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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. 4-19-2019**

**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 27-11-66 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.

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 lane exhibit for Hodgen Road (attached) 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.

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. Please refer to Deviation No. 5). 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 Queuing Analysis - Please refer to the AM and PM analysis sheets contained in the TIS. 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 lane exhibit). The ECM standard taper is 170 feet (100-foot taper is proposed as shown on the attached lane exhibit).

Applicable Regional or National Standards used as Basis:

**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 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.

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.

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**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

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 on

and quality of improvement.

the attached lane exhibit.

The deviation will not adversely affect safety or operations.

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. 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.

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

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.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the lane will be striped and marked with County and MUTCD standard pavement markings and will look consistent with other auxiliary turn lanes on County roads.

**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.

*Cam Turner*  
Signature of owner (or authorized representative)

4-22-19  
Date

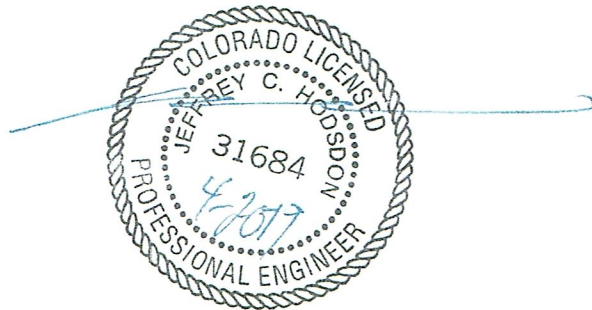
\_\_\_\_\_  
Signature of applicant (if different from owner)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of Engineer

\_\_\_\_\_  
Date

Engineer's Seal



**Review and Recommendation:**  
**APPROVED by the ECM Administrator**

<p><b>Approved</b> <b>By: Elizabeth Nijkamp</b> <b>Date: 05/16/2019</b> El Paso County Planning &amp; Community Development</p>	
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This request has been determined to have met the criteria for approval. A deviation from Section 2.3.7 E 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.

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

Radii at SH 83/Hodgen Intersection

SH 83 (just off the page)

SH 83 Existing ROW

Please Refer to updated Cherry Crossing Drive Entry Detail (C1.3) by JPS

Hodgen Road Lane Exhibit

Rollin' Ridge

1" = 60'

N

7560

7540

7540

7550

