



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

A deviation from the standards of or in Section **2.3.2 & 2.3.3** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

The proposed design of Meadowbrook Parkway extension to Peterson Road will have two (2) 400' curve radiuses used. This deviates from the 565' minimum centerline curve radius requirement found in Table 2-7 of El Paso County ECM for a Non-Residential Collector roadway. There will also be a 40' tangent length between the reverse curves which deviate from the minimum 150' tangent length requirement found in table 2-10. Additionally, the intersection spacing for the connection of Meadowbrook Parkway to Peterson Rd does not meet the 0.25-mile requirement for a Minor Arterial roadway found in Table 2-6. All other roadway specifications horizontally and vertically have been met. The proposed extension of Meadowbrook Parkway is 30 mph.

State the reason for the requested deviation:

The deviation requests are due to existing conditions of the previously developed area and the available tie-in points for the Meadowbrook Pkwy extension to Peterson Rd. The geometry of the road was established by balance two main external factors. The first factor was to maintain adequate separation from the East Fork Sand Creek floodway to the north and the second is establishing a tie-in point to Peterson Rd at the maximum roadway width. The Meadowbrook Pkwy stub was established with the Crossroads Mixed Use Filing No. 1 development. The construction of Meadowbrook Pkwy to this stub location limited the flexibility of a future extension to the west. It was deemed desirable to tie into Peterson Rd where the existing pavement section had a full median. To accomplish this the extension of Meadowbrook Pkwy had to be shifted south. The southern shift required a compacted reverse curve and reduced tangent length due to the limited linear footage from the existing stub to Peterson Rd ROW. Additionally, there is an existing CSU sanitary main that runs from east to west that the proposed road mostly contains within the ROW limits. The deviation in curves and tangent length will ensure that existing and proposed utility mains stay within the proposed ROW limits and enables long-term access for the utility agency and better usage for the entire site.

Peterson Rd is classified as an Arterial roadway. The extension of Meadowbrook Pkwy also had to balance the spacing of the new intersection with the existing Panamint Ct intersection to the south. The spacing of the existing Panamint Ct/ Peterson Rd intersection to the northern property line of Cimarron Hills SE Mixed Use Filing No 1 subdivision is only 0.20-mile, therefore adhering to the 0.25-mile intersection spacing requirement was not possible.

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

The first deviation is from the 565' minimum centerline curve radius requirement found in Table 2-7 of the El Paso County ECM for a Non-Residential Collector roadway. The proposed alternative was to provide a 400' curve radius and reduce the speed limit on the Meadowbrook Pkwy extension to 30 mph.

The second deviation is from the 150' tangent length requirement found in Table 2-10 for a Collector roadway. The proposed alternative was to provide a 40' tangent length and reduce the speed limit on Meadowbrook Pkwy to 30 mph.

The third deviation is from the 0.25-mile intersection spacing requirement found in Table 2-6 of the El Paso County ECM for a Minor Arterial roadway. The proposed alternatives were limited due to the spacing from the existing Panamint Ct/ Peterson Rd intersection to the northern boundary of the subdivision being only 0.20 miles apart. The posted speed limit on Peterson Rd for this stretch of roadway is 30 mph, which is less than the 35 mph posted speed listed in table 2-6 of the El Paso County ECM.

**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 deviation requests are justified due to existing conditions of the previously developed area and the available tie-in points for the Meadowbrook Pkwy extension to Peterson Rd. The geometry of the road was established by balance two main external factors. The first factor was to maintain adequate separation from the East Fork Sand Creek floodway to the north and the second is establishing a tie-in point to Peterson Rd at the maximum roadway width. The Meadowbrook Pkwy stub was established with the Crossroads Mixed Use Filing No. 1 development. The construction of Meadowbrook Pkwy to this stub location limited the flexibility of a future extension to the west. It was deemed desirable to tie into Peterson Rd where the existing pavement section had a full median. To accomplish this the extension of Meadowbrook Pkwy had to be shifted south. The southern shift required a compacted reverse curve and reduced tangent length due to the limited linear footage from the existing stub to Peterson Rd ROW. The posted speed for the Meadowbrook Pkwy extension has been reduced to 30 mph to accommodate the reduced centerline curve radius and tangent length. The 30-mph speed limit will help this roadway function similar to a local classification which has a 200' minimum centerline curve radius.

Additionally, there is an existing CSU sanitary main that runs from east to west that the proposed road mostly contains within the ROW limits. The deviation in curves and tangent length will ensure that existing and proposed utility mains stay within the proposed ROW limits and enables long-term access for the utility agency and better usage for the entire site.

Peterson Rd is classified as an Arterial roadway. The extension of Meadowbrook Pkwy also had to balance the spacing of the new intersection with the existing Panamint Ct intersection to the south. The spacing of the existing Panamint Ct/ Peterson Rd intersection to the northern property line of Cimarron Hills SE Mixed Use Filing No 1 subdivision is only 0.20-mile, therefore adhering to the 0.25-mile intersection spacing requirement was not possible.

**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.

The reduced centerline curve radii and tangent lengths is justified through the selection of a lower posted speed of 30mph. The reduced posted speed effectively shifts the roadway more toward a local classification rather than a collector. Per EPC ECM criteria, a Collector Rd has a minimum centerline curve radius of 565' with a 35-mph posted speed limit and a Local Rd has a minimum centerline curve radius of 200' with a 25-mph posted speed. Given a 30-mph posed speed, a 400' radius should be more than adequate to provide a comparable design.

The deviation will not adversely affect safety or operations.

The reduced centerline curve radii and tangent lengths is justified through the selection of a lower posted speed of 30mph. The reduced posted speed effectively shifts the roadway toward the operational characteristics of a local roadway classification and provides an acceptable factor of safety for the public. Sight and stopping distances will be reduced by lowering the posted speed limit to ease restrictions on future development of adjacent parcels. Proposed access locations off Meadowbrook Pkwy as shown on the subdivision concept plan have considered the smaller radii and tangent length to ensure sight distance requirements would not be a hinderance to future development. There is no apparent risk to the health, safety, and welfare of the public.

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

The current design of the Meadowbrook Parkway extension will not pose any maintenance issues in the short or long-term outlook. All proposed infrastructure will be built to EPC standards.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected. The requested deviations are not expected to be noticeable to the public.

The deviation meets the design intent and purpose of the ECM standards.

Reducing the posted speed limit to 30 mph enables the roadway to operate in a manner consistent with ECM standards and the associated minimum requirements for a lower design speed. While the Meadowbrook Parkway extension does not meet the 565-foot minimum curve radius typically required for a 35 mph roadway, it significantly exceeds the 200-foot minimum radius for a 25 mph design. Interpolating between these criteria results in an approximate minimum radius of 382.5 feet, which this design surpasses.

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.

The project is proposing stormwater infrastructure that meets the County's MS4 permit. This includes the construction of a full spectrum detention pond.

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 & 2.3.3 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.

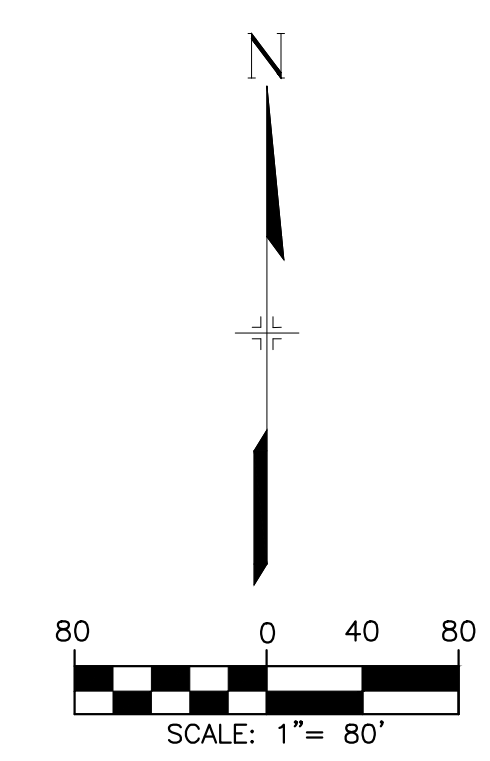
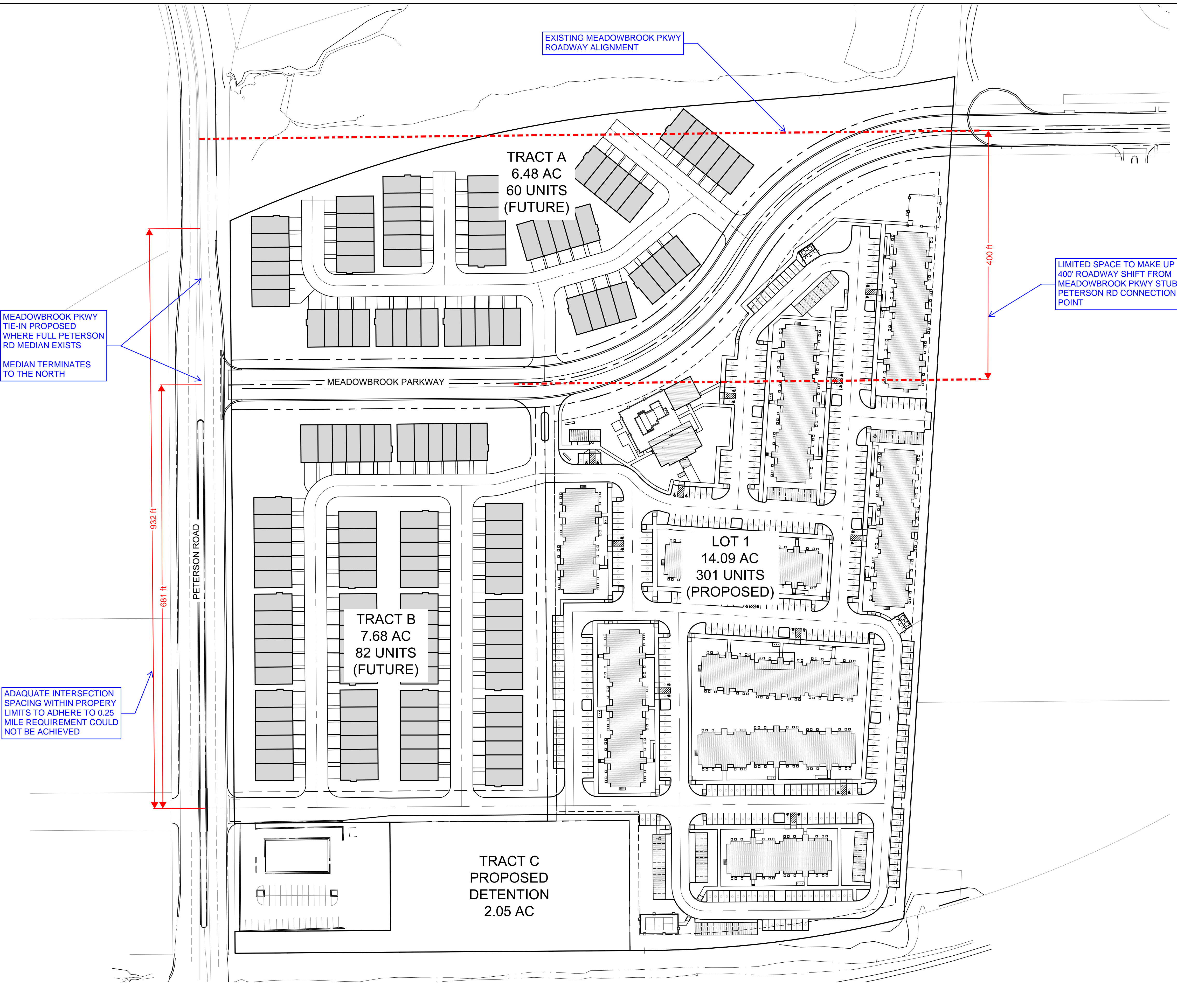
## **1.6. LIMITS OF APPROVAL**

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.

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SUBDIVISION CONCEPT PLAN



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 2026-04-20 Subdivision Concept Plan

CIMARRON HILLS SOUTHEAST  
 MIXED USE FILING NO.1