

#### Development Services Department 2880 International Circle Colorado Springs, Colorado 80910

# DEVIATION REVIEW AND DECISION FORM

Phone: 719.520.6300 Fax: 719.520.6695

Website www.elpasoco.com

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

DSD FILE NO.:

Р	Р	R	-	0	1	9	9

See TIS comments.

Provide deviation requests for

non-standard cross-sections (half

rural half urban) or revise plans.

Monument Academy - Deviation No. 1 4-30-19

#### **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

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	Email Address: mattdunston@hotmail.com			
Applicant is:X_ Owner Consultant	Contractor			
Mailing Address: 1230 Scarsbrook Ct. Monument	State: CO Postal Code: 801	32		
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: 809	003		
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

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

El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00 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 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

☐ 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
nublic

#### **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 potential future conversion to a modern roundabout intersection and an interim 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.

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 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 one-quarter mile. 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.

El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00 DSD File No. PPR-199 The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The location has been proposed as this is the best location for potential future conversion to a modern roundabout intersection and an interim AWSC (All-way, Stop-sign-controlled intersection).

The deviation will not adversely affect safety or operations.

The proposed location 700 feet east of SH 83 was selected this is the best location for potential future conversion to a modern roundabout intersection and an interim AWSC (All-way, Stop-sign-controlled intersection). This location is near the crest of the vertical curve along Walker Road, which would have the most favorable intersection grades. Due to the existing roadway profile, sight distance along Walker road would basically be substandard at any potential intersection location along the site frontage, including the proposed location. As the sight distance at this proposed location would be less than the criteria contained in the ECM for 50 mph (design-speed) roadway, the proposed traffic control at the intersection of Walker/"Road A" is all-way stop-sign control to mitigate this deficiency. Note: Additional advance warning signing (and potentially markings) would also be included with the design. The queuing analysis contained in the TIS indicates that the proposed spacing will be sufficient to accommodate vehicle turning movements, projected vehicles queues, turn lane of a sufficient length and associated tapers. Please refer to the attached exhibit showing the recommended lane geometry on Walker Road. The potential future roundabout would also mitigate the sight distance in a manner similar to the AWSC (slowing vehicles traveling along Walker Road).

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.

#### 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	

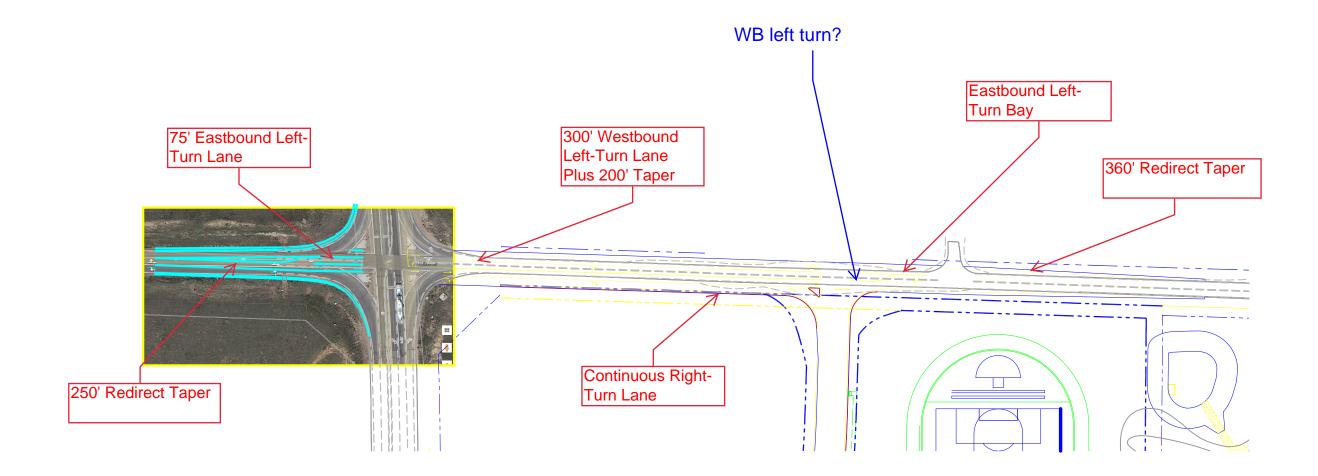
Engineer's Seal

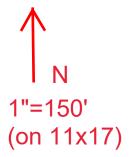
El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07

Revision Issued: 00/00/00 DSD File No. PPR-199



	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 criterion of ECM is hereby denied. Comments	• •		







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# DEVIATION REVIEW AND DECISION FORM

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

**DSD FILE NO.:** 

Р	Р	R	-	0	1	9	9

Monument Academy - Deviation No. 2 4-30-19

Is lower posted speed an option?

#### **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.

Specific Criteria from Which a Deviation is Sought:

- Urban Non-Residential Collector No Access Permitted (ECM Table 2-7);
- 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.
- -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.

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

El Paso County Procedures Manual

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

**Engineer Information:** 

#### **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.

Specific Criteria from Which a Deviation is Sought:

- Urban Non-Residential Collector No Access Permitted (ECM Table 2-7);
- 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.
- -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.

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.

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).

# Application Consideration: CHECK IF APPLICATION MEETS CRITERIA FOR JUSTIFICATION CONSIDERATION

 $\hfill \Box$  The ECM standard is inapplicable to a particular situation.

El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00 DSD File No. PPR-199 ☑ 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.

☐ 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 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 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 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.

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.

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.

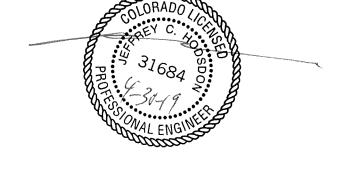
El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00 DSD File No. PPR-199

#### Owner, Applicant and Engineer Declaration:

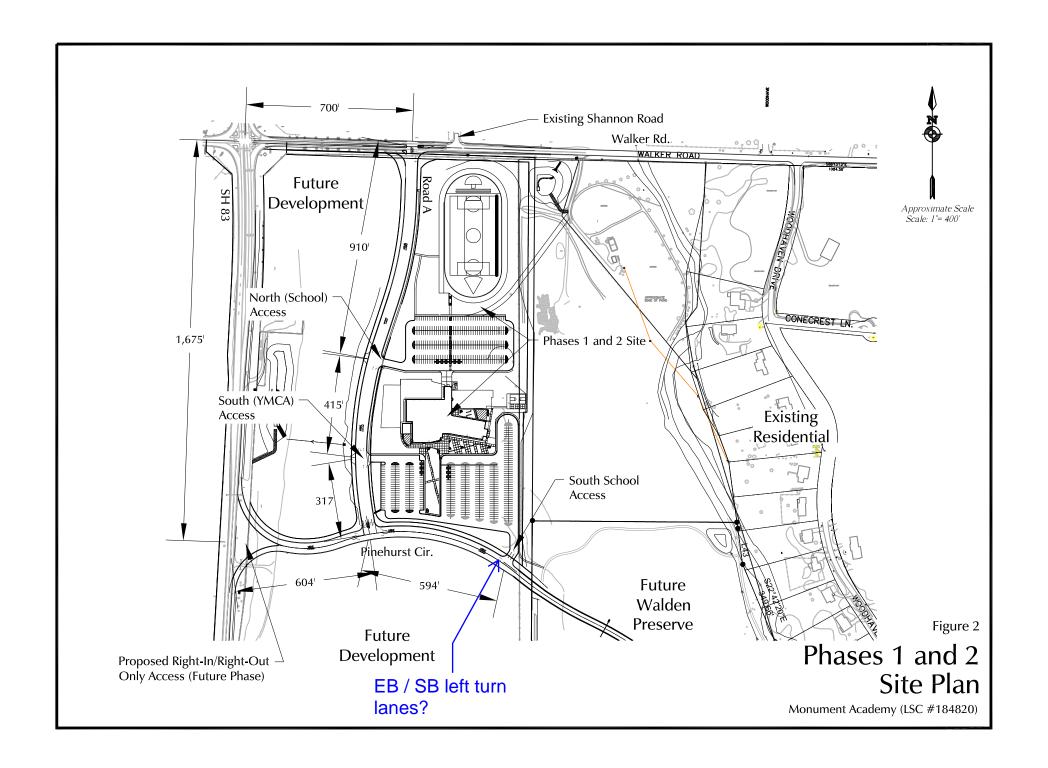
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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				
his 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.				
ENIED by the ECM Administrator				
Date				
his 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.				





#### Development Services Department 2880 International Circle Colorado Springs, Colorado 80910

# DEVIATION REVIEW AND DECISION FORM

Phone: 719.520.6300 Fax: 719.520.6695

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

**DSD FILE NO.:** 

Р	Р	R	1	9	0	0	9

# Monument Academy - Deviation No. 3 (Pinehurst Circle) 4-30-19

#### **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

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).

#### **Applicant Information:**

Applicant: 83 Walker LLC		Email Address: mattdunston@hotmail.com
Applicantics V Owner	Conquitant	Contractor

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

El Paso County Procedures Manual Procedure # R-FM-051-07

Issue Date: 12/31/07 Revision Issued: 00/00/00 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).

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.

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.

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

	ble to a particular		
☑ Topography, right-of-way, or ot conditions or impediments impose on the applicant, and an equivaler can accomplish the same design and does not compromise public saccessibility.	e an undue hardship nt alternative that objective is available	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.	
☐ A change to a standard is requ			
specific design or construction pro modified, the standard will impose			
on the applicant with little or no m			
public.			
	ed above is not met, t	this application for deviation cannot be considered.	
Criteria for Approval:	OE THE EOLI OWING	CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST	
The request for a deviation is not based exclusively on financial considerations.	The requested deviat	ion is not based exclusively on financial considerations, but opographic 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 deviation will not adversely affect safety or operations.		ay improvements will be constructed to County standards, viation will not adversely affect safety or operations.	
El Paso County Procedures Manu Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00	ual		

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

Maintenance will not be adversely affected based on the proposed deviations.

The deviation will not adversely affect aesthetic appearance.

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

#### 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	Milling Control of the Control of th
Review and Recommendation:	
APPROVED by the ECM Administrator	5.4
This request has been determined to have met the criteria for approva of ECM is hereby granted based on the justification	
Additional comments or information are attached.	
DENIED by the ECM Administrator	
This request has been determined not to have met criteria for approva of ECM is hereby denied. Comments:	Dateal. A deviation from Section
Additional comments or information are attached.	
El Paso County Procedures Manual Procedure # R-FM-051-07 Issue Date: 12/31/07 Revision Issued: 00/00/00 DSD File No	

#### **ACADEMY** HIGH SCHOOL 160' TAPER 155' WB-NB RT DECEL LANE STA 18+48.32 END RT DECEL LANE; REFER TO SH83 IMPROVEMENT PLANS FOR CONSTRUCTION WITHIN CDOT ROW √STA 16+86.44 BEGIN RT DECEL LANE STA 20+03.48 END TAPER BEGIN TAPER MATCH INTO EXISTING EOA PROPOSED CONTROL LINE FOR CONSTRUCTION - Ŗ**≠**256**'**∕ COMBINATION STOP SIGN & STREET NAME SIGN LOW POINT ELEV = 7372.12 LOW POINT STA = 10+29.12 PV STA = 11+24.40 20' EOA-EOA PROTECT EXISTING TELEPHONE LINES PVI ELEV = 7371.03A.D. = 9.00 T44 EOA-EOA K = 27.22 -GRADE @ 與 CONTROL LINE— STA 13+03.23 NORTH APPROACH A TY1 PINEHURST CIRCLE =STA 12+71.78 SOUTH APPROACH EL=7385.34 PROPOSED 6 CROSSPAN STA 10+00 EXISTING GRADE BEGIN NORTH APPROACH MATCH EXISTING ELEVATION EL=7372.28 28' EOA-EOA (EXSTING) STA 10+02.60 UTILITY CROSSING EXISTING 24" CMP TOP EL=7370.10 2.2' COVER PROPOSED F TRAIL TY1 STREET NAME SIGN PROPOSED EDGE OF ASPHALT-PROPOSED CURB & GUTTER CL-CL INTERSECTION STA 16+39.00 PINEHURST CIRCLE =STA 10+00.00 ROAD A EL=7411.81 MATCH INTO EQUATION STATION STA 12+71.78 SOUTH APPROACH =STA 13+03.23 NORTH APPROACH PROPOSED HAMMERHEAD BEGIN NORMÁL PROPOSED CONTROL SECTION, END DIVIDED SECTION STA 22+70.22 END PAVING; INSTALL TYPE 3 BARRICADES (INTERIM) 10+50 11+00 11+50 12+00 12+50 13+00 EB-NB LT DECELERATION LANE PER CDOT S-630-2 -NORTH APPROACH PROFILE CONTINUOUS EB-NB STA 24+40.70 END PINEHURST CIRCLE - STA 10+00.00 BEGIN PINEHURST CIRCLE LT DECEL LANE MATCH FUTURE ORIGINAL SCALE 1"=50' HORIZ.; 1"=5' VERT. CONTOUR INTERVAL: 2' WALDEN PUD HIGH POINT ELEV=7435.70 HIGH POINT STA=21+62.30 7405 7430 PVI STA=20+08.61 7405 9 PVI ELEV=7437.46 A.D.=-9.00 K=43.91 395.22' Va 7425 7450 7400 7425 7400 PVI STA = 17+37 PVI ELEV = 7415.73 A.D. = 4.00 / K = 37.00HIGH POINT ELEV = 7435.70 HIGH POINT STA = 21+62.30 PVI STA = 20+08.61 PVI ELEV = 7437.46 7395 7395,7420 A.D. = -9.00K = 43.91 395.22' VC 7390 7390 7415 7415 <del>7440</del> UTILITY CROSSING STA 12+39.04 ROAD SURFACE EL=7382.72 EXISTING TELEPHONE LINE EL=7376.38± PVI STA = 15+66.33PVI ELEV = 7408.90 A.D. = -4.00-1.00% K = 25.0019 E. Willamette Ave. Colorado Springs, CO 100' VC 7385 7385 7410 7410 7435 PROPOSED GRADE — 6.3'± COVER — LOW POINT ELEV = 7369.380903 LOW POINT STA = 10+23.7PROPOSED GRADE -PVI STA = 10+59.49PH: 719-477-9429 CL-CL INTERSECTIO STA 22+33.16 PVI ELEV = 7368.36 FAX: 719-471-0766 A.D. = 10.00EXISTING GRADE 7380 7405 L-CL INTERSECTION PINEHURST CIRCLE K = 11.90STA 16+39.00 PINEHURST CIRCLE ENTRANCE TO PARKING EL=7435.22 www.jpsengr.com STA 24+40.70 END PINEHURST CIRCLE, MATCH =STA 10+00.00 ROAD A EL=7411.81 OWNERSHIP OF INSTRUMENTS OF SERVICE: INTO EXISTING GRADE EL=7433.14 ALL REPORTS, PLANS, SPECIFICATIONS, COMPUTER FILES, FIELD 7400 7425 7375 7400 UTILITY CROS\$ING DATA, NOTES AND OTHER DOCUMENTS AND INSTRUMENTS STA 12+49.06 ROAD SURFACE PREPARED BY DESIGN PROFESSIONAL AS INSTRUMENTS OF SERVICE SHALL REMAIN THE PROPERTY OF THE DESIGN EL=7383.52 PROFESSIONAL. THE DESIGN PROFESSIONAL SHALL RETAIN ALL EXISTING TELEPHONE LINE EL=7376.38± COMMON LAW STATUTORY AND OTHER RESERVED RIGHTS INCLUDING THE COPYRIGHT THERETO. 7370 7370 7395 7395 7420 STA 17+37 - STA 21+62, S ECB DITCH LINING STA 10+59 - STA 15+66, N&S ECB DITCH LINING

17+00

18+00

19+00

20+00

7365 / 390

14+00

15+00

16+00

7365

10+00

12+00

11+00

13+00

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NO.	REVISION	BY	DATE
$\triangle$	FOR PERMIT	JPS	4/01/19
Æ	COUNTY COMMENTS	JPS	4/29/19

23+00

22+00

21+00

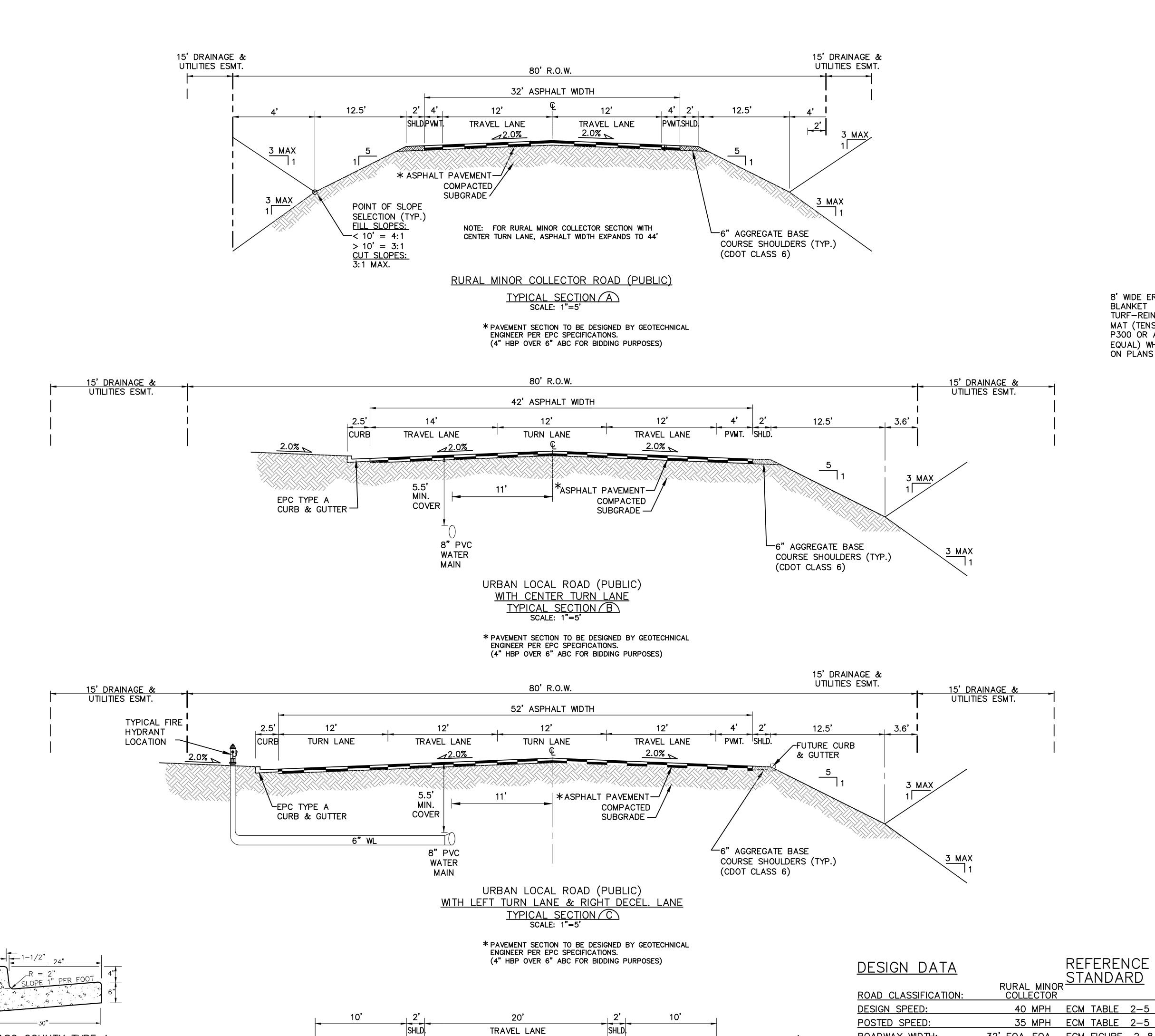
24+00

NORTH	DATE:	12/21/
	DRAWN BY:	BJJ
	CHECKED BY:	JPS
	REVISED:	4/29/1

PINEHURST CIRCLE PLAN

& PROFILE

MONUMENT



<u> 12.0%</u>

PINEHURST CIRCLE

SINGLE LANE ENTRY & EXIT

TYPICAL SECTION D
SCALE: 1"=5'

ENGINEER PER EPC SPECIFICATIONS.

\* PAVEMENT SECTION TO BE DESIGNED BY GEOTECHNICAL

(4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

6" AGGREGATE BASE

(CDOT CLASS 6)

COURSE SHOULDERS (TYP.)

\* ASPHALT PAVEMENT-/

POINT OF SLOPE

SELECTION (TYP.)

FILL SLOPES:

-< 10' = 4:1

> 10' = 3:1

CUT SLOPES: 3:1 MAX.

COMPACTED/

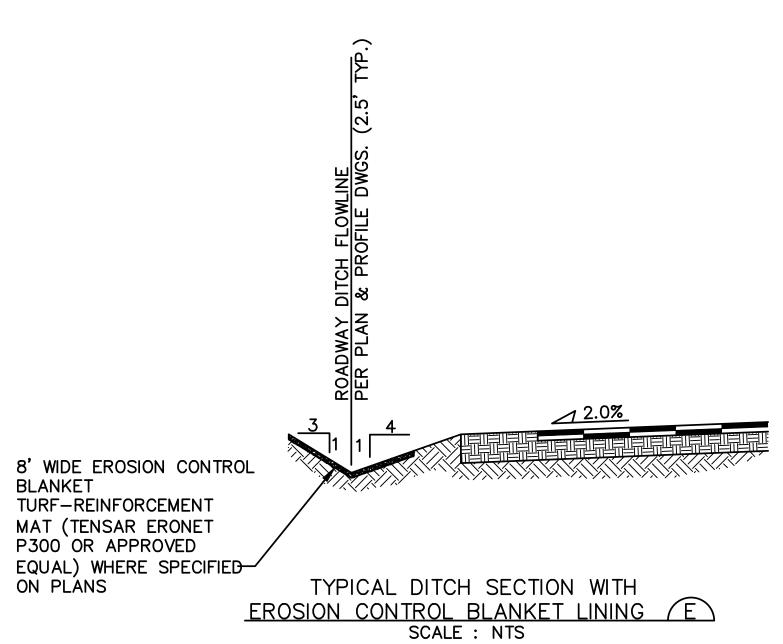
SUBGRADE /

3 MAX

3 MAX 1

EL PASO COUNTY TYPE A

VERTICAL CURB AND GUTTER
SCALE: 1" = 1'-0"

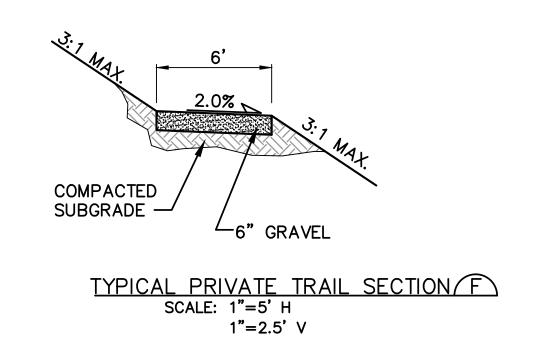


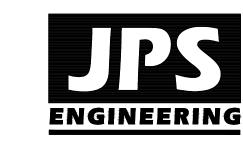
# HIGH SCHOOL

FOR CONSTRUCTION

MONUMENT

**ACADEMY** 





19 E. Willamette Ave. Colorado Springs, CO 80903

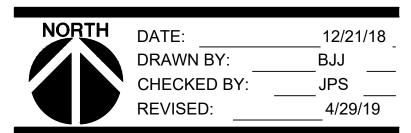
PH: 719-477-9429 FAX: 719-471-0766 www.jpsengr.com

OWNERSHIP OF INSTRUMENTS OF SERVICE: ALL REPORTS, PLANS, SPECIFICATIONS, COMPUTER FILES, FIELD

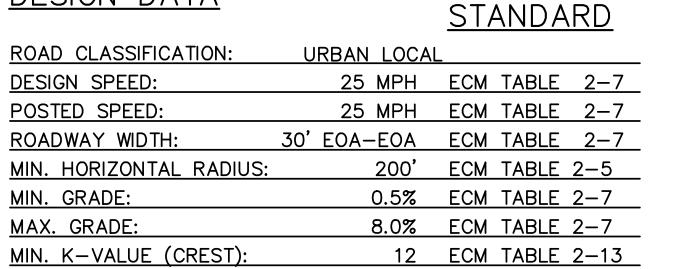
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CRP ARCHITECTS AIA 100 E. St. Vrain, Suite 300 Colorado Springs, Colorado 80903

**TYPICAL SECTIONS & DESIGN DATA -**PINEHURST CIRCLE



REVISION BY DATE FOR PERMIT JPS 4/01/19 JPS 4/29/19 COUNTY COMMENTS



REFERENCE

26 ECM TABLE 2-15

NO.

DESIGN DATA

MIN. K-VALUE (SAG):

32' EOA-EOA ECM FIGURE 2-8

565' ECM TABLE 2-5

1.0% ECM TABLE 2-5

8.0% ECM TABLE 2-5

30 MPH ECM TABLE 2-5

44 ECM TABLE 2-13

64 ECM TABLE 2-15

19 ECM TABLE 2-13

37 ECM TABLE 2-15

**ROADWAY WIDTH:** 

MIN. GRADE:

MAX. GRADE:

\*DEVIATION:

DESIGN SPEED:

MIN. HORIZONTAL RADIUS:

MIN. K-VALUE (CREST):

MIN. K-VALUE (CREST):

MIN. K-VALUE (SAG):

MIN. K-VALUE (SAG):

3 <u>MAX</u>

3 MAX