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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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Deviation No. 4
REV. 2-8-2019

General Property Information:

Address of Subject Property (Street Number/Name): 16390 Highway 83

Tax Schedule ID(s) #:6127000064

Legal Description of Property:

THAT PT N2N2 SEC 27-11-86 DESC AS FOLS; COM AT NW COR SD SEC 27, TH S88<54'14"E ALG N LN OF SD SEC 1974.02 FT TO THE NW COR OF THE E2NE4NW4 SD SEC 27, TH S 00<06'40"E ALG W LN OF SD E2 50.04 FT & POB, TH S00<06'40"E 1262.73 FT, S89<30'26"E 443.60 FT, N00<00'00"W 585.28 FT, N90<00'00"E 454.78 FT, S00<00'00"E 247.11 FT, N90<00'00"W 127.15 FT, S00<00'00"E 340.99 FT, TH S90<30'26"E 1212.80 FT, N00<24'12"W 393.03 FT, N02<29'28"W 870.43 FT TO S LN OF THE N 30.0 FT SD SEC 27, TH N88<54'17"W 856.46, S01<05'43"W 20.0 FT, N88<54'17"W 430.09 FT TO W LN NW4NE4 & POB

Subdivision or Project Name: Rollin' Ridge Estates

Section of ECM from Which Deviation is Sought: 2.3.7.E Intersections - Turn Lane Design

Specific Criteria from Which a Deviation is Sought: Turn Lane Design Elements for right turn lanes and tapers.

Proposed Nature and Extent of Deviation: Allow abbreviated (shorter than ECM standard) westbound left-turn lane and taper lengths on Hodgen Road at the Cherry Crossing Drive intersection.

Applicant Information:

Applicant: Carl Turse, TC&C, LLC

Email Address: carlturse@icloud.com

Applicant is: Owner Consultant Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: 488-8600

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCTrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: CO

Telephone Number: 719-633-2868

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: 2.3.7.E.1, 2.3.7.E.2, and 2.3.7.E.3

Specific Criteria from Which a Deviation is Sought: Turn Lane Design, Taper Lengths, and Storage Lengths

Proposed Nature and Extent of Deviation: Allow abbreviated (shorter than ECM standard) westbound left-turn lane and taper lengths on Hodgen Road at the Cherry Crossing Drive intersection. The attached exhibit for Hodgen Road depicts the proposed 250-foot-long left turn lane plus an abbreviated 100-foot-long reverse curve taper for this lane. This taper would also be for the eastbound left turn lane approaching the Hodgen/SH 83 intersection (shared taper for both eastbound and westbound directions). The intent of this striping plan was to best allocate the available back-to-back left-turn decel/stacking distance available between the Cherry Crossing Drive and SH 83 intersections.

ditto comment about exhibits written on deviation 2.

deviation request
required for this
spacing.

Reason for the Requested Deviation: The ECM prescribes deceleration plus vehicle storage distance plus transition taper for left-turn lanes on Principal Arterial roadways where turn lanes are required per section 2.3.7.D. The deviation is requested given the constrained distance for back-to-back left-turn lanes between the two intersections of Hodgen Road/ SH 83 and Hodgen Road/Cherry Crossing Drive (about 900 feet - center to center). No access is permitted to State Highway 83 and the standard access spacing along Hodgen is one-half mile. Aligning the access with Cherry Crossing Drive is proposed as this is an existing intersection. However, there is limited back-to-back stacking distance due to the existing spacing.

Comparison of Proposed Deviation to ECM Standard: Table 2-24 of the ECM lists standard deceleration lane lengths and taper lengths by roadway design speed. The ECM standard for a 45-mph design speed is interpolated to be 200 feet of deceleration distance plus a 170-foot taper plus stacking needs. There appears to be a grade of just over three percent at the start of the left turn lane, then the grades become more level closer to the intersection. To be conservative, the required combined deceleration plus taper length - 370 feet - adjusted for grade is 444 feet - or 74 feet longer due to the grade. Assuming the additional 74 feet is added to the standard "lane length," the adjusted "lane length" would be 274 feet (instead of 200 feet). The stacking length required from the analysis included in the TIS is 78 feet. (Maximum queue from the SimTraffic Analysis - the AM and PM analysis sheets from the TIS are attached - the 78 feet is the higher of the two peak hours). Therefore, an ECM standard lane length of 352 feet (200'+74'+78') would be required (250 feet is proposed as shown on the attached exhibit). The ECM standard taper is 170 feet (100-foot taper is proposed as shown on the attached exhibit).

Applicable Regional or National Standards used as Basis:

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

- 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.

JUSTIFICATION

The deviation is requested given the constrained distance for back-to-back left-turn lanes between the two intersections of Hodgen Road/SH 83 and Hodgen Road/ Cherry Crossing Drive. No access is permitted to State Highway 83 and the standard access spacing along Hodgen is one-half mile. Aligning the access with Cherry Crossing Drive is proposed as this is an existing intersection. However, there is limited back-to-back stacking distance due to the existing spacing.

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 requested due to the limited back-to-back left-turn lane distance along Hodgen Road.

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

The proposed left-turn lane will provide a reasonable length for the westbound left-turn lane approaching Cherry Crossing Drive without shortening the existing eastbound left-turn lane approaching SH 83. The proposed laneage is shown in the attached exhibit.

Provide a reference to the TIS instead of stating that the sheets from the TIS are attached. This applies to each deviation where applicable.

<p>The deviation will not adversely affect safety or operations.</p>	<p>The 2040 queuing analysis contained in the TIS indicates no queue block time or spillback time during either peak hour for the westbound left-turn lane at the intersections of Hodgen Road/Cherry Crossing Drive. Please refer to the queuing analysis section of the updated TIS (October 2018). The grade adjustment included in this deviation is likely conservative as the grades over three percent are not sustained for the entire length of the lane.</p>
<p>The deviation will not adversely affect maintenance and its associated cost.</p>	<p>Maintenance cost is not applicable, as the center turn lane width already exists between the two intersections and all of it would be utilized for the back-to-back turn lanes and the taper.</p>
<p>The deviation will not adversely affect aesthetic appearance.</p>	<p>N/A</p>

Do not leave sections with N/A. Provide an explanation.

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.

Chris Turner 2/9/19

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.

On this exhibit, delineate all roads (Hodgen and SH 93)

Eastbound Right Turn Deceleration Lane

Cherry Crossing Drive

Restripe for 250' Westbound Left Turn Lane

Restripe for Shared 100' Bay Taper

Existing 400' Eastbound Left Turn Lane

Existing Eastbound Right Turn Deceleration Lane

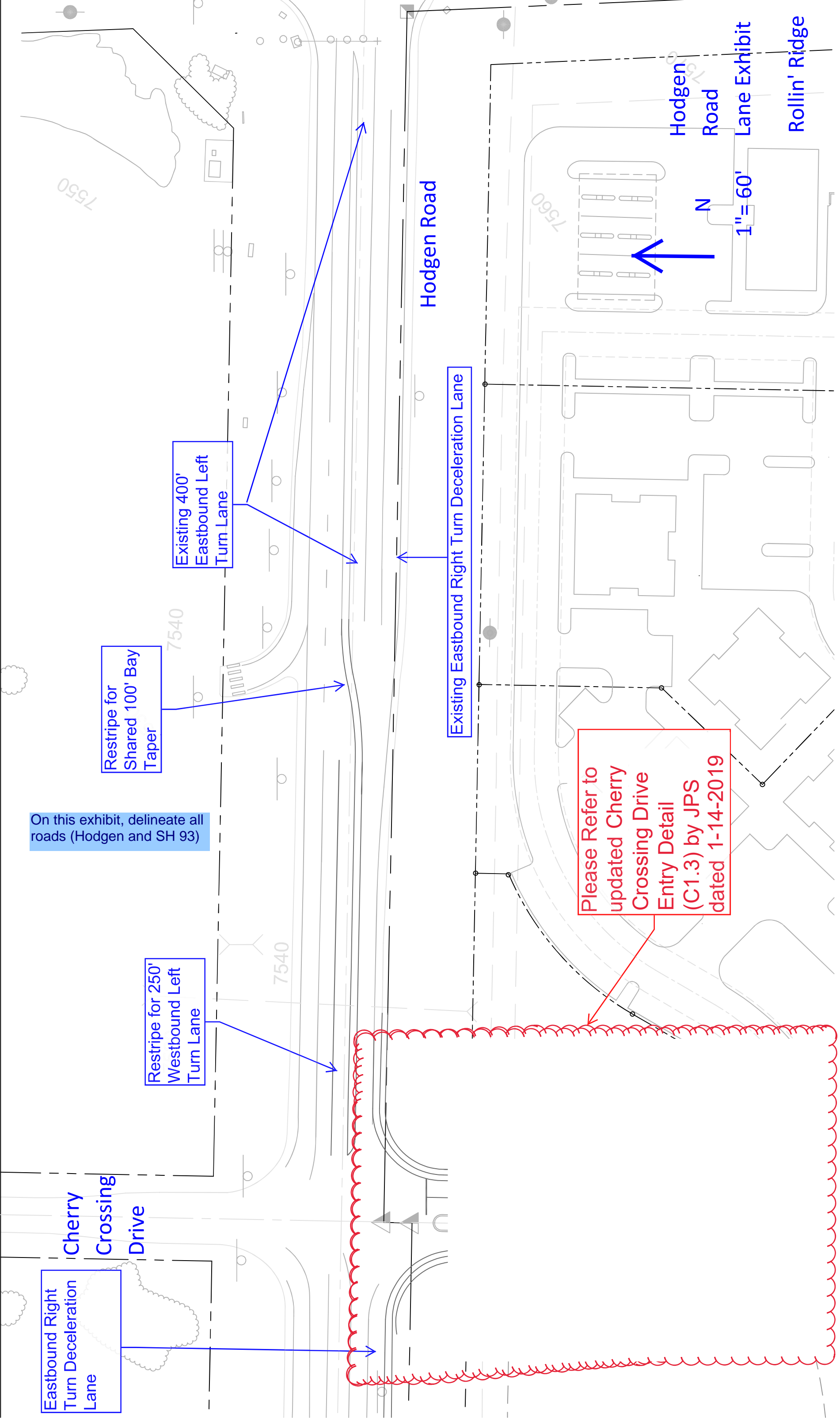
Hodgen Road

Please Refer to updated Cherry Crossing Drive Entry Detail (C1.3) by JPS dated 1-14-2019

Hodgen Road
Lane Exhibit
Rollin' Ridge

N

1" = 60'



180'

360'



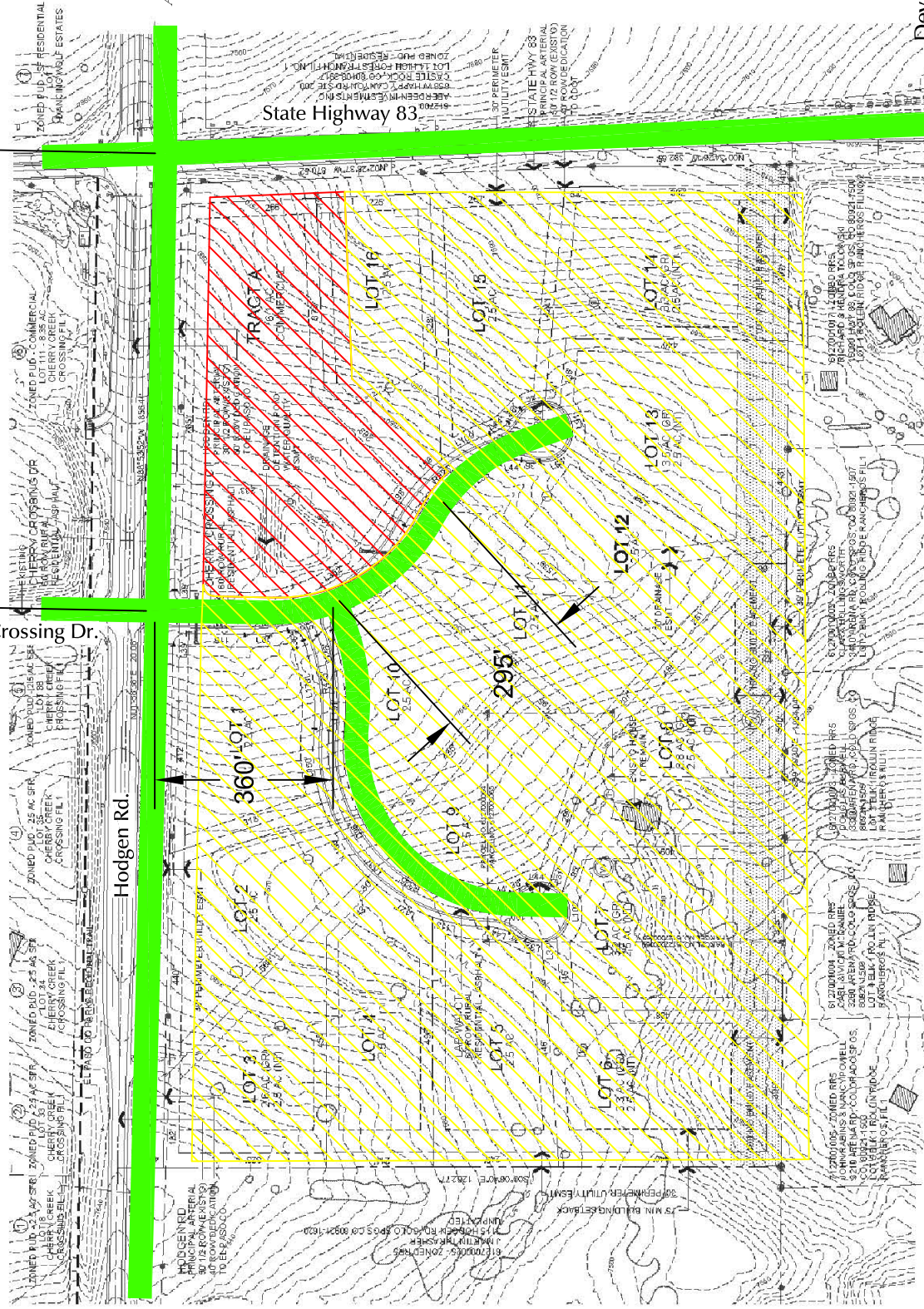
Approximate Scale
Scale: 1" = 360'

Cherry Crossing Dr.

900'

Hodgen Rd.

State Highway 83



Deviation Exhibit
Intersection/Access Spacing
 Rollin Ridge Estates (LSC #174470)

LEGEND:
 = Commercial Development Site
 = Residential Development Site

Markup Summary

dsdgrimm (3)

is added to the standard lane length. The adjusted lane length is required from the exhibits included in the TIS at 78, 80, 82 and 84 and the exhibits shown from the TIS are attached to the TIS. The COI reviewed the TIS and the TIS would be provided. The COI reviewed the TIS and the TIS would be provided.

Provide a reference to the TIS instead of stating that the sheets from the TIS are attached. This applies to each deviation where applicable.

JUSTIFICATION
The deviation is necessary because the intersection distance for both lanes within each intersection for the intersections of Hodgen Road/SH 93 and Hodgen Road.

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Provide a reference to the TIS instead of stating that the sheets from the TIS are attached. This applies to each deviation where applicable.

are not sustained for the entire length of the lane.

Do not leave sections with NA. Provide an explanation.

WORK
The deviation is necessary because the intersection distance for both lanes within each intersection for the intersections of Hodgen Road/SH 93 and Hodgen Road.

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Do not leave sections with N/A. Provide an explanation.

93 SH 93

On this exhibit, delineate all roads (Hodgen and SH 93)

Subject: Engineer
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Author: dsdgrimm
Date: 3/6/2019 3:28:06 PM
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On this exhibit, delineate all roads (Hodgen and SH 93)

dsdnijkamp (2)

From: Cheryl Davis (mailto:cheryl.davis@dot.ca.gov) Sent: Friday, March 8, 2019 10:56 AM To: dsdgrimm (mailto:dsdgrimm@dot.ca.gov); dsdnijkamp (mailto:dsdnijkamp@dot.ca.gov) Subject: [EXTERNAL] Re: Proposed Deviation to COI (SH 93) - Table 2, 3, & 4 off

Also comment about exhibits written on deviation 2.

Subject: Engineer
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Author: dsdnijkamp
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ditto comment about exhibits written on deviation 2.

deviation request required for this spacing.

Reason for the Requested Deviation: The COI requires deviation request for all lanes on Principal Arterial roads. The TIS does not show any deviation request for any lanes on SH 93 and the standard width spacing along Hodgen Road. The COI requires deviation request for all lanes on Principal Arterial roads. The TIS does not show any deviation request for any lanes on SH 93 and the standard width spacing along Hodgen Road. The COI requires deviation request for all lanes on Principal Arterial roads. The TIS does not show any deviation request for any lanes on SH 93 and the standard width spacing along Hodgen Road.

Comparison of Proposed Deviation to COI (SH 93) - Table 2, 3, & 4 off

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deviation request required for this spacing.