

Procedures Manual

Subject: DEVIATION REVIEW AND DECISION FORM

Date Issued: 12/31/07
Revision Issued: N/A
Rescinded: N/A

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.

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 5.9 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. RELATED PROCEDURES

1.6.1. Governing Procedures

P-AR-063-07 Deviation

1.6.2. Other Related Procedures

P-AR-012-07 Administrative Relief

1.7. RESOURCE

Attached is the Deviation Review and Decision Form that is used by the applicant/engineer for requesting and justifying a deviation. The form is reviewed by the ECM Administrator and approved or denied. 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.



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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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General Property Information:

Address of Subject Property (Street Number/Name):
 Tax Schedule ID(s) #:
 Legal Description of Property: Section 24, the south 1/4 of Section 13,
 Township 11 South, Range 65 West in El Paso County, Colorado

Identify the intersections this pertains to and provide an exhibit. Submit separate deviations for Early Light Dr. and Winsome Way. Based on the TIS Early Light Drive requires a left turn lane.

Subdivision or Project Name: Winsome

Section of ECM from Which Deviation is Sought: Table 2-30. Required

Storage Lengths for Stop-Controlled Intersections

Proposed Nature and Extent of Deviation: The standard is 50-75 feet. However this additional storage component is not required per the HCM traffic model (Synchro) since the DHV (VPH) numbers are so low.

Applicant Information:

Applicant: PT McCune LLC Email Address: JDesJardin@proterraco.com
 Applicant is: Owner Consultant Contractor
 Mailing Address: 1864 Woodmoor Drive, Suite 100, Monument State: CO Postal Code: 80132
 Telephone Number: 719-476-0800 Fax Number: _____

Engineer Information:

Engineer: Sean Kellar, PE, PTOE Email Address: skellar@kellarengineering.com
 Company Name: Kellar Engineering LLC
 Mailing Address: 1151 Eagle Drive, #215, Loveland
 Registration Number: 38650 State of Registration: CO
 Telephone Number: 970-219-1602 Fax Number: _____

Attach a site map identifying the specific location the deviation is being requested. Typical for all deviation requests.

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

Section of ECM from Which Deviation is Sought: Table 2-30. Required Storage Lengths
 Specific Criteria from Which a Deviation is Sought: 50 feet of additional storage length

Proposed Nature and Extent of Deviation: The standard is 50-75 feet per Table 2-30. However this additional storage component is not required per the HCM traffic model (Synchro) since the traffic volumes are so low.

Reason for the Requested Deviation:

The additional pavement isn't necessary which would provide further on-going maintenance costs.

Comparison of Proposed Deviation to ECM Standard: The standard is 50 to 75'. No additional vehicle storage is proposed.

Expand on the explanation of request and justification. Discuss whether or not an exclusive left turn lane is even required per the ECM and why you chose to provide these turn lanes. May need to reference CDOT's access management standards to also help strengthen your case for no additional storage is proposed.

Applicable Regional or National Standards used as Basis: For this situation, ITE recommends the same geometry as the TIS. A minimum total length = 530' (240' bay taper + 290' full width) for the project's proposed eastbound left-turn lanes in Hodgen Road.

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 proposed 530' eastbound left-turn lanes (240' bay taper + 290' full width) in Hodgen Road are safe and appropriate to support the projected traffic volumes. The HCM traffic model (Synchro) shows that storage component is not necessary since the DHV (VPH) numbers are so low. While Table 2-30 points to a minimum storage length of 50', the Synchro model shows that this storage isn't necessary since the 95th percentile vehicle queue length is 0.1 vehicles. See Synchro outputs in the TIS Appendix. Also see the included Synchro Output which is also found in the Appendix of the TIS.

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

The deviation will not adversely affect safety or operations.

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

The deviation will not adversely affect aesthetic appearance.

The proposed 530' eastbound left-turn lanes (240' bay taper + 290' full width) in Hodgen Road are safe and appropriate to support the projected traffic volumes. The deviation will not adversely impact safety, operations, aesthetics, or maintenance costs. Additionally, the proposed deviation would actually reduce future maintenance costs by creating less pavement in Hodgen Road to maintain.



Revise. An explanation must be provided for each criteria of approval. The narrative must provide detailed explanation for how or why each criteria is met. Simply stating the deviation will not adversely impact safety, operations, aesthetics, or maintenance costs is not sufficient.

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

Seam Kellar
Signature of Engineer 1/17/2019
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.

2020 Short Range Total PM Traffic 6:
Hodgen Rd. & Early Light Drive

01/08/2019

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕
Traffic Vol, veh/h	40	277	151	10	6	30
Future Vol, veh/h	40	277	151	10	6	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	290	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	326	178	12	7	35
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	189	0	-	0	604	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1385	-	-	-	461	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1385	-	-	-	445	858
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	641	-
Approach	EB	WB	SB			
HCM Control Delay, s	1	0	10.1			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1385	-	-	-	743	
HCM Lane V/C Ratio	0.034	-	-	-	0.057	
HCM Control Delay (s)	7.7	-	-	-	10.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	