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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Meadowlake Industrial Park Filing No. 1 Preliminary Plan
Schedule No.(s) :	4300000552
Legal Description :	A PORT OF THE E2 OF SEC 09-13-64 DESC AS FOLS: BEG AT THE NE COR OF SD SEC 9; TH S 00<43'37" W ALG THE E LN OF SD SEC 9 1491.36 FT FOR POB; TH CONTINUE CONT S 00<43'37" W ALG SD E LN 1808.88 FT, N 89<45'08" W 2406.04 FT, N 19<30'09" W 675.81 FT TO A PT ON THE W LN OF SD E2, N 00<48'03" E ALG SD W LN 1176.51 FT, TH S 89<40'19" E PARA WITH THE LN OF SD E2 2638.19 FT TO POB

APPLICANT INFORMATION

Company :	Vertex Consulting Services
Name :	Ms. Nina Ruiz
	☐ Owner ☒ Consultant ☐ Contractor
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ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc		
Name :	Jeffrey C. Hodsdon	Colorado P.E. Number :	31684
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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 until corrections are made, 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

Engineer's Seal, Signature
And Date of Signature

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

A deviation from the standards of or in Section **2.3.7.E.1** of the *Engineering Criteria Manual* (*ECM*) is requested. The requested deviation is to allow the existing eastbound left turn deceleration lane at the intersection of Falcon Highway and Curtis Road to remain unchanged until proposed thresholds are met. The current full-width left-turn lane length is 290' and the current taper is 110'. This deviation would allow deferment of actual construction to lengthen the existing turn lane to add vehicle storage/stacking length, and lengthen the taper to 240' with two conditions: 1) this Filing No. 1, first phase of development would escrow a fair-share amount toward future construction to lengthen this lane and 2) the recommended "trigger" for proceeding with the construction to lengthen the lane would be once the projected eastbound left-turn queue (95th percentile) exceeds 50'.

Please refer to the attached Deviation Exhibit.

Please refer to the TIS for details regarding turning-movement volumes and projected queue lengths.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.7.E.1: The design elements for a left-turn lane - taper, full-width-lane length, and storage length, which in combination makes up the left-turn lane; redirect taper length (Table 2-29).

State the reason for the requested deviation:

The deviation is needed to defer actual construction until "reasonably necessary." There is a drainage structure just to the west that would likely require widening. Deferring construction will likely "buy time" to 1) determine if there is the potential to change the existing TWSC traffic control at the intersection to AWSC in the short term and 2) allow for consideration of the most-likely permanent, future traffic-control solution at Falcon Highway/Curtis Road (i.e., traffic signal or modern roundabout, if AWSC is considered "interim only"). Allowing this deferment would minimize the potential for constructing a costly, potentially "throw away," improvement in case **AWSC** is selected as interim or permanent traffic control OR if a **modern roundabout** is selected as the future permanent traffic control (in the case of a phased approach to the intersection traffic control whereby AWSC is implemented initially, followed by longer-term modern roundabout implementation. The escrow would cover the development's fair-share cost of this potential turn-lane improvement if needed for an unchanged TWSC situation (i.e., EPC does not implement AWSC in the short term) **and/or** future **traffic-signal** control remains a possible future traffic-control option (i.e., not eliminated from consideration).

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

The *ECM* requires turn lanes to include deceleration distance plus stacking distance plus taper length. Based on a design speed of 60 mph and the turning volumes, the *ECM* criteria for turn lanes require a full-width-left-turn lane length of 290' plus a 240'-foot taper plus 50 feet (100' based on long-term projections) for left-turn stacking/queuing for a total turn-lane length of 580 feet. The existing lane meets the standard for full-width lane length but provides no storage length. The lane taper is short of the 240' standard.

Note: The standard redirect taper ratio is 55:1. The existing westbound ratio appears to be approximately 30:1. Although the redirect taper is short of the standard, the lane shift left is likely obvious to drivers. Continuation on a straight trajectory would direct a vehicle into the north-side roadside ditch. LSC recommends that as part of the future (with deviation) lengthening project, the lengthening of the redirect taper to a 55:1 ratio in the westbound direction should be incorporated into the design of the eastbound left-turn-lane improvement to lengthen the taper and add stacking length. Note: This is an **existing deficiency** associated with the existing westbound travel lane in the opposite direction of the subject turn lane.

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:

There is a drainage structure just to the west that would likely require widening.

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 proposed escrow and triggers will provide assurances of applicant participation (or completion of the improvement) and a mechanism for timing of the improvement when necessary. The escrow would be a fair-share amount of the complete improvement to *ECM*.

The deviation will not adversely affect safety or operations.

- The TIS includes a preliminary analysis of AWSC warrants at this intersection. If AWSC is implemented in the short term, the added length for deceleration distance would not be necessary, as long as the AWSC remains in-place, because all eastbound traffic would slow and stop at the intersection.
- The proposed trigger - a 95th-percentile queue length of 50 feet or longer - is reasonable as that queue length would translate to about two passenger vehicles/pickup trucks or one larger commercial vehicle. A 50'-queue comprises only 17 percent of the existing full-width lane length.
- The queuing analysis in the TIS indicates a calculated short-term, 95th-percentile queue length of 37 feet.
- The existing lane transition taper is a reasonable length at 110', despite being less than the 240' standard length.
- For the existing deficiency of the westbound redirect taper, consideration for posting a warning sign MUTCD W5-1.

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

As the proposed lanes are shorter than those required by the *ECM*, the associated maintenance costs would be lower.

The deviation will not adversely affect aesthetic appearance.

The deviation proposes deferring an improvement, so no change to current aesthetics.

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

The deviation is a request to defer bringing turn-lane elements up to *ECM* standards when reasonably necessary to do so. "Reasonably necessary" has been defined through proposed "triggers." There is a drainage structure just to the west that would likely require widening. The deferment would minimize the potential for constructing a "throw away," potentially costly improvement. The lane lengthening would not be necessary if a modern roundabout is selected as the future traffic control, or if AWSC followed by a roundabout becomes the phased approach to the traffic control. The escrow would cover the development's fair-share cost of this **potentially** needed improvement.

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.

Water quality will be provided.

REVIEW AND RECOMMENDATION:

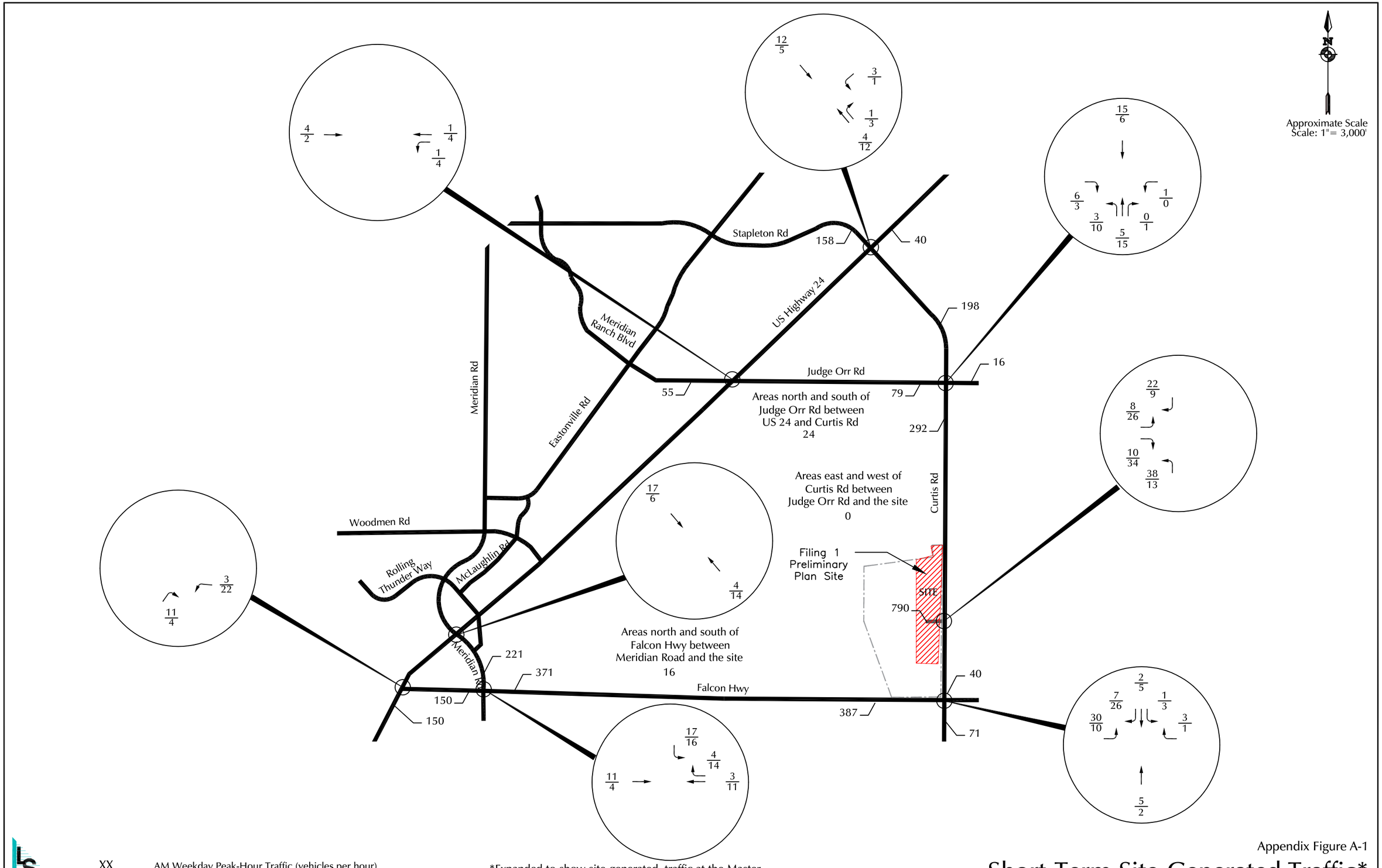
Approved by the ECM Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibit

TRANSPORTATION
CONSULTANTS, INC.



XX/XX = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)

X,XXX = Average Daily Traffic (vehicles per day)

*Expanded to show site-generated traffic at the Master TIS study area intersections, for reference, and used in the Appendix B study area determination

Appendix Figure A-1

Short-Term Site-Generated Traffic*

Meadowlake Industrial Park Filing No. 1 Preliminary Plan (LSC #S234040)