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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

Deviation No. 1 (Revised 2-29-20)

PCD File No. PPR-0199

PROJECT INFORMATION

Project Name : Monument Academy Charter School
Schedule No.(s) : 6100000245
Legal Description : THAT PART OF NW4 LY ELY OF E R/W LN OF HWY 83 EX RD, E S 200 FT OF SE4NW4, EX 0.49 A TO AMERICAN TEL + TEL SEC 15-11-66

APPLICANT INFORMATION

Company : WALDEN CORPORATION
Name : Matt Dunston
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 1230 Scarsbrook Ct., Monument, CO 80132

Phone Number : (719) 339-2410
FAX Number :
Email Address : mattdunston@hotmail.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave., Suite 304
Colorado Springs, CO 80909

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FAX Number :
Email Address : jeff@LSCtrans.com

Colorado P.E. Number : 31684

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.

Matthew Wright

Signature of owner (or authorized representative)

Date

4-8-20

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 2.3.2 Design Standards by Functional Classification Engineering Criteria Manual (ECM) is requested. The deviation is for a new public street intersection on Walker Road.

Identify the specific ECM standard which a deviation is requested:

Table 2-4 Rural Minor Arterial Intersection Spacing

State the reason for the requested deviation:

The north frontage of the site along Walker Road is less than the required 1/4 mile spacing of intersections along a Minor Arterial roadway. Moreover, the roadway grades to the east would not meet ECM standards for intersection grades. Also, full-movement access will not be allowed to SH 83 west of the site and there are no other existing roads east and south of the site. The location has been proposed as this is the best location for the proposed modern roundabout intersection.

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

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

The deviation is for a new public street intersection on Walker Road. The intersecting street would be the proposed new north-south Urban Non-Residential Collector, Jane Lundeen Drive, just east of State Highway 83. The ECM-prescribed intersection spacing along a Rural Minor Arterial is one-quarter mile. This deviation request is to allow for an intersection to Walker Road 700 feet east of SH 83 and 185 west of Shannon Drive. The attached exhibit (copy of Figure 2 from the Monument Academy Traffic Impact Study) shows the proposed spacing.

Based on Table 2-4, the intersection spacing to a Rural Minor Arterial is 1/4 mile (1,320 feet). The proposed intersection of Walker Road and Jane Lundeen Drive is located 700 feet east of SH 83 (620 feet short of the required spacing) and 185 feet west of Shannon Drive (1,135 feet short of the required spacing).

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 north frontage of the site along Walker Road is less than the required 1/4 mile spacing of intersections along a Minor Arterial roadway. Moreover, the roadway grades to the east would not meet ECM standards for intersection grades. The location has been proposed as this is the best location for to the proposed modern roundabout intersection. Also, only a right-in-only access will be allowed to SH 83 west of the site and there are no other existing roads east and south of the site.

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 location 700 feet east of SH 83 was selected as this is the best location for the proposed modern roundabout intersection. This location is near the crest of the vertical curve along Walker Road, which would have the most favorable intersection grades. The proposed design improves the exiting Shannon Road intersection which currently has substandard sight distance.

The deviation will not adversely affect safety or operations.

The proposed deviation will maintain the function of Walker Road as a Minor Arterial and will satisfy the CDOT goal of having primary access to development on the local jurisdiction cross street rather than the state highway. The queuing analysis contained in the TIS indicates that the proposed spacing will be sufficient to accommodate vehicle turning movements, projected vehicle queues, turn lanes of a sufficient length, and associated tapers. Please refer to the attached exhibit showing the recommended lane geometry on Walker Road. The proposed roundabout will mitigate the sight distance by slowing vehicles traveling along Walker Road. Also, the roundabout is being designed at a location to the south of the current crest vertical curve on the current roadway alignment.

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

The maintenance will not be adversely affected as the proposed public intersection spacing is not out of the ordinary and intersections are common at the top of hills in the Black Forest area.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed public intersection spacing is not out of the ordinary, and intersections are common at the top of hills in the Black Forest area. The proposed roundabout intersection has the potential to be more attractive than a conventional intersection.

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

The deviation meets the design intent and purpose of the intersection spacing criteria. The proposed design will improve the sight distance, provide sufficient spacing from the Walker Road/SH 83 intersection, and provide sufficient auxiliary laneage and stacking distances. The proposed deviation will maintain the function of Walker Road as a Minor Arterial, and will satisfy the CDOT goal of having primary access to development on the local jurisdiction cross street rather than the state highway.

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.

N/A

(Control measures would be provided to the extent practicable wherever the intersection is to be located.)

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of the ECM is hereby granted based on the justification provided.

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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:

