



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

A deviation from the standards of or in **Section 2.3.6.B** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

- **Section 2.3.6.B. Stopping Sight Distance on Straight Roadways**
- **Table 2-12, Design Controls for Stopping Sight Distances on Crest Vertical Curves**

State the reason for the requested deviation:

- Existing Hodgen Road has a posted speed of 55 mph and does not satisfy: Table 2-12 Design Controls for Stopping Sight Distance on Crest Vertical Curves. The table requires stopping sight distance of 570 feet for design speed of 60 mph. Existing Hodgen Road has a K value of 18 (see Exhibit A) which corresponds to a stopping sight distance of 200 feet. Stopping Sight Distance is measured from the driver's eye (3.5 feet above the road surface) to a stationary object (0.5 feet above the road surface).

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

- The proposed alternative is to accept Hodgen Road as an interim existing condition. The County is proposing Project U2 in the MTCD to rebuild the existing roadway to accommodate higher speed limit and additional stopping sight distance.
- The existing deficiency only applies to through (east/west) traffic and does not apply to traffic turning to/from Winsome Way.
- The intersection of Winsome Way at Hodgen Road has adequate intersection sight distance using a 665 feet intersection sight triangle. Per the ECM, "The intersection sight distance provides for vehicles to enter traffic and accelerate to the average running speed".
- ~~The proposed west bound acceleration lane leaving Winsome Way is redundant with the intersection sight distance provided above.~~

In addition, another proposed alternative is to add a west bound acceleration lane for south bound right turning traffic on Winsome Way. The acceleration lane will be 11 feet wide measured to the white line, with a 2 feet paved shoulder.

## 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:

- The intersection of Winsome Way was intentionally designed to be at the high point of the vertical curve on Hodgen Road thereby providing superior visibility in all directions.
- The intersection of Winsome Way at Hodgen Road has adequate intersection sight distance using a 665 feet intersection sight triangle.
- West bound traffic on Hodgen Road (3.5 feet eye height) can see vehicles (4.25 feet height) turning to/from Winsome Way at a distance that exceeds the safe stopping distance of 570 feet and vice versa.
- East bound traffic on Hodgen Road (3.5 feet eye height) can see vehicles (4.25 feet height) turning to/from Winsome Way at a distance that exceeds the safe stopping distance of 570 feet and vice versa.

## 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 inadequate stopping sight distance for through traffic on Hodgen Road is an existing condition. The intersection with Winsome Way exceeds requisite intersection sight distance and stopping sight distance measured vehicle to vehicle. A separate left turn lane has been added to allow vehicles to pause in Hodgen Road to ensure the intersection is clear before turning north.
- The County is proposing Project U2 in the MTCDD to rebuild the existing roadway to accommodate higher speed limit and additional stopping sight distance.
- There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The County could further address the deficiency with a supplemental speed plate if this becomes necessary.

The deviation will not adversely affect safety or operations.

- To enhance the safety of the intersection of Winsome Way with Hodgen Road, the applicant has already widened Hodgen Road by 20 feet to provide a separate eastbound/northbound left turn lane and associated redirect tapers, for the safety of the residents.
- There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The County could further address the deficiency with a supplemental speed plate if this becomes necessary.
- Even though South bound / West bound traffic has sufficient sight distance (665 feet) to merge onto Hodgen Road, the dedicated right turn / acceleration lane will provide additional separation, allowing traffic to merge safely with West bound through traffic.

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

- ~~The applicant is not proposing any changes to the existing County Road infrastructure with respect to this deviation. There will be no change to maintenance and associated costs.~~

The acceleration lane utilizes the existing 8 feet paved shoulder we recently provided and adds approximately 5 feet of asphalt over a length of 846 lineal feet. This is an insignificant increase in maintenance and its associated cost.

The deviation will not adversely affect aesthetic appearance.

- ~~The applicant is not proposing any changes to the existing County Road infrastructure with respect to this deviation. There will be no change to the aesthetic appearance.~~

The acceleration lane utilizes the existing 8 feet paved shoulder we recently provided and adds approximately 5 feet of asphalt over a length of 846 lineal feet. This is an insignificant increase in paved area and will appear to be part of the existing roadway.

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

- The proposed alternative is to leave Hodgen Road as is. This is an existing roadway, and this is an existing deficiency. The existing deficiency is related to east/west through traffic rather than traffic turning to/from Winsome Way.
- The County is proposing Project U2 in the MTCDD to rebuild the existing roadway to accommodate higher speed limit and additional stopping sight distance.
- There are existing MUTCD W2-2 advance warning signs posted on the approaches to the vertical curve. The County could further address the deficiency with a supplemental speed plate if this becomes necessary.
- Even though South bound / West bound traffic has sufficient sight distance (665 feet) to merge onto Hodgen Road, the dedicated right turn / acceleration lane will provide additional separation, allowing traffic to merge safely with West bound through traffic.

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 has been 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 Section 2.3.6.B.1 of the ECM is hereby granted based on the justification provided.

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**APPROVED**  
**Engineering Department**

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*10/07/2022 12:10:29 PM*  
*dsdnijkamp*  
**EPC Planning & Community  
Development Department**

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**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.

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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

## **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. 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.

## **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 5.8 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. LIMITS OF APPROVAL**

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

## **1.7. REVIEW FEES**

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

