



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
 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
4-30-19

Provide deviation requests for non-standard cross-sections (half rural half urban) or revise plans. See TIS comments.

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
 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 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 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.

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.

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

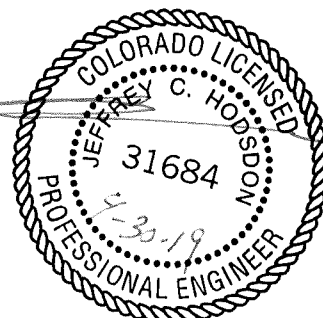
Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

Engineer's Seal



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.

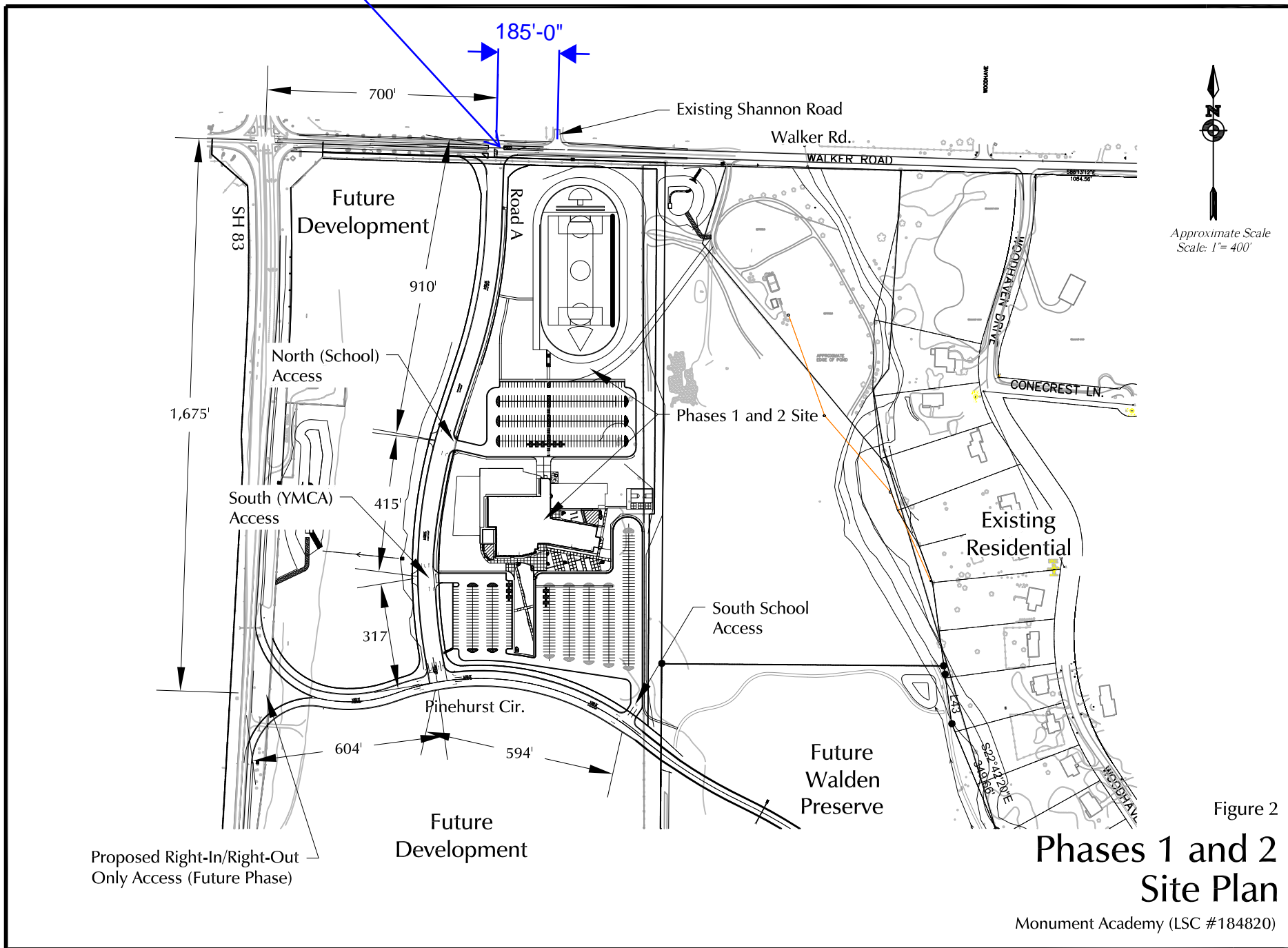
DENIED by the ECM Administrator

_____ 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.

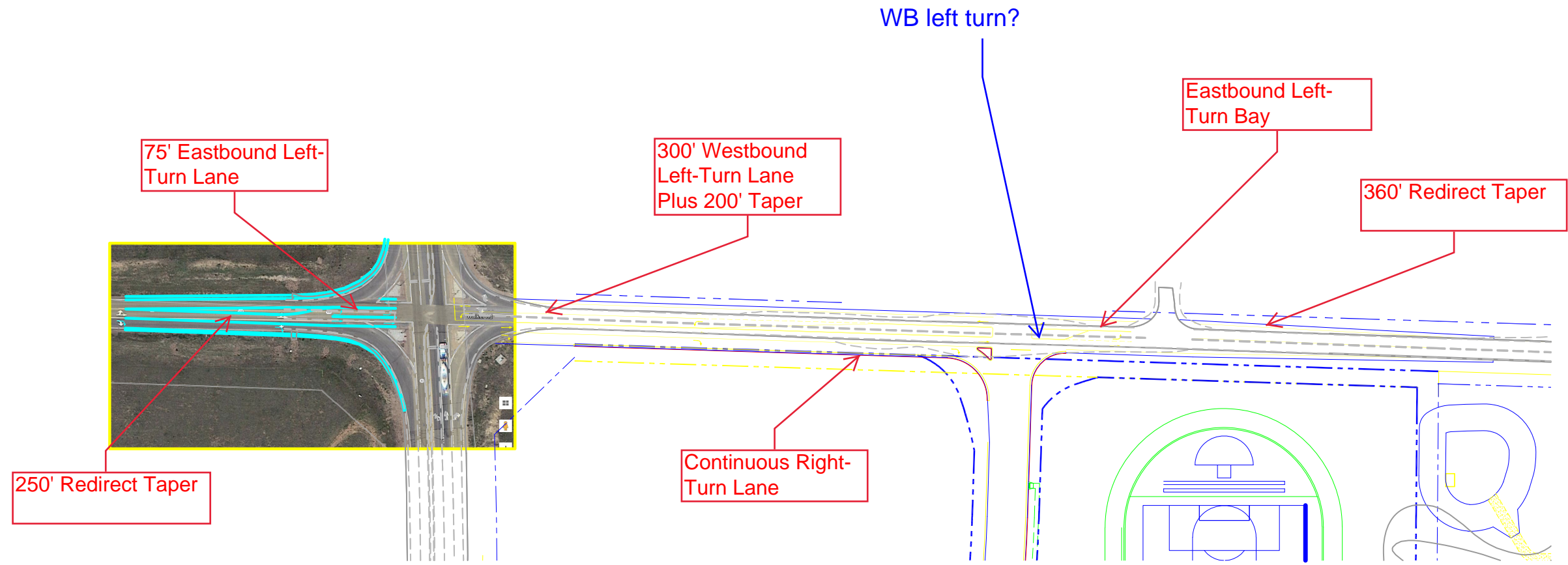
WB left turn lane to site?



Approximate Scale
Scale: 1" = 400'

Figure 2
**Phases 1 and 2
Site Plan**
Monument Academy (LSC #184820)

Exhibit:
Highway 105/Walker Road Improvements



↑ N
1"=150'
(on 11x17)



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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
 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:

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

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.

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:

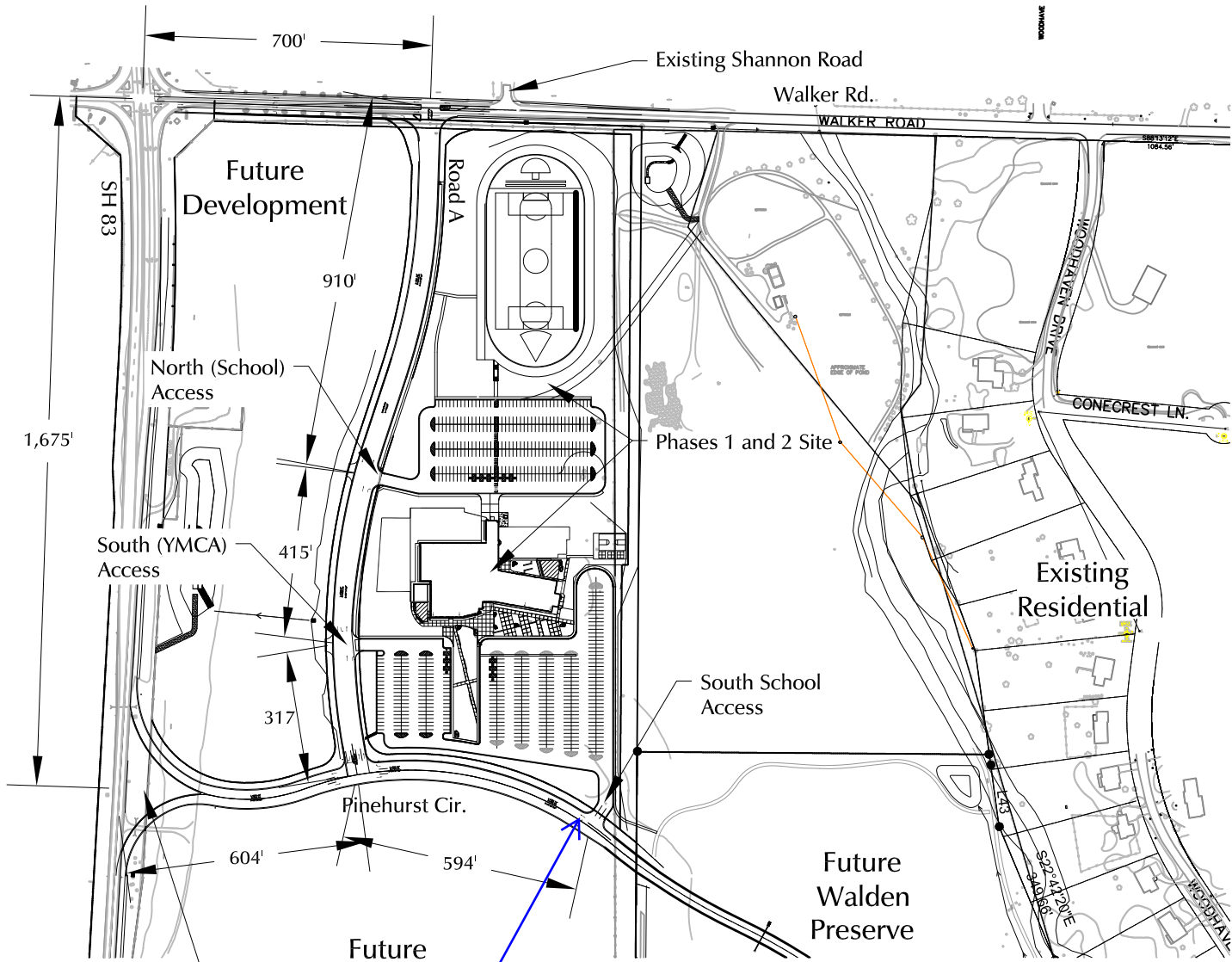
____ Additional comments or information are attached.

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)

EB / SB left turn
lanes?

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

Monument Academy (LSC #184820)



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DSD FILE NO.:

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**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
 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

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

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.

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 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 deviation will not adversely affect safety or operations.

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

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



**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

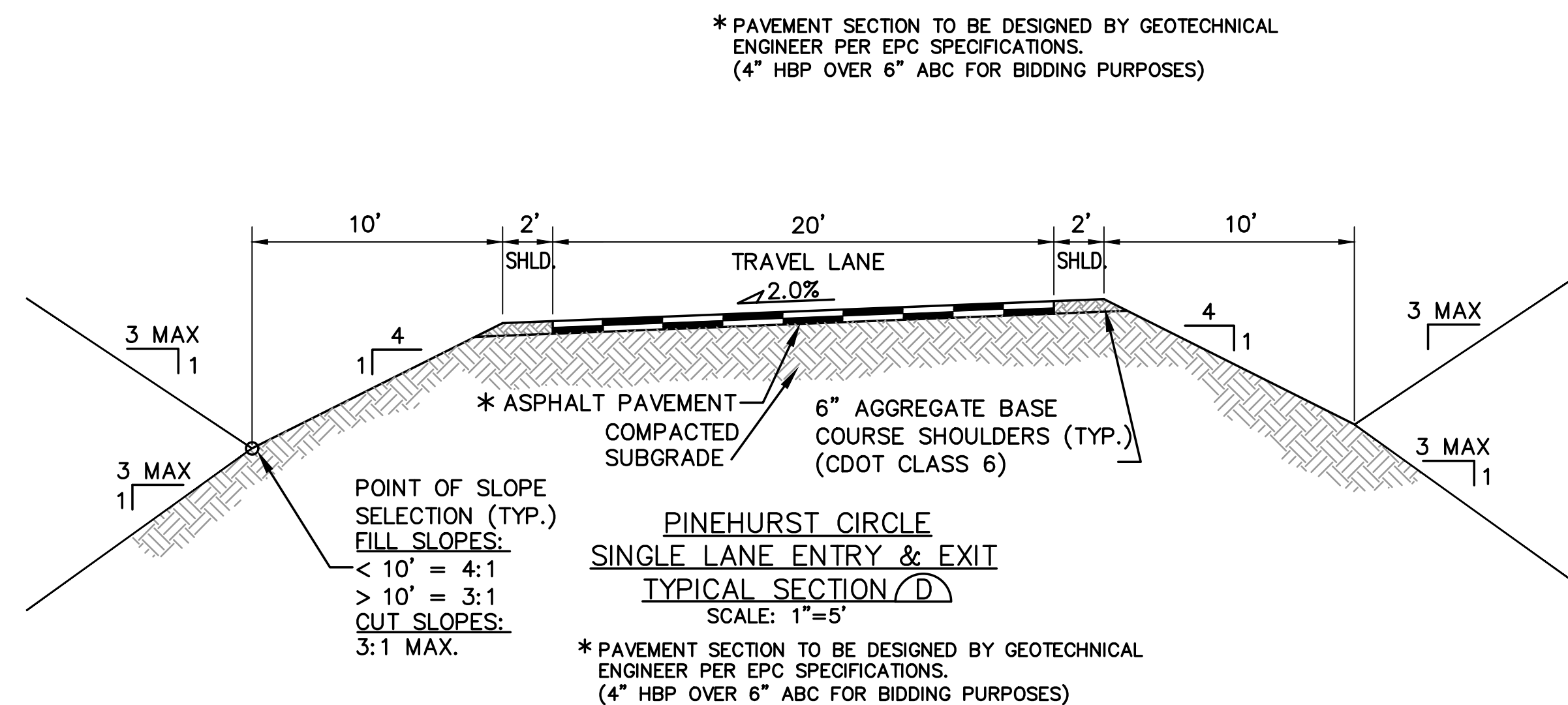
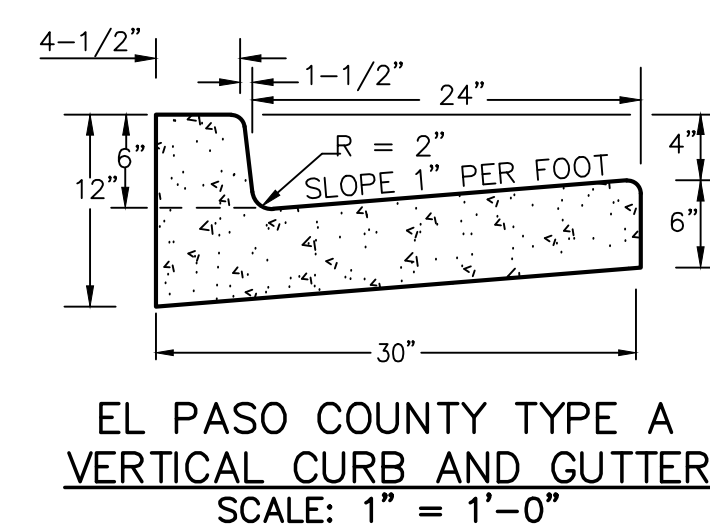
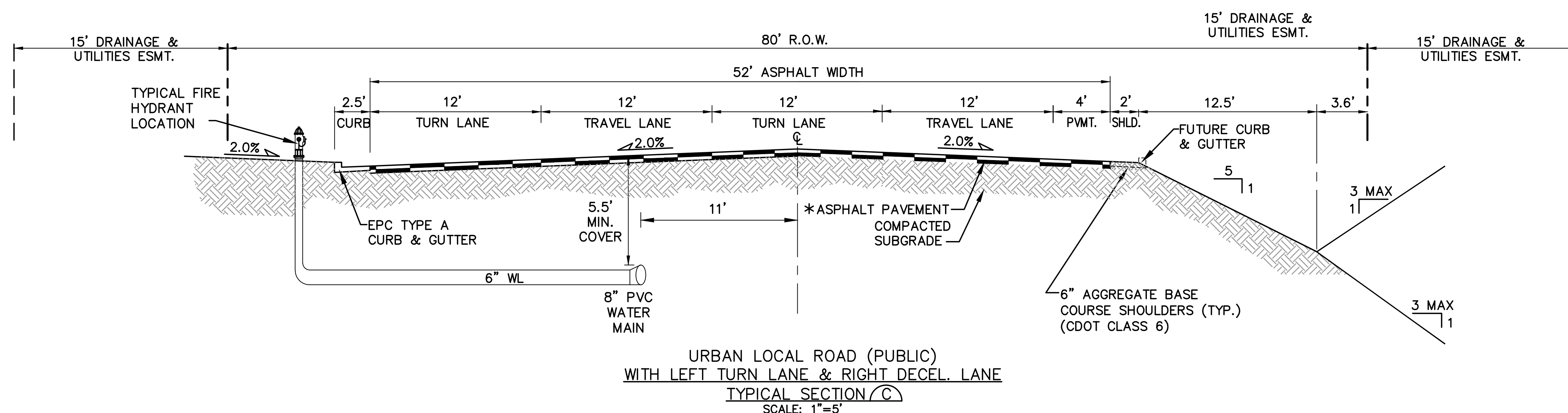
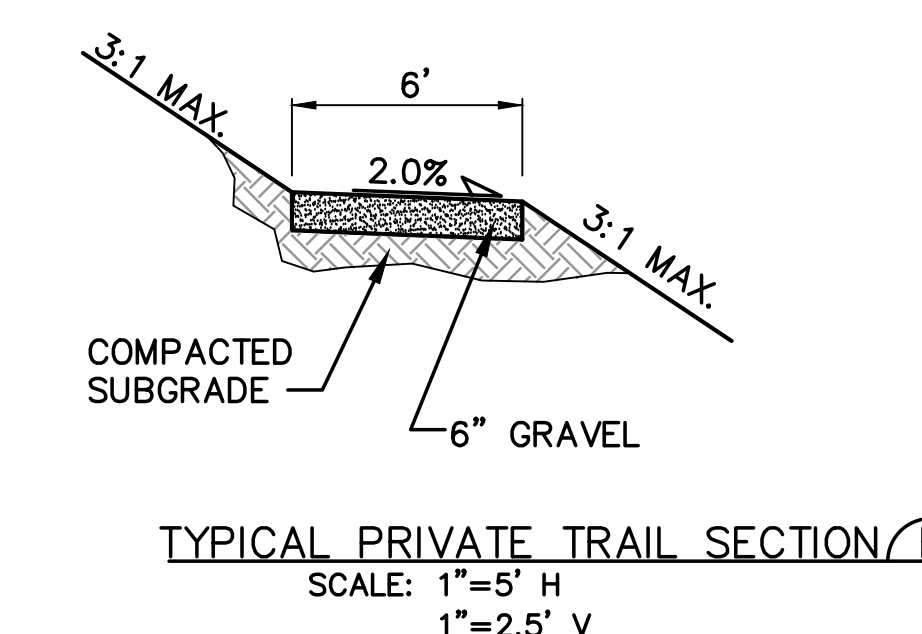
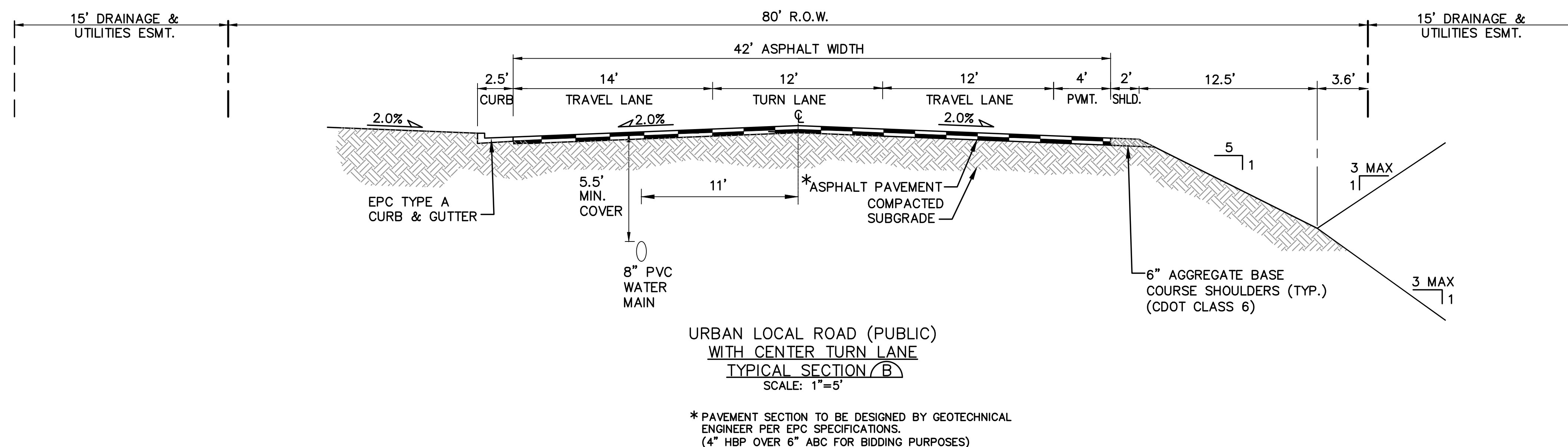
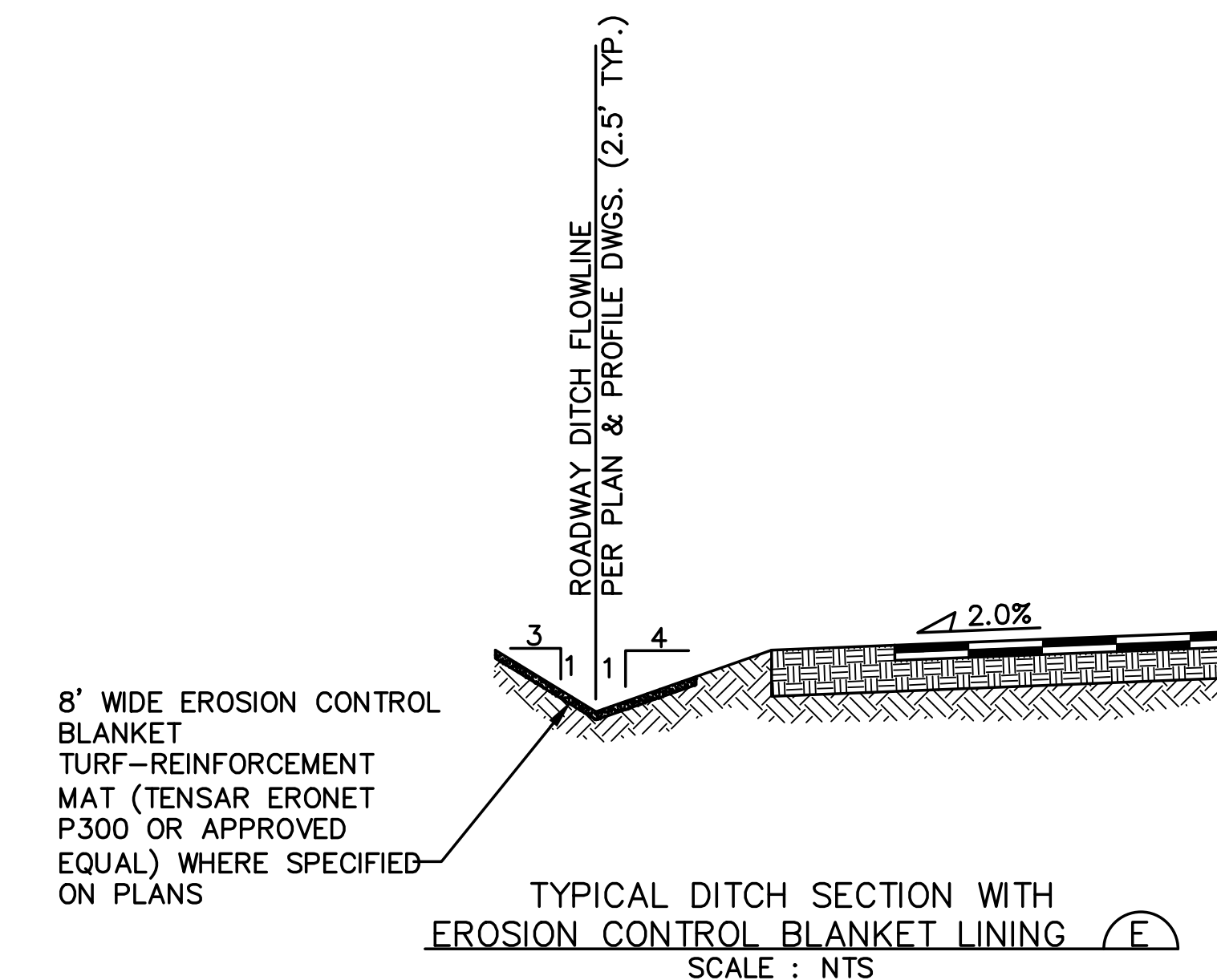
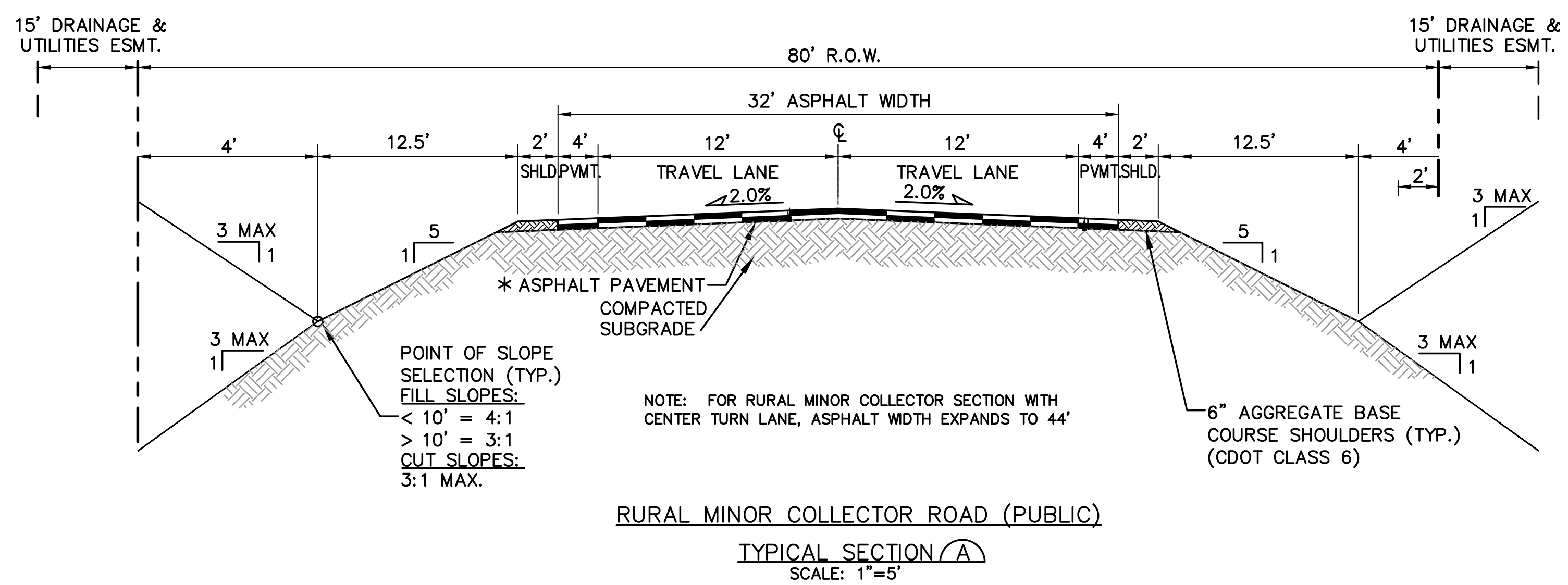
Date

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.

MONUMENT ACADEMY HIGH SCHOOL

FOR CONSTRUCTION



DESIGN DATA

ROAD CLASSIFICATION:	RURAL MINOR COLLECTOR	REFERENCE STANDARD
DESIGN SPEED:	40 MPH	ECM TABLE 2-5
POSTED SPEED:	35 MPH	ECM TABLE 2-5
ROADWAY WIDTH:	32' EOA-EQA	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:

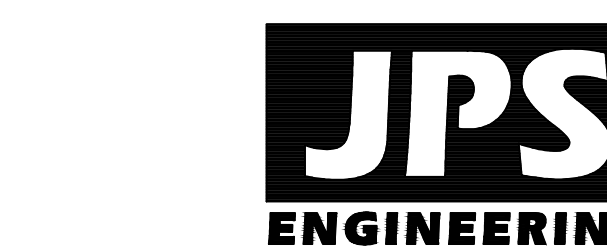
DESIGN SPEED:	30 MPH	ECM TABLE 2-5
MIN. K-VALUE (CREST):	19	ECM TABLE 2-13
MIN. K-VALUE (SAG):	37	ECM TABLE 2-15

REFERENCE STANDARD

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-EQA	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



19 E. Willamette Ave.
 Colorado Springs, CO
 80903

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 FAX: 719-471-0766
 www.jpsegr.com

OWNERSHIP OF INSTRUMENTS OF SERVICE:
 ALL REPORTS, PLANS, SPECIFICATIONS, COMPUTER FILES, FIELD DATA, NOTES AND OTHER DOCUMENTS AND INSTRUMENTS PREPARED BY DESIGN PROFESSIONAL AS INSTRUMENTS OF SERVICE SHALL REMAIN THE PROPERTY OF THE DESIGN PROFESSIONAL. THE DESIGN PROFESSIONAL SHALL RETAIN ALL COMMON LAW STATUTORY AND OTHER RESERVED RIGHTS INCLUDING THE COPYRIGHT THEREON.

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:	4/29/19

TY1