



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

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 Website www.elpasoco.com

**DEVIATION REVIEW
 AND DECISION FORM**

Procedure # R-FM-051-07
 Issue Date: 12/31/07
 Revision Issued: 00/00/00

DSD FILE NO.:

P	P	R	-	0	1	9	9
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Monument Academy - Deviation No. 1
Updated 8/14/2019

Use updated form for resubmittal.

General Property Information:

Address of Subject Property (Street Number/Name): Highway 83
 Tax Schedule ID(s) #: 6100000245
 Legal Description of Property:
 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

Subdivision or Project Name: Monument Academy

This should be rural.

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Class

Specific Criteria from Which a Deviation is Sought: Table 2-6 Urban Minor Arterial Intersection Spacing

Proposed Nature and Extent of Deviation: 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, "Road A", just east of State Highway 83. The ECM-prescribed intersection spacing along an Urban 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.

Applicant Information:

Applicant: 83 Walker LLC
 Applicant is: Owner Consultant Contractor
 Mailing Address: 1230 Scarsbrook Ct. Monument
 Telephone Number: 719-339-2410
 Email Address: mattdunston@hotmail.com
 State: CO Postal Code: 80132
 Fax Number: _____

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E.
 Company Name: LSC Transportation Consultants, Inc.
 Mailing Address: 545 E. Pikes Peak Ave., Suite 210
 Colorado Springs
 Registration Number: 31684
 Telephone Number: (719) 633-2868
 Email Address: jeff@lsctrans.com
 State: CO Postal Code: 80903
 State of Registration: Colorado
 Fax Number: (719) 633-5430

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

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Class

Specific Criteria from Which a Deviation is Sought: Table 2-6 Urban Minor Arterial Intersection Spacing

Proposed Nature and Extent of Deviation: 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, "Road A", just east of State Highway 83. The ECM-prescribed intersection spacing along an Urban 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.

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 potential future conversion to a modern roundabout intersection and an interim T intersection with stop sign-Controlled (northbound approach only) or AWSC (All-way, stop sign-controlled) intersection.

Comparison of Proposed Deviation to ECM Standard: Based on Table 2-6, the intersection spacing to an Urban Minor Arterial is 1/4 mile (1,320 feet). The proposed intersection of Walker Road and Road A 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).

Applicable Regional or National Standards used as Basis: _____

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

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.

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 potential future conversion to a modern roundabout intersection and an interim T intersection with stop sign-controlled northbound approach only or AWSC (All-way, stop sign-controlled) intersection. 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.

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.

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, rather it is due to the limited frontage of the site along Walker Road (east from SH 83) of less than

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:

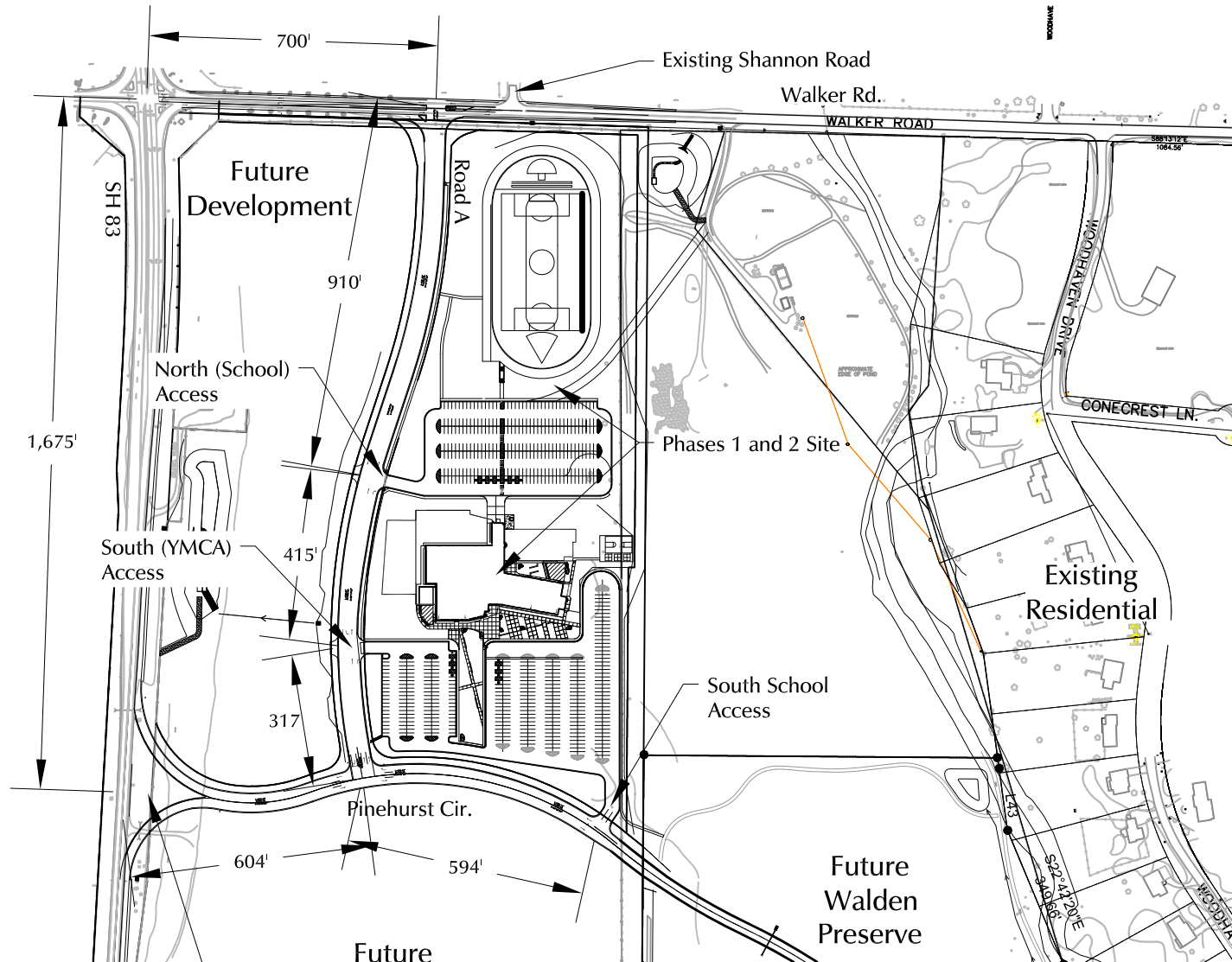
____ Additional comments or information are attached.

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:

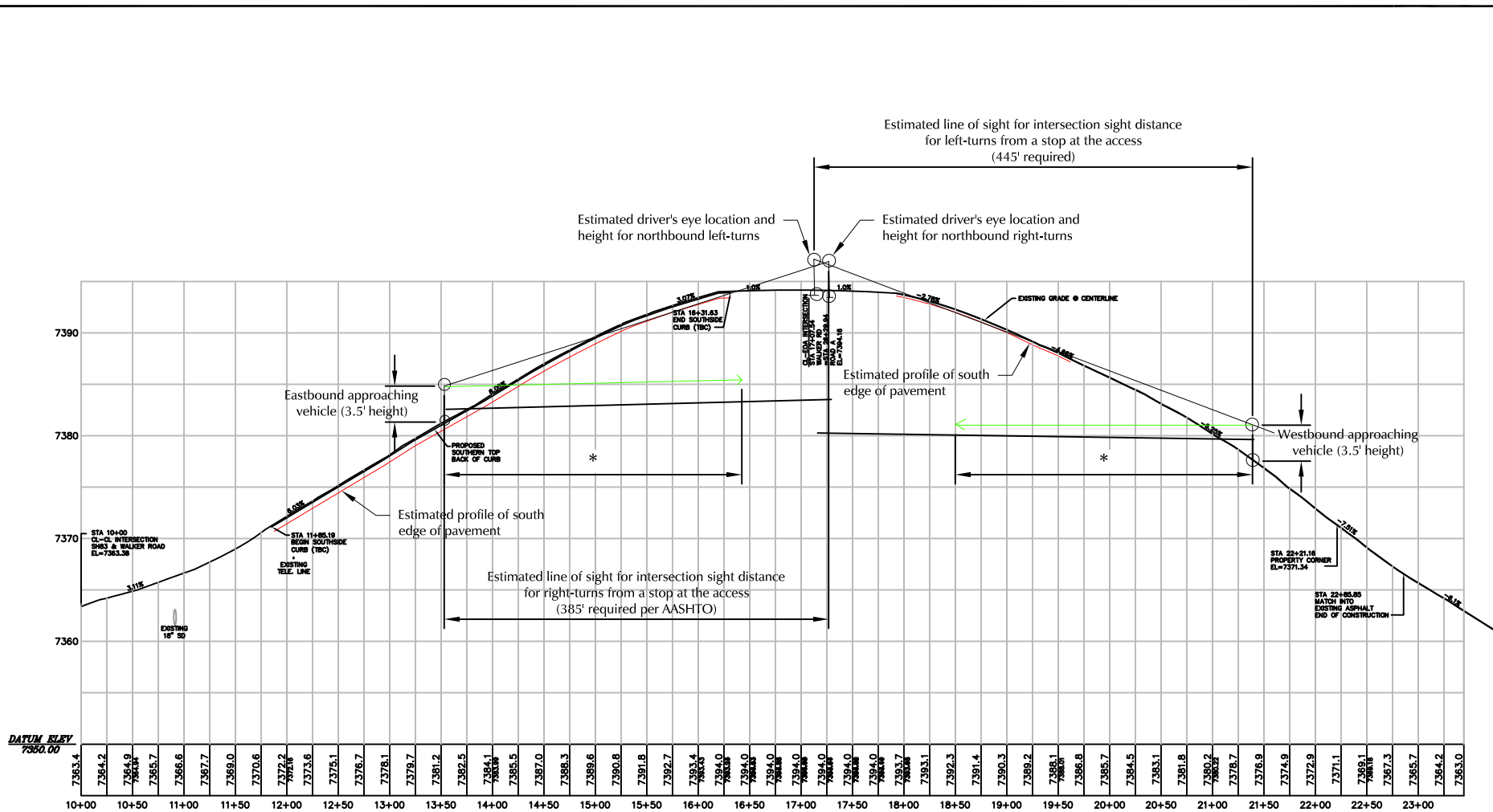
____ Additional comments or information are attached.



Proposed Right-In/Right-Out
Only Access (Future Phase)

Figure 2
**Phases 1 and 2
 Site Plan**

Monument Academy (LSC #184820)



* ECM required stopping sight distance (289' based on design speed of 40mph adjusted for grade over 3%)

Figure 5
Sight Distance at Walker and Road A
 Monument Academy (LSC #184820)



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Monument Academy - Deviation No. 2
Updated 8-14-19

General Property Information:

Address of Subject Property (Street Number/Name): Highway 83
 Tax Schedule ID(s) #: 6100000245
 Legal Description of Property:
 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

Subdivision or Project Name: Monument Academy

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Class; 2.4.1.B Access Spacing; 2.4.1.D Access Sight Distances; 2.2.4 Roadway Functional Classifications and Urban/Rural Designations

Specific Criteria from Which a Deviation is Sought:

- Urban Non-Residential Collector - No Access Permitted (ECM Table 2-7);
- Urban Non-Residential Collector - 2.2.4.B.4 Urban Cross Section (Figure 2-14).
- Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35;
- The entering sight distance necessary for the entering vehicle shall conform to Table 2-35 [This section applies to entering sight distance where a non-public road or driveway meets a public road].

Proposed Nature and Extent of Deviation:

- Based on the criteria contained in Table 2-7 no access is permitted to a Non-Residential Collector except where no local public or private roadway can provide access. The request is to allow school and YMCA access points to the proposed non-residential Collector.
- The standard cross section of an Urban Non-Residential Collector as shown in Figure 2-14 in section 2.2.4.B.4 shows curb and gutter with six-foot wide paved shoulders. The request is to allow interim design along the west edge of Road A with a four-foot paved shoulder plus a two-foot gravel shoulder instead of the six-foot paved shoulder plus curb & gutter. Sidewalks would be constructed on the east side only. This would be an interim condition until development occurs on the west side of Road A. As development occurs on the west side, this interim "rural" shoulder would be replaced with the standard six-foot paved shoulder plus curb & gutter and sidewalks.
- Access spacing is based on meeting the criteria contained in ECM Table 2-35 Entering Sight Distance for Driveways. Based on a posted speed limit of 35 miles per hour, the required sight distance for passenger cars and pickup trucks is 350 feet and the required distance for single unit trucks is 455 feet. The deviation would allow for an access to "Road A" 317 feet north of Pinehurst Circle and 415 feet south of the next access point. The attached copy of Figure 2 from the Monument Academy Traffic Impact Study shows the proposed access spacing.

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Applicant Information:

Applicant: 83 Walker LLC Email Address: mattdunston@hotmail.com
Applicant is: Owner Consultant Contractor
Mailing Address: 1230 Scarsbrook Ct. Monument State: CO Postal Code: 80132
Telephone Number: 719-339-2410 Fax Number: _____

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E. Email Address: jeff@lsctrans.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 545 E. Pikes Peak Ave., Suite 210 State: CO Postal Code: 80903
Colorado Springs
Registration Number: 31684 State of Registration: Colorado
Telephone Number: (719) 633-2868 Fax Number: (719) 633-5430

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

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Class; 2.4.1.B Access Spacing; 2.4.1.D Access Sight Distances; 2.2.4 Roadway Functional Classifications and Urban/Rural Designations

Specific Criteria from Which a Deviation is Sought:

- Urban Non-Residential Collector - No Access Permitted (ECM Table 2-7);
- Urban Non-Residential Collector - 2.2.4.B.4 Urban Cross Section (Figure 2-14).

- Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35;
- The entering sight distance necessary for the entering vehicle shall conform to Table 2-35 [This section applies to entering sight distance where a non-public road or driveway meets a public road].

Proposed Nature and Extent of Deviation:

- Based on the criteria contained in Table 2-7 no access is permitted to a Non-Residential Collector except where no local public or private roadway can provide access. The request is to allow school and YMCA access points to the proposed non-residential Collector.

- The standard cross section of an Urban Non-Residential Collector as shown in Figure 2-14 in section 2.2.4.B.4 shows curb and gutter with six-foot wide paved shoulders. The request is to allow interim design along the west edge of Road A with a four-foot paved shoulder plus a two-foot gravel shoulder instead of the six-foot paved shoulder plus curb & gutter. Sidewalks would be constructed on the east side only. This would be an interim condition until development occurs on the west side of Road A. As development occurs on the west side, this interim "rural" shoulder would be replaced with the standard six-foot paved shoulder plus curb & gutter and sidewalks.

- Access spacing is based on meeting the criteria contained in ECM Table 2-35 Entering Sight Distance for Driveways. Based on a posted speed limit of 35 miles per hour, the required sight distance for passenger cars and pickup trucks is 350 feet and the required distance for single unit trucks is 455 feet. The deviation would allow for an access to "Road A" 317 feet north of Pinehurst Circle and 415 feet south of the next access point. The attached copy of Figure 2 from the Monument Academy Traffic Impact Study shows the proposed access spacing.

Reason for the Requested Deviation: The deviation is needed based on the topography, site layout requirements and the need for separate access points for the YMCA facility, student parking and parent drop-off and pick-up;

The reason for the interim design along the west edge of Road A with a four-foot paved shoulder plus a two-foot

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DSD File No. PPR-199

gravel shoulder instead of the six-foot paved shoulder plus curb & gutter is because no plans have been developed for the west side of Road A. Access points have not been determined and some development may necessitate southbound right turn lanes at these access points. If curb and gutter were placed now, it may just need to be torn out and rebuilt (throw-away) through locations where access points, turn lanes etc. will be added later.

Comparison of Proposed Deviation to ECM Standard: Based on a posted speed limit of 35 miles per hour and assuming a single unit truck as the design vehicle the required entering sight distance for access design is 455 feet. The requested YMCA access location is 317 feet north of Pinehurst Circle and 415 feet south of the next access point to the north. This is 138 feet less than the required distance to the south and 40 feet less than the required distance to the north.

The west side of Road A proposed interim cross section would be a total of six feet of shoulder (four feet of paved width and two feet of gravel). The asphalt shoulder would be two feet narrower than the standard, the gravel shoulder would be about the same as the gutter pan (2'). The proposed interim section would have an interim roadside ditch section instead of curb. However, with no development on the west side in the interim (only vacant land) between Road A and SH 83, there will be no need for a sidewalk and nothing to "protect" with curb.

Applicable Regional or National Standards used as Basis: Table 2-7 of the ECM allows for intersection spacing of 330 feet on an Urban Non-Residential Collectors when intersecting public local roadways; AASHTO "A policy on Geometric Design of Highways and Streets" for speeds below 35 mph (for turning vehicle speeds).

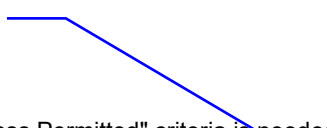
states... 

Application Consideration:


CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

JUSTIFICATION

The ECM standard is inapplicable to a particular situation.

Address access from the southeast to the parking lot. 

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 deviation to the "No Access Permitted" criteria is needed as no local public or private roadway can provide access. 

The interim rural shoulder cross section on the west side of Road A instead of curb would avoid costly up-front construction and likely future tear-out (throw away) sections of curb and gutter installation. However, with no development on the west side in the interim (only vacant land) between Road A and SH 83, there will be no need for a sidewalk and nothing to "protect" with curb. The curb and gutter would be installed later. The proposed rural paved shoulder will accomplish the same design objective with no development of access on the west side.

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.

Specify when (all with first lot on west side? with subdivision?). Is the developer going to maintain the road until it is completed?

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 request is not based exclusively on financial considerations, rather a deviation is needed as no local public or private roadway can provide access. The deviation for access separation is needed due to site layout requirements and the need for

separate access points for the YMCA facility, student parking and parent drop-off and pick-up.

The interim rural shoulder cross section on the west side of Road A instead of curb would avoid costly up-front construction and likely future tear-out (throw away) sections of curb and gutter installation

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

The deviation would allow for separation of student traffic, parent drop-off/pick-up traffic for the proposed charter school and patrons of the YMCA. The deviation would be comparable to the ECM allowable spacing for a local public road along an Urban Non-Residential Collector. The proposed spacing of 317 feet is 13 feet less than that 330-foot standard. Moreover, the intersection sight distance to the public street intersection to the south (Pinehurst and "Road A"), would be acceptable given the proposed T-intersection configuration at that public street intersection. As such, the access separation from the planned public street intersection to the south would be acceptable.

The curb returns could be constructed. There is limited flexibility on where they could be.

With regards to the proposed interim rural shoulder (and no curb & gutter) on the west side, the curb and gutter would be installed later. The proposed rural paved shoulder will accomplish the same design objective with no development of access on the west side.

Address traffic volumes - with the amount of traffic using the road (2,500 to 3,400 ADT), curb should be provided

The deviation will not adversely affect safety or operations.

The intersection of Road A and Pinehurst Circle located 317 feet south of the proposed access will be a "T" intersection. All northbound traffic approaching the access will have just made either a right-turn or left-turn and will be traveling at a much slower speed than the posted speed limit. Table 2-35 of the ECM does not contain criteria for roadways with a posted speed limit of less than 35 mph, however, based on AASHTO criteria required distance based on a 20-mph design speed is 279 feet. This is approximately equal to the available sight distance. As the turning vehicle speeds are expected to be generally 10 to 20 mph or less, there will be adequate entering sight distance to the south. There is adequate entering sight distance to the north to see vehicles traveling from north of the school access north of the proposed access. Any vehicles turning south from the school access will be initially be traveling at a turning speed less than the posted speed limit of 35 mph.

The stopping sight distance between intersections would be adequate.

With regards to the proposed interim rural shoulder (and no curb & gutter) on the west side, as no development is currently planned on the west side in the interim (only vacant land) between Road A and SH 83, there will be no need for a sidewalk and nothing to "protect" with curb. The curb and gutter would be installed later. The proposed rural paved shoulder will accomplish the same design objective with no development of access on the west side. The interim cross section would be a total of six feet of shoulder (four feet of paved width and two feet of gravel). This shoulder width would be adequate in the interim condition.

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

The maintenance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along Urban Non-Residential Collector roads.

With regards to the proposed interim rural shoulder (and no curb & gutter) on the west side, the roadside ditch section may require more frequent maintenance when compared to a developed roadside edge with curb, gutter, and storm sewer.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along

local/collector roads.

With regards to the proposed interim rural shoulder (and no curb & gutter) on the west side, the interim roadside edge would look like a typical rural edge of roadway.

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

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:

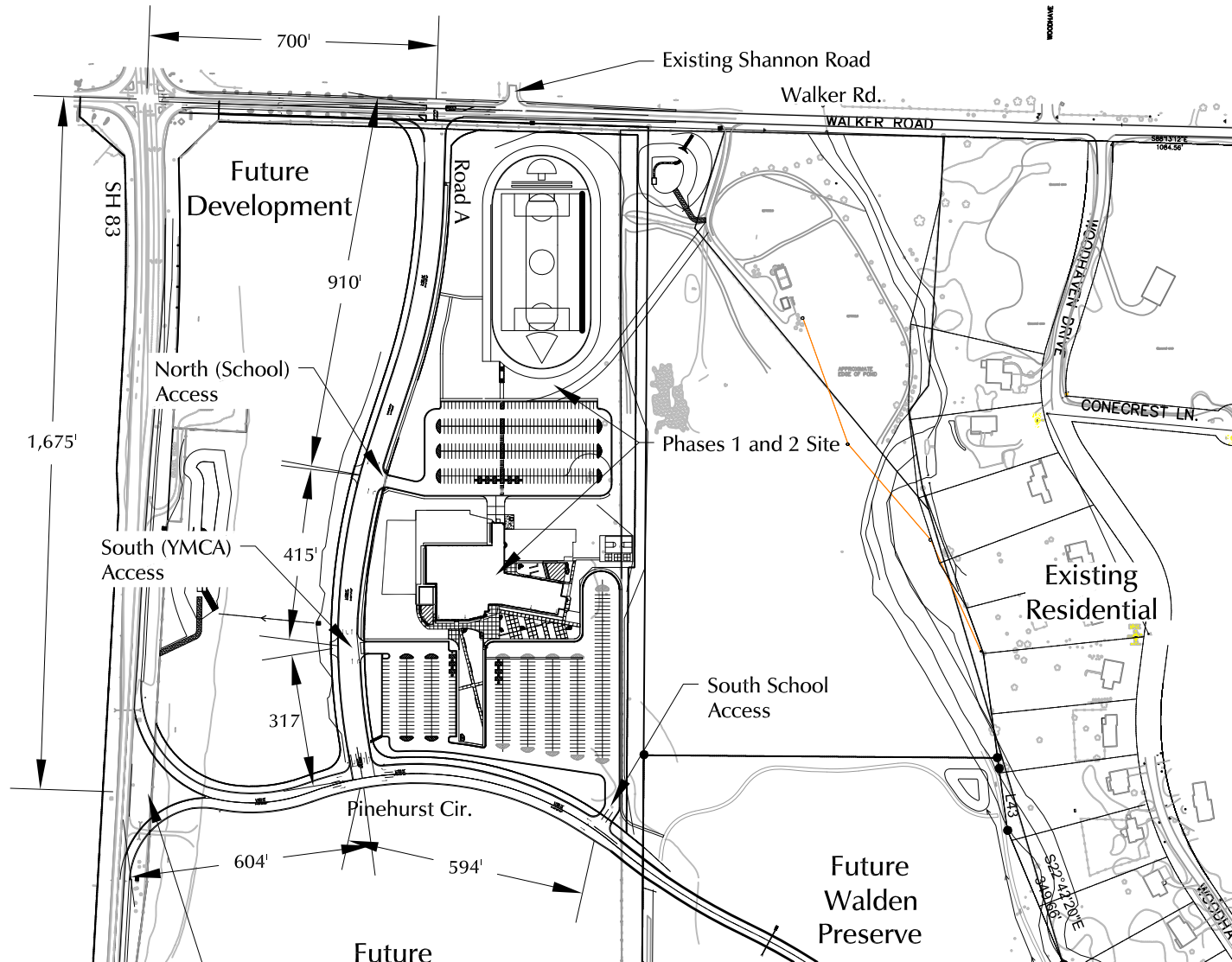
____ Additional comments or information are attached.


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.




 Approximate Scale
 Scale: 1" = 400'

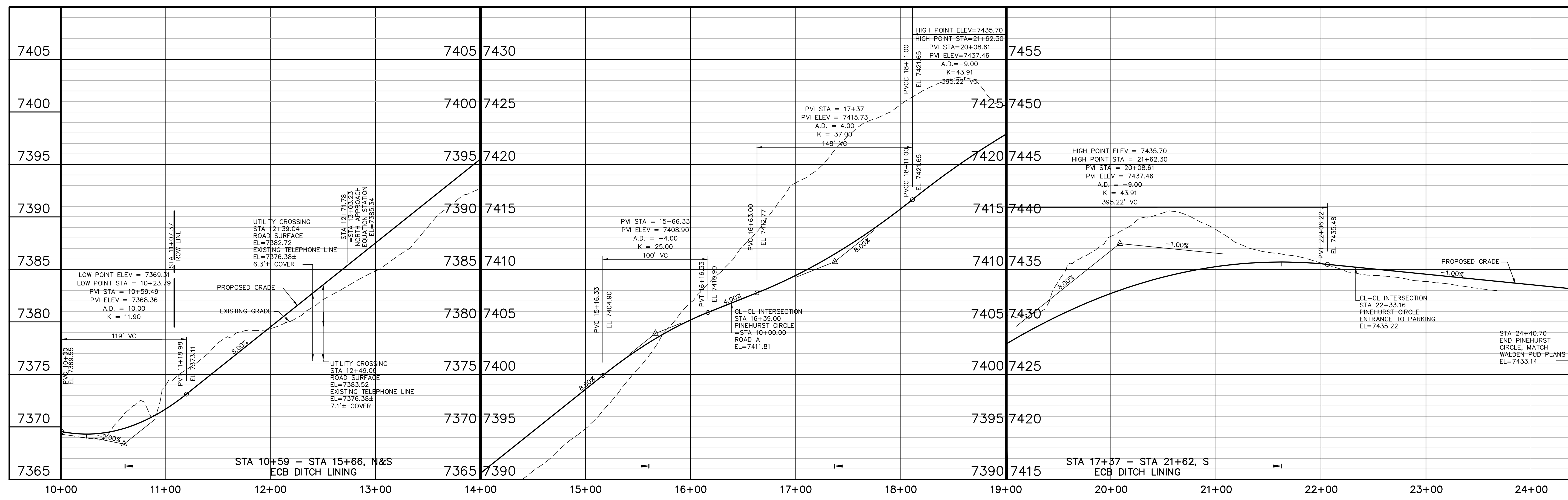
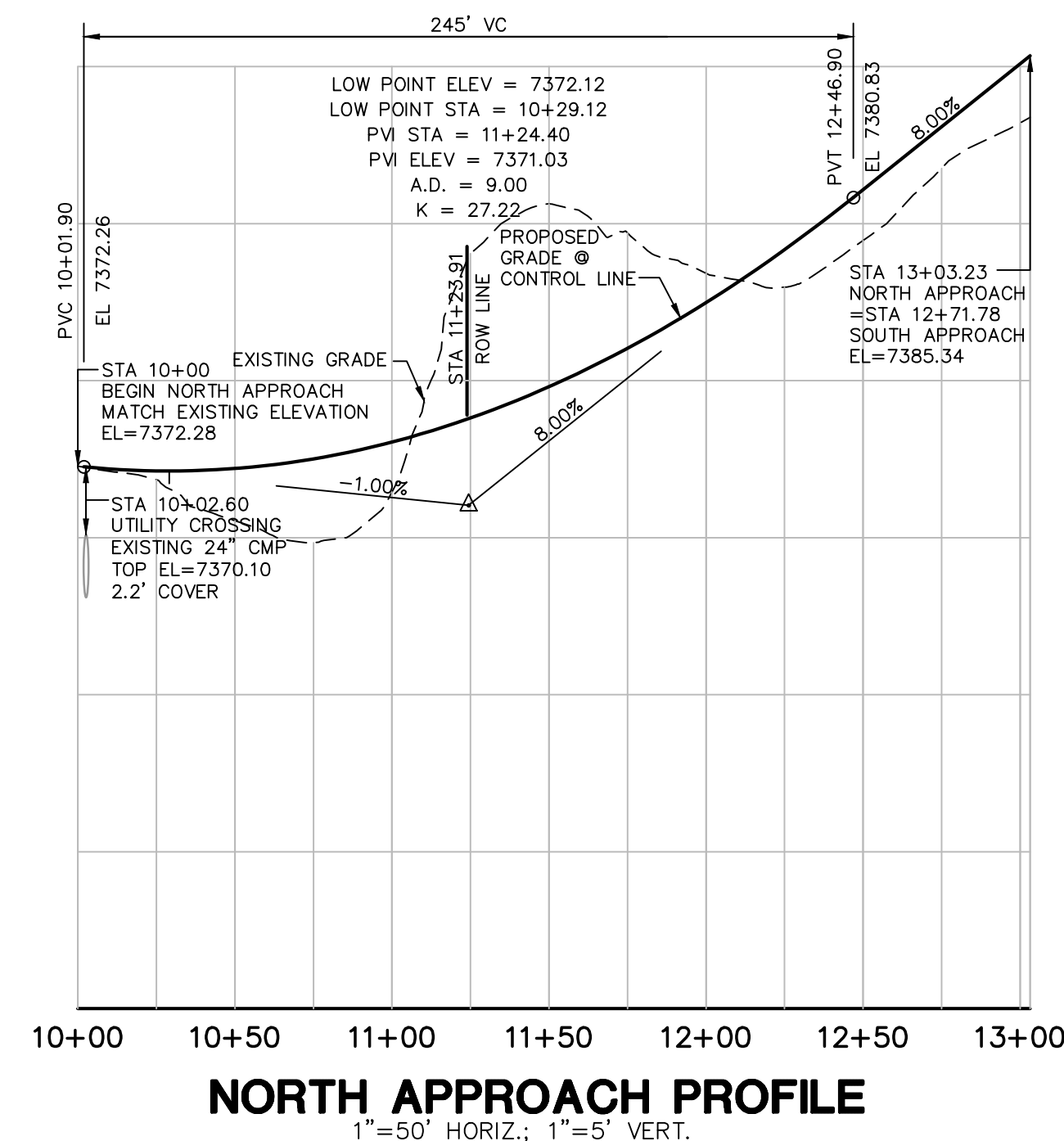
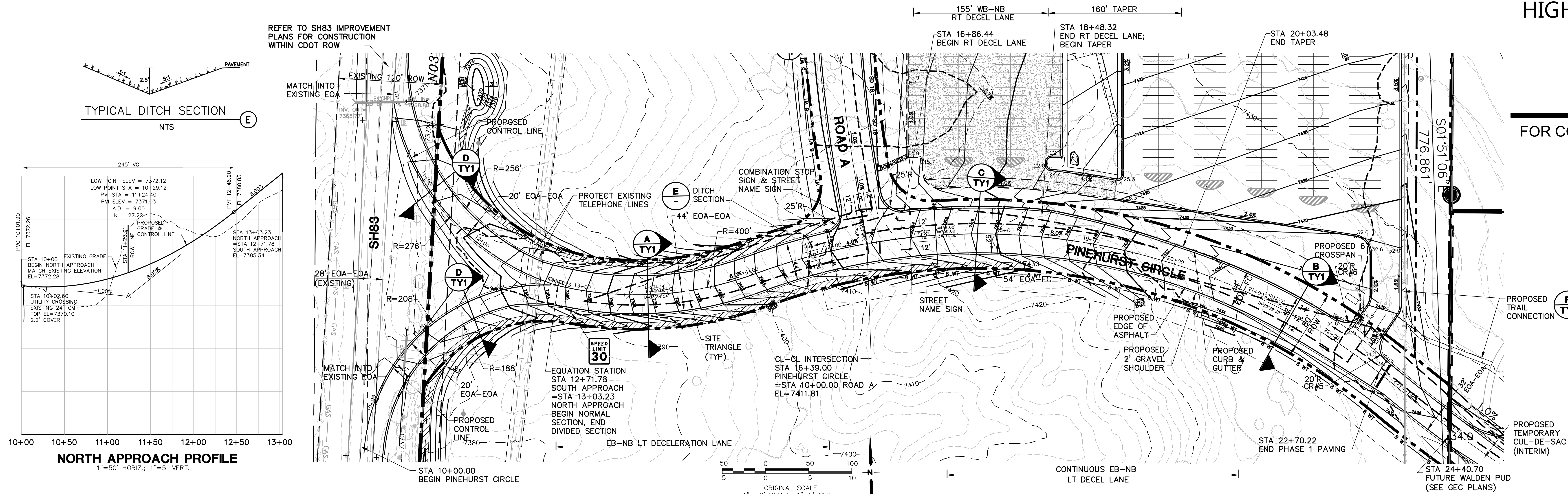
Proposed Right-In/Right-Out
Only Access (Future Phase)

Figure 2
**Phases 1 and 2
 Site Plan**

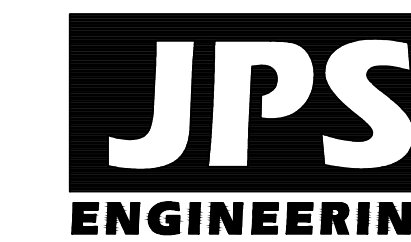
Monument Academy (LSC #184820)

MONUMENT ACADEMY HIGH SCHOOL

FOR CONSTRUCTION



SCHOOL ACCESS CURB RETURN PROFILES



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FAX: 719-471-0766
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OWNERSHIP OF INSTRUMENTS OF SERVICE:
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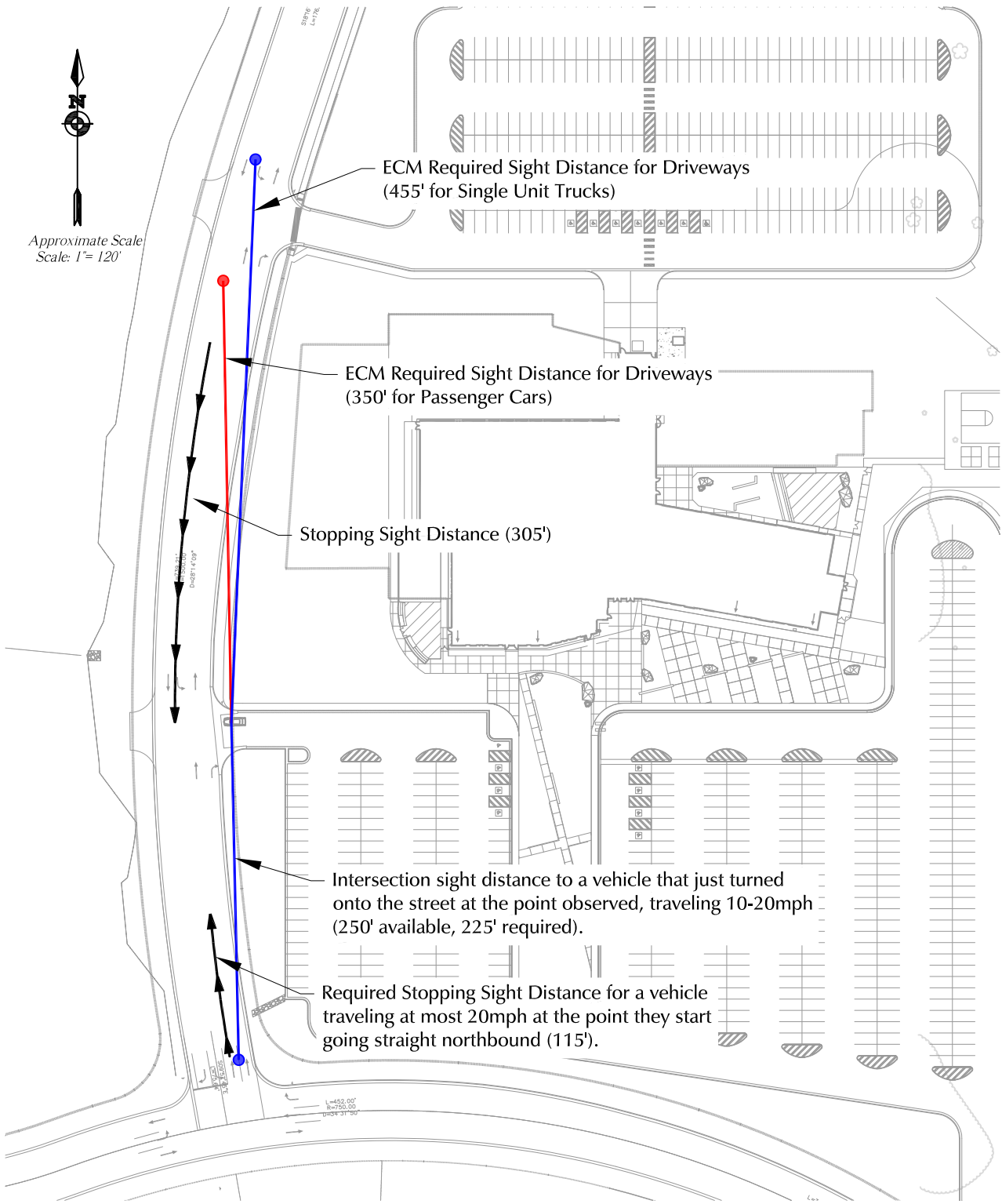
PINEHURST CIRCLE PLAN & PROFILE

NO.	REVISION	BY	DATE
1	FOR PERMIT	JPS	4/01/19
2	COUNTY COMMENTS	JPS	4/29/19
3	COUNTY COMMENTS	JPS	8/01/19

NORTH DATE: 12/21/18
DRAWN BY: BJJ
CHECKED BY: JPS
REVISED: 8/01/19



Approximate Scale
Scale: 1" = 120'



LEGEND:




-  = Required intersection sight distance for passenger cars
-  = Required intersection sight distance for single-unit trucks
-  = Required stopping sight distance

Figure 7

Sight Distance YMCA Access

Monument Academy (LSC #184820)



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
 Fax: 719.520.6695
 Website www.elpasoco.com

**DEVIATION REVIEW
 AND DECISION FORM**

Procedure # R-FM-051-07
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 Revision Issued: 00/00/00

DSD FILE NO.:

P	P	R	1	9	0	0	9
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Monument Academy - Deviation No. 3 (Pinehurst Circle)
4-30-19

Dependent on CDOT
 access permit.

General Property Information:

Address of Subject Property (Street Number/Name): Highway 83
 Tax Schedule ID(s) #: 61000-00-245
 Legal Description of Property:
 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

Subdivision or Project Name:
 Monument Academy

Section of ECM from Which Deviation is Sought: Section 2.3.2 Design Standards by Functional Class

Specific Criteria from Which a Deviation is Sought:

- Table 2-6 Rural Minor Collector Design Speed and Centerline Curve Radius
- Urban Local Road - 2.2.4.B.6. Urban Local Cross Section (Figure 2-16)

Shouldn't the portion from
 Road A to Highway 83 be an
 Urban Non-residential
 Collector based on ADT?
 See comment letter.

Proposed Nature and Extent of Deviation:

- The deviation is for the new public street segment of Pinehurst Circle extending east-west through the site from SH83 to the intersection with "Road A." The ECM-prescribed design speed is 40 MPH, and the ECM-prescribed minimum centerline radius is 565 feet, for a rural minor collector. This deviation request is to allow for a design speed of 30 MPH and a minimum centerline radius of 200 feet as depicted on the attached Plan & Profile Drawing (Sh. PP1) and Typical Section Drawing (Sh. TY1).

-The standard cross section for an Urban Local Road as shown in Figure 2-16 in Section 2.2.4.B.6 shows curb and gutter on both sides of the roadway. The request is to allow interim design along the south edge of Pinehurst Circle (west of Road A) with a four-foot paved shoulder plus a two-foot gravel shoulder instead of the curb and gutter (south side only). Curb and gutter will be installed along the full north side of the segment of Pinehurst Circle adjoining the school site. This deviation would be an interim condition until development occurs on the south side of Pinehurst Circle. As development occurs, this interim "rural" shoulder would be replaced with the standard curb and gutter section if appropriate.

Applicant Information:

Applicant: Walden Corporation Email Address: mattdunston@hotmail.com
 Applicant is: X Owner _____ Consultant _____ Contractor
 Mailing Address: 1230 Scarsbrook Ct., Monument, CO State: CO Postal Code: 80132
 Telephone Number: (719) 339-2410 Fax Number:

Engineer Information:

Engineer: John P. Schwab, P.E.

Email Address: john@jpsengr.com

Company Name: JPS Engineering, Inc.

Mailing Address: 19 E. Willamette Avenue

State: CO Postal Code: 80903

Registration Number: CO# 29891

State of Registration: CO

Telephone Number: (719)-477-9429

Fax Number: (719)-471-0766

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

Section of ECM from Which Deviation is Sought: Section 2.3.2 Design Standards by Functional Class

Specific Criteria from Which a Deviation is Sought:

-Table 2-6 Rural Minor Collector Design Speed and Centerline Curve Radius

- Urban Local Road - 2.2.4.B.6. Urban Local Cross Section (Figure 2-16)

Proposed Nature and Extent of Deviation:

-The deviation is for the new public street segment of Pinehurst Circle extending east-west through the site from SH83 to the intersection with "Road A." The ECM-prescribed design speed is 40 MPH, and the ECM-prescribed minimum centerline radius is 565 feet, for a rural minor collector. This deviation request is to allow for a design speed of 30 MPH and a minimum centerline radius of 200 feet as depicted on the attached Plan & Profile Drawing (Sh. PP1) and Typical Section Drawing (Sh. TY1).

-The standard cross section for an Urban Local Road as shown in Figure 2-16 in Section 2.2.4.B.6 shows curb and gutter on both sides of the roadway. The request is to allow interim design along the south edge of Pinehurst Circle (west of Road A) with a four-foot paved shoulder plus a two-foot gravel shoulder instead of the curb and gutter (south side only). Curb and gutter will be installed along the full north side of the segment of Pinehurst Circle adjoining the school site. This deviation would be an interim condition until development occurs on the south side of Pinehurst Circle. As development occurs, this interim "rural" shoulder would be replaced with the standard curb and gutter section if appropriate.

Reason for the Requested Deviation: This segment of Pinehurst Circle transitions to an Urban Local classification on the east side of the "Road A" intersection, and traffic along this road segment will be approaching a school zone. The vertical design of the roadway profile needs to utilize a 30 MPH design speed in order to meet vertical curve design criteria, and the site is constrained by a major telephone line crossing which cannot be disturbed. The proposed centerline radius has been reduced for the two segments of the divided right-in; right-out access connection to SH83, and the proposed radius is Urban Local standards. The reason for the interim design along the south edge of Pinehurst Circle (west of Road A) with a four-foot paved shoulder plus a two-foot gravel shoulder instead of curb and gutter is because no plans have been developed for the south side of Pinehurst Circle. Access points have not been determined and some development may necessitate additional widening for turn lanes along the south edge of the road. Additionally, the segment of Pinehurst Circle west of Road A is a rural section, so the proposed shoulder treatment will be consistent for the full south side of the road.

Comparison of Proposed Deviation to ECM Standard: The proposed design speed of 30 MPH and the proposed minimum centerline radius of 200 feet are both consistent with County standards for Urban Local roadways.

The south side of Pinehurst Circle east of Road A cross section would have a total of six feet of shoulder (four feet of paved width and two feet of gravel), and would have a roadside ditch consistent with the rural section on the west side of Road A. With no development on the south side of Pinehurst Circle, there will be no need for a sidewalk and nothing to "protect" with curb.

Applicable Regional or National Standards used as Basis: N/A

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR JUSTIFICATION

El Paso County Procedures Manual

Procedure # R-FM-051-07

Issue Date: 12/31/07

Revision Issued: 00/00/00

DSD File No. _____

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.

This segment of Pinehurst Circle transitions to an Urban Local classification on the east side of the "Road A" intersection, and traffic along this road segment will be approaching a school zone. The vertical design of the roadway profile needs to utilize a 30 MPH design speed in order to meet vertical curve design criteria, and the site is constrained by a major telephone line crossing which cannot be disturbed. The proposed centerline radius has been reduced for the two segments of the divided right-in; right-out access connection to SH83, and the proposed radius is Urban Local standards.

The proposed rural shoulder cross section on the south side of Pinehurst Circle, instead of curb and gutter, will provide consistency with the rural cross section on the west side of Road A.

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.

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 requested deviation is not based exclusively on financial considerations, but rather it is based on topographic and utility constraints.

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

The proposed design speed and centerline radius are consistent with urban local roadway standards and reasonable for this location.

The proposed rural shoulder (no curb and gutter) along the south side of Pinehurst Circle) east of Road A will accomplish the same design objective consistent with approved County cross section for rural roadways. If required, curb and gutter can be added at a later time in conjunction with development on the south side of the roadway.

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

The proposed roadway improvements will be constructed to County standards, and the requested deviation will not adversely affect safety or operations. Maintenance will not be adversely affected based on the proposed deviations.

The proposed rural shoulder (no curb and gutter) along the south side of Pinehurst Circle) east of Road A will accomplish the same design objective consistent with approved County cross section for rural roadways.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations.

The proposed rural shoulder along the south side of Pinehurst Circle would present an attractive rural aesthetic appearance consistent with the roadway sections within the Walden Preserve PUD to the southeast.

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.

Matthew W Dunston _____ Date 8/16/19
Signature of owner (or authorized representative)

Signature of applicant (if different from owner) Date _____

[Signature] _____ Date 8/16/19
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.

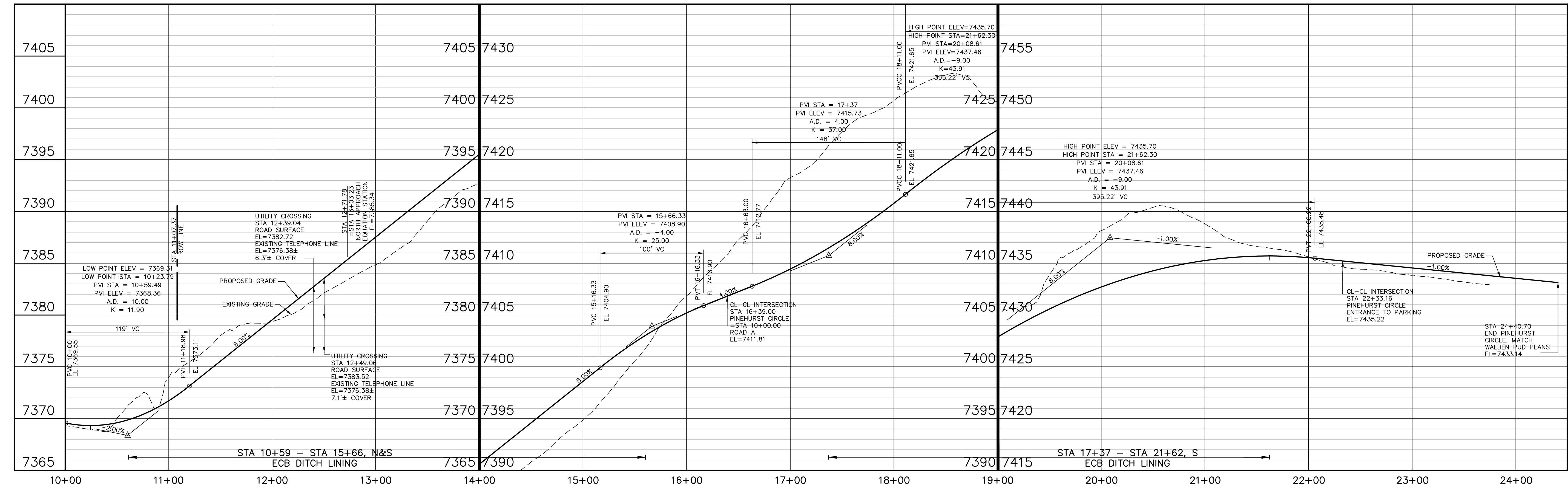
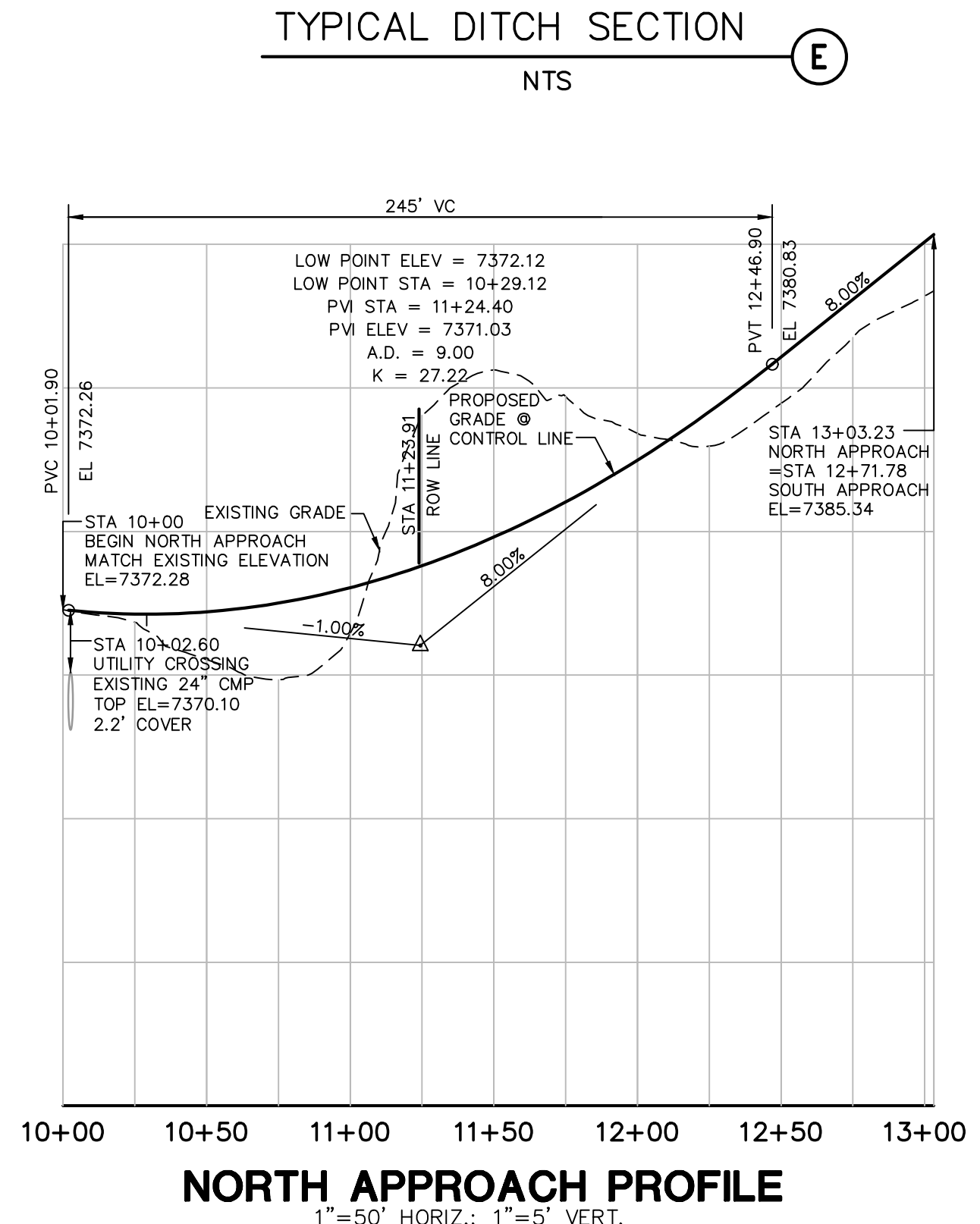
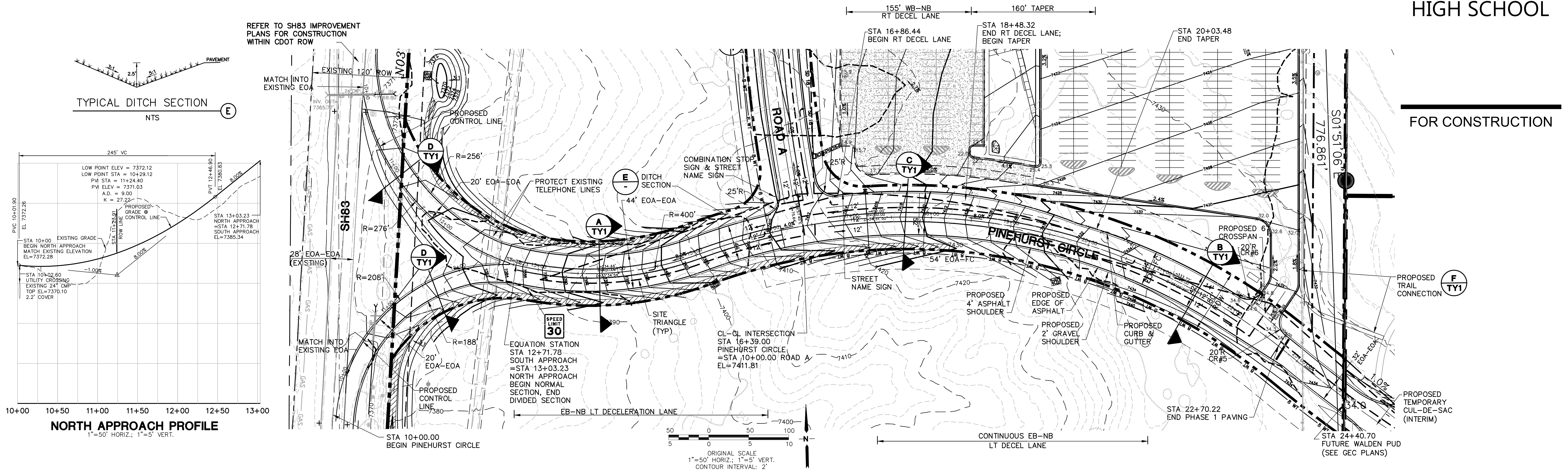
DENIED by the ECM Administrator

_____ Date _____
This request has been determined not to have met criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

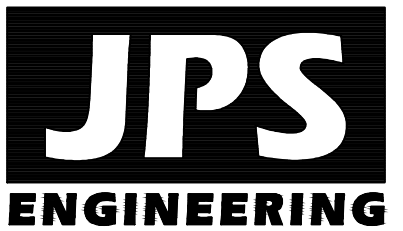
____ Additional comments or information are attached.

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FOR CONSTRUCTION



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NO.	REVISION	BY	DATE
1	FOR PERMIT	JPS	4/01/19
2	COUNTY COMMENTS	JPS	4/29/19
3	COUNTY COMMENTS	JPS	8/09/19

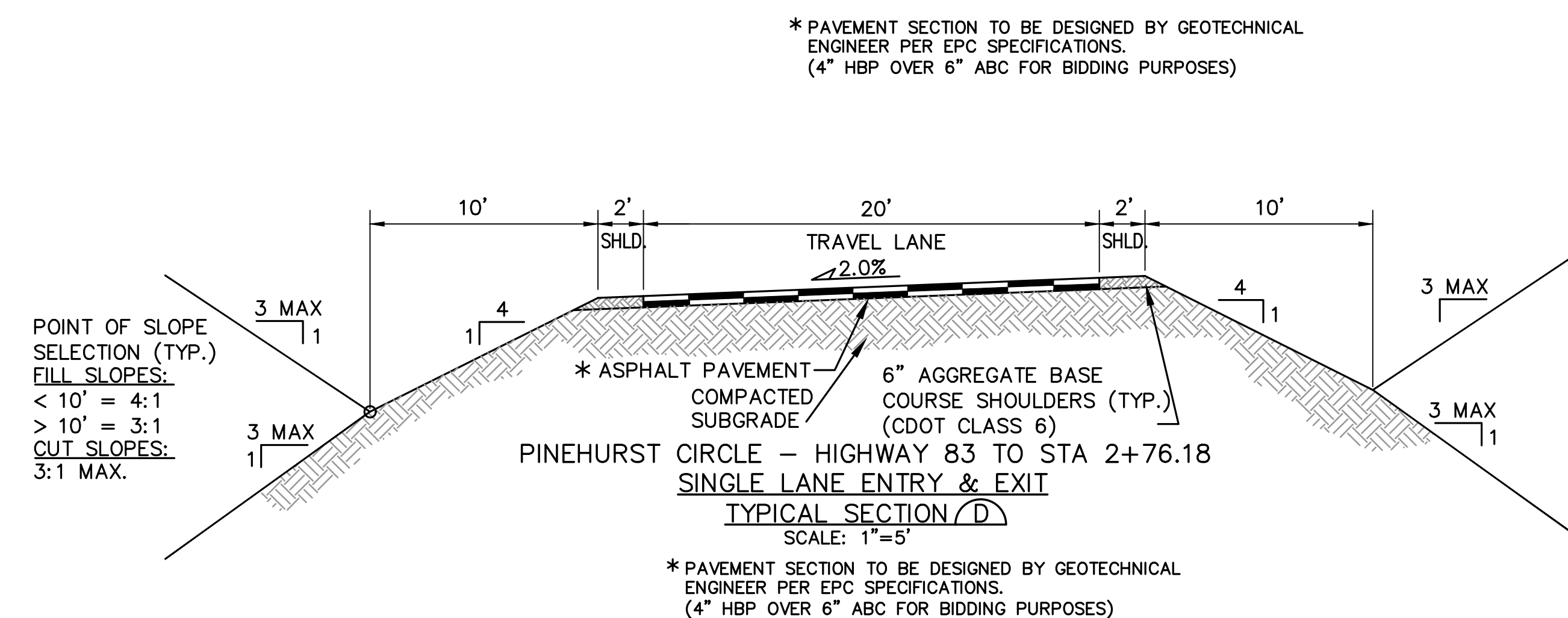
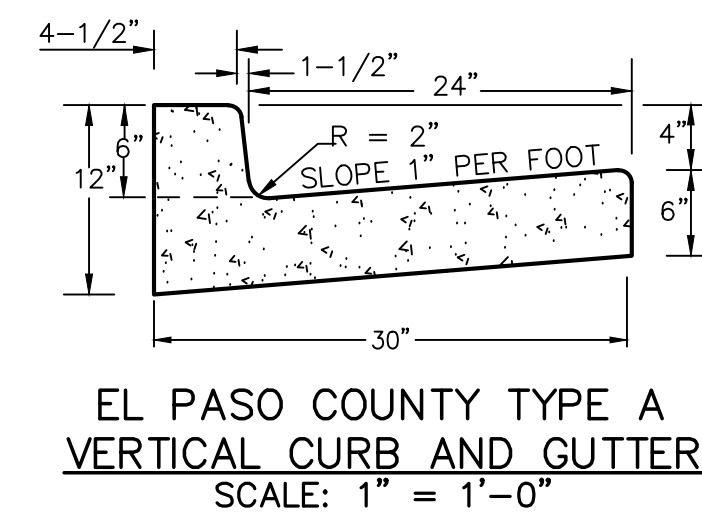
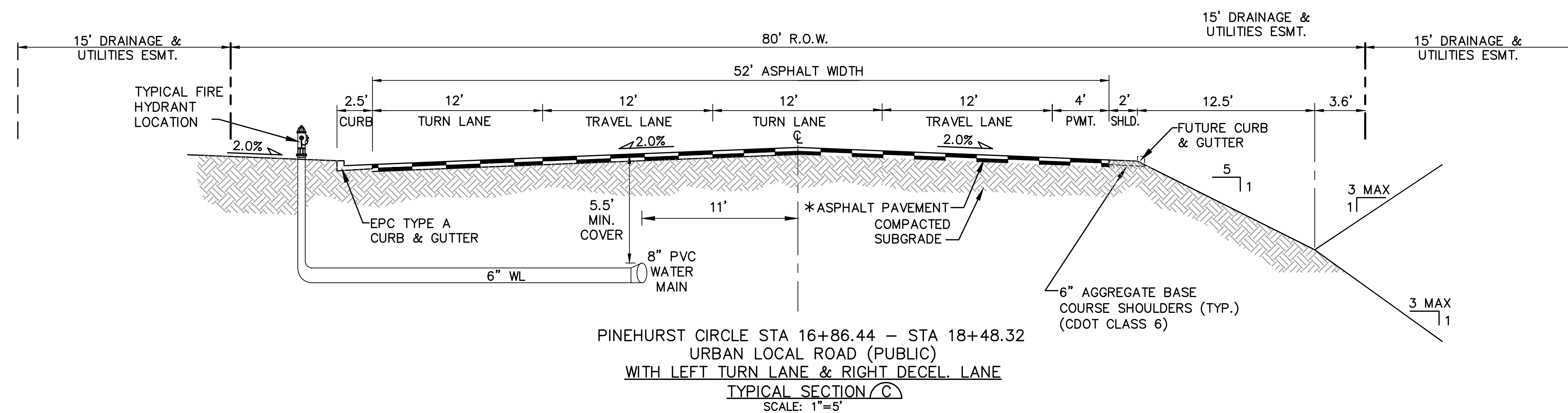
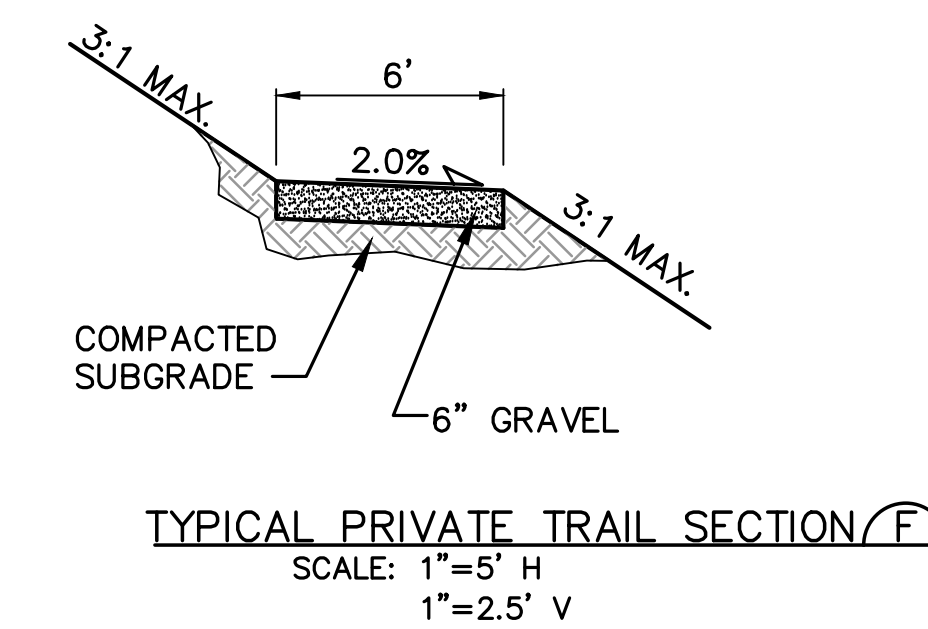
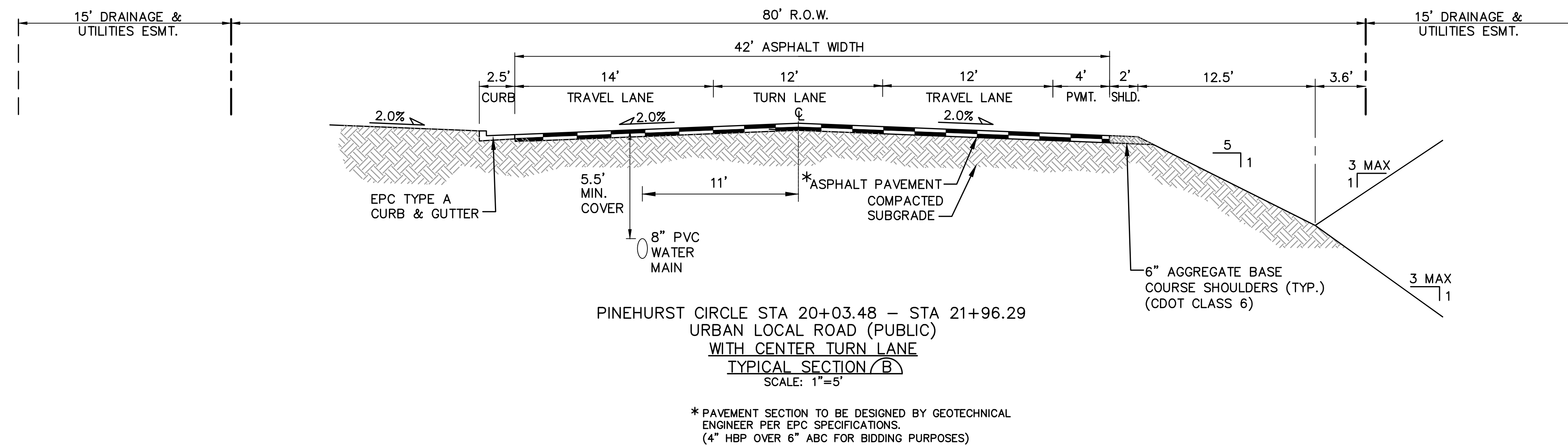
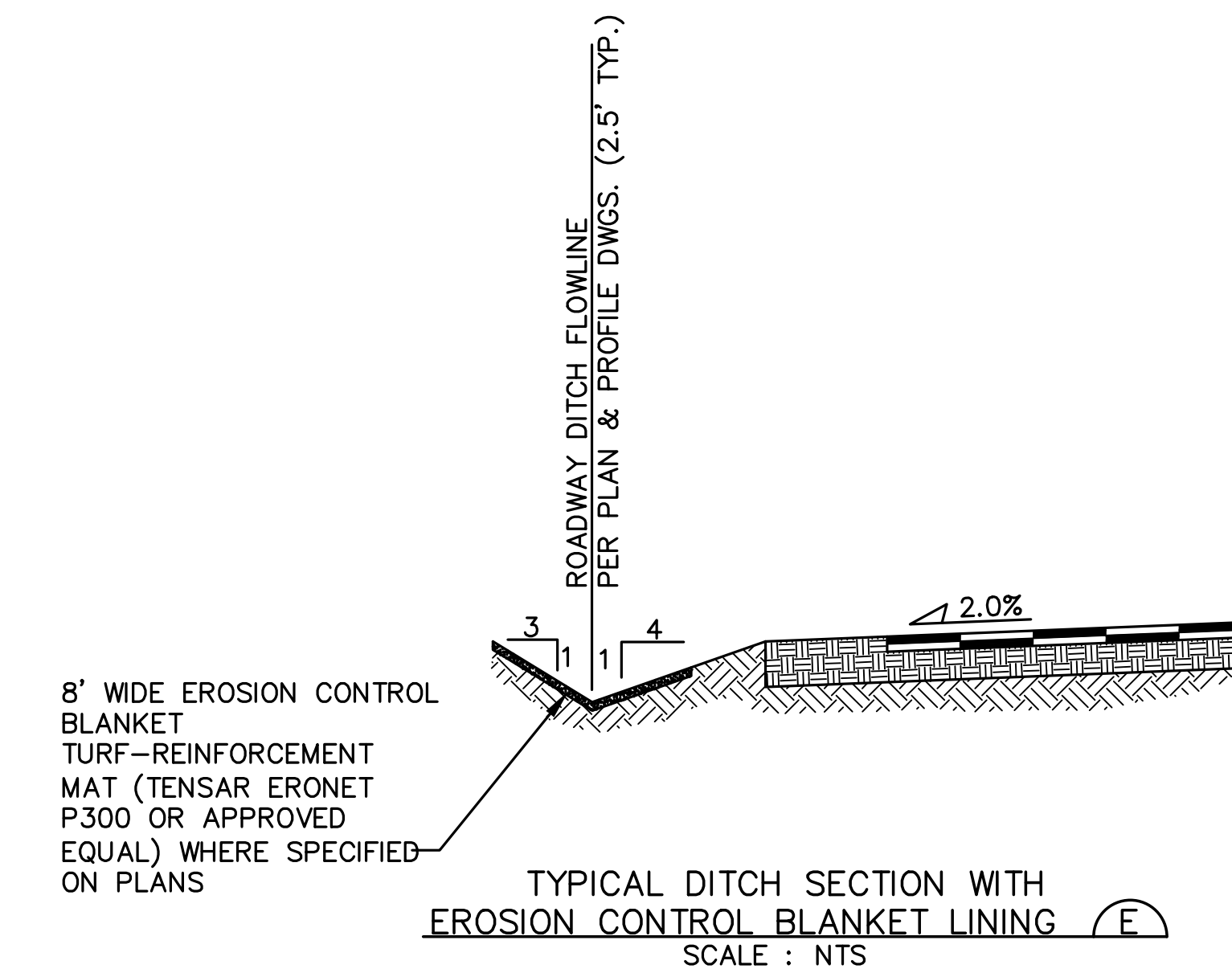
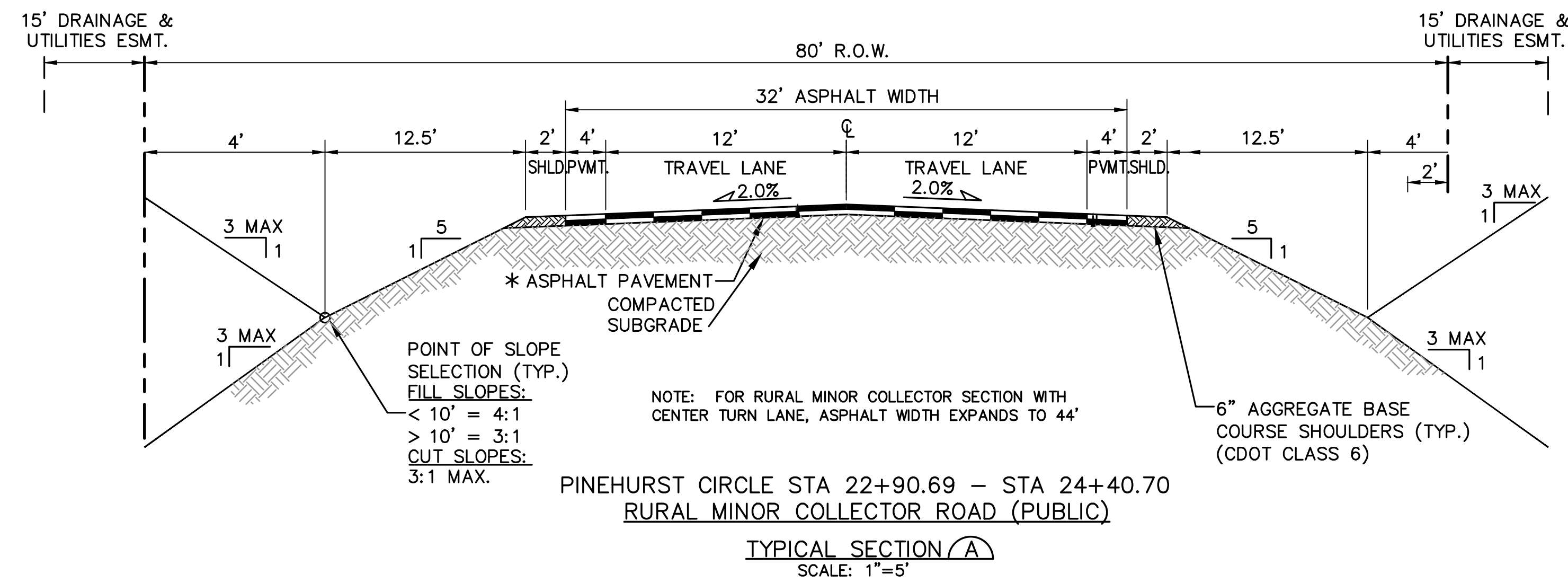
PINEHURST CIRCLE PLAN & PROFILE

NORTH
DATE: 12/21/18
DRAWN BY: BJJ
CHECKED BY: JPS
REVISED: 8/09/19

PCD PROJECT NO. PPR-19-009

MONUMENT ACADEMY HIGH SCHOOL

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DESIGN DATA

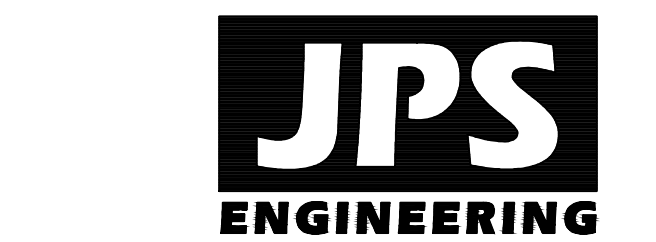
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DESIGN SPEED:	40 MPH	ECM TABLE 2-5
POSTED SPEED:	35 MPH	ECM TABLE 2-5
ROADWAY WIDTH:	32' EOA-EOA	ECM FIGURE 2-8
MIN. HORIZONTAL RADIUS:	565'	ECM TABLE 2-5
MIN. GRADE:	1.0%	ECM TABLE 2-5
MAX. GRADE:	8.0%	ECM TABLE 2-5
MIN. K-VALUE (CREST):	44	ECM TABLE 2-13
MIN. K-VALUE (SAG):	64	ECM TABLE 2-15

*DEVIATION:	DESIGN SPEED:	30 MPH	REFERENCE STANDARD
MIN. K-VALUE (CREST):	19	ECM TABLE 2-13	
MIN. K-VALUE (SAG):	37	ECM TABLE 2-15	

DESIGN DATA

ROAD CLASSIFICATION:	URBAN LOCAL	REFERENCE STANDARD
DESIGN SPEED:	25 MPH	ECM TABLE 2-7
POSTED SPEED:	25 MPH	ECM TABLE 2-7
ROADWAY WIDTH:	30' EOA-EOA	ECM TABLE 2-7
MIN. HORIZONTAL RADIUS:	200'	ECM TABLE 2-5
MIN. GRADE:	0.5%	ECM TABLE 2-7
MAX. GRADE:	8.0%	ECM TABLE 2-7
MIN. K-VALUE (CREST):	12	ECM TABLE 2-13
MIN. K-VALUE (SAG):	26	ECM TABLE 2-15

NO.	REVISION	BY	DATE
1	FOR PERMIT	JPS	4/01/19
2	COUNTY COMMENTS	JPS	4/29/19
3	COUNTY COMMENTS	JPS	8/09/19



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CRP ARCHITECTS AIA
100 E. St. Vrain, Suite 300
Colorado Springs, Colorado 80903

TYPICAL SECTIONS & DESIGN DATA - PINEHURST CIRCLE

NORTH	DATE:	12/21/18
	DRAWN BY:	BJJ
	CHECKED BY:	JPS
	REVISED:	8/09/19