the maintenance aspect of the roadway.

The deviation will not adversely affect aesthetic appearance.

The deviation has no bearing on the aesthetic appearance of the roadway

El Paso County Procedures Manual

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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] _____ Date 4-9-18

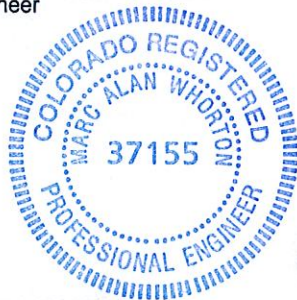
Signature of owner (or authorized representative)

Signature of applicant (if different from owner) Date

[Signature] _____ Date 4/9/18

Signature of Engineer

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:

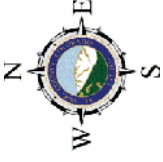
_____. Additional comments or information are attached.

El Paso County Assessor's Office

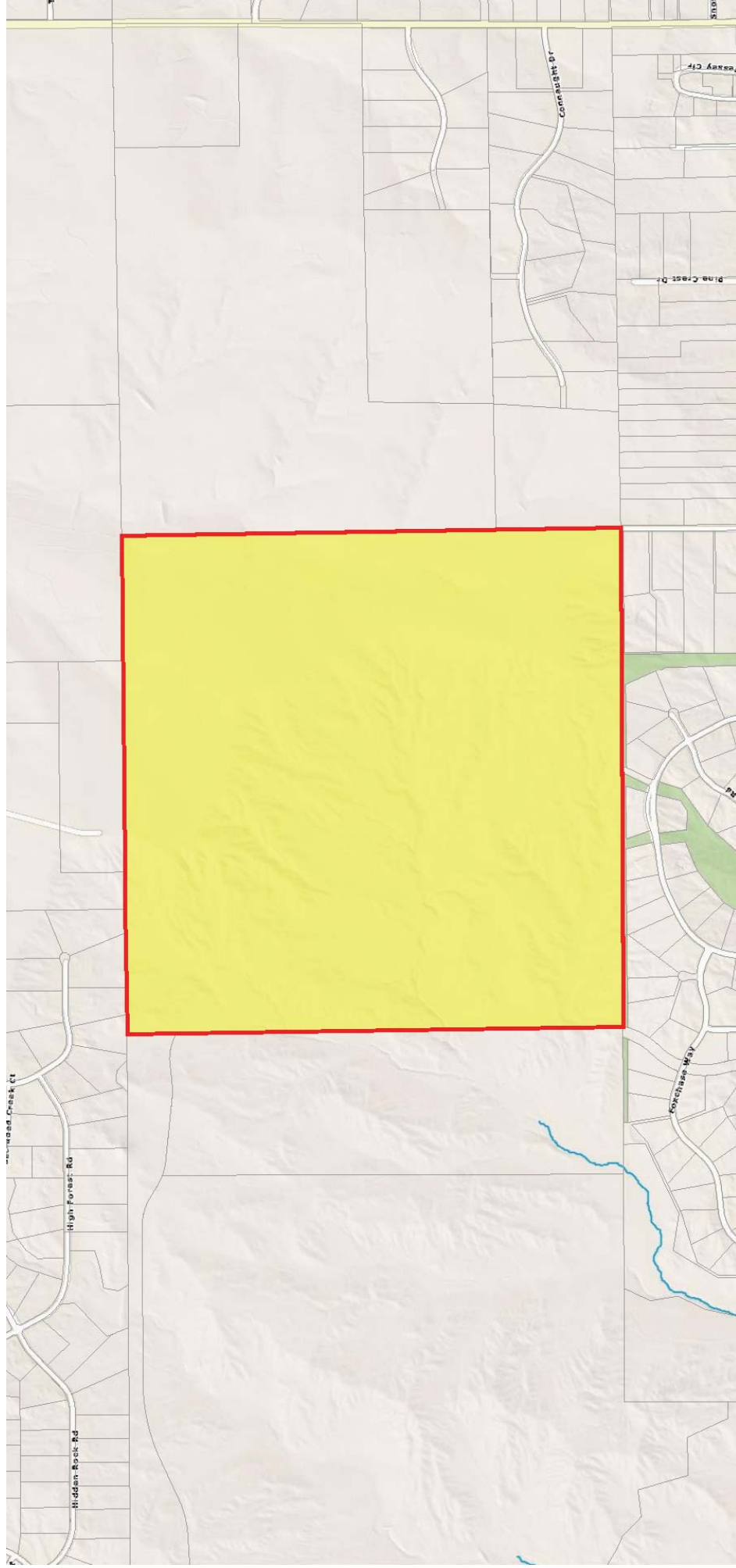
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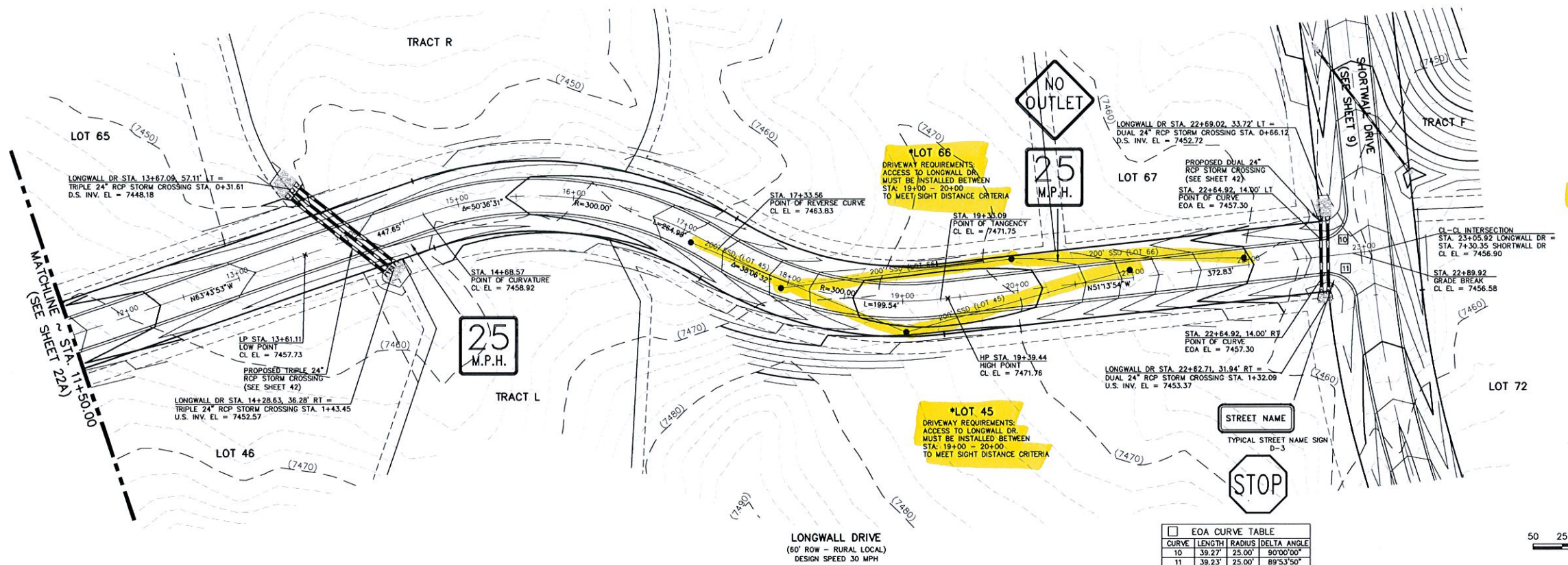
SCHEDULE: 6100000075

OWNER: PRI #2 LLC



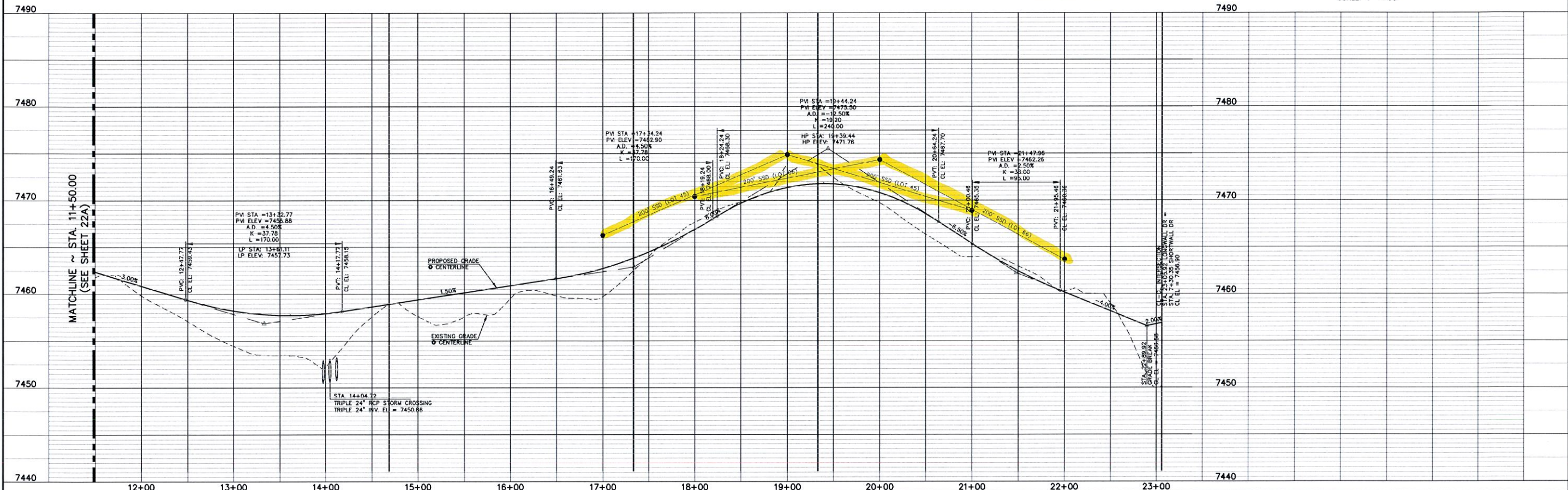
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ENTERING SIGHT DISTANCE FOR DRIVEWAYS (LOTS 45 & 66)
SEE SPECIFIC LOCATION REQUIREMENTS FOR EACH LOT
REFERENCE EOM TABLES 2-34, 2-35 & 2-36
REDUCED POSTED SPEED TO 25 MPH
DESIGN VEHICLE: RESIDENTIAL, NON-SCHOOL BUS ROUTE
ADJUSTMENT FACTOR OF 0.80 FOR UPGRADE 5%-7.5%
REQUIRED ENTERING SIGHT DISTANCE OF 200' FOR EACH LOT

EOA CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA ANGLE	
10	39.27'	25.00'	90°00'00"	
11	39.23'	25.00'	89°53'50"	



48 HOURS BEFORE YOU DIG,
CALL UTILITY LOCATORS
811
UTILITY NOTIFICATION CENTER OF COLORADO
IT'S THE LAW

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NO.	REVISION	DATE
1	REVISED PER COUNTY DEVIATION COMMENTS	5-2-18

REVIEW:

PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF
CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC

MARC A. WHORTON, COLORADO P.E. #37155 DATE

CLASSIC
CONSULTING
ENGINEERS & SURVEYORS

619 N. Cascade Avenue, Suite 200
Colorado Springs, Colorado 80903
(719) 785-0790
(719) 785-0799(fax)

FLYING HORSE NORTH FILING NO. 1
STREET IMPROVEMENT PLAN
LONGWALL DRIVE
(STA. 11+50.00-STA. 23+05.92)

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1" = 50'	SHEET	23 OF 58
CHECKED BY	(V) 1" = 5'	JOB NO.	1096.11	