



Planning and Community
Development Department
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Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – NEW LOG ROAD DEVIATION REQUEST

Project Name : Mayberry, Colorado Springs Filing No. 1
 Schedule No.(s) : 34000-00-259, -260, -349, -350, -356, -362
 Legal Description : Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION

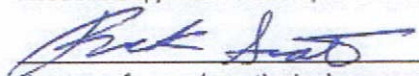
Company : Colorado Springs Mayberry, LLC
 Name : Rick Scott
 Owner Consultant Contractor
 Mailing Address : 32823 Temecula Parkway
 Temecula, CA 92592.
 Phone Number : 951-296-5070
 FAX Number : 951-296-5071
 Email Address : rick@cormanleigh.com

ENGINEER INFORMATION

Company : JPS Engineering, Inc.
 Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
 Mailing Address : 19 E. Willamette Avenue
 Colorado Springs, CO 80903
 Phone Number : 719-477-9429
 FAX Number : 719-471-0766
 Email Address : john@jpsengr.com

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

 _____ 4.27.2020
 Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-6 Roadway Design Standards):

New Log Road is ultimately classified as an Urban Minor Arterial roadway. The proposed deviations consist of modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural asphalt road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sh. TY1-TY2).

The ECM-prescribed minimum horizontal centerline radius for an urban minor arterial is 565 feet. This deviation request also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing (Sh. PP1).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

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

The ultimate road section of New Log Road consists of a 2-lane, 1-way Couplet through the Town Center area in accordance with the approved Ellicott Town Center PUD, as depicted in Section A, Sheet TY2.

The interim road cross section consists of a 2-lane rural residential road section during Filing No. 1. The interim rural road section depicted on Section F, Sheet TY1 conforms to County standards for rural local roads.

The proposed minimum centerline radius of 527 feet is only a slight reduction compared to the standard minimum radius of 565 feet.

The proposed deviation will reduce traffic speed and provide for enhanced traffic calming.

The proposed access spacing along Log Road will be further evaluated and approved by the County in conjunction with future development of the adjoining commercial tracts.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved LSC Traffic Study and the Ellicott Town Center PUD. The traffic study demonstrates that traffic operations will provide acceptable levels of service.

Denial of the deviation request would result in significant revisions to the previously approved PUD development plan, requiring PC and Board of County Commissioners re-approvals.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will reduce traffic speed and provide for enhanced traffic calming, resulting in improved traffic safety.

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

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

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

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

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

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Denied by the ECM Administrator

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

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

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

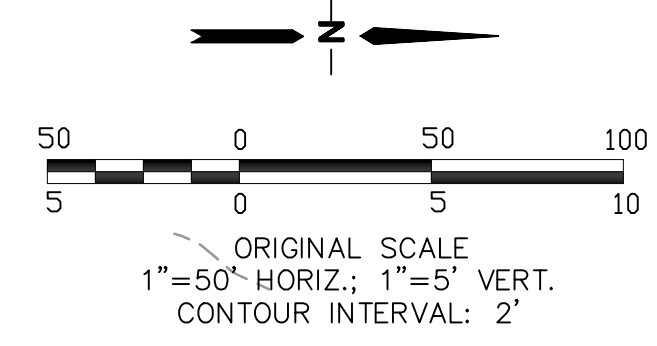
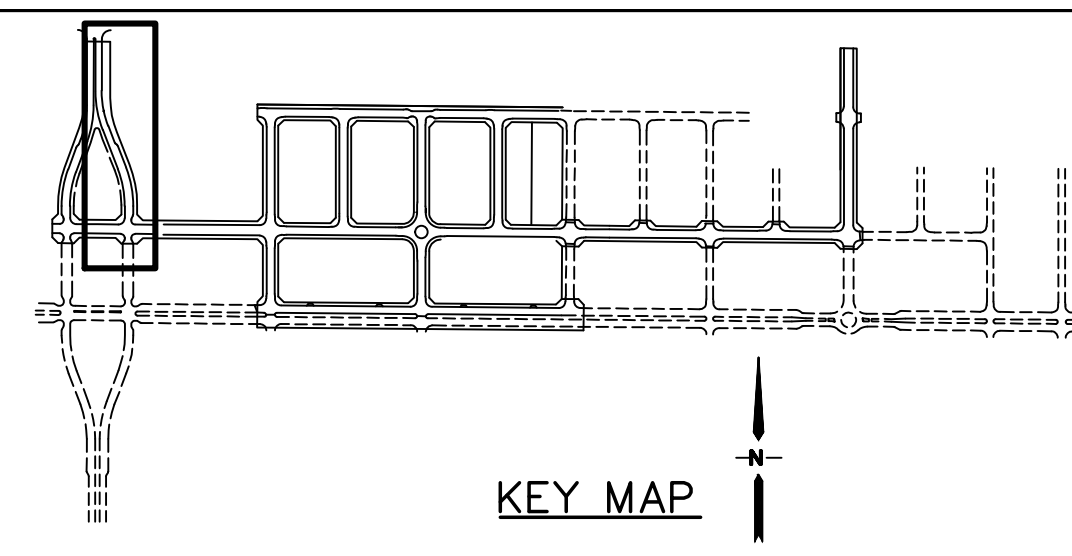
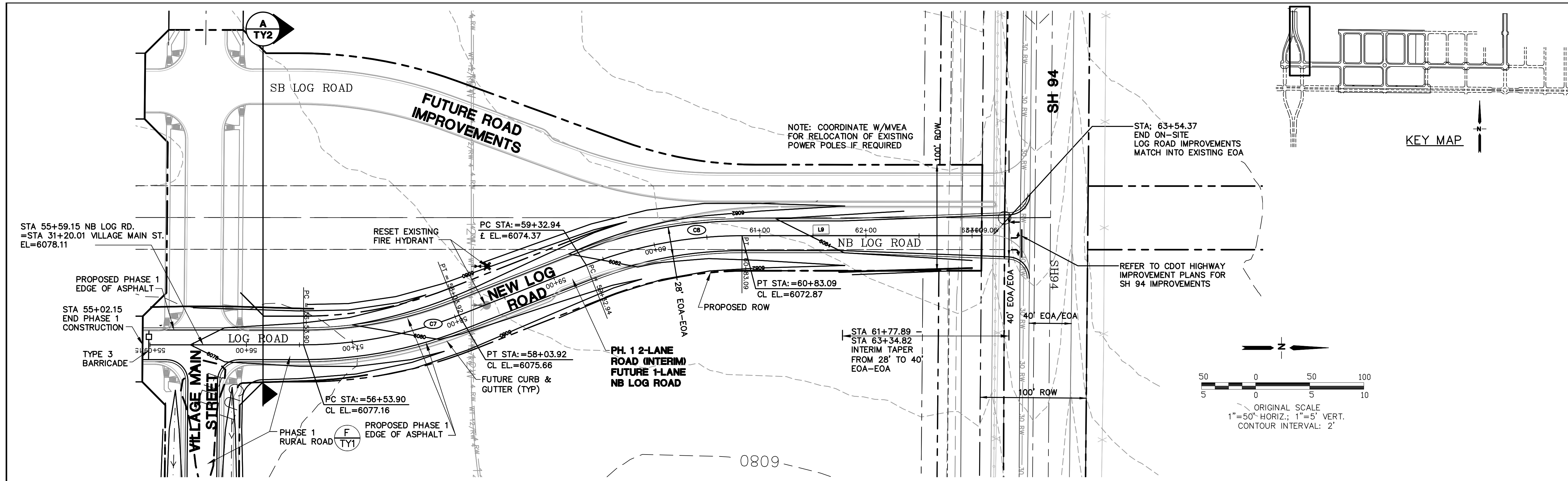
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

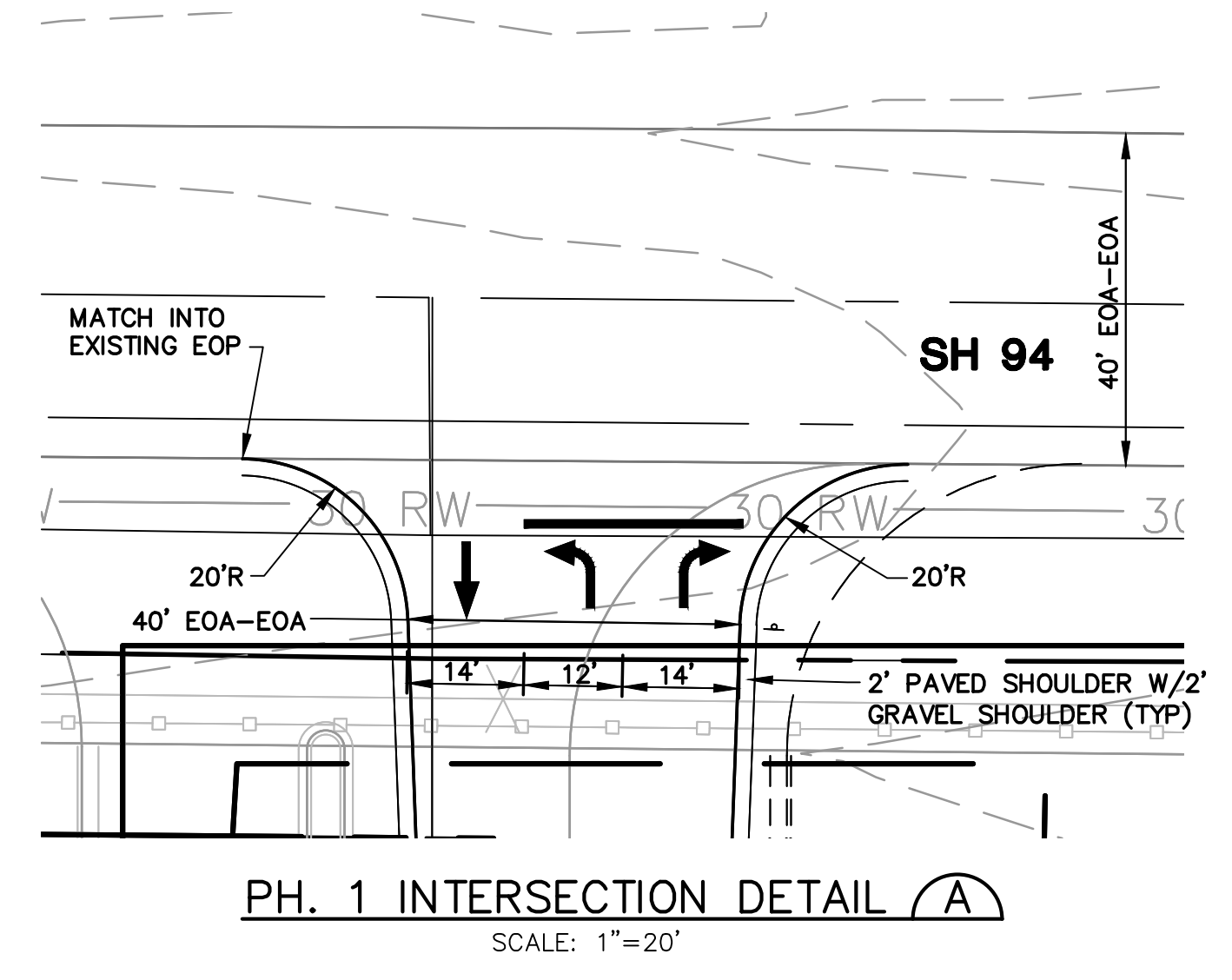
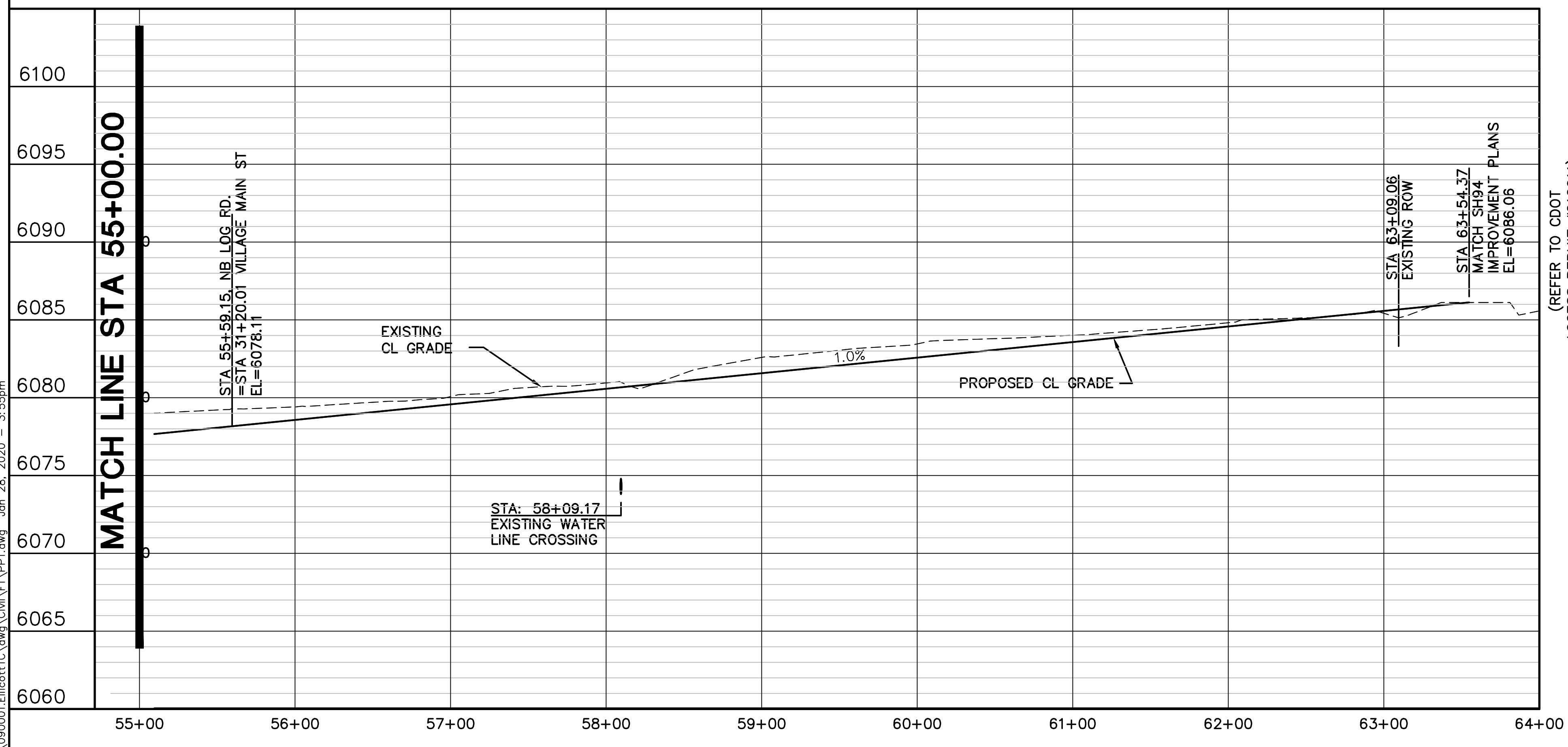
1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

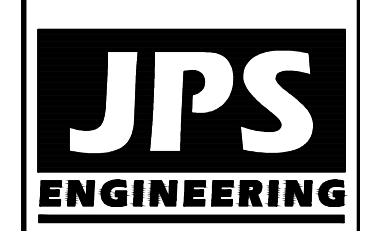
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LINE TABLE			CURVE TABLE			
LINE	LENGTH	BEARING	CURVE	LENGTH	RADIUS	DELTA
L9	287.37	N00°01'08"E	C7	235.15	545.00	24°43'16"
			C8	227.56	527.00	24°44'24"



MAYBERRY, COLORADO SPRINGS - FILING NO. 1



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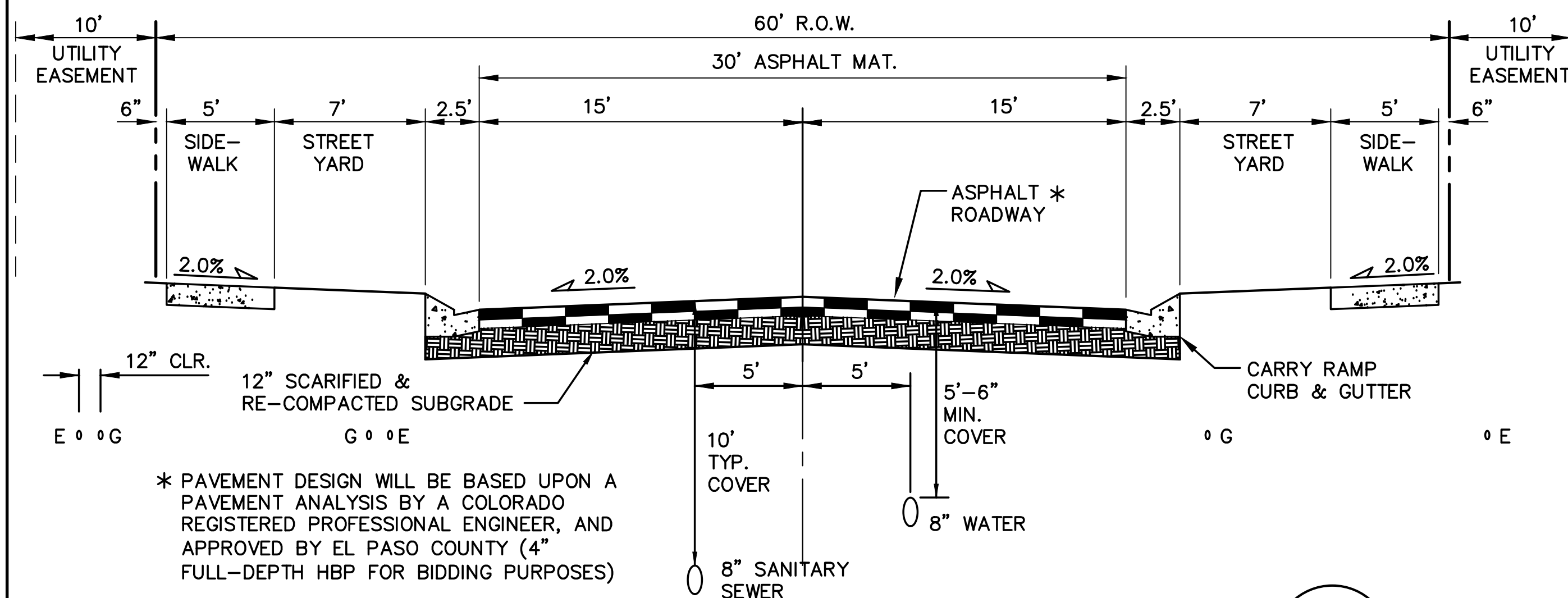
No.	REVISION	DATE
1	EPC COMMENTS	JPS 7/25/06
2	EPC COMMENTS	JPS 11/15/07
3	2018 SUBMITTAL	JPS 8/22/18
4	EPC COMMENTS	JPS 11/15/19
5	EPC COMMENTS	JPS 11/31/20

**NB NEW LOG ROAD
PLAN & PROFILE
(STA: 55+00 TO STA: 64+00.00)**

HORIZ. SCALE: 1"=50'	DRAWN: RMD
VERT. SCALE: 1"=5'	DESIGNED: JPS
SURVEYED: UP&E	CHECKED: JPS
CREATED: 3/26/06	LAST MODIFIED: 1/31/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: **PP1**

NOTE: STREET TREES MAY BE PLANTED IN STREET YARD WITHIN ROW SUBJECT TO COUNTY STANDARDS

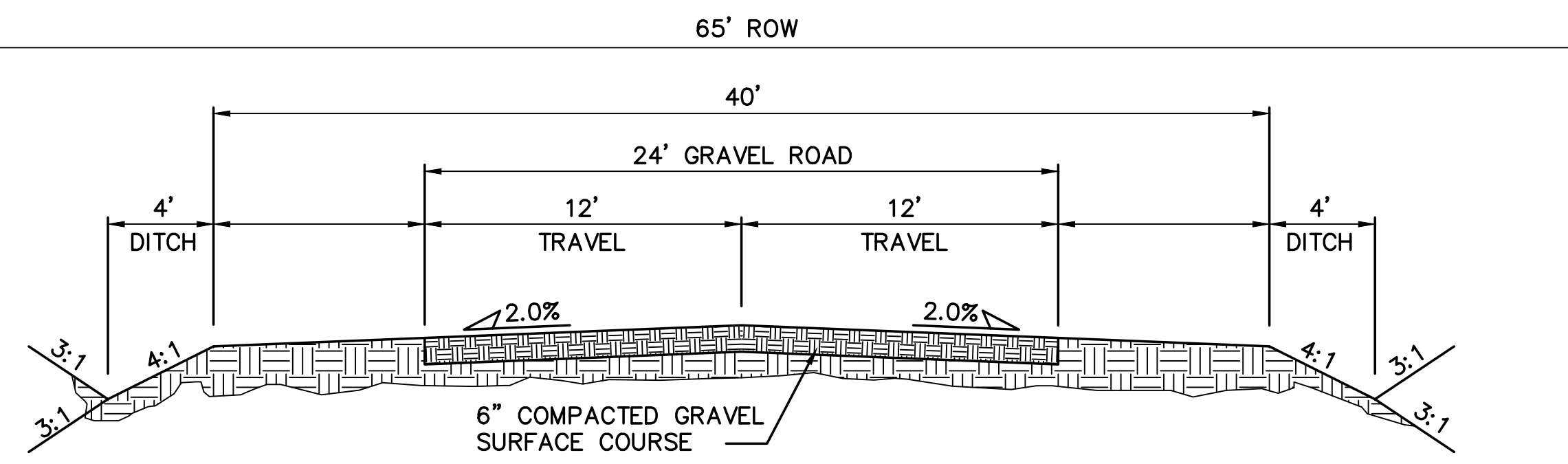


TYPICAL RESIDENTIAL MINOR COLLECTOR ROAD SECTION (A)

(URBAN LOCAL)

*ON-STREET PARKING ALLOWED

SCALE: 1"=5' H
1"=2.5' V

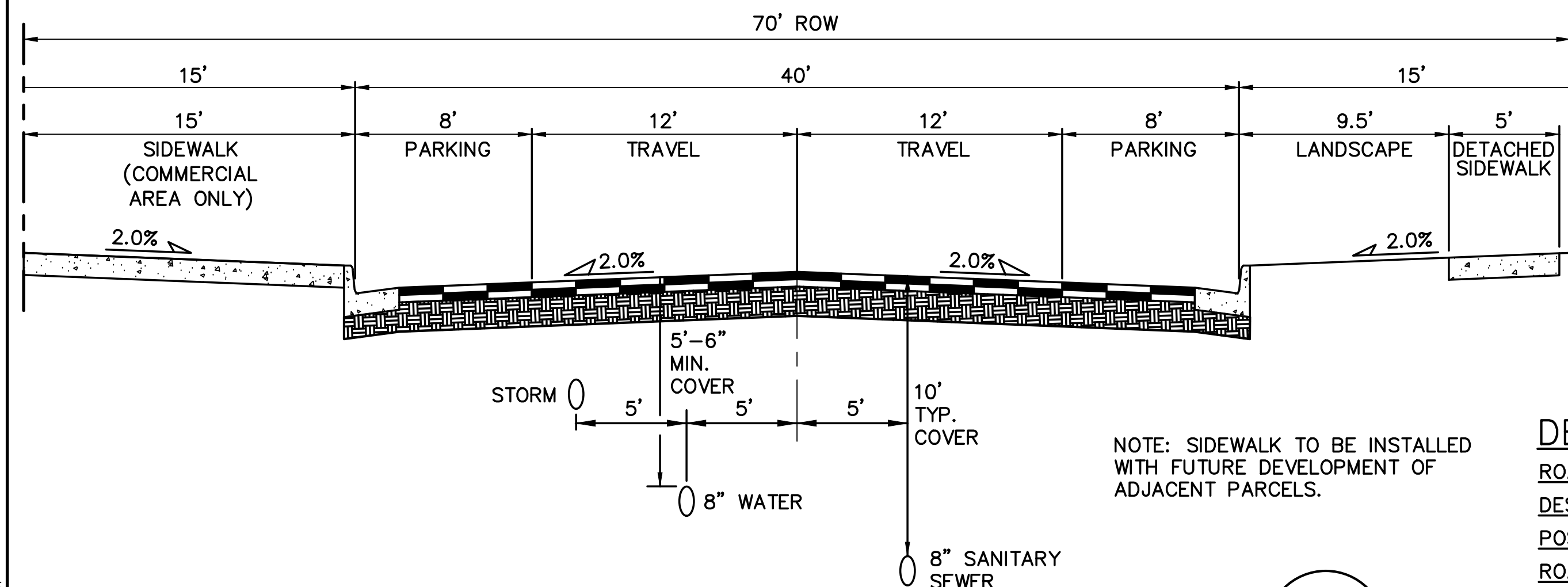


TEMPORARY GRAVEL SECONDARY ACCESS ROAD (D)

(SPRINGS ROAD - PHASE 1)

SCALE: 1"=5' H
1"=2.5' V

NOTE: THE INTERIM GRAVEL SEGMENT SHALL BE PAVED TO A 20-FOOT MINIMUM WIDTH, PLUS 2-FOOT GRAVEL SHOULDERS, UPON TRAFFIC COUNTS EXCEEDING 200 ADT. PROJECT CONDITIONS OF APPROVAL WILL ADDRESS WHEN TRAFFIC COUNTS NEED TO BE TAKEN.



(VILLAGE MAIN STREET) TYPICAL COMMERCIAL SECTION (B)

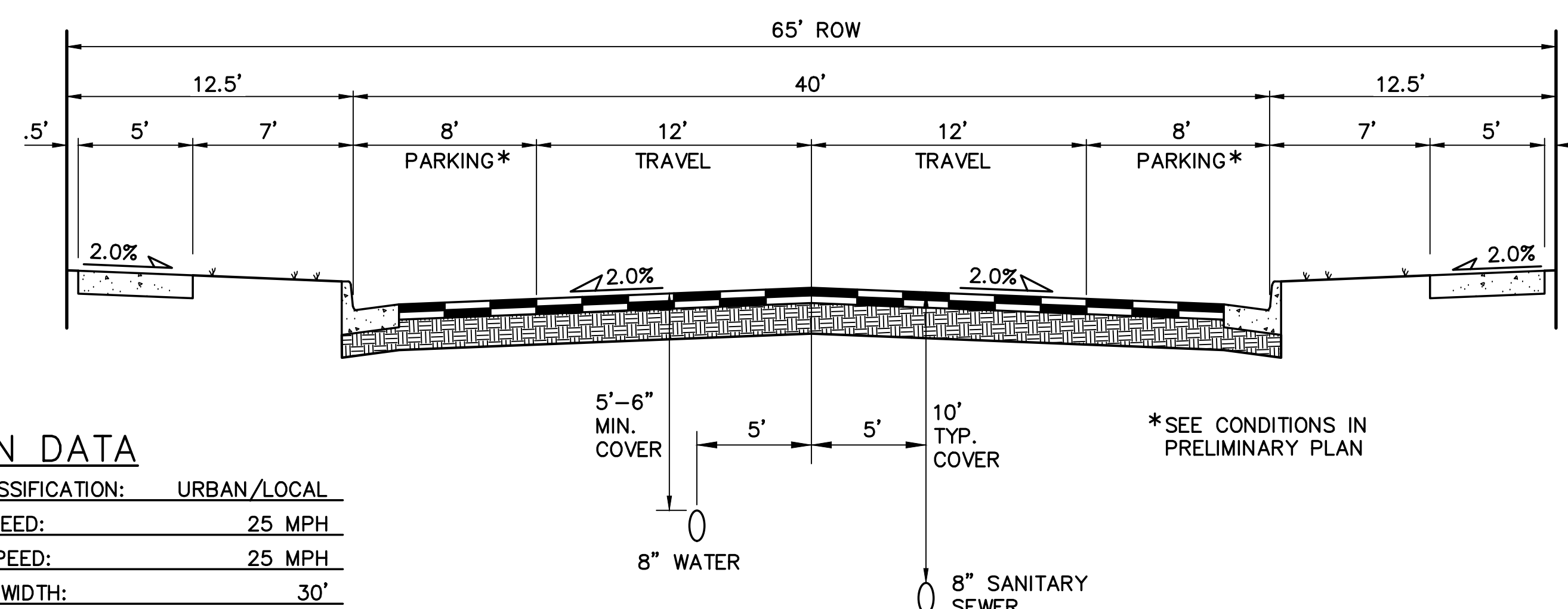
(NON-RESIDENTIAL COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

NOTE: SIDEWALK TO BE INSTALLED WITH FUTURE DEVELOPMENT OF ADJACENT PARCELS.

DESIGN DATA

ROAD CLASSIFICATION:	URBAN/LOCAL
DESIGN SPEED:	25 MPH
POSTED SPEED:	25 MPH
ROADWAY WIDTH:	30'
MIN. HORIZONTAL RADIUS:	200'
MIN. GRADE:	0.5%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	12
MIN. K-VALUE (SAG):	26

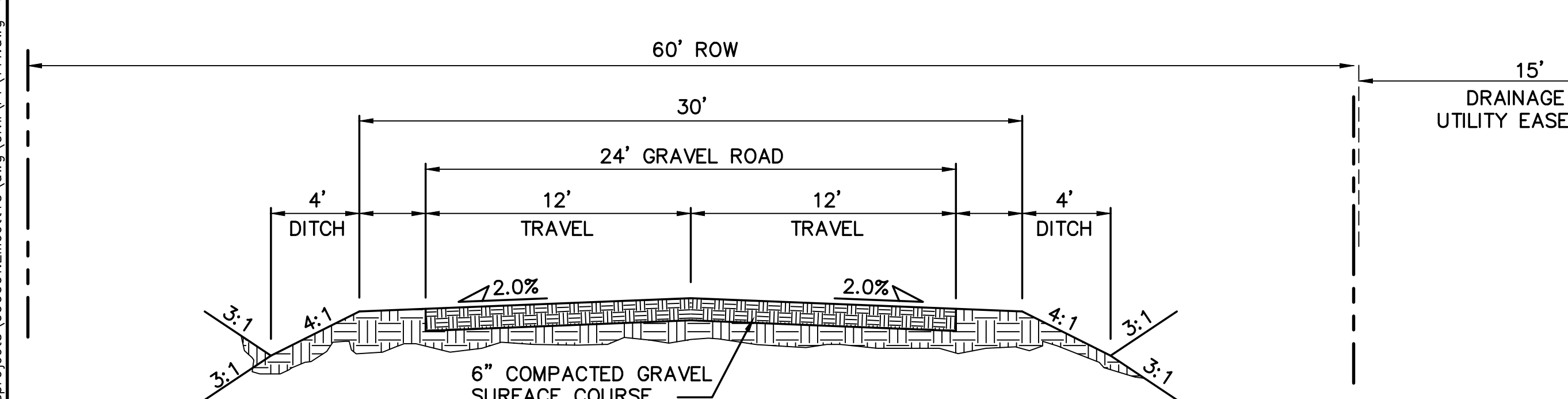


SPRINGS ROAD SECTION (E)

(MINOR COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

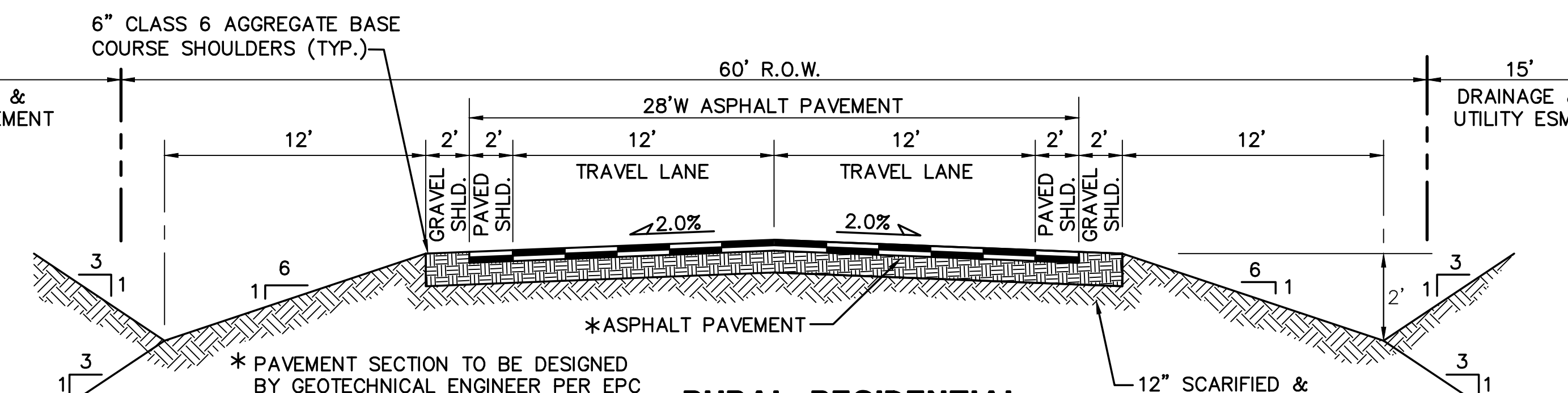
*SEE CONDITIONS IN PRELIMINARY PLAN



TEMPORARY GRAVEL SECONDARY ACCESS ROAD (C)

(VILLAGE MAIN STREET - PHASE 1)

SCALE: 1"=5' H
1"=2.5' V

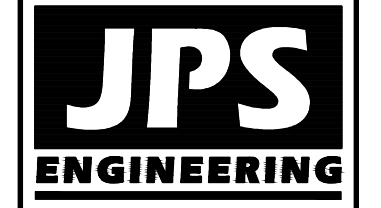


RURAL RESIDENTIAL TYPICAL SECTION (F)

SCALE: 1"=5'H, 1"=2.5'V

NOTE: WHERE PHASE 1 INTERIM ROAD IS CONSTRUCTED ALONG LOG ROAD, PROVIDE CONSTANT 2% CROSS SLOPE TO MATCH ULTIMATE ROAD SECTION

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



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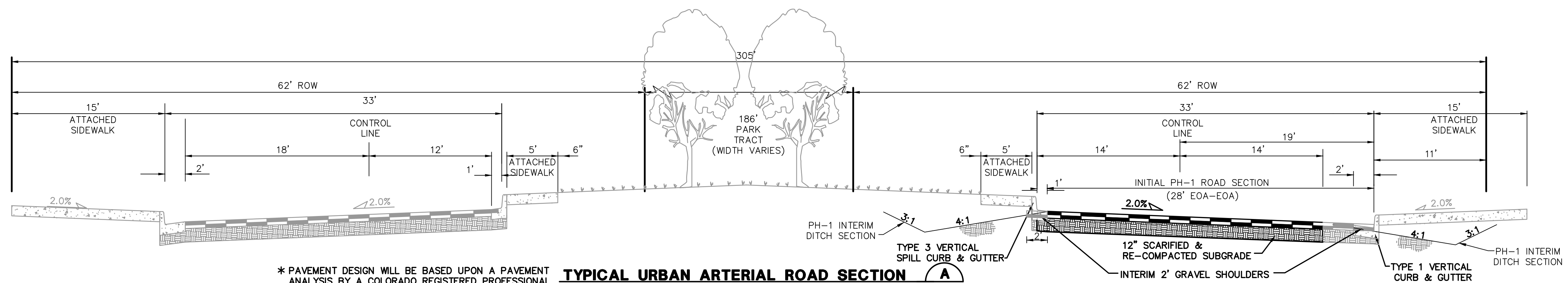
NO.	REVISION	DATE
1	EPC COMMENTS	8/20/19
2	EPC COMMENTS	9/12/19
3	EPC COMMENTS	1/31/20
4	EPC COMMENTS	4/17/20
5	EPC COMMENTS	9/15/20

TYPICAL ROAD SECTION & DETAILS

HORIZ. SCALE: 1"=5'	DRAWN: RMD
VERT. SCALE: AS SHOWN	DESIGNED: JPS
SURVEYED:	CHECKED: JPS
CREATED: 5/5/05	LAST MODIFIED: 9/15/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: **TY1**

G:\Users\Owner\Dropbox\psprojects\090001_Elliot\TY1.dwg Sep. 15, 2020 - 3:24pm



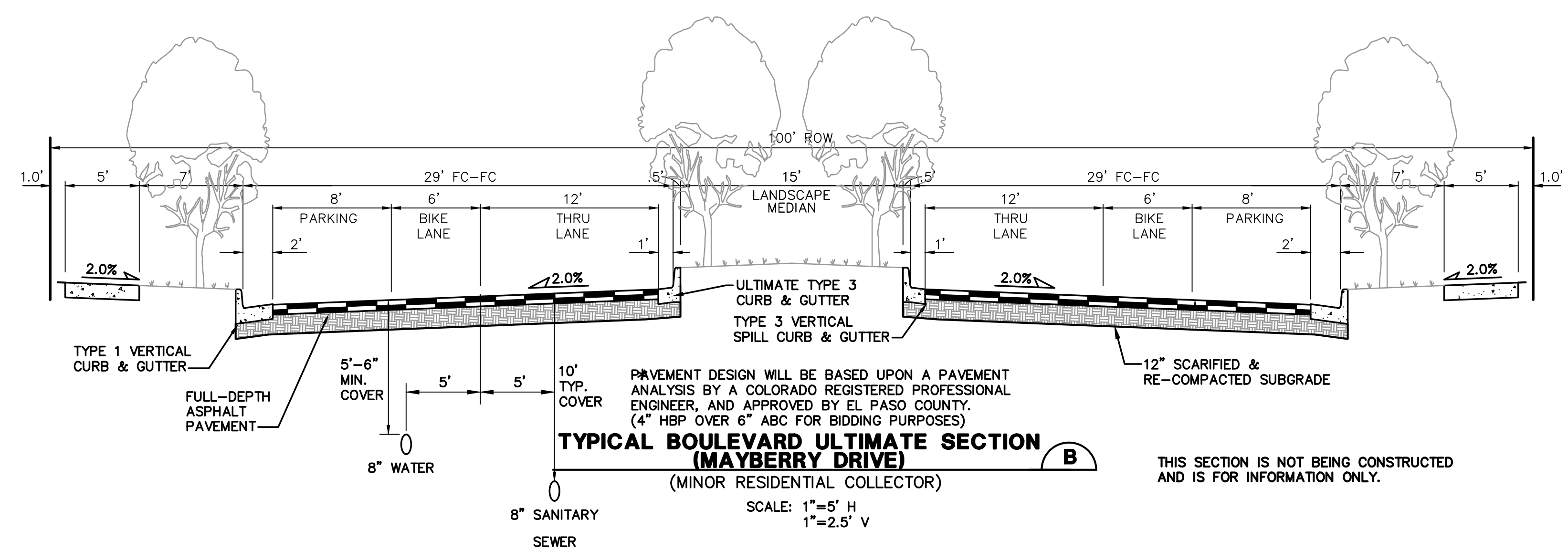
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

TYPICAL URBAN ARTERIAL ROAD SECTION (A)
(ULTIMATE LOG ROAD AT COUPLER)
SCALE: 1"=5' H
1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

DESIGN DATA

ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64



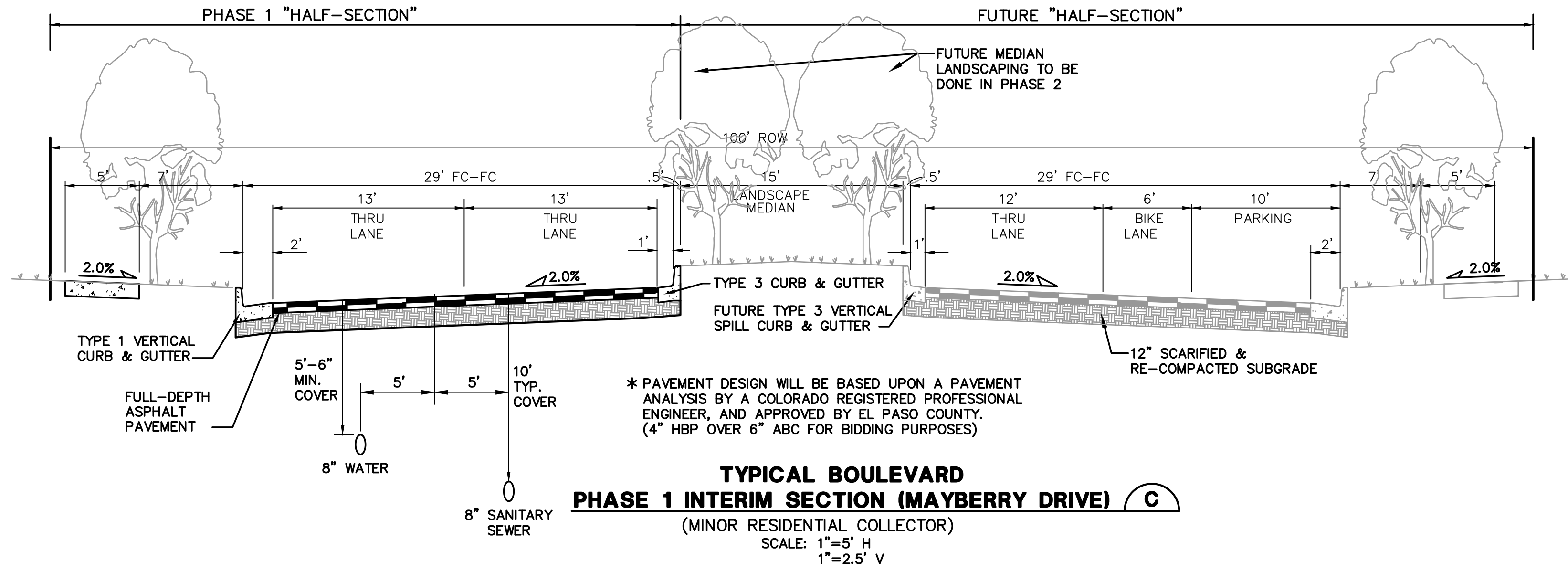
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

TYPICAL BOULEVARD ULTIMATE SECTION (MAYBERRY DRIVE) (B)
(MINOR RESIDENTIAL COLLECTOR)
SCALE: 1"=5' H
1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

DESIGN DATA

ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

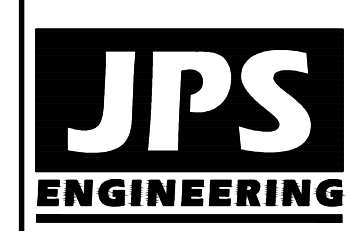


* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

TYPICAL BOULEVARD PHASE 1 INTERIM SECTION (MAYBERRY DRIVE) (C)
(MINOR RESIDENTIAL COLLECTOR)
SCALE: 1"=5' H
1"=2.5' V

NOTE: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



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NO.	REVISION	DATE
1	EPC COMMENTS	9/12/19
2	EPC COMMENTS	11/31/20
3	EPC COMMENTS	4/17/20
4	EPC COMMENTS	9/18/20
5	EPC COMMENTS	10/27/20

TYPICAL ROAD SECTIONS

HORZ. SCALE:	1"=5'	DRAWN:	BJJ
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:		CHECKED:	JPS
CREATED:	5/5/05	LAST MODIFIED:	10/27/20
PROJECT NO:	090001	MODIFIED BY:	BJJ

SHEET: **TY2**



Planning and Community
Development Department
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – VILLAGE MAIN STREET DEVIATION REQUEST

Project Name : Mayberry, Colorado Springs Filing No. 1
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APPLICANT INFORMATION


Company : Colorado Springs Mayberry, LLC
 Name : Rick Scott
 Owner Consultant Contractor
 Mailing Address : 32823 Temecula Parkway
 Temecula, CA 92592.
 Phone Number : 951-296-5070
 FAX Number : 951-296-5071
 Email Address : rick@cormanleigh.com

ENGINEER INFORMATION

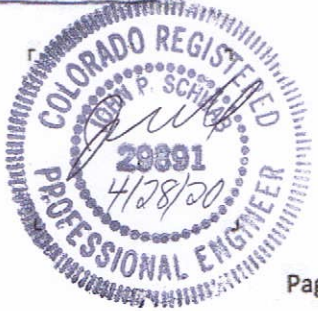
Company : JPS Engineering, Inc.
 Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
 Mailing Address : 19 E. Willamette Avenue
 Colorado Springs, CO 80903
 Phone Number : 719-477-9429
 FAX Number : 719-471-0766
 Email Address : john@jpsengr.com

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

 _____ 4.27.2020
 Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards):

Village Main Street is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Residential Collector through the residential areas. The proposed deviations consist of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Residential Collector road segments, as well as an interim gravel secondary access road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sections A-C, Sh. TY1).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

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

Village Main Street is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Residential Collector through the residential areas. The proposed deviations consist of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Residential Collector road segments, as well as an interim gravel secondary access road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sections A-C, Sh. TY1).

The current ECM standard is a 48-foot asphalt width for an Urban Non-Residential Collector and a 36-foot asphalt width for an Urban Residential Collector. The narrower road widths are consistent with new urbanist land planning as approved in the Ellicott Town Center PUD. Minimum travel lane widths of 12 feet are provided in accordance with current ECM standards.

The proposed deviations will reduce traffic speeds and provide for enhance traffic calming.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved Ellicott Town Center PUD and LSC Traffic Study, which demonstrates that traffic operations will provide acceptable levels of service.

Denial of the deviation request would result in significant revisions to the previously approved PUD development plan, requiring PC and Board of County Commissioners re-approvals.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide and acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will result in decreased traffic speeds and enhanced traffic calming, improving traffic safety.

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

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

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

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

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

r

1

L

J

Denied by the ECM Administrator

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

r

1

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

[Empty rectangular box for ECM Administrator Comments/Conditions]

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

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

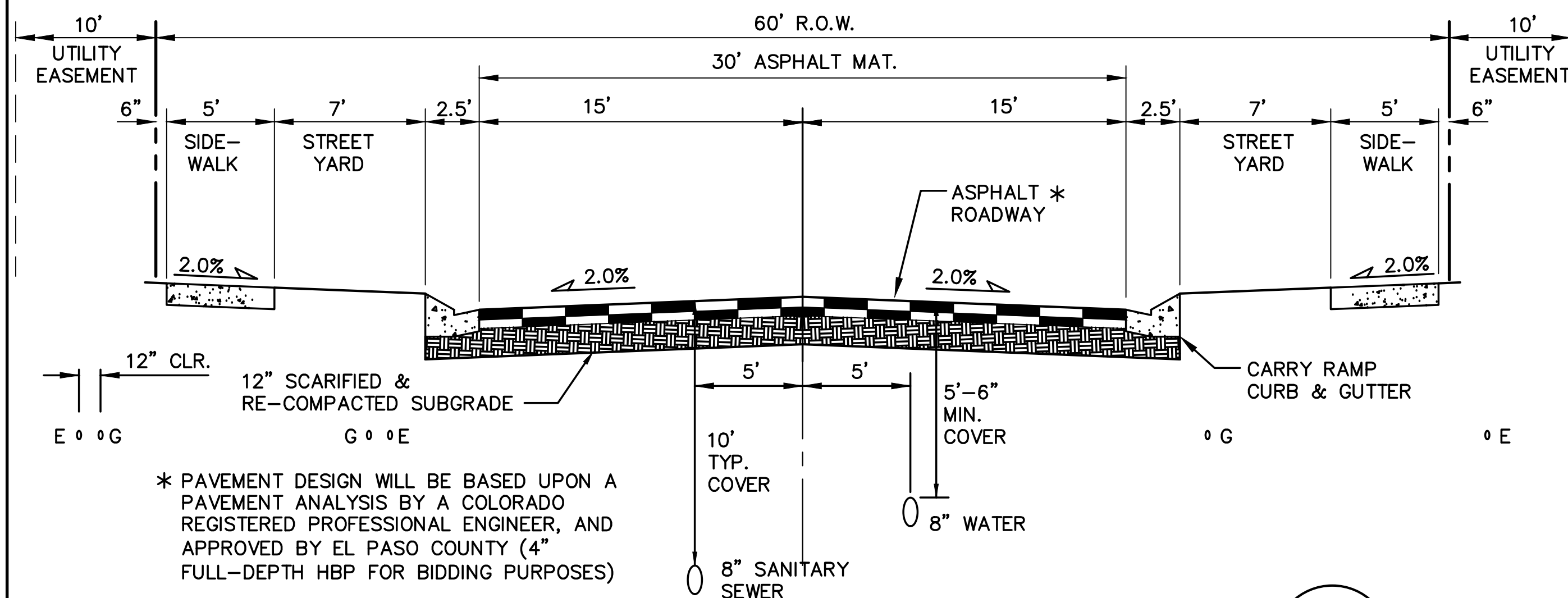
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

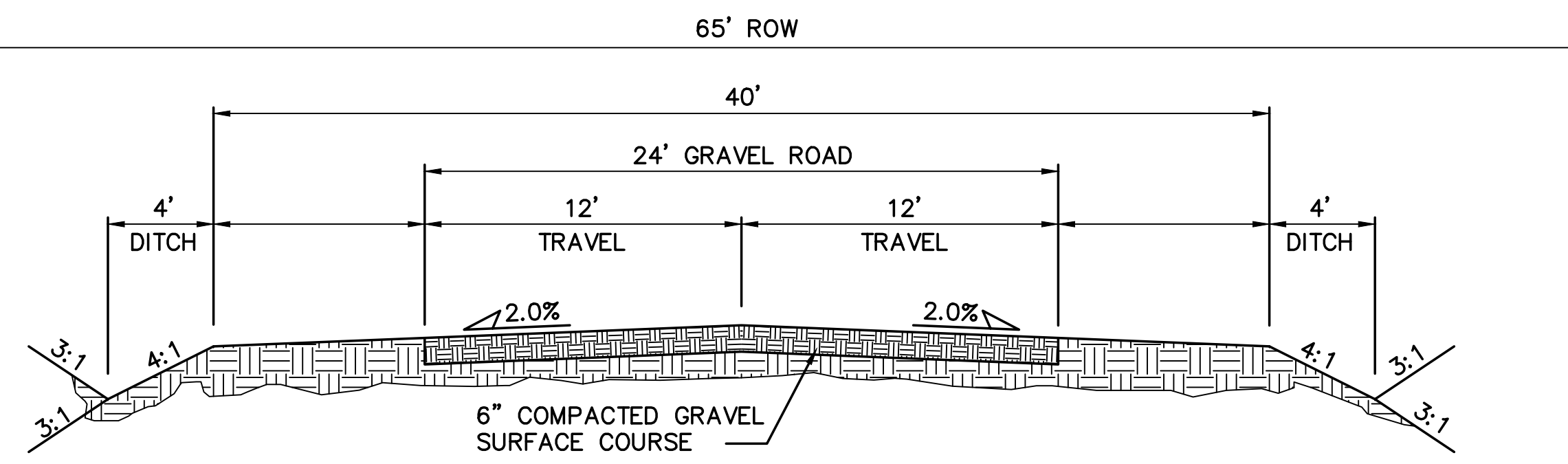
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

NOTE: STREET TREES MAY BE PLANTED IN STREET YARD WITHIN ROW SUBJECT TO COUNTY STANDARDS



TYPICAL RESIDENTIAL MINOR COLLECTOR ROAD SECTION (A)

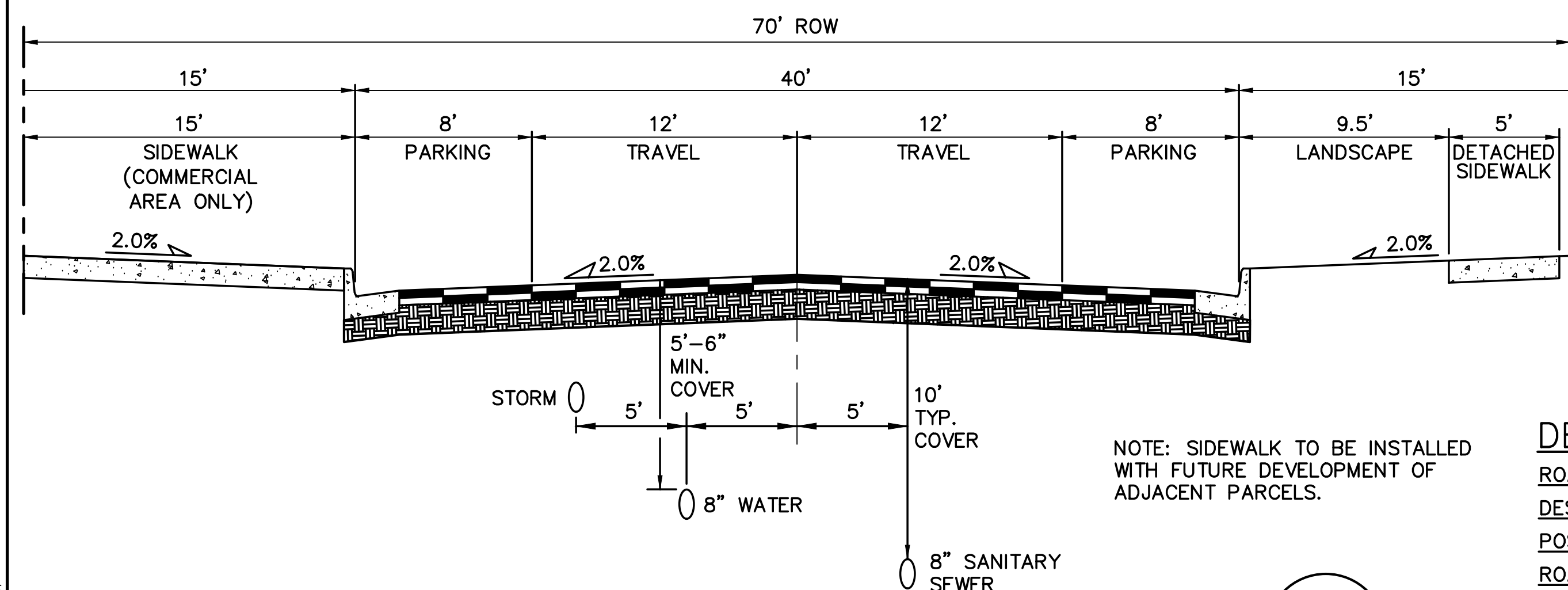
(URBAN LOCAL)
*ON-STREET PARKING ALLOWED
SCALE: 1"=5' H
1"=2.5' V



TEMPORARY GRAVEL SECONDARY ACCESS ROAD (D)

(SPRINGS ROAD - PHASE 1)
SCALE: 1"=5' H
1"=2.5' V

NOTE: THE INTERIM GRAVEL SEGMENT SHALL BE PAVED TO A 20-FOOT MINIMUM WIDTH, PLUS 2-FOOT GRAVEL SHOULDERS, UPON TRAFFIC COUNTS EXCEEDING 200 ADT. PROJECT CONDITIONS OF APPROVAL WILL ADDRESS WHEN TRAFFIC COUNTS NEED TO BE TAKEN.



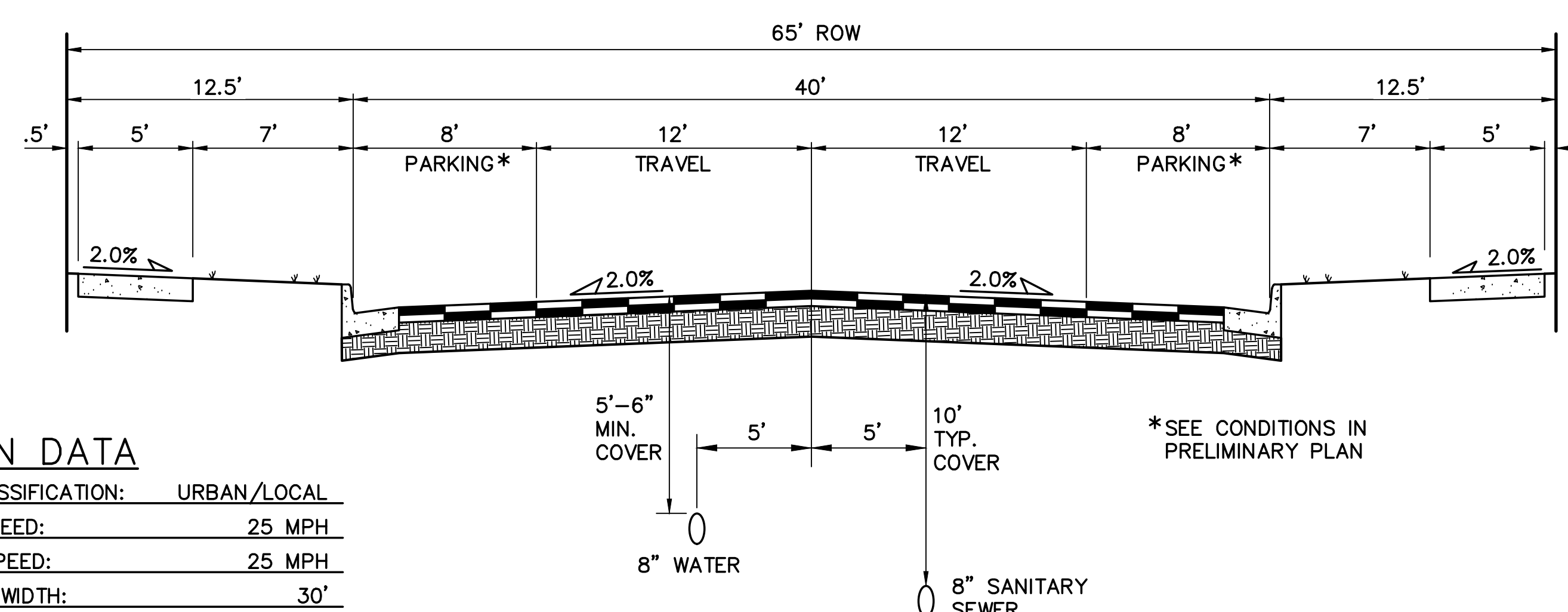
(VILLAGE MAIN STREET) TYPICAL COMMERCIAL SECTION (B)

(NON-RESIDENTIAL COLLECTOR)
SCALE: 1"=5' H
1"=2.5' V

NOTE: SIDEWALK TO BE INSTALLED WITH FUTURE DEVELOPMENT OF ADJACENT PARCELS.

DESIGN DATA

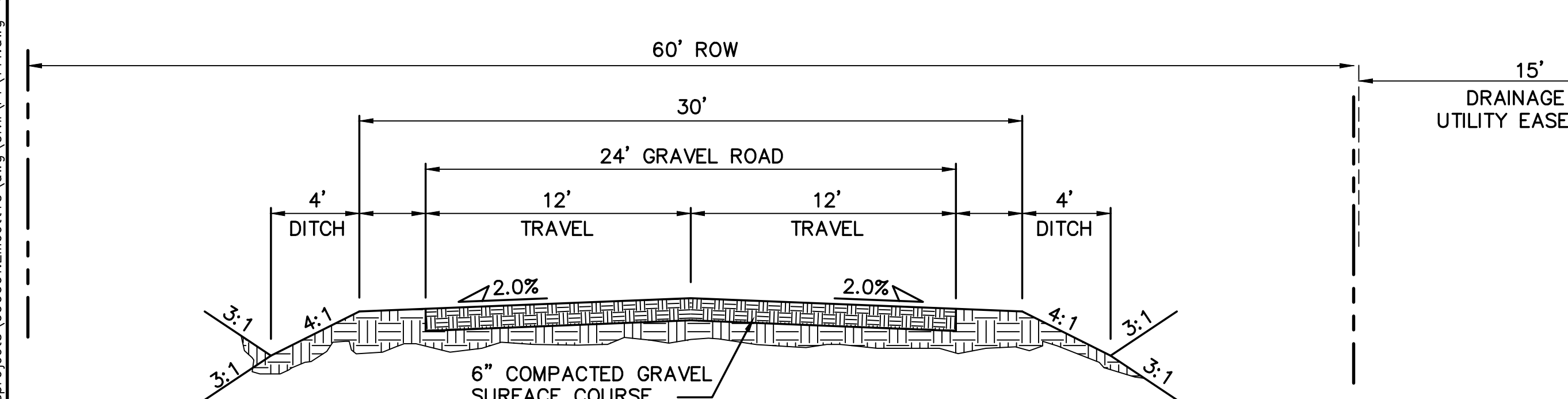
ROAD CLASSIFICATION:	URBAN/LOCAL
DESIGN SPEED:	25 MPH
POSTED SPEED:	25 MPH
ROADWAY WIDTH:	30'
MIN. HORIZONTAL RADIUS:	200'
MIN. GRADE:	0.5%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	12
MIN. K-VALUE (SAG):	26



SPRINGS ROAD SECTION (E)

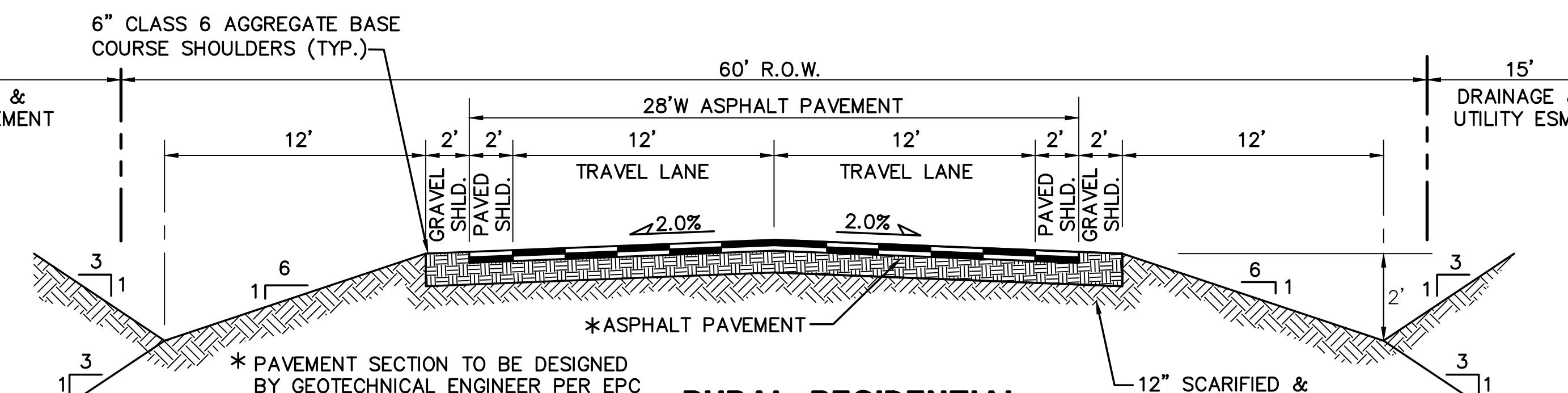
(MINOR COLLECTOR)
SCALE: 1"=5' H
1"=2.5' V

*SEE CONDITIONS IN PRELIMINARY PLAN



TEMPORARY GRAVEL SECONDARY ACCESS ROAD (C)

(VILLAGE MAIN STREET - PHASE 1)
SCALE: 1"=5' H
1"=2.5' V

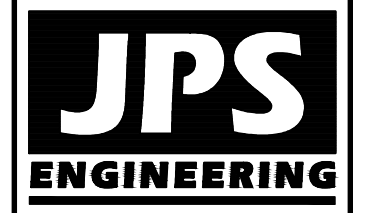


RURAL RESIDENTIAL TYPICAL SECTION (F)

SCALE: 1"=5'H, 1"=2.5'V

NOTE: WHERE PHASE 1 INTERIM ROAD IS CONSTRUCTED ALONG LOG ROAD, PROVIDE CONSTANT 2% CROSS SLOPE TO MATCH ULTIMATE ROAD SECTION

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



19 E. Willamette Ave.
Colorado Springs, CO
80903
PH: 719-477-9429
FAX: 719-471-0766
www.jpsegr.com



CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
CALL BEFORE YOU DIG. IN ANY EXCAVATE BEFORE YOU DIG GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

NO.	REVISION	DATE
1	EPC COMMENTS	8/20/19
2	EPC COMMENTS	9/12/19
3	EPC COMMENTS	1/31/20
4	EPC COMMENTS	4/17/20
5	EPC COMMENTS	9/15/20

TYPICAL ROAD SECTION & DETAILS

HORIZ. SCALE: 1"=5'	DRAWN: RMD
VERT. SCALE: AS SHOWN	DESIGNED: JPS
SURVEYED:	CHECKED: JPS
CREATED: 5/5/05	LAST MODIFIED: 9/15/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: **TY1**

G:\Users\Owner\Dropbox\psprojects\090001_Elliot\TY1.dwg Sep. 15, 2020 - 3:24pm



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – MAYBERRY DRIVE DEVIATION REQUEST

Project Name :	Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) :	34000-00-259, -260, -349, -350, -356, -362
Legal Description :	Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION


Company :	Colorado Springs Mayberry, LLC
Name :	Rick Scott
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	32823 Temecula Parkway Temecula, CA 925922.
Phone Number :	951-296-5070
FAX Number :	951-296-5071
Email Address :	rick@cornmanleigh.com

ENGINEER INFORMATION

Company :	JPS Engineering, Inc.	Colorado P.E. Number :	29891
Name :	John P. Schwab, P.E.		
Mailing Address :	19 E. Willamette Avenue Colorado Springs, CO 80903		
Phone Number :	719-477-9429		
FAX Number :	719-471-0766		
Email Address :	john@jpsengr.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

4-27-2020
Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards):

Mayberry Boulevard is classified as an Urban Residential Collector. The proposed deviations consist of modified cross-section elements including an ultimate divided section with landscaped median, and a Phase 1 half-section with a 29-foot asphalt width. The proposed deviations are depicted on the Typical Road Section Drawings (Sections B-C, Sh. TY2).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

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

Mayberry Drive is classified as an Urban Residential Collector. The proposed deviations consist of modified cross-section elements including an ultimate divided section with landscaped median, and a Phase 1 half-section with a 29-foot asphalt width. The proposed deviations are depicted on the Typical Road Section Drawings (Sections B-C, Sh. TY2).

The current ECM standard is a 36-foot asphalt width for an Urban Residential Collector. The narrower road widths are consistent with new urbanist land planning as approved in the Ellicott Town Center PUD. Minimum travel lane widths of 12 feet are provided in accordance with current ECM standards.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved Ellicott Town Center PUD and LSC Traffic Study, which demonstrates that traffic operations will provide acceptable levels of service.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide and acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

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

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

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

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

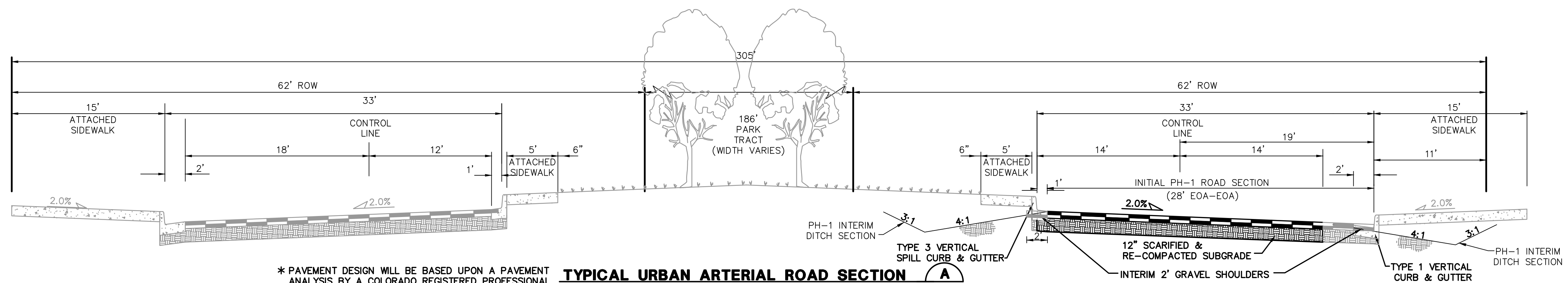
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



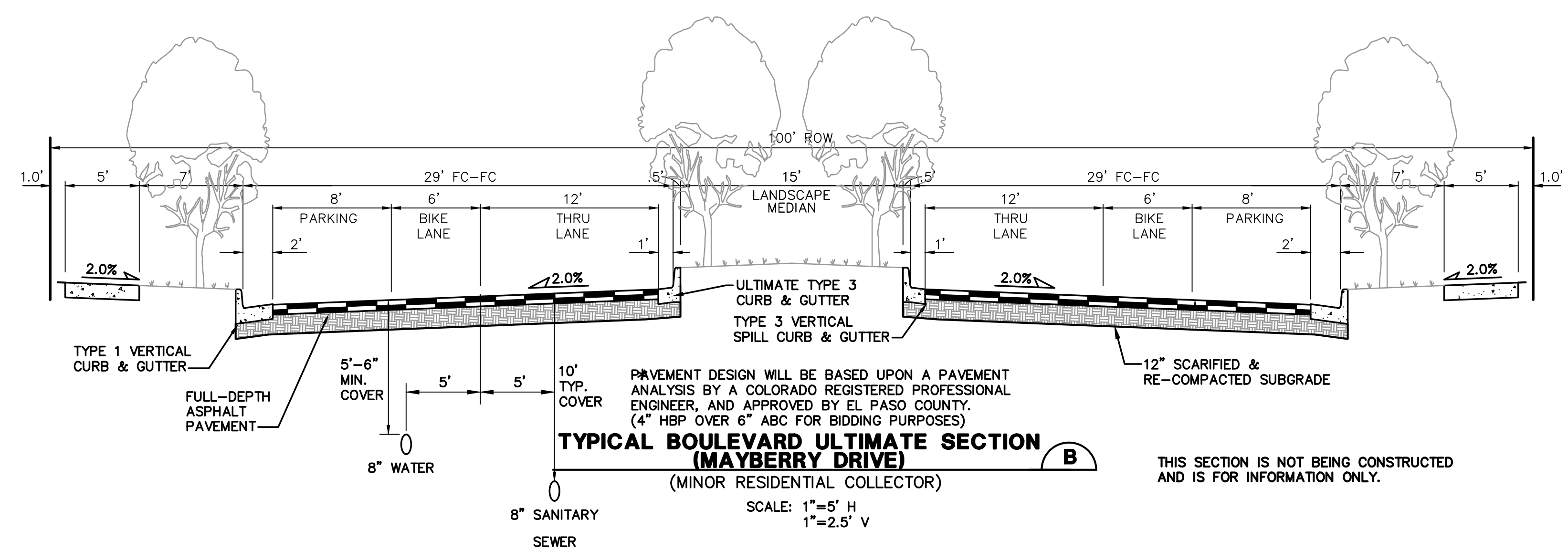
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4\"/>

TYPICAL URBAN ARTERIAL ROAD SECTION (A)
 (ULTIMATE LOG ROAD AT COUPLER)
 SCALE: 1"=5' H
 1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

DESIGN DATA

ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64



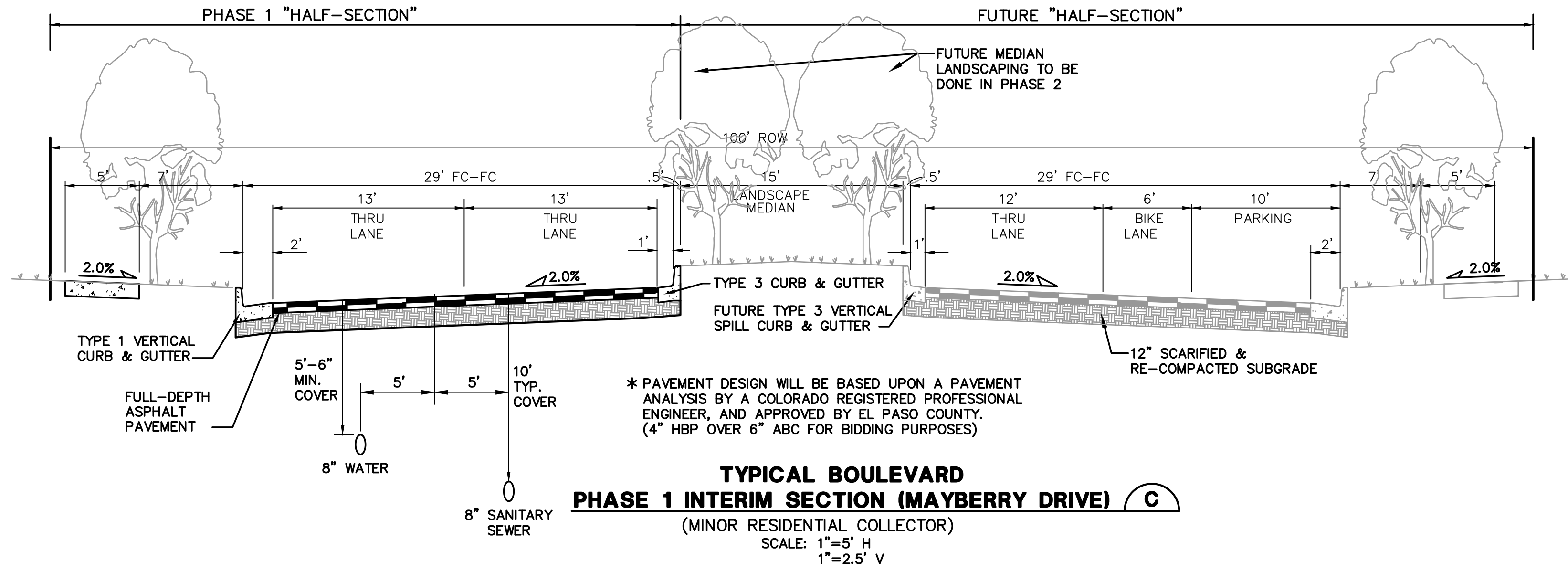
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4\"/>

TYPICAL BOULEVARD ULTIMATE SECTION (MAYBERRY DRIVE) (B)
 (MINOR RESIDENTIAL COLLECTOR)
 SCALE: 1"=5' H
 1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

DESIGN DATA

ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

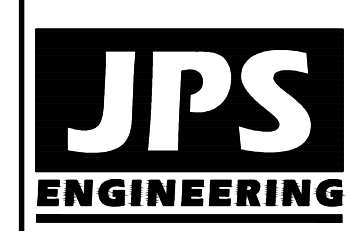


* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4\"/>

TYPICAL BOULEVARD PHASE 1 INTERIM SECTION (MAYBERRY DRIVE) (C)
 (MINOR RESIDENTIAL COLLECTOR)
 SCALE: 1"=5' H
 1"=2.5' V

NOTE: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



19 E. Willamette Ave.
 Colorado Springs, CO
 80903
 PH: 719-477-9429
 FAX: 719-471-0766
 www.jpsegr.com



CALL UTILITY NOTIFICATION CENTER OF COLORADO
 1-800-922-1987
 CALL BEFORE YOU DIG. IN ADVANCE BEFORE YOU DIG. GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

NO.	REVISION	DATE
1	EPC COMMENTS	9/12/19
2	EPC COMMENTS	11/31/20
3	EPC COMMENTS	4/17/20
4	EPC COMMENTS	9/18/20
5	EPC COMMENTS	10/27/20

TYPICAL ROAD SECTIONS

HORZ. SCALE:	1"=5'	DRAWN:	BJJ
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:		CHECKED:	JPS
CREATED:	5/5/05	LAST MODIFIED:	10/27/20
PROJECT NO:	090001	MODIFIED BY:	BJJ

SHEET: **TY2**



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – NON-STANDARD FSD FACILITY

Project Name :	Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) :	34000-00-259, -260, -349, -350, -356, -362
Legal Description :	Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION


Company :	Colorado Springs Mayberry, LLC
Name :	Rick Scott
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	32823 Temecula Parkway Temecula, CA 92592
Phone Number :	951-296-5070
FAX Number :	951-296-5071
Email Address :	rick@cormanleigh.com

ENGINEER INFORMATION

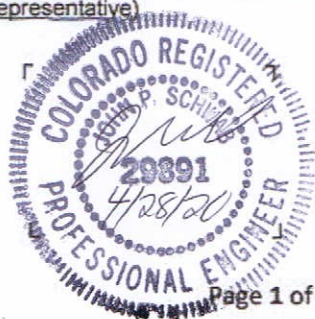
Company :	JPS Engineering, Inc.	Colorado P.E. Number :	29891
Name :	John P. Schwab, P.E.		
Mailing Address :	19 E. Willamette Avenue Colorado Springs, CO 80903		
Phone Number :	719-477-9429		
FAX Number :	719-471-0766		
Email Address :	john@jpsengr.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


 Signature of owner (or authorized representative) _____ Date 4.27.2020

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **1.7.3** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Appendix I - Stormwater Quality Policy & Procedures

Section 1.7.3 - Stormwater Detention Basins

This deviation request accounts for non-standard design aspects of the proposed Temporary Detention Basin C2.8. This detention basin has been designed as a temporary full-spectrum detention basin which will mitigate developed drainage impacts from parts of Filing No. 1 and No. 2 during the initial phases of development. Once the downstream Detention Basin D is constructed during future phases of development, this temporary detention basin will no longer be needed. Based on the temporary nature of this interim detention pond, the design does not include a forebay that would be included in a permanent detention pond, but a concrete trickle channel will be provided. The non-standard design components are justified by the temporary nature of this detention basin.

State the reason for the requested deviation:

Temporary Detention Basin C2.8 has been designed as an interim full-spectrum detention basin which will mitigate developed drainage impacts from parts of Filing No. 1 and No. 2 during the initial phases of development. Once the downstream Detention Basin D is constructed during future phases of development, this temporary detention basin will no longer be needed. The non-standard design components are justified by the temporary nature of this detention basin.

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

Based on the temporary nature of this interim detention pond, the design does not include a forebay that would be included in a permanent detention pond, but a concrete trickle channel will be provided. The non-standard design components are justified by the temporary nature of this detention basin.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

Forebays are standard requirements for permanent detention basins, but construction of these features would be wasteful for an interim detention basin, which will ultimately be removed when the larger downstream detention pond is constructed. The proposed temporary detention basin will include a concrete trickle channel, standard FSD outlet structure, and associated discharge facilities to properly mitigate drainage impacts from the applicable development area.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

The proposed temporary detention basin will include a concrete trickle channel, standard FSD outlet structure, and associated discharge facilities to properly mitigate developed drainage impacts from the applicable development area.

The deviation will not adversely affect safety or operations.

The requested deviation will not adversely affect safety or operations.

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

The proposed stormwater detention facilities will be privately owned and maintained by the metropolitan district. The proposed deviation will have no impact on County maintenance.

The deviation will not adversely affect aesthetic appearance.

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

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

The proposed deviation meets the design intent and purpose of the ECM standards by providing appropriate stormwater detention and water quality facilities. No deviations are proposed to the pond outlet structure and discharge facilities.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

The proposed deviation meets applicable control measure requirements.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

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

Γ

Γ

L

J

Denied by the ECM Administrator

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

Γ

Γ

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

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

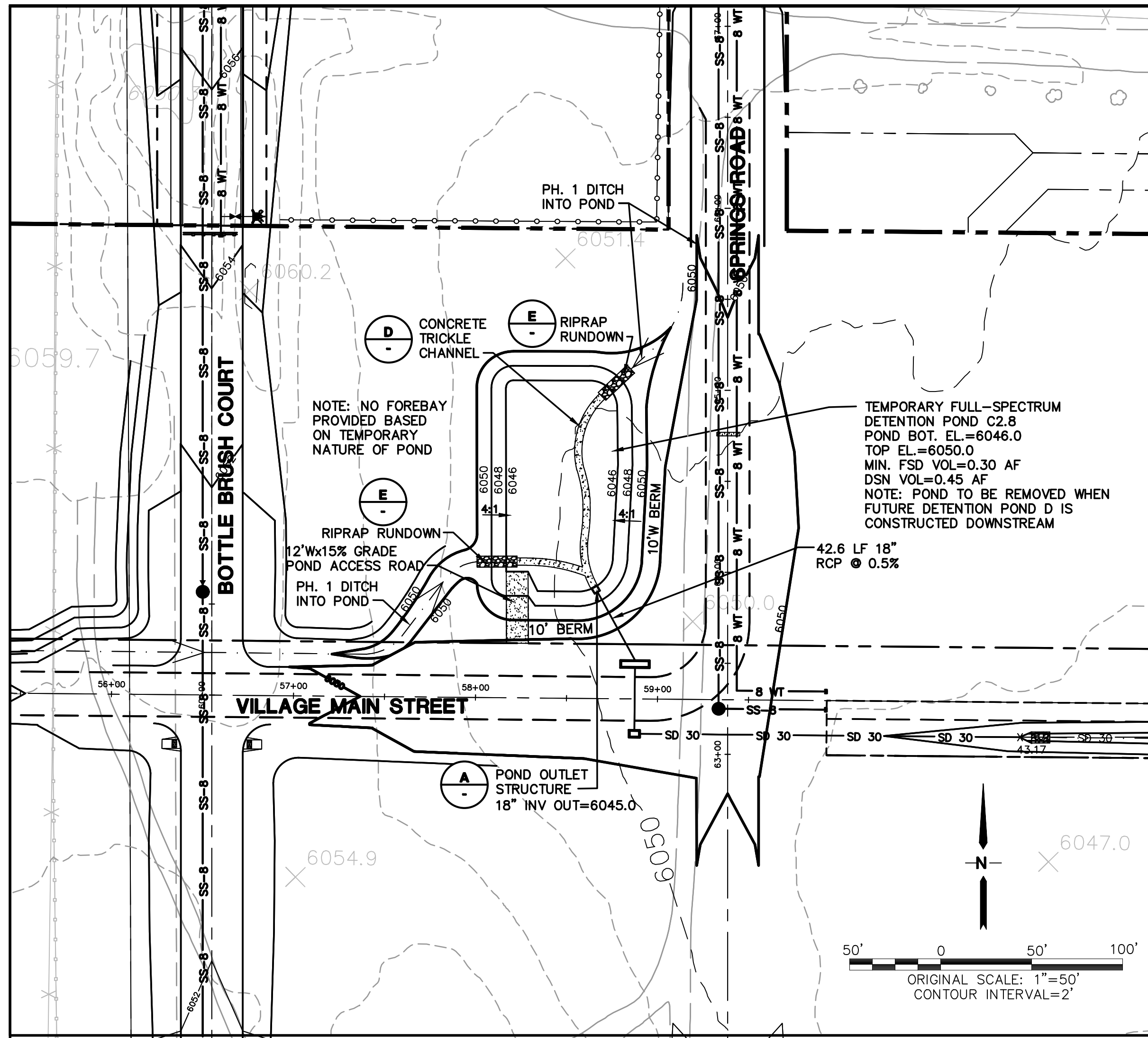
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

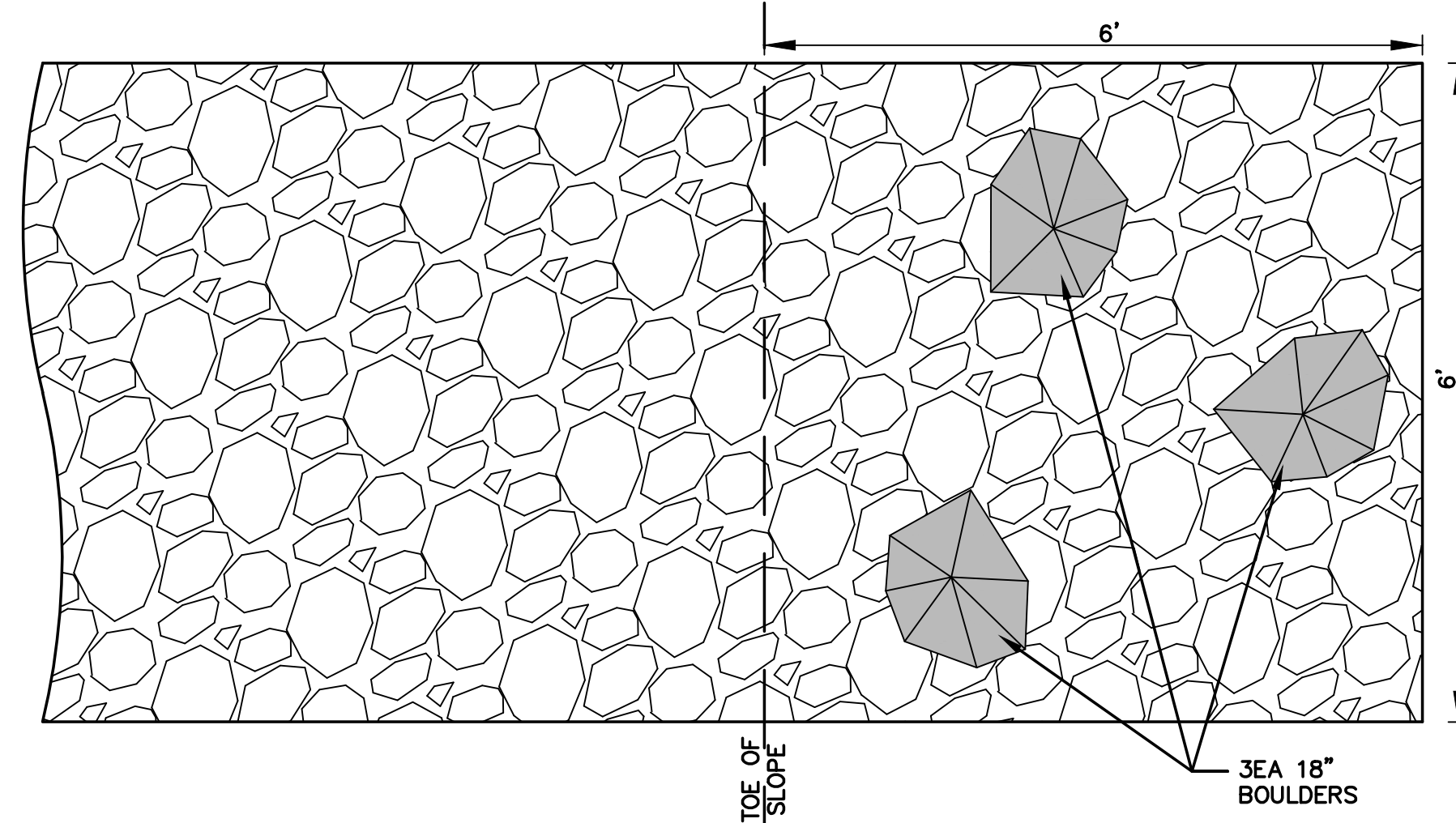
1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

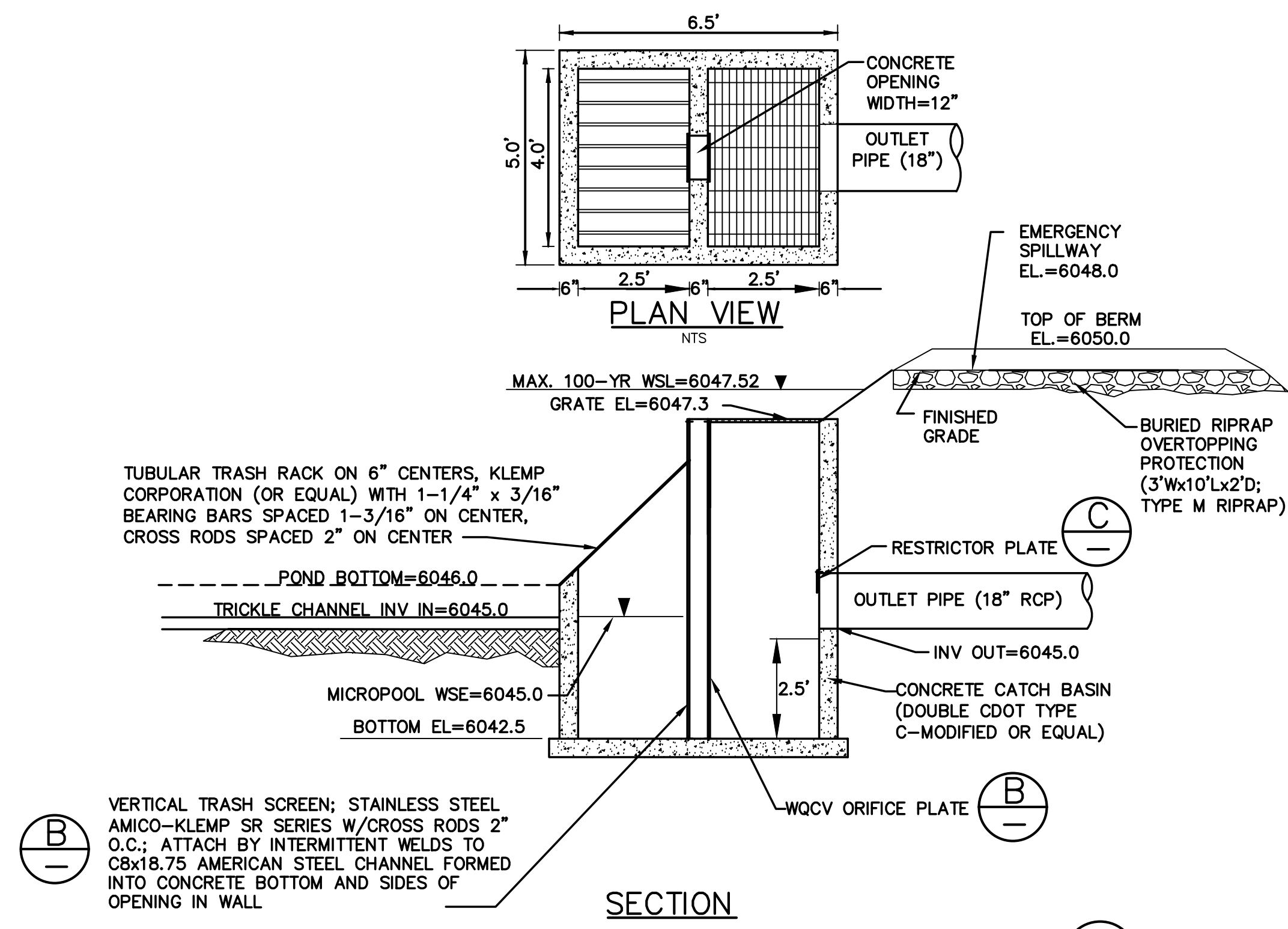
C:\Users\Owner\Desktop\psprojects\090001\Ellicott\DWG\Civil\GEC\C1.6.dwg - Sep. 17, 2020 - 2:44pm



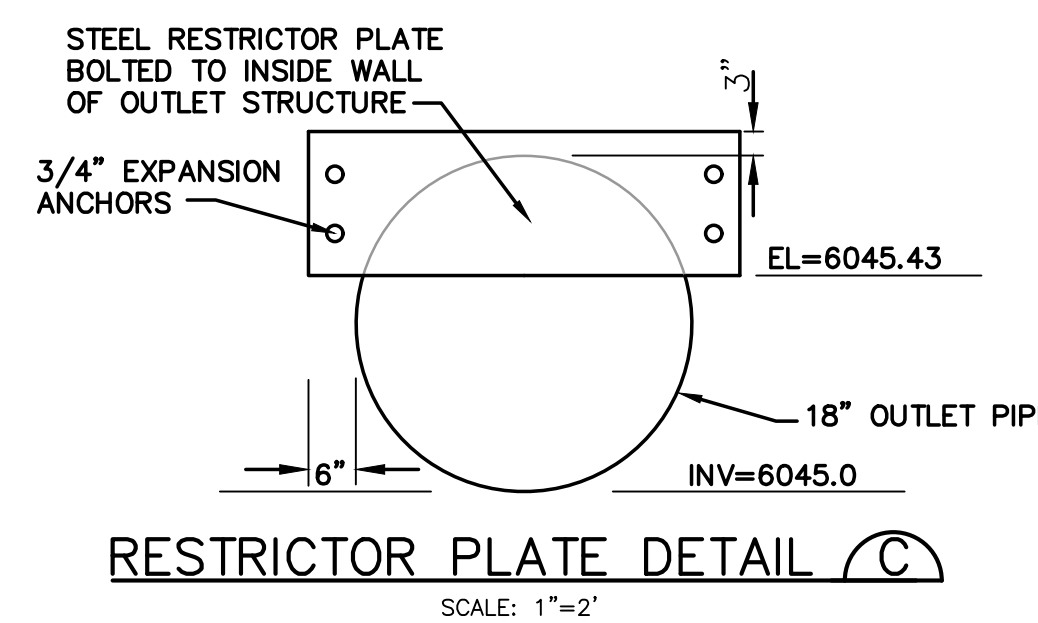
TEMPORARY POND C2.8 PLAN



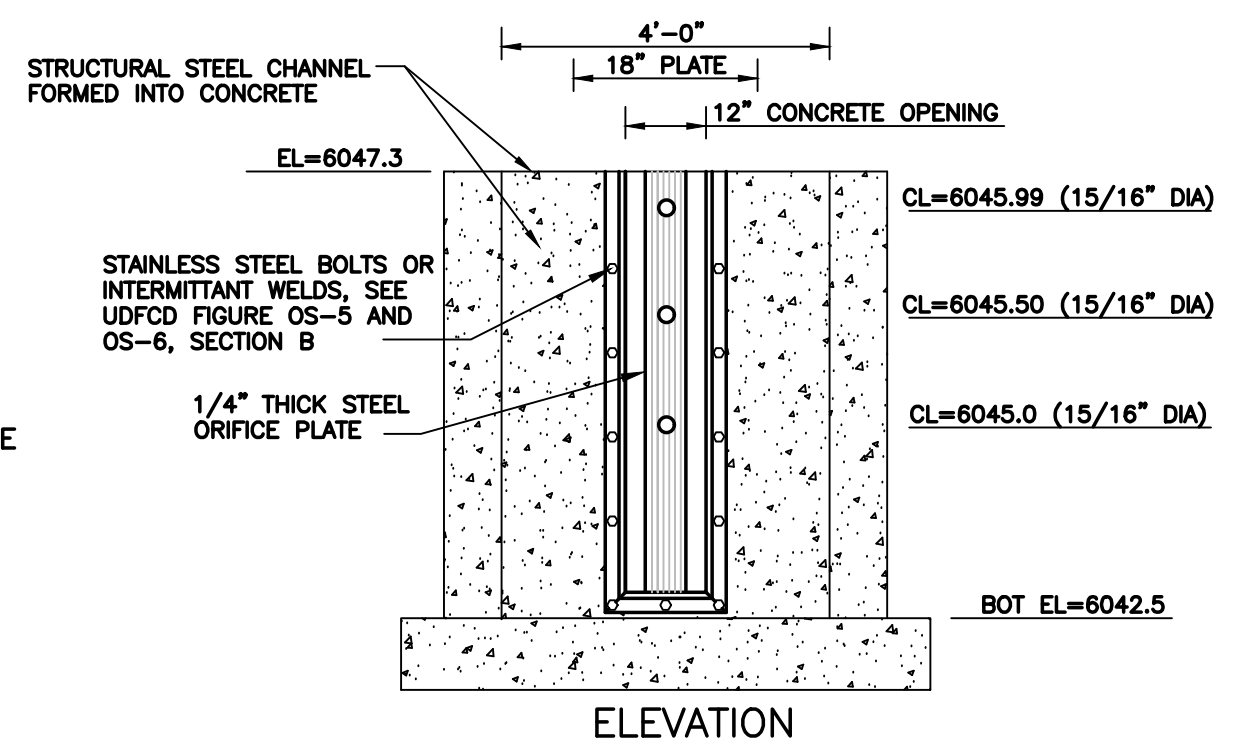
RIPRAP RUNDOWN & FOREBAY DETAIL (E)
NOT TO SCALE



TYPICAL DETENTION POND OUTLET STRUCTURE (A)
SCALE: NTS



RESTRICTOR PLATE DETAIL (C)
SCALE: 1"=2'



ELEVATION

ORIFICE PLATE NOTES:

1. MINIMIZE THE NUMBER OF COLUMNS.
2. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE.
3. BOLT PLATE TO CONCRETE 12" MAX. ON CENTER.

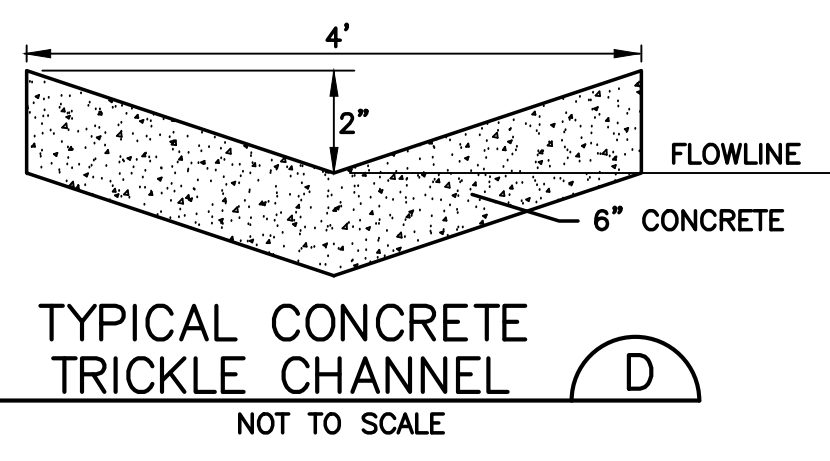
EURY AND WQCV TRASH RACKS:

1. WELL-SCREEN TRASH RACKS (FOR CIRCULAR ORIFICES) SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME.
2. STRUCTURAL DESIGN OF TRASH RACKS BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.

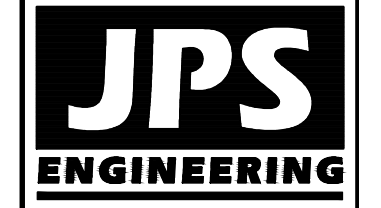
OVERFLOW TRASH RACKS:

1. ALL TRASH RACKS SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED AND LOCKABLE OR BOLTABLE ACCESS PANELS.
2. TRASH RACKS SHALL BE STAINLESS STEEL, ALUMINUM, OR STEEL. STEEL TRASH RACKS SHALL BE HOT DIP GALVANIZED AND MAY BE HOT POWDER COATED AFTER GALVANIZING.
3. TRASH RACKS SHALL BE DESIGNED SUCH THAT THE DIAGONAL DIMENSION OF EACH OPENING IS SMALLER THAN THE DIAMETER OF THE OUTLET PIPE.
4. STRUCTURAL DESIGN OF TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.

ORIFICE PLATE AND TRASH RACK DETAILS AND NOTES (B)
NTS



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NO.	REVISION	DATE	BY
1	EPC COMMENTS	1/15/19	JPS
2	EPC COMMENTS	9/12/19	JPS
3	EPC COMMENTS	1/31/20	JPS
4	EPC COMMENTS	4/17/20	JPS
5	EPC COMMENTS	9/17/20	JPS

POND C2.8
PLAN & DETAILS

HORZ. SCALE: 1"=50'	DRAWN: RMD
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: UP&E	CHECKED: JPS
CREATED: 1/15/19	LAST MODIFIED: 9/17/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: C1.6