



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

DEVIATION REVIEW AND DECISION FORM

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

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): Saddlehorn Ranch 824 Acre, SE of Judge Orr and Curtis Road
Tax Schedule ID(s) #: 4300000561, 4400000562, 4300000556
Legal Description of Property: See Attached Document

Subdivision or Project Name: Saddlehorn Ranch Preliminary Plan

Section of ECM from Which Deviation is Sought: Standard Drawings for Rural Local Roadways
Specific Criteria from Which a Deviation is Sought: ECM criteria for minimum rural local centerline radius

Proposed Nature and Extent of Deviation: Applicant wishes to use a 200 ft. radius at four locations shown on Attachment 1.

Applicant Information:

Applicant: William Guman and Associates, Ltd. Email Address: bill@guman.net
Applicant is: Owner Consultant ☒ Contractor
Mailing Address: 731 North Weber Street, Ste 10, Colorado Springs State: CO Postal Code: 80903
Telephone Number: 719-633-9700 Fax Number: _____

Engineer Information:

Engineer: Mike Bramlett Email Address: mbramlett@jrengineering.com
Company Name: JR Engineering
Mailing Address: 5475 Tech Center Dr, Ste 235, Colorado Springs State: CO Postal Code: 80919
Registration Number: 32314 State of Registration: CO
Telephone Number: 719-593-2593 Fax Number: _____

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

Section of ECM from Which Deviation is Sought: Standard Drawings for Rural Local Roadways
Specific Criteria from Which a Deviation is Sought: ECM criteria for minimum rural local centerline radius.

Proposed Nature and Extent of Deviation: Applicant wishes to use the urban local centerline radius in 4 locations within the property as opposed to the rural local centerline radius of 300 ft.
See Attachment 2 for ECM criteria for rural local centerline radius
See Attachment 3 for ECM criteria for urban local centerline radius for comparison

Reason for the Requested Deviation: Applicant believes the reduced radius is appropriate for the roadway geometry at the four locations requested.

Comparison of Proposed Deviation to ECM Standard: See Attachment for impact of using minimum roadway centerline radius at proposed locations. The proposed deviation is a 200 ft. centerline radius as compared to the ECM standard radius of 300 ft. centerline radius.

Applicable Regional or National Standards used as Basis: N/A, Propose using the urban local ECM criteria for centerline radius at the four locations.

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

The ECM standard is inapplicable to a particular situation.

x 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.

In the four locations where the deviation is requested, the natural features of the site (floodplain constraints and nearby Curtis Road) lends itself to the use of a "reduced radius" to create an efficient layout. Each area serves less than ten lots. Use of the required 300 ft. centerline radius would create the need for either excessively long flag lots or excessively large lots for the underlying R2.5 zoning

x 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.

Use of standard radius curves would create excessively large lots in these specific areas or create the need for excessively long flag lots or create excessively large lots. If deviation granted applicant would reduce the posted speed from 30 mph (rural local) to 25 mph (urban local). The daily traffic volume on these streets is minimal, each location only serves 10 or less nearby lots.

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.

This request is not based on financial consideration, but rather the lack of a "low volume reduction" in geometrical standards similar to ECM urban criteria.

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

This deviation achieves a superior lot layout that improves the subdivision. The applicant believes excessively long flag lots are less desirable than the reduced centerline radius.

The deviation will not adversely affect safety or operations.

Falcon Fire Protection District (Trent Harwig) has accepted the originally proposed knuckle layout. Applicant can sign roadway to reduce speed to 25 MPH consistent with urban local speeds.

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

Maintenance of the roadway will not be affected.

The deviation will not adversely affect aesthetic appearance.

The use of the reduced roadway radius does not adversely affect aesthetic appearance as compared to the use of excessively long flag lots.

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

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.

El Paso County Procedures Manual

Procedure # R-FM-051-07

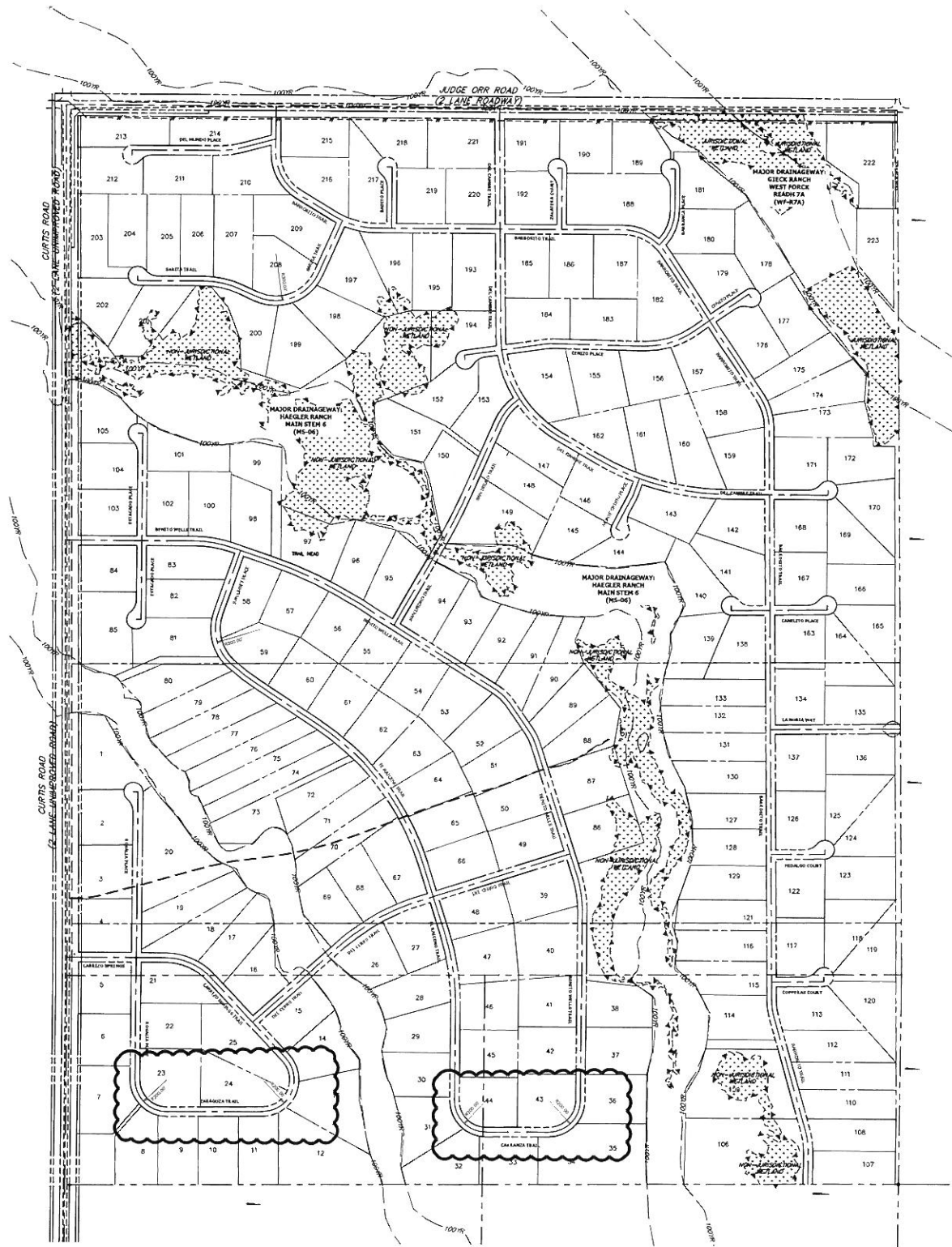
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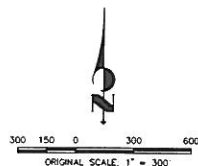
DSD File No.

SADDLEHORN RANCH

REDUCED RADIUS VARIANCE REQUEST



SADDLEHORN RANCH
REDUCED RADIUS VARIANCE REQUEST
25142.00
08/19/19
SHEET 1 OF 1



J-R ENGINEERING
A Weidman Company

General 303-740-0000 • Colorado Springs 703-620-2500
Fort Collins 970-691-8888 • www.jrengineering.com

Centerline Grade (Min.-Max.)	1-5%	1-5%	1-5%	1-5%	1-6%
Intersection Grades (Min.-Max.)	1-2%	1-2%	1-3%	1-3%	1-4%
¹ Assumes 4% superelevation, 6% for 70 MPH design speeds					
² Pavement width in each direction for divided roadways					

Table 2-5. Roadway Design Standards for Rural Collectors and Locals

Criteria	Collectors		Local	
	Major	Minor	Local	Gravel
Design Speed / Posted Speed (MPH)	50 / 45	40 / 35	30 / 30	50/45
Clear Zone	20'	14'	7'	12'
Minimum Centerline Curve Radius	930' ²	565'	300'	As Approved
Number of Through Lanes	2	2	2	2
Lane Width	12'	12'	12'	12'
Right of Way	90'	80'	70' ³	70' ³
Paved Width	32'	32'	28'	n/a
Median Width	n/a	n/a	n/a	n/a
Outside Shoulder Width (paved/gravel)	8'(4'/4')	6'(4'/2')	4'(2'/2')	4'(0'/4')
Inside Shoulder Width (paved/gravel)	n/a	n/a	n/a	n/a
Design ADT	3,000	1,500	750	200
Design Vehicle	WB-67	WB-67	WB-50	WB-50
Access Permitted	No	Yes	Yes	Yes
Access Spacing	n/a	Frontage	Frontage	Frontage
Intersection Spacing	¼ mile	660'	330'	330'
Parking Permitted	No	Yes	Yes	No
Minimum Flowline Grade	1%	1%	1%	1%
Centerline Grade (Min.-Max.)	1-8% ¹	1-8% ¹	1-8% ¹	1-8%
Intersection Grades (Min.-Max.)	1-4%	1-4%	1-4%	1-4%
¹ 10% maximum grade permitted at the discretion of the ECM Administrator				
² Assumes 4% superelevation, 6% for 70 MPH design speeds				
³ 60-foot right-of-way plus two 5-foot Public Improvements Easements granted to El Paso County				

Table 2-7. Roadway Design Standards for Urban Collectors and Locals

Criteria	Collectors		Local	
	Non-Residential	Residential	Local	Local ⁴ (low volume)
Design Speed / Posted Speed (MPH)	40 / 35	40 / 35	25 / 25	20 / 20
Clear Zone	14'	14'	12'	7'
Minimum Centerline Curve Radius	565'	565'	200'	100'
Number of Through Lanes	2	2	2	2
Lane Width	12'	12'	12'	12'
Right-of-Way	80'	60'	60' ³	60' ³
Paved Width (Excluding Gutter Pan)	48'	36'	30'	24'
Median Width (Including Curb & Gutter)	12'	n/a	n/a	n/a
Shoulder Width (Ext., Excluding Gutter)	6'	6'	n/a	n/a
Shoulder Width (Int., Excluding Gutter)	n/a	n/a	n/a	n/a
Required Curb/ Gutter Type (Vertical)	6"	6"	6" (or ramp)	6" (or ramp)
Sidewalk Width (@ FL)	5' detached	5' detached	5' attached	5' attached
Design ADT	20,000	10,000	3,000	300
Design Vehicle	WB-50	WB-50	WB-50	SU-30
Bike Lanes Permitted	No	Yes	No	No
Access Permitted	No ⁵	No ⁵	Yes	Yes
Access Spacing	See Table 2-35	See Table 2-35	Frontage	Frontage
Intersection Spacing	660' ²	660' ²	175'	150'
Parking Permitted	No	No	Yes	Yes
Minimum Flowline Grade of Curb	.50%	.50%	.50%	.50%
Centerline Grade (Min.-Max.)	0.5-6% ¹	0.5-8% ¹	0.5-8% ¹	0.5-8% ¹
Intersection Grades (Min.-Max.)	0.5-4%	0.5-4%	0.5-4%	0.5-4%

¹ 10% maximum grade permitted at the discretion of the ECM Administrator
² 330 feet when intersecting local roadways
³ 50-foot right-of-way plus two 5-foot Public Improvements Easements granted to El Paso County
⁴ Section can be used for cul-de-sacs, or roads with two ways out having a maximum of 300 ADT and a maximum length of 1,200 feet
⁵ Where no local public or private roadway can provide access, temporary or partial turn movement parcel access may be permitted

2.3.3 Horizontal Alignment**A. General Criteria**

Proper roadway alignment provides for safe and continuous operation at a uniform design speed. Proposed road layouts shall have a logical relationship to existing or platted roads and fit within the overall transportation plan.

transportation network to be studied. The analysis shall use procedures described in the Highway Capacity Manual. Factors for intersections will be by approach and those used for roadways will be by facility unless otherwise directed by the ECM Administrator.

1. Existing and Short-Range Horizon

Use calculated peak hour factors or 0.85, whichever is higher, and

2. Long-Range Horizon

A peak hour factor of 0.95 may be used for the Long-Range Horizon. Greater values may be used if approved by the ECM Administrator.

C. Roadway Links

Roadway links shall be analyzed. Acceptable maximum traffic volumes allowed for the specific class of roadway are shown in Table B-1.

Table B-1. Threshold Capacity

Facility Type	Lanes	ADT Threshold Capacity (Urban/Rural)
<u>Local (low volume)/Local (rural)</u>	2	300/750
Collector-Non-Residential	2	20,000
Local (urban)/Minor Collector (rural)	2	3,000/1,500
Major Collector	2	10,000/3,000
Minor Arterial	4	20,000/10,000
Principal Arterial (4-lane)	4	40,000/40,000
Principal Arterial (6-lane)	6	40,000/40,000
Expressway (4-lane)	4	48,000/48,000
Expressway (6-lane)	6	48,000/48,000

B.3.2 Background Traffic

A. Short-Range Volume Projections

The traffic forecast for the short-range planning horizon shall be the sum of existing traffic volumes plus cumulative development traffic from approved land use actions (projects with reserved intersection capacity established through a certified Full TIS), plus background growth (as adjusted to avoid duplicative consideration of the identified development traffic from the approved land use already considered). The cumulative development traffic shall be based, in part, on the A.M. and P.M. peak hour and (ADT) data established and accepted from planned and approved land use actions within and near the study area. The assumed baseline surface transportation network shall reflect existing facilities (without the proposed project improvements) plus any committed improvements within the study area.

The short-range planning horizon background traffic growth rate shall be based: