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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Rocky Top Resources
Schedule No.(s) :	6429101029, 6429101030, 6429101031
Legal Description :	TRACT 7 VALLEY GARDENS AS AMD BY ADMINISTRATIVE VAC OF INTERIOR LOT LNS BY REC #206006560 TRACT 1 VALLEY GARDENS, EX THAT PT CONV TO COUNTY BY BK 3823-439 & TO HWY BY BK 5973-205, TOG WITH THAT PT BY VAC RES 04-545, REC #206179579 TRACT 2 VALLEY GARDENS, EX THAT PT CONV TO COUNTY BY BK 3823-439, TOG WITH THAT PT BY VAC RES 04-545, REC #206179579

APPLICANT INFORMATION

Company :	Rocky Top Resources
Name :	
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	1755 E LAS VEGAS ST COLORADO SPRINGS CO, 80903-4323
Phone Number :	
FAX Number :	
Email Address :	

ENGINEER INFORMATION

Company :	LSC transportation Consultants, Inc.		
Name :	Jeffrey C. Hodsdon	Colorado P.E. Number :	31684
Mailing Address :	2504 E. Pikes Peak Ave., Suite 304, Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

PCD File No. PPR1913

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: 5-4-20

Engineer's Seal, Signature
And Date of Signature

COLORADO LICENSED
JEFFREY C. HODGSON
31684
5-7-20
PROFESSIONAL ENGINEER

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

A deviation from the standards of or in Section **2.3.7.E** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.7.E 1. Turn Lane Design Elements
Left Turn Lane. The design elements for a left turn lane are the bay taper, lane length, storage length, which in combination makes up the left turn lane.

State the reason for the requested deviation:

Standard 2.3.7.E (Intersections –Turn Lane Design) requires that the westbound left-turn lane into the site have 50 feet of storage, 195 feet for deceleration, and 180-foot taper. There is an existing two-lane bridge located approximately 500 feet east of the access. Accommodating the full auxiliary lane, taper, (and the required lane redirect taper, which would not be modified) would not be feasible given the distance between the access and the bridge.

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

The standards require westbound left-turn lane have 50 feet of storage, 195 feet for deceleration, and 180 -foot taper (or 90-foot bay taper). The proposed alternative is 50 feet of storage (meets the standard), 105 feet for deceleration (90 feet short of the standard), and a 90-foot bay taper. Per the ECM "A minimum taper ratio of 8:1 may be used for tangent bay tapers in constrained locations. Bay tapers should be used (asymmetrical reverse curves) for deceleration transition tapers." The 90-foot bay taper would be six feet short of the 8:1 ratio (96'). See attached exhibit.

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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 bridge to the west of the site limits how far back a lane redirect can begin, which limits the turn lane. The proposed design deviation is not expected to negatively impact safety on the corridor due to the low number of turning vehicles at this intersection. It should be noted that the site is very seasonal and only exceeds the turn lane threshold on Saturdays during peak months (between April and September). Additionally, because the volume of turning vehicles only exceeds the turn lane threshold on Saturdays, the through volume on Las Vegas Street is lower and the 95th percentile queue for the turning movement is less than one vehicle.

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 deviation still allows for the standard storage length, 105 feet of the required 195 feet of deceleration distance and a bay taper within 6 feet of a taper length with an 8:1 ratio (which "may be used for tangent bay tapers in constrained locations") storage for the westbound left.

The deviation will not adversely affect safety or operations.

Providing any turn lane for this movement is an improvement over the current roadway layout, which has vehicles making the westbound left-turn from the through lane. The bay taper plus deceleration length is equal to the required deceleration length, so operations and safety should not be adversely impacted. The 150-foot left-turn lane plus bay taper is a typical length in urban areas.

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

The deviation for the abbreviated lane will not impact maintenance.

The deviation will not adversely affect aesthetic appearance.

The deviation will not affect aesthetic appearance as the proposed 150-foot turn lane is typical length in urban areas.

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

The proposed deceleration lane, although short of the ECM requirements, would maximize the distance possible between the access point and the bridge to the east. The lane would allow for left-turning vehicles to get out of the through lane to complete deceleration (to a potential stop condition) to make the left turn. Following vehicles may need to reduce speed slightly more than if the lane were able to be constructed to the standard length to allow for the initial deceleration of the turning vehicle approaching the access, but this is not uncommon in urban areas and/or areas with constraints to turn-lane length..

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.

If the City constructs the turn lane as part of the Spring Creek project, the City will meet the control measure requirements of the County's MS4 permit.

If the applicant constructs the turn lane, the applicant is excluded from meeting the control measure requirements in the MS4 permit as the project would add less than 1 acre of pavement/mile.

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:

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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

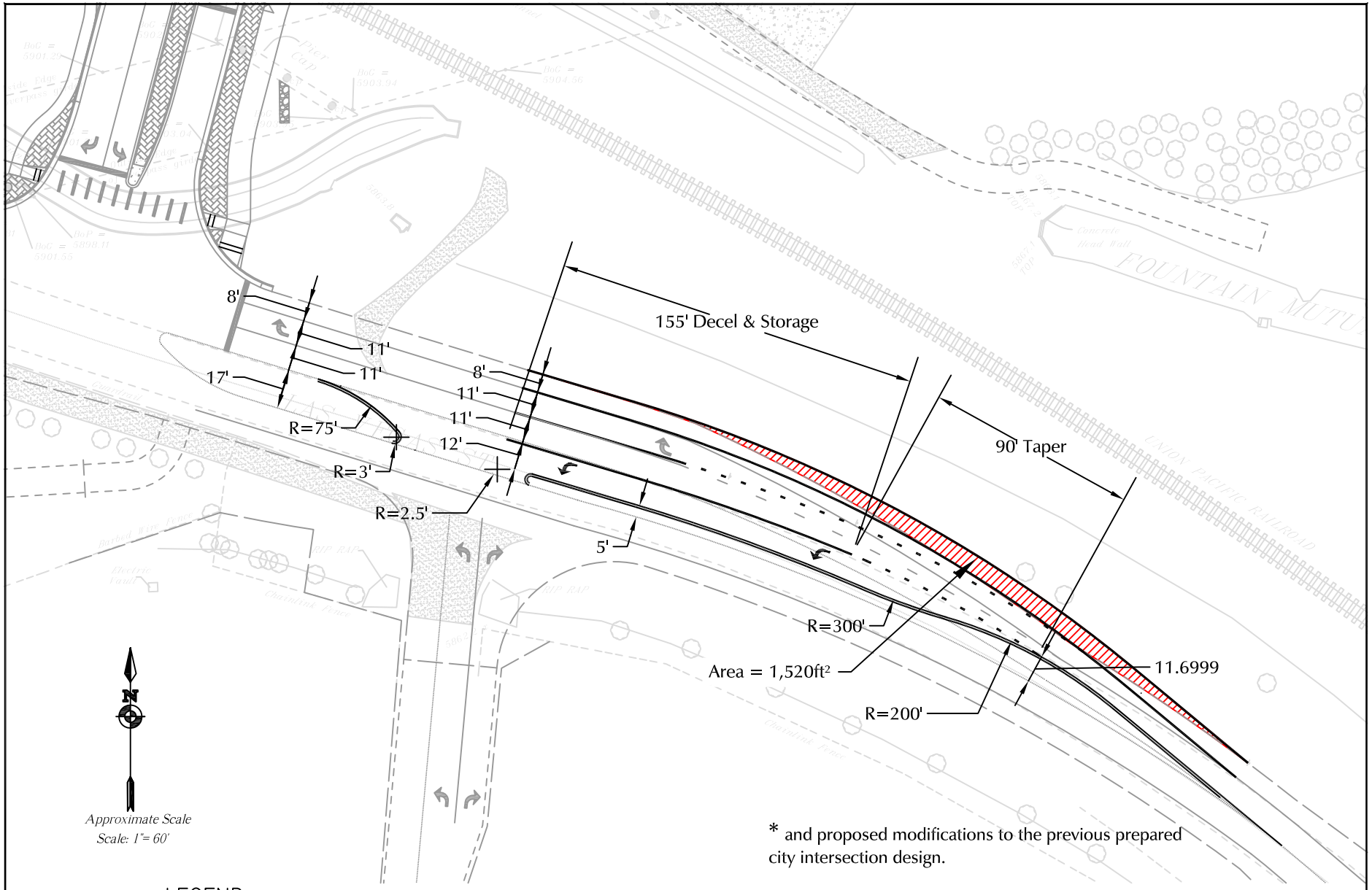
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

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.



* and proposed modifications to the previous prepared city intersection design.

LEGEND:

= Previously prepared City intersection design

= LSC proposed modifications to the City intersection design to add the left turn lane into Rocky Top.

TRANSPORTATION CONSULTANTS, INC.

Proposed Turn Lane Design*

(LSC# 194630)