

ROAD EVALUATION REPORT

for

BROWN ROAD

EL PASO COUNTY, COLORADO

for the

PRAIRIE RIDGE SUBDIVISION

prepared for

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prepared by

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BROWN ROAD CONDITIONS REPORT

I. Report Purpose

An evaluation of Brown Road is required by El Paso County as a condition of platting the Prairie Ridge Subdivision. Brown Road extends approximately 1 mile north of the Walker Road intersection (*Appendix, Exhibit 1*). The road ends at a cul-de-sac located along the northerly property line of the Prairie Ridge Subdivision.

This report will address the following:

- a. Existing cross section characteristics with respect to travel lane width, foreslope and backslope slopes, and depth of borrow ditches. Deficiencies will be discussed.
- b. The depth of the base course at various locations along the entire length of road.
- c. Compaction densities of the roadway surface at various locations.
- d. Horizontal alignment of the gravel travel way. This will be limited to within the right of way due to the limited field data.
- e. Approximate locations, sizes, and pipe material for the cross culverts at roadway low points. The hydrologic and hydraulic analysis for each culvert is beyond the scope of this report.
- f. Evaluation of the vertical alignment is beyond the scope of this evaluation.

The following two (2) typical sections were used in this evaluation (*Appendix, Exhibit 4*).

- a. The **first** cross section was obtained from the El Paso County Engineering Criteria Manual. This section provides the basis for this evaluation.
- b. The **second** cross section was provided by El Paso County in 2010 as the preferred cross section to be specifically used for this project. This typical section is only feasible for relatively flat cross sections. However, since this is not characteristic along the entire length of Brown Road, this alternate was eliminated from consideration.

Survey field survey data was obtained for only the area within the right of way. Plan and profiles and cross sections were developed (*Appendix, Exhibits 5 and 6*) from this data. Since the field data was limited to within the right of way, the plan and profiles and cross sections are not meant to be used for the preparation of construction plans and/ or the preparation of accurate construction cost estimates. Deficiencies are noted and discussed.

II. Location and Description

Brown Road is in northern El Paso County. It intersects with Walker Road approximately 3.7 miles east of State Highway 83 (*Appendix, Exhibit 1*). Brown Road extends to the north of Walker Road approximately 1 mile where it ends in a "cul-de-sac" located along the northerly property line of the Prairie Ridge Subdivision.

Brown Road provides the primary access to the Prairie Ridge Subdivision along with other privately owned tracts.. Brown Road is gravel road maintained by El Paso County. Prairie Ridge Subdivision consists of approximately 40.7 acres. The project is currently undeveloped agricultural ground and has been used for pasture and grazing land. The site is to be divided into 7 single-family lots with a minimum size of 5 acres. No internal roadway improvements are planned except for driveways to the individual residences. Access to each lot is to be directly off Brown Road.

A drainage study and report were previously prepared by Land Development Consultants (LDC). It was submitted and approved by El Paso County on May 28, 2008. Subsequent to the report approval the plat was never recorded, and the project has remained dormant until recently.

An Early Assistance Meeting was held on August 28, 2018 to review current requirements for reconsidering the plat (*Appendix, Exhibit 3*). According to the Meeting Minutes, the following roadway improvements are required:

- a. Right of way dedication.
- b. Provide a new gravel surface along Brown Road. At least 2-inch compacted gravel over the length of Brown Road.
- c. Asphalt apron at Walker Road.
- d. Construct cul-de-sac bulb and curve at the dog leg to provide a smooth transition w/o stop conditions.
- e. Recalculate the cost of the Brown Road Pavement Improvements and readjust the required contribution.

III. Roadway Evaluation: Definitions

a. Horizontal Alignment

Only the horizontal alignment of the existing travel way, backslope and foreslope, were evaluated. It was assumed that the horizontal location of the Brown Road right of way will remain the same until such time that the issues have been addressed and participation of the adjacent land owners level of participation have been determined.

b. Right of Way

The right of way, along with adjacent easements, reflects the area in which all public improvements are installed. Only the horizontal location of the gravel travel way, backslope and foreslope were evaluated. Additional right of way requirements was based on assumptions regarding the existing ground adjacent to the right of way. This will need to be verified if the extent of the additional right of way and/or easements are to be accurately determined.

c. **Sight Distance**

Sight distance is the length of roadway visible to a driver. The three types of sight distance common in roadway design are intersection sight distance, stopping sight distance, and passing sight distance. Since sight distance basically pertains to the vertical alignment, addressing deficiencies is beyond the scope of this report.

d. **Clear zone**

The clear zone is the total roadside border area, starting at the edge of the traveled way and in most cases, to the right of way or the additional access easement line. The existing Clear Zone is compromised due to the locations of the ends of the existing culverts as well as the steep backslope sections along the entire length.

e. **Lateral clearance**

Lateral clearance is the distance from the edge of the travel way to the nearest column, pole, abutment etc. The only poles that are present along Brown Road are telephone poles located along the easterly right of way line. The location of these poles is to remain the same. Also, as previously discussed, the ends of the existing culverts are not located a sufficient distance away from the edge of shoulder. This distance is 7 to 10 feet (*Appendix, Exhibit 4*). Therefore, it is assumed that all the culverts will need to be extended or replaced.

f. **Backslope**

The backslope extends from the top of the cut at the existing grade to the bottom of the ditch. According to the approved typical section, the required slope is 3 to 1. The slope of the backslope section, for a significant number of cross sections, are steeper than the 6 to 1 slope required by El Paso County.

g. **Foreslope**

The foreslope extends from the outside of the shoulder to the bottom of the borrow ditch. The slope of the foreslope section for most of cross sections are steeper than the 3 to 1 slope required by El Paso County.

IV. Roadway Evaluation: General

Brown Road was separated into two (2) segments (*Appendix, Exhibit 2*). The southerly segment is approximately 2,650 feet in length and extends from Walker Road (station 10+00), north to the southwesterly corner of the project site (approximately station 36+50). The northerly segment is approximately 2,600 feet in length and extends north from the southwesterly property corner of the Prairie Ridge Subdivision to the cu-de-sac at the northern end of the road (approximately station 62+50). Field data for 39 cross sections was obtained for

the entire length of the road from Walker Road to the cul-de-sac. Field data for 28 cross sections was obtained for northerly segment (station 10+00 to station 36+50). Field data for the remaining 11 cross sections was obtained for southerly segment (station 36+50 to station 62+50). Plan and profiles of the entire length of Brown Road were prepared from the field data. The plans include right of way, property corners, edges of gravel, ditch flow lines, utility poles, fence lines and culverts. The approved El Paso County typical section was then superimposed on each cross section. A comparison of the two is the subject of this evaluation.

Entech Engineering obtained nine (9) test holes and performed ten (10) compaction/density tests to determine depth of road base and compaction densities along the entire length. A report was prepared summarizing their findings (*Appendix, Exhibit 8*). Five (5) test holes were obtained in the southerly segment and four (4) were obtained in the northerly segment. Approximate locations of the test holes and density tests are indicated on the plan and profiles (*Appendix, Exhibit 5*).

A hydrologic and hydraulic evaluation of the existing culverts will ultimately be required for all the culverts. Improvements to these facilities can only be accomplished after a hydrologic and hydraulic evaluation of each have been performed. This evaluation is beyond the scope of this report. This was not included in the drainage report since runoff from the Prairie Ridge Subdivision has no impact on the existing facilities.

V. Roadway Evaluation: Southerly Segment

The southerly segment is approximately 2,650 feet in length. It extends from station 10+00 (approx. centerline of Walker Road) to station 36+50 (southwesterly corner of the project site).

a. Conditions meeting current criteria (southerly segment)

- i. An asphalt apron was installed by El Paso County in the summer of 2019 at the intersection of Walker Road.
- ii. The cross slope of the travel way varies between 2% and 4% with only a few exceptions.
- iii. Cross culverts are located approximately at stations 15+75, 30+25, and 37+50 which are located at the low points of the road. All culvert locations are in various degrees of sedimentation.
- iv. Test holes were obtained to check the depth of the base course. The approximate locations of these test holes are indicated on the plan and profile drawings included in *Exhibit 8 of the Appendix*. The Material meets the specification for a Class 5 or 6. Depths of the base course are summarized below:
 1. Test Hole #7, approximate station = 27+50, depth of base course = 5.5" inches. Additional material is required to meet the minimum depth requirement for El Paso County

2. Test Hole #8: approximate station = 18+50, depth of gravel = 6 inches
3. Test Hole #9: approximate station = 11+50, depth of gravel = 6 inches

Additional characteristics are included in *Exhibit 8 of the Appendix*.

b. **Conditions deficient from current criteria (southerly segment)**

It is understood that the owner of the Prairie Ridge Subdivision has no responsibility to correct the following deficiencies since the existing road does not currently meet El Paso criteria. The impact of the increase in traffic as a result of the Prairie Ridge Subdivision is only negligible.

The deficiencies in the southerly section are as follows:

- i. The centerline of the existing travel lanes does not coincide with the right of way centerline at all locations. The existing centerline is located approximately 15 feet to the east of the right of way centerline at the southwesterly corner of the Prairie Ridge Subdivision. The existing roadway centerline then “relocates” gradually to approximately 10 feet to the west at the Walker Road intersection.
- ii. The width of the travelled way is consistently an average of 20 to 22 feet wide as opposed to the minimum required width of 24 feet.
- iii. There are no shoulders at any of the cross sections.
- iv. The depths of the roadside ditches are typically less than two feet at the majority of the cross sections. The actual depth varies between one (1) and two and a half (2.5) feet in the heavily eroded areas.
- v. The slope of the **foreslope** section is typically steeper than the 6 to 1 at all the cross sections. It appears that the slope varies from 3 to 1 to nearly vertical along the steeper sections of the roadway where erosion has occurred.
- vi. The slope of the **backslope** section varies considerably at most of the cross sections. In places the slope is nearly vertical and at other cross sections the slope is nearly flat.
- vii. There is a significant amount of erosion along the steeper sections of the roadway. The resulting sediment has accumulated at the low points resulting in the sedimentation of the culverts. This condition reduces the culvert’s hydraulic carrying capacity. A hydrologic and hydraulic evaluation is required in order to evaluate each of the culverts. This evaluation is beyond the scope of this report.
- viii. The ends of all the culverts do not have headwalls and wingwalls or riprap aprons for erosion protection. It appears that the ends of the culverts are also located within the Clear Zone and, as a result, will need to be removed and replaced.

VI. Roadway Evaluation (northerly segment)

The northerly segment is approximately 2,600 feet in length and extends from stations 36+50 to 62+50. This segment extends north of the southwesterly corner of the Prairie Ridge Subdivision to approximately station 49+50 where the road takes a sharp 90-degree angle turn to the east. The road ends at a cul-de-sac at approximately station 62+50. The entirety of the northerly section is adjacent to the Prairie Ridge Subdivision.

a. Conditions meeting current criteria (northerly segment)

- i. This segment meets current El Paso County criteria in basically for the same conditions as described above for the southerly segment.
- ii. The centerline of the existing road located between station 49+50 and 62+50 is consistently located near the right of way centerline.
- iii. There were six (6) test holes along the project's boundary. Five (5) of the six (6) meet the minimum criteria of six (6") and are summarized as follows:
 1. Test Hole #1: approximate station = 38+00, depth of base course = 7 inches
 2. Test Hole #2: approximate station = 45+00, depth of gravel = 7 inches
 3. Test Hole #3: approximate station = 48+00, depth of gravel = 7 inches
 4. Test Hole #4: approximate station = 38+00, depth of base course = 7 inches
 5. Test Hole #5: approximate station = 62+50 (located in the cul-de-sac), depth of gravel = 7 inches

Additional characteristics are included in *Exhibit 8 of the Appendix*.

b. Conditions deficient from current criteria (northerly segment)

The following describes the deficiencies along the northerly section:

- i. The deficiencies are basically the same as discussed for the southerly section.
- ii. The centerline of the existing travel lanes does not coincide with the right of way centerline between station 36+50 and 49+50. The existing centerline is located approximately 15 feet to the east of the centerline for the length of the northerly section from station 49+00 to station 36+50. Station 49+00 is located where Brown Road takes a sharp right turn to the east.
- iii. The horizontal and vertical alignments of the cul-de-sac do not meet the current criteria.
- iv. The roadside borrow ditches around the cul-de-sac do not meet requirements. Considerable sedimentation is evident.

- v. There is insufficient depth of base course (test hole #6) along the outer edge of the existing cul-de-sac.

- 1. Test Hole #6: approximate station = 62+50 (located along the outside edge of the cul-de-sac), depth of gravel = 4.5 inches. Additional material is required to meet the minimum depth requirement for El Paso County

Additional characteristics are included in *Exhibit 8 of the Appendix*.

VII. Recommended Improvements (southerly segment)

The following improvements are recommended for the southerly segment.

- a. Additional right-of-way is required along both sides of Brown Road. Because of the location of the utility poles along the easterly side, additional right of way along this side will do little to allow for the construction of the approved typical section unless the poles are relocated.
- b. The utility pole line will need to be relocated in order to construct the approved typical section.
- c. Replace the culverts at approximately stations 16+00 and 30+25. The owner of the Prairie Ridge subdivision is not required to install these improvements since the subdivision has no impact on the hydrologic/hydraulic conditions of the existing culverts.
- d. Install stone check dams (*Appendix, Exhibit 7*) along the steeper sections of the roadway in order to limit erosion along the borrow ditches.
- e. Install erosion control fabric and seeding and mulch in the borrow ditch sections

VIII. Recommended Improvements (northerly segment)

It is understood that the owner of the Prairie Ridge Subdivision will only address the following described deficiencies that can be feasibly installed at this time. The owner is limited in the extent of improvements for the following reasons:

- a. A significant amount of right-of-way is required along the opposite side of Brown Road. This is problematic since the property is under separate ownership that has no participating interest in the Prairie Ridge Subdivision.
- b. There is an existing above ground utility along the westerly property line from approximate station 36+50 to approximately station 50+00 and along the northerly property line from approximate station 36+50 to the end of the road at approximate station 63+00. The existing above ground utility line will need to be relocated in order to install the approved roadway cross section.

The following improvements are recommended for the northerly segment:

- a. Similar improvements for the length of the northerly segment, as were described for the southerly segment, are recommended.

- b. Additional right-of-way is required along both sides of the right-of-way along both of the westerly and northerly sides of the Prairie Ridge Subdivision. Because of the constraints posed by the utility poles adjacent to the Prairie Ridge Subdivision, additional right of way without the relocation of the utility poles, will do little to accommodate the construction of the approved typical section. Obtaining additional right- of-way along the existing right-of-way is problematic due to separate property ownership that has no participating interest in the Prairie Ridge Subdivision.
- c. Install stone check dams (Appendix, Exhibit 7) along the steeper sections of the roadway to limit erosion.
- d. Install erosion control fabric and seeding and mulch in the borrow ditch sections.
- e. Grade the existing cul-de-sac to meet current horizontal and vertical requirements.
- f. Grade the borrow ditches along the cul-de-sac to provide positive runoff to the north.
- g. Replace the existing culvert at station 38+50. It is understood this will not be required of the owner of the Prairie Ridge Subdivision since runoff from the project site has no impact on the culvert and since additional right-of-way and/ or easement along the westerly side will be required.
- h. Install riprap erosion protection at the outfall of the borrow ditch around the cul-de-sac (between approximate stations 61+00 and 16 63+00)

IX. Cost of Improvements - General

Providing an accurate cost estimate for the entire length of Brown Road is beyond the scope of this evaluation. In order to do so, the following additional data and issues will need to be obtained and addressed:

- a. A significant amount of additional field data is required to prepare a CADD surface from which accurate earthwork quantities can be determined.
- b. At least 15% preliminary design plans will need to be prepared.
- c. Significant additional grading is required outside the right of way to meet the backslope, foreslope, and borrow ditch minimum criteria.
- d. Significant additional right of way and/ or easements will be required on both sides of the right of way along the length of the majority of the road.
- e. Relocation of the existing utility pole line will be required in order to install County's approved cross section.
- f. Hydrologic/ hydraulic evaluations are required in order to properly size the existing cross culverts.
- g. Participation of adjacent property owners will be required.

X. Cost of Improvements- Northerly segment

Installation of the improvements along the westerly and northerly property lines of the Prairie Ridge Subdivision in order to construct the approved typical section is not feasible at this time. As a result, the only improvements that can be installed are as follows:

- a. Stone check dams: These are proposed along the borrow ditch adjacent to the Prairie Ridge Subdivision. These are recommended at locations where anticipated supercritical flows and excessive velocities are expected. This condition typically creates excessive velocities increasing the potential for erosion. An assumed number of check dams were included in the cost estimate. The majority of the borrow ditches only handle the runoff from the road and therefore the velocities are non-erosive. This will need to be verified once a hydrologic/ hydraulic study has been conducted.
- b. Erosion Control Fabric is to be installed along Brown Road in any disturbed area along both the westerly and northerly property lines.
- c. Additional road base is only required along Brown at a few locations except for the cul-de-sac since the geotechnical testing has shown a thickness of six (6) inches or greater. The existing density of the existing sub-grade is also in excess of 95%.
- d. Cul-de-sac improvements are to include:
 - the reshaping of the existing cul-de-sac and the installation of a borrow ditch around the perimeter.
 - Installation of additional road base to provide a consistent six (6) inch minimum thickness.
 - Installation of riprap erosion at the outfall of the borrow ditch.

Item #	Description	Approx. Quantity	Units	Unit Cost	Total
1	Unclassified excavation	150	CY	\$8.00	\$1,200
2	Scarify and compact subgrade	29	SY	\$2.50	\$73
3	Type 5 Roadway Base Course	265	CY	\$52.00	\$13,780
4	Stone Check Dams	20	EA	\$518.00	\$10,360
5	Erosion Control Fabric	2850	SY	\$3.00	\$8,550
5	Topsoil (4", spread and prepared)	250	CY	\$22.00	\$5,500
6	Seeding and Fertilizer	0.6	ACRE	\$650	\$390
7	Mulch, Straw (Broadcast)	0.6	ACRE	\$777	\$466
8	12" D50 Riprap	28	TON	\$83.00	\$2,324
7	Granular Bedding	5	CY	\$95.00	\$475
9	Filter Fabric	21	SY	\$4.50	\$95
	Subtotal				\$43,213
	Contingencies (10%)				\$4,322
	Total				\$47,535

XI. Future Brown Road Improvements: Cost Sharing

The current improvements along the entire length of Brown Road currently do not meet El Paso County standards for a rural gravel road. Due to the cost required to bring the road to current standards, equitable cost sharing for the individual parcels sharing access to this road, was discussed in a 2008. Attached is a letter from El Paso County, dated May 19, 2008 and corrected October 1, 2008 (Appendix, Exhibit 9). This letter outlines the "Conditions for Approval" for the Prairie Ridge plat in 2008. The inflation rate from 2008 to 2020 was obtained from the US Bureau of Labor Statistics. A value for the entire United States was determined to be 22.1%. A value for the Denver area was determined to be 32.3% which was used in this report. This rate was determined from a table produced by the **US Bureau of Department of Labor and Statistics** for the average inflation rate for the period between 2008 and mid 2021 for the Denver area. Only the first 4 months were published and therefore their average was used in this report. The table is included as *Exhibit 10 in the Appendix* of this report.

It is recommended that the May 19, 2008 (corrected October 1, 2008) letter from El Paso County Development Services be revised to include the following amended amounts for the Brown Road improvements.

Preliminary Plan Conditions of Approval (Appendix, Exhibit 9)

All conditions are to remain the same except for the changes described below. All contributory funds discussed in the May 19, 2008 letter from El Paso County to Ken and Carol Rushing were increased by 32.3%. The values indicated in the May 19, 2008 letter are in italics and parentheses for comparative purposes only. The revised numbers are shown in bold type.

Conditions of Approval, Item 9.1 revised as follows

Applicant's total fair share, equitable, and reasonably proportional contribution to the Brown Road Improvements shall be **\$14,553** (*\$11,000*) per lot for a total of **\$101,871** (*\$77,000*) structured as follows:

Conditions of Approval, Item 9.1.A revised as follows:

Prior to recording the final plat, Applicant shall deposit the sum of **\$66,150** (*\$50,000*) with the El Paso County Treasurer, which funds the County shall maintain and deposit in a separate, interest bearing account not part of the County's operating budget.

Conditions of Approval, Item 9.1.B revised as follows:

At the time of closing each lot the remaining **\$35,721** (*\$27,000*) balance of the contribution, or **\$5,104** (*\$3,857*) per lot.

Conditions of Approval, Item 9.2

No changes

Conditions of Approval, Item 9.3

No changes

Conditions of Approval, Item 9.4

No changes but repeated and emphasized as follows:

Should the County not use the funds on before the expiration date the County shall return the funds to the Applicant, their heirs, successors and assigns (excluding individual lot owner successors), together with accrued interest.

Conditions of Approval, Item 10

No changes

Final Plat Conditions of Approval

All conditions are to remain the same except for the changes described below.

Conditions of Approval, Item 14.1:

Applicant's total fair share, equitable, and reasonably proportional contribution to the Brown Road Improvements shall be **\$14,553** (\$11,000) per lot for a total of **\$101,871** (\$77,000) structured as follows:

Conditions of Approval, Item 14.1.A

Prior to recording the final plat, Applicant shall deposit the sum of **\$66,150** (\$50,000) with the El Paso County Treasurer, which funds the County shall maintain and deposit in a separate, interest bearing account not part of the County's operating budget.

Conditions of Approval, Item 14.1.C

Applicant shall require....payment by the buyer to Applicant of 1/7th of the remaining **\$35,721** (\$27,000) balance of the contribution or approximately **\$5,104** (\$3,857) per lot.

Conditions of Approval, Item 14.1.B revised as follows

...at the time of closing each lot, payment by the buyer to the Applicant of 1 the remaining **\$35,721** (\$27,000) balance of the contribution, or **\$5,104** (\$3,857) per lot,

Conditions of Approval, Item 14.2

No changes

Conditions of Approval, Item 14.3

No changes

Conditions of Approval, Item 14.4

No changes but repeated and emphasized as follows:

“Should the County not use the funds on before the expiration date the County shall return the funds to the Applicant, their heirs, successors and assigns (excluding individual lot owner successors), together with accrued interest.

Conditions of Approval, Item 15

No changes

XII. Summary

Brown Road is a gravel road that extends approximately 1 mile north of Walker Road. It serves as the main access for the Prairie Ridge Subdivision as well as for other existing residences. As a condition of platting, El Paso County has required that Brown Road be evaluated for conformance with the current approved roadway typical section and base course thickness.

The following is a summary of the observations and recommendations made in this evaluation:

1. The existing roadway, along its entire length, does not meet current criteria.
2. The increase in traffic as a result of the development will only have minimal impact on the existing road.
3. The depth and density of the existing base course has an average depth of 5" to 6" over the major portion of the road. An additional 1" is required to meet the minimum requirement for El Paso County. A significant deficiency is located at the outer edges of the existing cul-de-sac.
4. The width of the travel way is consistently between 20 feet and 22 feet.
5. Construction of the typical section is problematic due to the width of the existing right of way (60 feet) as well as the topography on either side of the existing roadway and right of way.
6. The foreslope and backslope of the existing roadway cross section consistently do not meet criteria.
7. The existing "hilly" topography requires extensive grading outside the right-of-way in order to meet the minimum criteria.
8. Significant additional right of way and/or easements are required along **both** sides of the Brown Road along the entire length.
9. The overhead utility line needs to be relocated to permit the construction of the typical section.
10. Improvements to the cu-de-sac are required in order to meet the minimum standards.
11. Substantial improvements to the entire length of Brown Road are required to bring the roadway to meet El Paso County standards. In order to fund these improvements a cost share was determined in 2008. This cost share was determined based on the area that would access Brown Road for future development of individual tracts. Copies of the

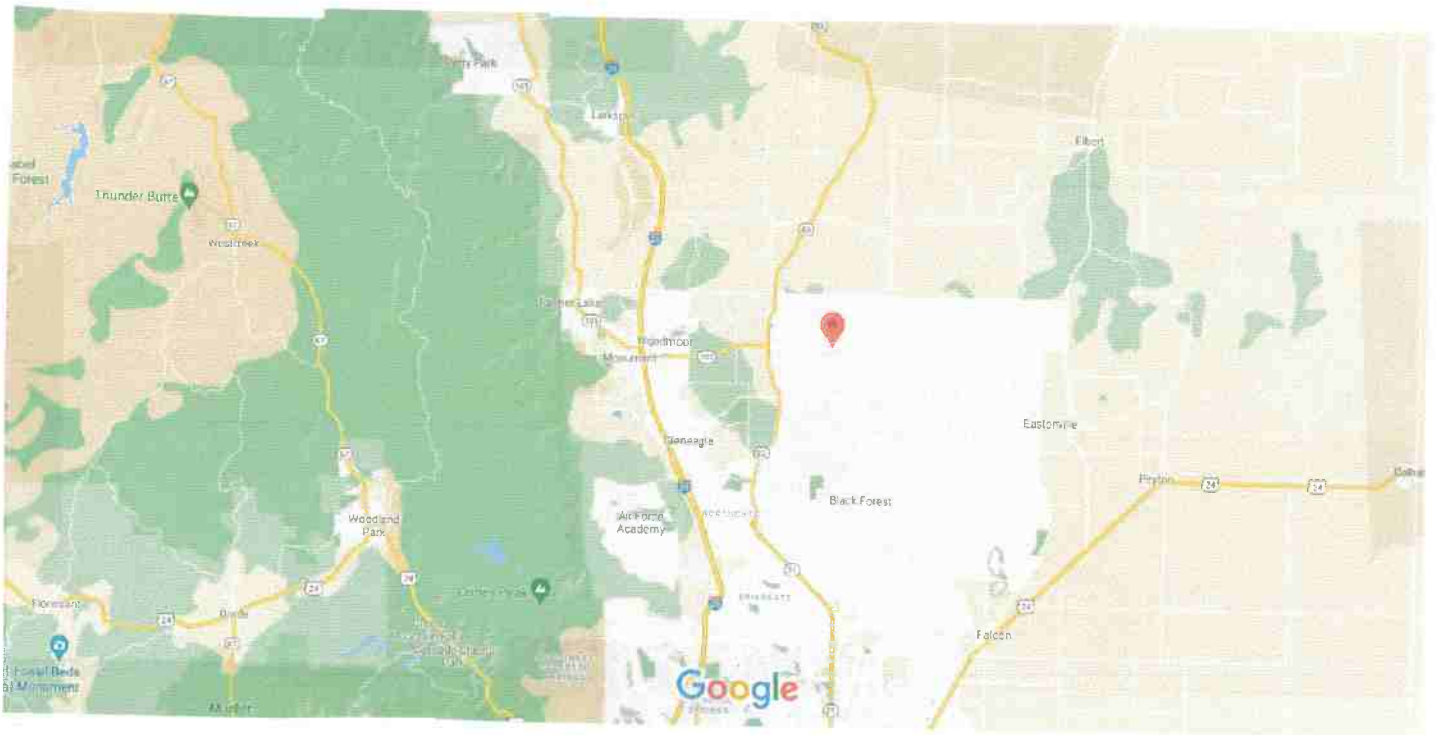
correspondence regarding this cost sharing is included in the Appendix. A current cost share of **\$14,553** per lot was determined using the agreement that was prepared in 2008 . The values were adjusted with an inflation rate of 32.3% which was obtained from the Department of Labor and Statistics for the Denver area.

12. Construction costs for the immediate improvements to Brown Road that are required at this time are estimated to be **\$74,431**. It remains to be discussed whether or not these funds can be applied toward the funds for the prorated share of the future Brown Road Improvements.

APPENDIX

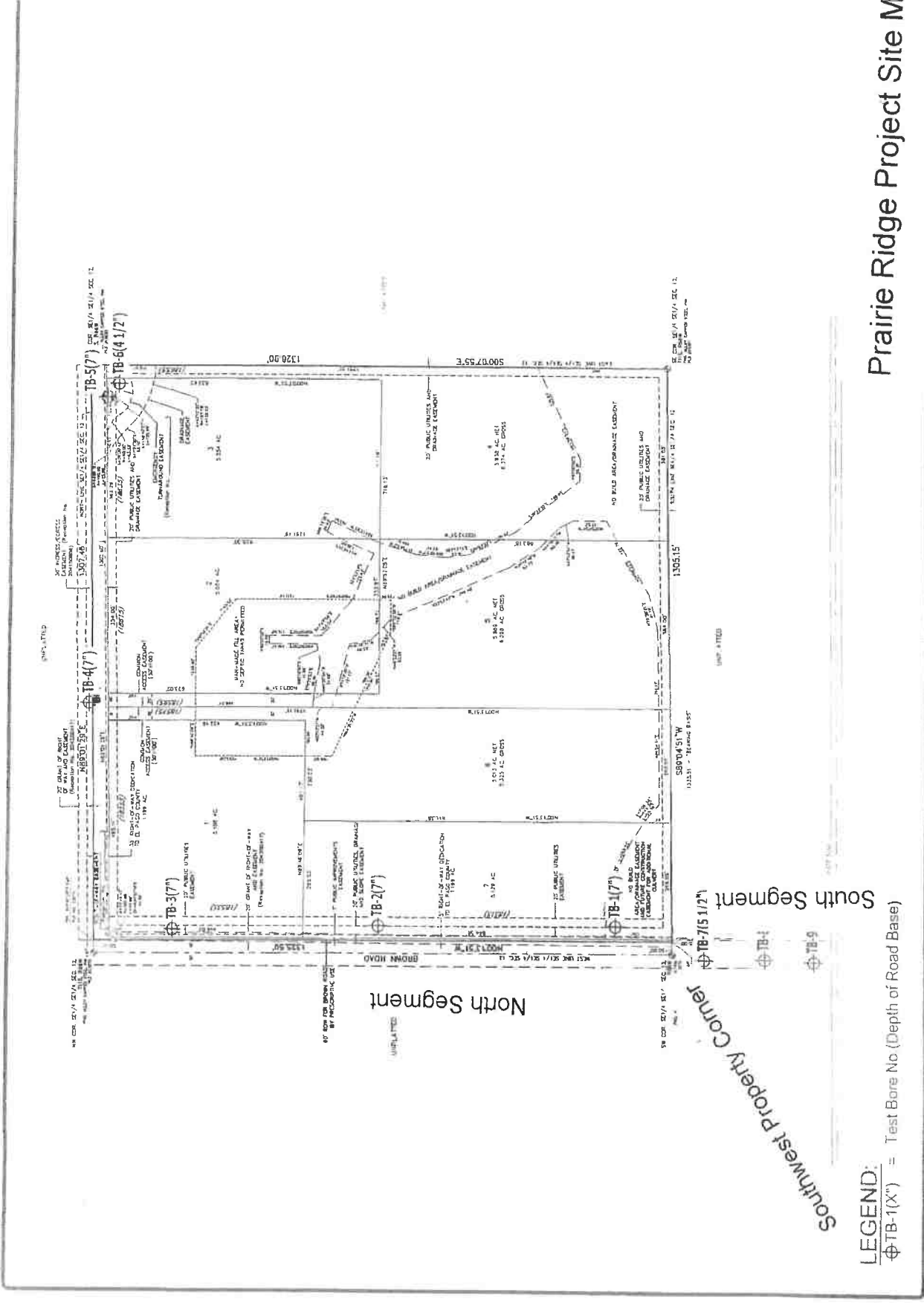
Exhibit 1: Vicinity Map

Brown Rd



Vicinity Map

Exhibit 2: Prairie Ridge Project Site Map



Prairie Ridge Project Site Map

Exhibit 3: Early Assistance Meeting Minutes

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
CRAIG DOSSEY, EXECUTIVE DIRECTOR

Minutes for August 28, 2018

Early Assistance Meeting – EA-18-264

Members Attending

Planner- Gabe Sevigny
Engineer- Gilbert LaForce
Admin Specialist
Applicants etc

Applicant Summary

The applicant(s) are proposing a reconsideration of a final plat, parcel no. 6100000483

Planning Summary

- The property is zoned RR-5
- All setbacks are 25', 30' maximum building height.
- The plat was previously approved, but has since expired, a reconsideration of the final plat is required (\$1,737)
- If a new review of construction drawings is required, then another project and a fee of \$3,437 may be assessed.
- The address for the online submittal program is www.epcdevplanreview.com
 - This link can also be used to research the previously approved preliminary plan and final plat, and see if the reports that were used are still applicable with today's standards of the Land Development Code(2018) and the ECM.

Final Plat (\$1,737) (Chapters 7&8)

- Additional fees at the time of recording for park, school, traffic, and recording.
- The online submittal portal will outline specific submittal requirements; however some to be aware of are:
 - Proof of adjacent property owner notification
 - Letter of intent
 - Final Plat
 - Title Commitment dated within 30 days of application submittal
 - Subdivision improvements agreement
 - Construction drawings
 - Commitment letters
 - Drainage report
 - SWMP
 - Soils and Geology Report



- Water Supply

Engineering:

Transportation:

- Based on the existing/proposed use, a Traffic Impact Study is required.
- County Transportation Impact Fee will be required for this .

Drainage:

- A Drainage Report is required, there is one on file, please review and make sure that it still meets the requirement standards of the ECM.
- On-site water quality and detention BMPs may be required. As proposed, the subdivision will provide one full-spectrum detention basin on this lot.
- Per Resolution 15-042, El Paso County has adopted Full Spectrum Detention for the design of permanent water quality/detention facilities (if detention is required).
- State Engineer's requirements apply if detention is required.
- The property is located in the East Cherry Creek drainage basin. There are no Drainage and bridge fees.

Grading, Erosion & Sediment Control:

- A Grading and Erosion Control Plan is required with application. The Grading and Erosion Control Plan must be prepared in accordance with Volume 2 of the Drainage Criteria Manual.
- An ESQCP permit is required. See section 1.1 of the application form for the additional required submissions. Financial surety for the installation and maintenance of Grading and Erosion Control BMPs will be required. A County Construction Activity permit will be required. Contact the El Paso County Department of Health and Environment for further information regarding the permit.
- All necessary requirements must be met if an Early Grading Permit (prior to Final Plat approvals) will be requested.
- Construction activities that disturb 1 or more acres are required by the Environmental Protection Agency to obtain a Construction Stormwater Permit. Contact the Colorado Department of Public Health & Environment, Water Quality Control Division for further information regarding the permit.
- The Colorado Department of Public Health and Environment Air Quality Control Division requires all land development activities greater than 25 acres or with a construction duration longer than 6 months to obtain an Air Pollution Emission Notice and Emission Permit

Public Improvements:

- Public Improvements are required. If required, the Applicant may be required to enter into a Subdivision Improvement Agreement (SIA) with the County. The Applicant will be responsible to refer to the Land Development Code (LDC) for information on SIA type(s); the Engineering Criteria Manual (ECM) for the required format of the associated Financial Assurance Estimate.
- Construction Plans for the required Public Improvements must be reviewed and approved by Planning and Community Development (PCD) - Engineering. All Construction Plan submittals must adhere to the criteria set forth in the ECM.
- New access permit(s) will be required from Planning and Community Development.
- Work within the ROW permit(s) may be required.
- Mailbox kiosk locations may need to be determined.

Wrap Up

- The project manager briefly went over the application packets, fees, checklists and general timeframe.
- **LIST SPECIFIC FEES-\$1,737, \$3,443*** see above for condition of the construction drawings
- **Recording fees, school, park, to be determined.**
- NOTE: fees are subject to change. The fees at the time of application apply.
- The fee for any additional waiver/deviation requests (more than two) - \$550.00 each.
Please note that requests for waivers and/or deviations may result in additional processing/review delay.
- **PLEASE NOTE:** Upon the actual submittal, the title commitment must be dated within 30 days of the submittal date. ALL copies of each item requested on the submittal matrix must accompany the submittal for it to be complete or the submittal will be denied.
- **PLEASE NOTE:** All prospective timelines for review are subject to departmental staffing and workload.
- **PLEASE NOTE:** Pursuant to the adopted El Paso County Road Impact Fee Program (Resolution No. 12-382), a transportation impact fee, calculated on a per trip basis, may be due at the time of building permit issuance.
- ***NOTE: Early Assistance is valid for 12 months from submittal of the EA application. If a project submittal is not received within 12 months, a new EA meeting will be required. An audio copy of the meeting is available by contacting the Planning and Community Development Department at (719) 520-6300.***

EA File No. 18-264 Prairie Rige

PCD-Engineering Meeting Notes

EA Meeting Date/Time: Tuesday, 8/28/2018 3:00
Parcel Number: 6100000483
Address./Plat No./Acre: 0 / 39.77 ac
Project Manager/Phone: Gabe Sevigny (719) 520-7943
EA Engineer/Phone: Gilbert LaForce (719) 520-7945
Application/Land Use Type:

IMPORTANT NOTE:

These Engineering meeting notes are based on the information provided by the Applicant and reasonable preliminary research. The County requirements and policies in effect at the time of the meeting may change prior to the project submittal date, and the requirements and policies in effect at the date of submittal shall apply. Based on the applicant-provided information and preliminary research, these notes are the best estimate of the requirements expected to be met by the Applicant. The actual requirements may change based on project revisions, new information, or constraints that were unavailable or overlooked at the time of the Early Assistance meeting. It is solely the Applicant's responsibility to research and be familiar with state and federal laws and permitting requirements; the County's regulations, codes and criteria; the requirements of other applicable local, state or federal agencies; and any governing documents that apply to the project, including previous drainage and transportation studies and previous land use approvals and conditions. Reference links are provided at the end of this document.

REQUEST

TO REVIEW AND FINALIZE PREVIOUSLY APPROVED PLAT
SF07016 / SP07014

Drainage Impacts

Requirements

- | | |
|---|---|
| <input type="checkbox"/> Preliminary/Final Drainage Report/Letter | <input type="checkbox"/> Full Spectrum Detention |
| <input type="checkbox"/> Master Development Drainage Plan | <input type="checkbox"/> Permanent Water Quality |
| <input type="checkbox"/> Drainage Basin Planning Study | <input type="checkbox"/> Downstream Conveyance Analysis (to include |
| <input type="checkbox"/> Grading & Erosion Control Plan/Stormwater Management Plan | <input type="checkbox"/> Floodplain Impacts |
| <input checked="" type="checkbox"/> Erosion and Stormwater Quality Control Permit (ESQCP) | <input type="checkbox"/> Special Districts/Water Quality Authority Area |
| <input type="checkbox"/> Builder's Erosion and Stormwater Quality Control Permit (BESQCP) | <input type="checkbox"/> Deviation Request |
| <input type="checkbox"/> Pre-Development Site Grading Form | <input checked="" type="checkbox"/> Public Improvements |
| <input checked="" type="checkbox"/> Financial Assurance Estimate | |

Basin Name/Studied	Basin Fee*	Bridge Fee*
East Cherry Creek	0	0

* Per Impervious acre, collected prior to recordation of Final Plat.

- A 25% fee reduction applies for Low Density Lots (2.5 acres and greater lot sizes).

Drainage Notes:

Approved drainage report on file.

Approved GEC on file. However, condition was to construct a paved apron at Walker Rd. Resubmit.

Require: ESQCP, FAE

Traffic Impacts

Requirements

- | | |
|--|---|
| <input type="checkbox"/> Traffic Impact Study/Memorandum | <input type="checkbox"/> Road Impact Fee |
| <input type="checkbox"/> Road Construction Plans | <input type="checkbox"/> Driveway Access Permit |
| <input type="checkbox"/> Public Improvements | <input type="checkbox"/> Signal Warrant Study |
| <input type="checkbox"/> Deviation Request | <input type="checkbox"/> Joint Access Easement |

Adjacent Road Name	Ex. ROW (ft)	Surface	2040 MTCP			2060 MTCP		
			Classification	ROW	Dedication	Classification	ROW	Pre
Brown Road	Prescriptive		R Local					
Other (i.e. multi-jurisdictional):								
Metro District			Choose an item.					

Traffic Notes:

Per staff report:

1. ROW dedication and provide a new gravel surface
2. At least 2-in compacted over the length of Brown Road
3. Asphalt apron at Walker Road
4. Construct Cul-de-sac bulb and curve at the dog leg to provide a smooth transition w/o stop condition.
5. Recalculate the Brown Road Pavement improvement and readjust the required contribution.

COUNTY CODES AND CRITERIA:

El Paso County Land Development Code (LDC) (2016):

<https://planningdevelopment.elpasoco.com/land-development-code/>

El Paso County Engineering and Drainage Criteria Manuals (ECM) (2017) & (DCM) Volumes 1 and 2 and Update:

<https://planningdevelopment.elpasoco.com/planning-community-development/engineering/#1519834440345-f2ddfd20-0d90>

El Paso County 2016 Major Transportation Corridors Plan Update (MTCP) (2016):

<https://publicworks.elpasoco.com/road-bridge-planning/mtcp/>

El Paso County Development Fees: <https://planningdevelopment.elpasoco.com/#1515613078895-69552b09-44a4>

El Paso County Projects (EDARP): <https://epcdevplanreview.com/Public>

Assessor's Information

Assessor's Data: <http://land.elpasoco.com/default.aspx>

Assessor's Map: <http://gis2.asr.elpasoco.com>

Drainage Links:

Urban Drainage and Flood Control District: <http://udfcd.org>

Detention Pond Compliance Website: <https://maperture.digitaldataservices.com/gvh/?viewer=cswdif>

State DWR: <http://water.state.co.us/SURFACEWATER/DAMSAFETY/Pages/DamSafety.aspx>

NOAA Rainfall: https://hdsc.nws.noaa.gov/hdsc/pfds/pfds_map_cont.html?bkmrk=co

Floodplain: <https://www.pprbd.org/Download/Floodplain#floodplainHandouts>

<https://pprbd.maps.arcgis.com/apps/webappviewer/index.html?id=1d9243f3606542159a0a418070b08686>

<https://msc.fema.gov/portal/advanceSearch>

Fountain Creek Watershed: <http://www.fountain-crk.org/>

State Transportation Links

Colorado Department of Transportation (CDOT) M&S Standards and Specifications, Access Code and Permit:

- o <https://www.codot.gov/business/designsupport/standard-plans>
- o <https://www.codot.gov/business/permits/accesspermits>
- o <https://www.codot.gov/business/permits/accesspermits/references>

Local Governing Authorities

City of Colorado Springs: <https://coloradosprings.gov/>

City of Fountain: <https://www.fountaincolorado.org/>

Town of Calhan: <http://calhan.co/>

Green Mountain Falls: <https://gmfc.elpasoco.com/>

Town of Monument: <http://www.townofmonument.org/>

Town of Palmer Lake: <http://www.townofpalmerlake.com/>

Contact Information

CDOT Access Manager	(719)562-5537
Work in Right of Way Permit	(719)520-6869
Right of Way Vacation	(719)520-6897
Floodplain Administrator	(719)327-2898
EPC Public Health	(719)578-3199
CDPHE Air Quality Division	(303)692-3100
CDPHE Water Quality Division	(303)692-3500
Cherry Creek Basin Water Quality Authority	(303)239-5400

Traffic Information

Traffic Impact Study (ECM Appendix B)*	
Full TIS	ADT > 1,000 or Pk Hr > 100
Intermediate TIS	ADT < 1,000 or Pk Hr < 100
Traffic Memo	ADT ≤ 500 or Pk Hr ≤ 50
No TIS	ADT < 100 or Pk Hr < 10

*An approved TIS that has been prepared in the last three years may be revised or updated where a proposed access is changed or a change in the proposed action may result in a new trip generation that exceeds the original trip generation estimates. An amendment letter is required.

**If the original TIS is older than three years, an entirely new TIS shall be prepared.

The applicant is responsible for obtaining any necessary approvals for impacts within other jurisdictions. It is recommended that the applicant approach the jurisdiction early in the development process for any additional requirements. If the proposal is impacted by an El Paso County Department of Public Works project, coordination with DPW is required.

Drainage Report/Plan Information

Drainage Letter Report – With a Re-plat, Minor Sub or Plot Plan (DCM Section 4.5)

Drainage Basin Planning Study (DBPS) – May be required with a very large development

Master Development Drainage Plan (MDDP) – Required with phased development greater than 10 acres (may be

required with Sketch Plan) (DCM Section 4.2)

Preliminary Drainage Report (PDR) – Required with a Preliminary Plan (DCM Section 4.3)

Final Drainage Report (FDR) – Required with a Final Plat (DCM Section 4.4)

Detention/Water Quality BMP/Downstream Conveyance Information

If regional detention or water quality BMPs are not available then on-site facilities will be required. The County Criteria has been updated to require Full-Spectrum Detention/WGCV Facilities. If on-site facilities are required, the applicant will be required to provide access and drainage easements in accordance with Section 11.2.2 of the Drainage Criteria Manual. Private Detention Pond/BMP maintenance agreement(s) and Operations and Maintenance Manual(s) will be required.

For special water quality BMPs, see the Engineering Criteria Manual Appendix I.

State Engineer's requirements regarding dams and water rights apply. Post Construction MS4 Form, SDI Worksheet, and Jurisdictional/Non-Jurisdictional dam construction forms are typically required for detention facilities.

The project must provide for an acceptable method of storm drainage conveyance and may be required to construct (or contribute an equitable share to the construction of) a storm conveyance or collector system.

If the site conveys storm drainage flows through or across an adjacent private property, then the applicant is responsible for obtaining off-site drainage easements in accordance with the Engineering Criteria Manual Section 3.3.3.K. Any offsite easements necessary for the development shall be recorded prior to County Plan approvals.

Drainage Master Plan/Floodplain Information

If it is undetermined at this time if an adopted Drainage Basin Planning Study or Master Plan exists in this area, the applicant is responsible for researching the appropriate information.

If the subdivision application impacts the floodplain, a FEMA Letter of Map Revision may be required. If the site is in or near a floodplain, contact the Regional Floodplain Administrator for allowed floodplain uses and procedural requirements. It is the Applicant's responsibility to research the effects and implications of developing in or near a floodplain, including limited uses, floodplain development permits, geotechnical, wetland and wildlife studies, structural requirements, flood insurance and potential future floodplain mapping updates. FEMA's FIRM maps may be out of date or at a low level of accuracy.

If the site lies within the Cherry Creek Basin Water Quality Authority area, the applicant should discuss any concerns related to the development with the CCBWQA's consultant.

If the site lies within the Fountain Creek watershed, the District has authority over the floodplain impacts and is advisory to the County on uses outside of the floodplain. The applicant should discuss any concerns related to the development with District staff.

Grading, Erosion, and Sediment Control Information

The Grading and Erosion Control Plan must be prepared in accordance with Drainage Criteria Manual Vol. 2 and the County checklist.

An Erosion and Stormwater Quality Control Permit (ESQCP) is required for construction activities that result in land disturbance of greater than or equal to one acre. An ESQCP is also required for construction activities that result in less than one acre if the activity is part of a larger common plan of development or sale that would disturb one acre or more of ground surface (ECM 1.4.1). Refer to Table I-2 in the Engineering Criteria Manual to determine applicability of an ESQCP. An application for an ESQCP shall be accompanied by the following:

- Stormwater Management Plan
- Permit Fee
- Financial Surety
- Statement of Certification
- Operation and Maintenance Plan
- Maintenance Agreement
- Application Information

Please refer to the Engineering Criteria Manual Appendix I (1.4.1A) for further information and criteria on the above mentioned items.

A Builder's Erosion and Sediment Quality Control Permit (BESQCP) is required only for a single family residence or duplex site that has < 1 acre of disturbed areas and the site is currently covered by an ESQCP and site is not in sensitive area. Refer to Table I-2 in the Engineering Criteria Manual for further information on sensitive areas and Section 1.4.2 for information on the BESQCP application.

Neither an ESQCP nor BESQCP are required for a single family residence or duplex building site which disturbs < 1 acre and is not part of a larger project or in a sensitive area.

If a County Construction Activity permit is required, contact the El Paso County Department of Health and Environmental for further information regarding the permit. Construction activities that disturb one or more acres are required by the Environmental Protection Agency to obtain a Construction Stormwater Permit. Contact the Colorado Department of Public Health & Environment Water Quality Control Division for further information regarding the permit. All land development activities greater than twenty-five (25) acres or with construction duration longer than six (6) months must obtain an Air Pollution Emission Notice and Emissions Permit. Contact the Colorado Department of Public Health & Environment Air Quality Control Division for more information regarding the permit.

Public Improvements Information

If public improvements are required, the applicant will be required to enter into a Subdivision Improvement Agreement (SIA) with the County. Refer to the El Paso County Land Development Code for information on the SIA and the ECM for the required format of the associated Financial Assurance Estimate. All forms are available online.

Construction drawings for the required public improvements must be reviewed and approved by PCD and the County Engineer. All Construction drawing submittals shall adhere to the criteria set forth in the ECM. A construction plan review fee will be assessed when the plans are submitted for review.

Geotechnical reports for earthwork and pavement designs must be reviewed and approved. All submittals must adhere to the criteria set forth in the ECM.

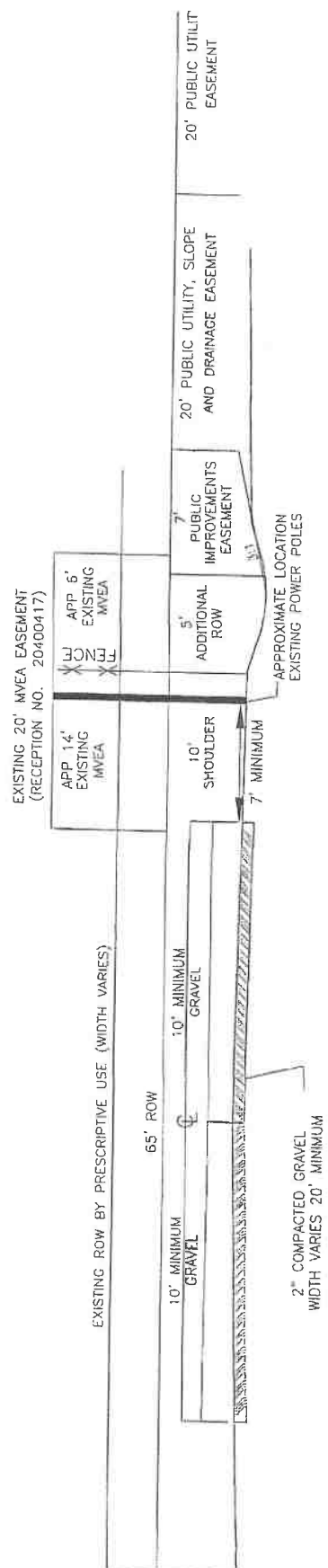
Any work within the Right of Way will require a permit.

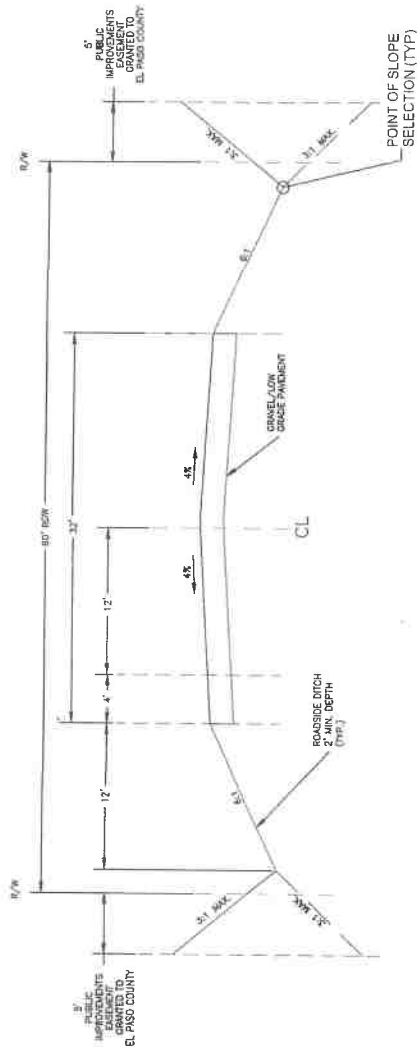
Any Fire cistern(s) and mailbox kiosks need to be shown on the construction drawings.

Deviations

All engineering designs and studies shall be performed in conformance with adopted codes, standards and criteria. Any deviations are to be formally identified and requested in writing, with justification provided per ECM Section 5.8. All deviation requests must be approved by the ECM Administrator prior to submitting the application for review, or delays in the review and additional fees may result. The Applicant must submit adequate justification for consideration of the request(s).


Exhibit 4: Typical Sections, Charts, Tables and Figures

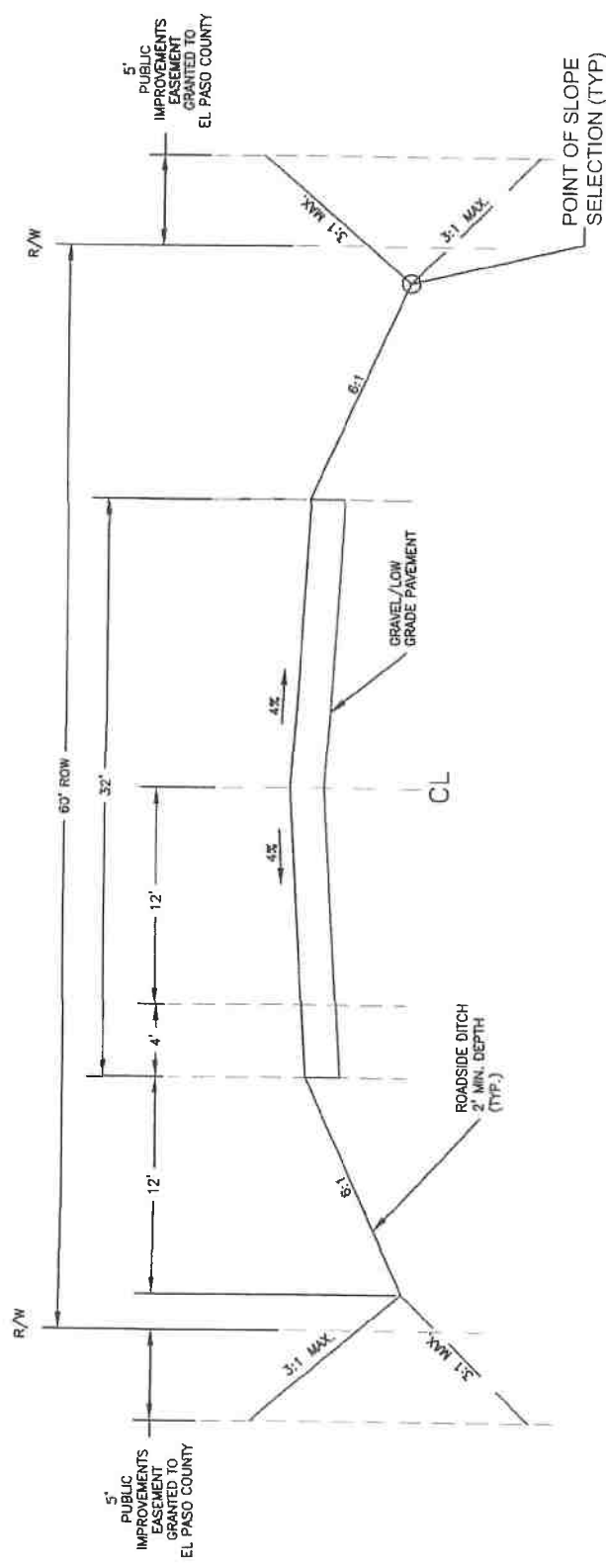




Roadway Design Parameters
 Design Speed: 50 mph
 Posted Speed: 45 mph
 Maximum ADT: 199
 Design Vehicle: WB-50

SCALE: NOT TO SCALE

DATE APPROVED:	9/16/10	Rural Gravel Local Roadway	
André P. Brackin		Standard Cross Section	
DEPARTMENT OF TRANSPORTATION	REVISION DATE:	12/8/15	FILE NAME: SD_2-10

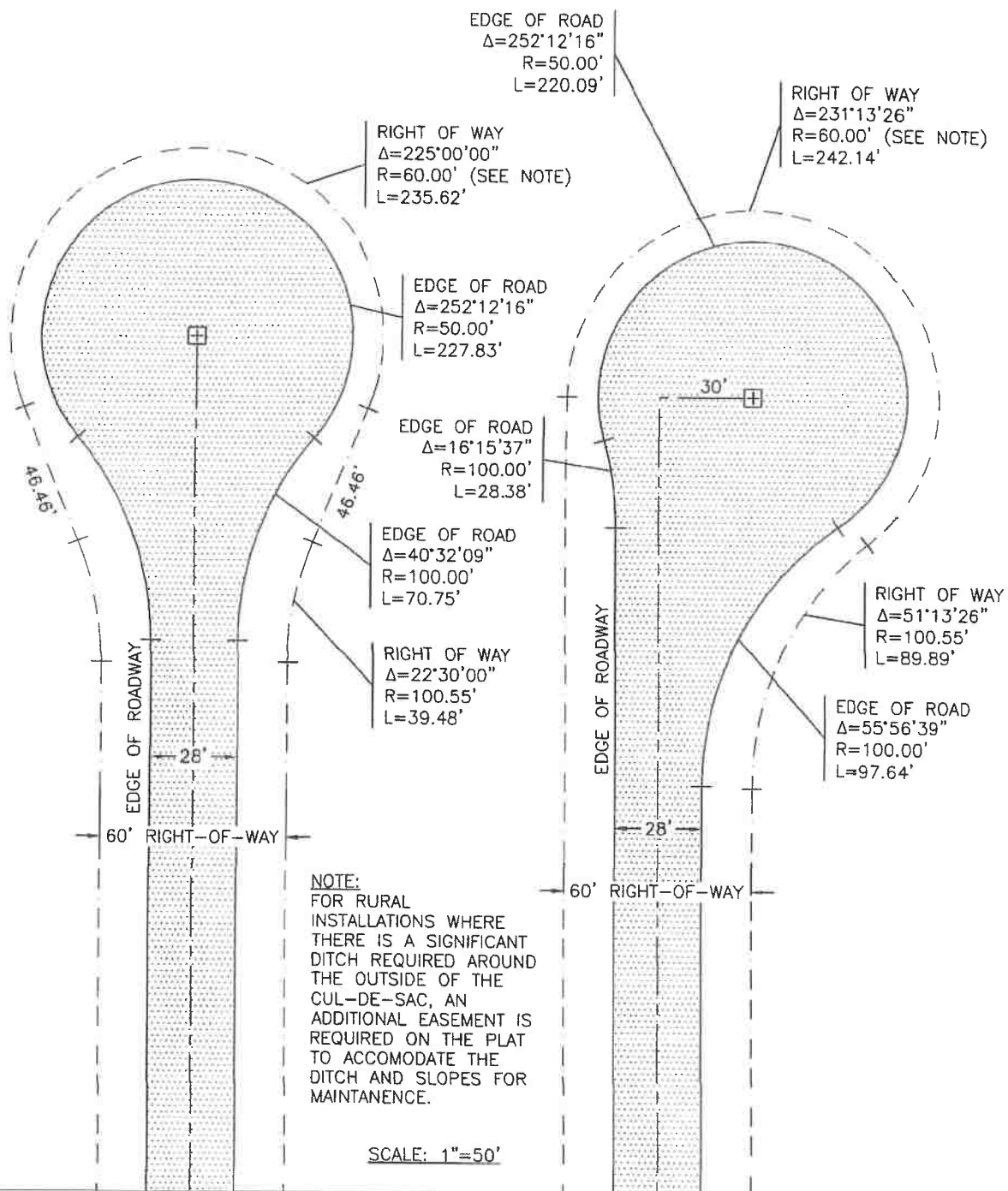


Roadway Design Parameters
 Design Speed: 50 mph
 Posted Speed: 45 mph
 Maximum ADT: 199
 Design Vehicle: WB-50

SCALE: NOT TO SCALE

DATE APPROVED: 9/16/10 André P. Brackin DEPARTMENT OF TRANSPORTATION	Rural Gravel Local Roadway Standard Cross Section REVISION DATE: 12/8/15 FILE NAME: SD_2-10
---	--





1/1/08

DATE APPROVED:

John A. McCarty

DEPARTMENT OF TRANSPORTATION

Rural Cul-De-Sac Details

Standard Drawing

REVISION DATE:

12/8/15

FILE NAME:

SD_2-76



Centerline Grade (Min.-Max.)	1-5%	1-5%	1-5%	1-5%	1-6%
Intersection Grades (Min.-Max.)	1-2%	1-2%	1-3%	1-3%	1-4%
¹ Assumes 4% superelevation, 6% for 70 MPH design speeds					
² Pavement width in each direction for divided roadways					

Table 2-5. Roadway Design Standards for Rural Collectors and Locals

Criteria	Collectors		Local	
	Major	Minor	Local	Gravel
Design Speed / Posted Speed (MPH)	50 / 45	40 / 35	30 / 30	50/45
Clear Zone	20'	14'	7'	12'
Minimum Centerline Curve Radius	930' ²	565'	300'	As Approved
Number of Through Lanes	2	2	2	2
Lane Width	12'	12'	12'	12'
Right of Way	90'	80'	70' ³	70' ³
Paved Width	32'	32'	28'	n/a
Median Width	n/a	n/a	n/a	n/a
Outside Shoulder Width (paved/gravel)	8'(4'/4')	6'(4'/2')	4'(2'/2')	4'(0'/4')
Inside Shoulder Width (paved/gravel)	n/a	n/a	n/a	n/a
Design ADT	3,000	1,500	750	200
Design Vehicle	WB-67	WB-67	WB-50	WB-50
Access Permitted	No	Yes	Yes	Yes
Access Spacing	n/a	Frontage	Frontage	Frontage
Intersection Spacing	¼ mile	660'	330'	330'
Parking Permitted	No	Yes	Yes	No
Minimum Flowline Grade	1%	1%	1%	1%
Centerline Grade (Min.-Max.)	1-8% ¹	1-8% ¹	1-8% ¹	1-8%
Intersection Grades (Min.-Max.)	1-4%	1-4%	1-4%	1-4%
¹ 10% maximum grade permitted at the discretion of the ECM Administrator				
² Assumes 4% superelevation, 6% for 70 MPH design speeds				
³ 60-foot right-of-way plus two 5-foot Public Improvements Easements granted to El Paso County				

Table 2-16. Clear Zone Distances¹

Design Speed	Design ADT	Foreslopes			Backslopes		
		1V:6H or flatter	1V:5H to 1V:4H	1V:3H	1V:3H	1V:5H to 1V:4H	1V:6H or flatter
40 mph or less	Under 750	7-10	7-10	²	7-10	7-10	7-10
	750-1500	10-12	12-14	²	10-12	10-12	10-12
	1500-6000	12-14	14-16	²	12-14	12-14	12-14
	Over 6000	14-16	16-18	²	14-16	14-16	14-16
50 mph	Under 750	10-12	12-14	²	8-10	8-10	10-12
	750-1500	12-14	16-20	²	10-12	12-14	14-16
	1500-6000	16-18	20-26	²	12-14	14-16	16-18
	Over 6000	18-20	24-28	²	14-16	18-22	20-22
60 mph	Under 750	16-18	20-24	²	10-12	12-14	14-16
	750-1500	20-24	26-32*	²	12-14	16-18	20-22
	1500-6000	26-30	32-40*	²	14-18	18-22	24-26
	Over 6000	30-32*	36-44*	²	20-22	24-26	26-28
70 mph	Under 750	18-20	20-26	²	10-12	14-16	14-16
	750-1500	24-26	28-36*	²	12-16	18-20	20-22
	1500-6000	28-32*	34-42*	²	16-20	22-24	26-28
	Over 6000	30-34*	38-46*	²	22-24	26-30	28-30

¹ Distances are provided in feet from the edge of the through lane.

² Since recovery is less likely on the unshielded, traversable 1V:3H slopes, fixed objects should not be present in the vicinity of the toe of these slopes. Recovery of high-speed vehicles that encroach beyond the edge of the shoulder may be expected to occur beyond the toe of the slope. Determination of the width of the recovery area at the toe of slope should take into consideration right-of-way availability, environmental concerns, economic factors, safety needs, and crash histories. Also, the distance between the edge of the through-traveled lane and the beginning of the 1V:3H slope should influence the recovery area provided at the toe of slope.

2.3.6 Sight Distance

Sight distance is the length of roadway that is clearly visible to the driver and is dependent upon the height of the driver's eye above the road surface, the specified object height above the road surface, and the height of sight obstructions within the line of sight. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object. In evaluating the overall performance of a roadway, both the horizontal and vertical sight distances should be considered.

A. Sight Distance Calculations

For general sight distance calculations, the height of the driver's eye is considered to be 3.5 feet above the road surface and the object is considered to be 0.5 feet above the road surface. However, for passing sight distance calculations, the height of the object is considered to be 4.25 feet above the road surface.

Exhibit 5: Brown Road Improvements Cost Sharing

07051

EL PASO



COUNTY

RECEIVED
11/2/08

COMMISSIONERS:
DENNIS HISEY (CHAIR)
JIM BENSBURG (VICE-CHAIR)

SALLIE CLARK
WAYNE WILLIAMS
AMY LATHEN

DEVELOPMENT SERVICES
IMAD KARAKI, DIRECTOR

May 19, 2008 – **Corrected October 1, 2008**

Ken and Carol Rushing
K & C Rushing LLLP
18625 Brown Road
Colorado Springs, Colorado 80908

RE: Preliminary Plan – Prairie Ridge Subdivision (SP-07-014)
Final Plat – Prairie Ridge Subdivision (SF-07-016)

This is to inform you that the above-referenced requests were heard and approved by the Board of County Commissioners on April 24, 2008. Details are as follows:

Preliminary Plan – Request for approval of a seven-lot subdivision. The site consists of 40.67 acres in the RR-5 (Residential Rural) District. The property (Schedule No. 61000-00-483) is located on Brown Road, north of Walker Road approximately 1 1/2 miles west of its intersection with Black Forest Rd.

The approval is subject to the following:

CONDITIONS OF APPROVAL

1. Applicable park and school fees shall be paid with any final plats.
2. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed threatened species.
3. A completed U.S. Army Corps of Engineers permit should be provided to the El Paso County Development Services Department prior to project commencement if ground-disturbing activities would occur in wetland areas. Alternatively, a letter from a qualified wetland scientist indicating why such a permit is not required for this project would be acceptable.
4. A driveway access permit will be required from the El Paso County Development Services Department for any access to a County maintained roadway.

2880 INTERNATIONAL CIRCLE, SUITE 110
PHONE: (719) 520-6300



COLORADO SPRINGS, CO 80910-3127
FAX: (719) 520-6695

WWW.ELPASOCO.COM

will transfer the funds to the El Paso County Treasurer for deposit into the above described account. Interest shall accrue on the amount of \$3,857 per lot from the date of recording of the Final Plat at an interest rate of 5 percent per annum simple interest.

- 2) Said funds shall only be used for the purpose of constructing, or contributing to the construction of, the Brown Road Improvements.
 - 3) On or before the expiration date, the County may use the funds, including any interest accrued thereon, only for the purpose of constructing, or contributing to the construction of, the Brown Road Improvements. The expiration date is 5 years from the closing date of the sale of the last lot in the Prairie Ridge subdivision or 10 years from the date of the Agreement, which ever is later.
 - 4) **Should the County not use said funds on or before the expiration date, the County shall return the funds to the applicants, their heirs, successors and assigns (excluding individual lot owner successors), together with accrued interest.**
10. A note shall be added to the Plat to place buyers on notice of their obligation to pay to the Applicant at closing 1/7th of the remaining balance of the contribution for Brown Road Improvements consistent with the terms of the Public Improvements Contribution Agreement as outlined in Condition 9 above.

NOTATIONS

1. The proposed subdivision is located entirely within the East Cherry Creek Drainage Basin (CYCY0200). This basin has not been studied and no drainage or bridge fees apply.
2. According to Section 47.C.10.c of the El Paso County Land Development Code, approval of the Preliminary Plan will expire after twelve (12) months unless a final plat has been approved and recorded or a time extension has been granted.

Final Plat – Request for approval of a seven-lot subdivision. The site consists of 40.67 acres in the RR-5 (Residential Rural) District. The property (Schedule No. 61000-00-483) is located on Brown Road, north of Walker Road, approximately 1 ½ miles west of its intersection with Black Forest Road.

This approval is subject to the following:

CONDITIONS OF APPROVAL

1. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife,

Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed threatened species.

2. A completed U.S. Army Corps of Engineers permit shall be provided to the El Paso County Planning Department prior to project commencement if ground-disturbing activities would occur in wetland areas. Alternatively, a letter from a qualified wetland scientist indicating why such a permit is not required for this project may be acceptable.
3. Fees in lieu of school land dedication in the amount of \$2,156.00 shall be paid to El Paso County for the benefit of Lewis-Palmer School District No. 38.
4. Fees in lieu of regional parkland dedication in the amount of \$2,471.00 shall be paid to El Paso County.
5. All Deed of Trust holders shall ratify the plat. The applicant shall provide a current Title Commitment at the time of submittal of the mylar for recording.
6. Colorado statute requires that at the time of the approval of platting, the subdivider provides the certification of the County Treasurer's Office that all ad valorem taxes applicable to such subdivided land, for years prior to that year in which approval is granted, have been paid. Therefore, this plat is approved by the Board of County Commissioners on the condition that the subdivider or developer must provide to the Development Services Department, at the time of recording the plat, a certification from the County Treasurer's Office that all prior years' taxes have been paid in full.
7. The subdivider or developer must pay, for each parcel of property, the fee for tax certification in effect at the time of recording the plat.
8. The subdivision improvements agreement, including the estimate of guaranteed funds as approved by the El Paso County Development Services Department shall be filed at the time of the recording of the final plat.
9. Collateral sufficient to ensure that the public improvements as listed in the approved estimate of guaranteed funds/surety estimate shall be provided when the final plat is recorded.
10. The County Attorney's Conditions of Compliance shall be adhered to at the appropriate time.
11. A driveway access permit will be required from the El Paso County Development Services Department for any access to a county maintained roadway.

12. Compliance with all Fire District requirements shall be met. Individual lot purchasers shall provide in-house sprinklers in the construction of new homes.

13. Replace note #20 with the following:

Individual lot purchasers are responsible for constructing driveways, including necessary drainage culverts from Brown Road per Land Development Code Section 6.3.3.C.2 and 6.3.3.C.3. Due to their length, the driveways for Lots 5 and 6 will need to be specifically approved by the Tri-Lakes/Monument Fire Rescue Authority.

14. Brown Road will retain its current alignment. Prior to recording the final plat, Applicant shall enter into a Public Improvements Contribution Agreement ("Agreement") with the County in which Applicants shall agree to participate in the completion of off-site public improvements to bring Brown Road into compliance with County local road standards ("Brown Road Improvements"). Said Agreement shall require separate approval by the Board. Said Agreement shall address the following:

- 1) Applicants' total fair, equitable, and reasonably proportional contribution to the Brown Road Improvements shall be \$11,000.00 per lot for a total of \$77,000.00 structured as follows:
 - A. Prior to recording the final plat, Applicants shall deposit the sum of \$50,000.00 with the El Paso County Treasurer, which funds the County shall maintain and deposit in a separate, interest bearing account not part of the County's operating budget.
 - C. Applicant shall require as a condition of sale and closing of each of the seven lots, at the time of closing each lot, payment by the buyer to Applicant of 1/7th of the remaining \$27,000.00 balance of the contribution, or \$3,857.00 per lot, which funds Applicants shall cause to be paid to Development Services Department who in turn will transfer the funds to the El Paso County Treasurer for deposit into the above described account. Interest shall accrue on the amount of \$3,857 per lot from the date of recording of the Final Plat at an interest rate of 5 percent per annum simple interest.
- 2) Said funds shall only be used for the purpose of constructing, or contributing to the construction of, the Brown Road Improvements.
- 3) On or before the expiration date, the County may use the funds, including any interest accrued thereon, only for the purpose of constructing, or contributing to the construction of, the Brown Road Improvements. The expiration date is 5 years from the closing date of the sale of the last lot in the Prairie Ridge subdivision or 10 years from the date of the Agreement, which ever is later.

Ken and Carol Rushing
K & C Rushing LLLP
May 19, 2008— **Corrected October 1, 2008**
Page 6

- 4) **Should the County not use said funds on or before the expiration date, the County shall return the funds to the applicants, their heirs, successors and assigns (excluding individual lot owner successors), together with accrued interest.**
15. A note shall be added to the Plat to place buyers on notice of their obligation to pay to the Applicant at closing 1/7th of the remaining balance of the contribution for Brown Road Improvements consistent with the terms of the Public Improvements Contribution Agreement as outlined in Condition 14 above.

NOTATIONS

1. Failure to record the plat within one (1) year following Board of County Commissioner approval will require reconsideration by the Board. Said reconsideration may involve compliance with new criteria, regulations and updated fees.
2. The proposed subdivision is located entirely within the East Cherry Creek Drainage Basin (CYCY0200). This basin has not been studied and no drainage or bridge fees apply.

This action will not become a matter of public record, nor can building permits be issued or lots conveyed based upon this action, until the Plat has been filed with the El Paso County Clerk and Recorder. This is done through our office but, in order to accomplish such filing, it will be necessary for you to contact us regarding recording fees which must be paid and make an appointment to pay the fees and submit the plat for recordation.

Please note the El Paso County Clerk and Recorder will no longer accept documents for recording unless they have a minimum one-inch clear margin at the top of each page.

This represents the Development Services Department's understanding of the action taken by the Board of County Commissioners. A copy of their Resolution will be forwarded to you, once that document is available.

Should you have any questions, or if I can be of further assistance, please contact me at 719-520-6300.

Sincerely,



Craig Dossey, Project Manager II

ec: Pam Cherry, LDC, Inc.
Eileen Wheeler, Deputy Clerk to the Board
cc: Files: SP-07-014, Prompt/ SF-07-016

PRAIRIE RIDGE
BROWN ROAD IMPROVEMENTS

ACREAGE UTILIZING FUTURE ROADWAY	895 ACRES
ACREAGE NOT DEVELOPING OR UTILIZING OTHER ACCESS	
YOUNGER FAMILY	360 ACRES
WILL NOT DEVELOP FOR 50 YEARS	
NORTH HALF MARIAH MEADOWS	115 ACRES
ACCESS TO NORTH	
TOTAL ACREAGE	420 ACRES ✓
40 ACRE PROPERTIES	10.5
EGF AMOUNT FOR COUNTY STANDARD	\$680,000.00
RURAL LOCAL PAVED	
COUNTY IN-KIND CONTRIBUTION	\$50,000.00
EXPECTED CONSTRUCTION COSTS	\$630,000.00 ✓
PARCEL SHARE	\$60,000.00 ✓
PER LOT CONTRIBUTION BASED ON 7 LOTS PRAIRIE RIDGE	\$8,571.43 ✓
PRAIRIE RIDGE AGREEMENT WITH ADJACENT DEVELOPER	\$11,000.00 PER LOT
AGREEMENT AND FAIR SHARE DIFFERENCE	\$2,428.57
AMOUNT OVER <u>FAIR SHARE</u>	\$17,000.00 ✓
ESTABLISHMENT OF ESCROW AT PLAT RECORDING	\$50,000.00
DEPOSIT TO ESCROW AT LOT CLOSINGS	\$27,000.00
PER LOT DEPOSIT TO ESCROW AT CLOSING	\$3,857.14
ADDITIONAL IMPROVEMENTS NOW	\$11,300.00

Pam Cherry

From: Pam Cherry
Sent: Monday, April 07, 2008 5:10 PM
To: 'Carol Rushing'
Subject: Brown Road Improvements
Attachments: 04-07-2008 Brown Road EGF.xls; 01-20-2008 Prarie Ridge EGF.xls

Raimere-

The Rushing's propose to complete the work to Brown Road as previously agreed to a minimum width of 20'. Currently Brown Road is not graveled and is only a dirt surface that is maintained by the County. Rushing's EGF dated January 10, 2008 is in the amount of \$46,700.00.

This is a listing of the property owners and the acreage associated with each owner and all would access Brown Road:

Mariah Meadows - 157 acres

Tug Haugen - 40 acres

Rushing - 40 acres

Younger - 240 acres

McDermott - 80 acres

Havens - 35 acres

Lockburner - 54 acres

48 lots
 2000
 100,000

129
 48
 81
 2000
 160

49 600 acres
 15

This is a total of 646 acres which could represent a maximum of 129 5-acre lots. Based on lot count, since Rushing's are platting 7 lots, they responsibility for improvements would be 5.4%. Last year Paul Danley provided Rushing's with a ball park number of \$680,000.00 to construct the Brown Road to paved County standard. Today our engineer ran the numbers for improving the road to County standards and came up with \$673,580.00 for all improvements. Thereby Rushing's responsibility would be 5.4% of \$673,580.00 or \$36,373.32 which is \$10,326.68 less than the amount of the EGF dated 1-20-08. There is a small portion of throw-away for the 12.5% grade section adjacent to their property. But according to the EGF, the amount of throw away is only \$1,440.00. Rushing's are already contributing more than their fair share for the construction of Brown based on our engineer's estimate which is extremely close to Paul Danley's ball park estimate. Rushing's are discussing whether they should offer to contribute to the escrow in view of these numbers.

Another item of concern is the fact that the Mariah Meadows applications have expired, both the PUD and the Preliminary Plan. Yet the Mariah owners appear to have significant influence regarding the approval of this subdivision. We have had many meetings with the County on this project in order to obtain a recommendation of approval. That the Mariah group does not voice any objection until the night before the BOCC hearing, even though they were present at Planning Commission is puzzling.

Pam Cherry
 LDC-Inc
 2850 Serendipity Circle West
 Colorado Springs, CO 80917
 719-528-6133

100,000

200,000

Pam Cherry

From: Pam Cherry
Sent: Thursday, April 17, 2008 4:35 PM
To: Paul Danley; 'Jeff Rice'; 'Raimere Fitzpatrick'; 'John McCarty'
Cc: Robert Martin; 'Jane Fredman'; 'Carol Rushing'
Subject: FW: Escrow

The Rushing's will propose the following for improvements to Brown Road. Please provide us with your feedback.

Thanks
Pam

-----Original Message-----

From: Carol Rushing [mailto:bzy24-7b@kellin.net]
Sent: Thursday, April 17, 2008 4:31 PM
To: Pam Cherry
Subject: Escrow

Dear Pam,

We would like to propose that Prairie Ridge contribute the following to improvements on Brown Road:

1. 20' wide, 2" deep Class 6 road base on surface of entire one-mile length of Brown Rd., even though Prairie Ridge is only bordered by Brown Rd. by 1/2 mile
2. New asphalt apron from Walker Rd. to Brown Rd., 20' wide, 40' long, 3" deep
3. Internal 100' radius on NW corner of Prairie Ridge property, "graveled" (Class 6 road base)
4. Turn-around for emergency vehicles on NE corner of Prairie Ridge property, "graveled" (Class 6 road base)
5. \$2,000 per lot to be put in an escrow fund for future improvement to Brown Rd. by each lot owner at time of application for building permit, with an appropriate document to be recorded with final plat, along with a plat note for the builder. This amount would be the only fee that the lot owner would have to contribute for the improvement of Brown Rd.

Ken & Carol

Pam Cherry

To: Raimere Fitzpatrick; Paul Danley; Jeff Rice
Cc: Carol Rushing; jfredman@fwflegal.com; John McCarty
Subject: Prairie Ridge

This morning I have run some new numbers based on our conversation yesterday afternoon. The total impact area that I used for yesterday was 895 acres. I have deducted 115 acres for half of Mariah, and have deducted 240 acres for the Younger partnership. I have included 120 acres of Younger property that is owned individually by Delores. So, the 895 acres is decreased to an impact area of 535 acres instead. The cost from the EGF for Brown Road is \$673,580.00. With the \$50,000.00 deduction for County in-kind we have 623,580 remaining. We have a total of 13 40-acres parcels in the 535 acres. So the associated cost is still in the same range we were talking about yesterday of \$47,967.69 per 40-acre parcel, or \$6,852.52 per lot in the Rushing's Case. They agreed to setup an escrow in the amount of their EGF to get the improvements started. Their EGF amount was \$46,700.00.

Pam Cherry
LDC-Inc
2850 Serendipity Circle West
Colorado Springs, CO 80917
719-528-6133

Localized Access

4/23/2008

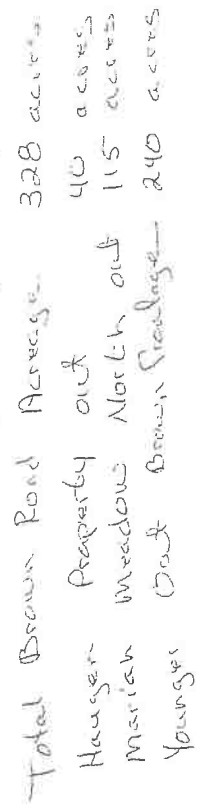
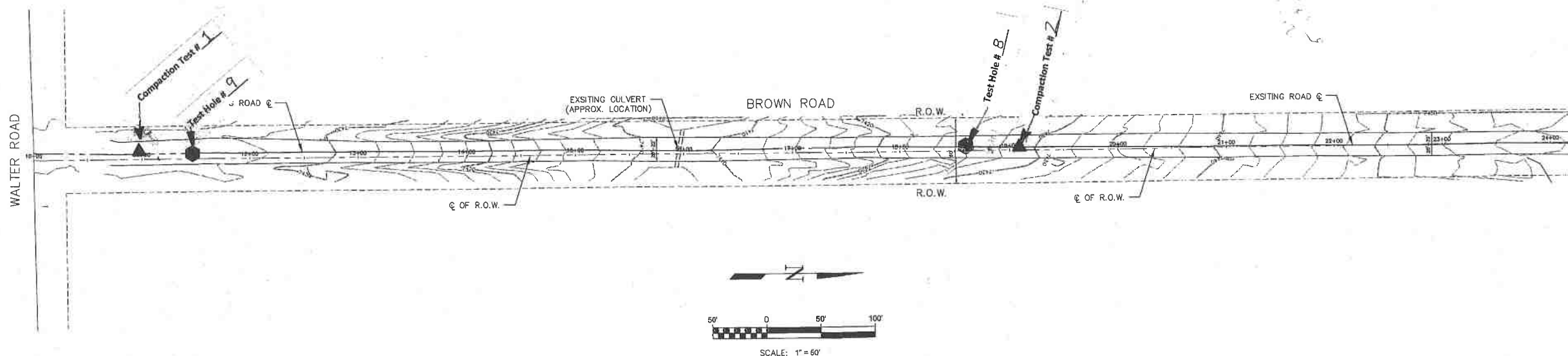
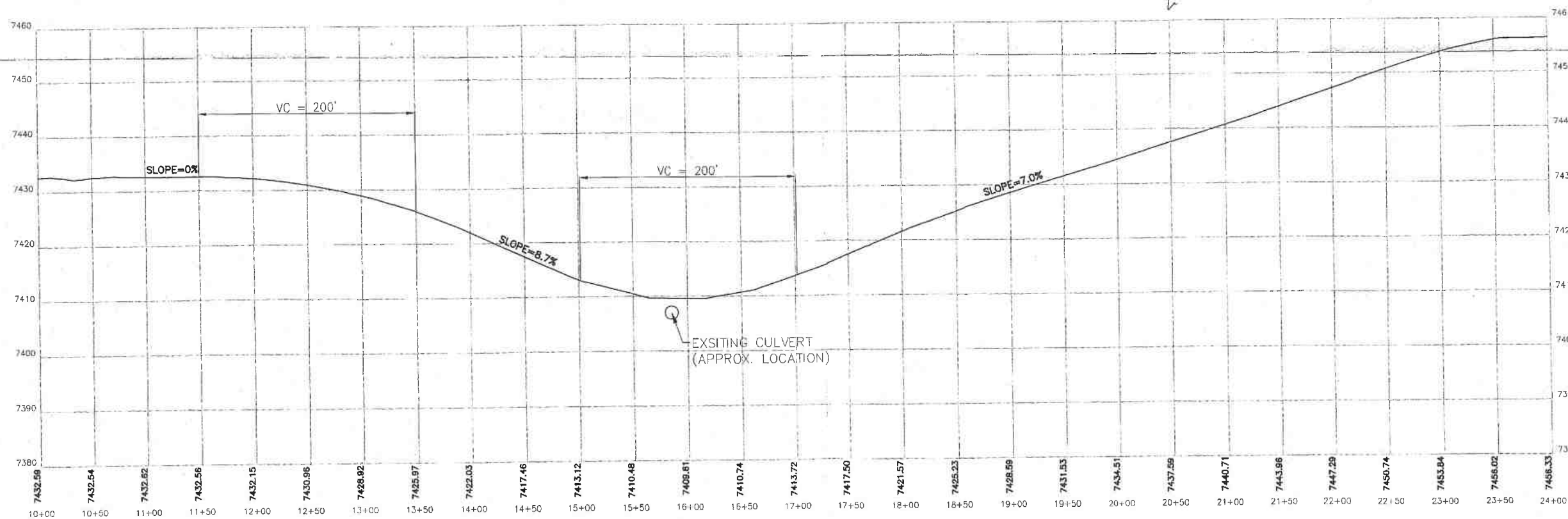


Exhibit 6: Brown Road Plan and Profiles



NOTE:

1. DEPTH OF COVER OVER CULVERTS ASSUMED TO BE 2 FEET.
2. SLOPE OF CULVERT IS NOT VERIFIED
3. HORIZONTAL AND VERTICAL ALIGNMENT OF CULVERTS ASSUMED AND NOT VERIFIED.
4. AND NOT VERIFIED.



HORZ. SCALE = 1"=50'
VERT. SCALE = 1"=10'

NOTE:

PLAN & PROFILE IS FOR ROADWAY ELEVATION PURPOSES ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

NOT FOR CONSTRUCTION
THESE PLANS ARE INTENDED FOR SUBMITTAL TO THE PLANNING DEPARTMENT AND SHOULD NOT BE USED ON SITE FOR CONSTRUCTION OR LAYOUT.

CALL BEFORE YOU DIG
811
DIAL 811
48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS FOR LOCATING GAS, WATER, AND CABLES.

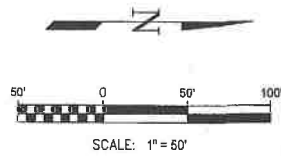
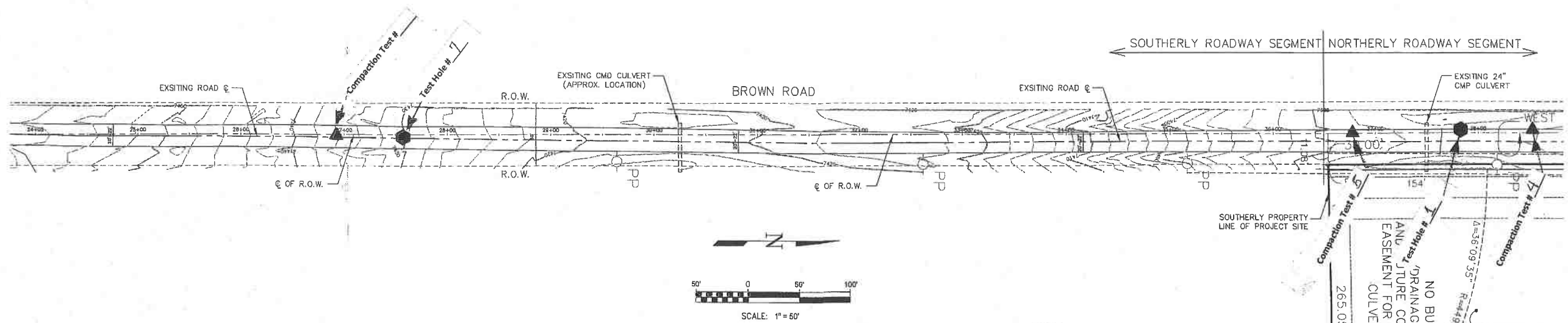
No.	Description	By	Date

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		Drawn By: TLC		

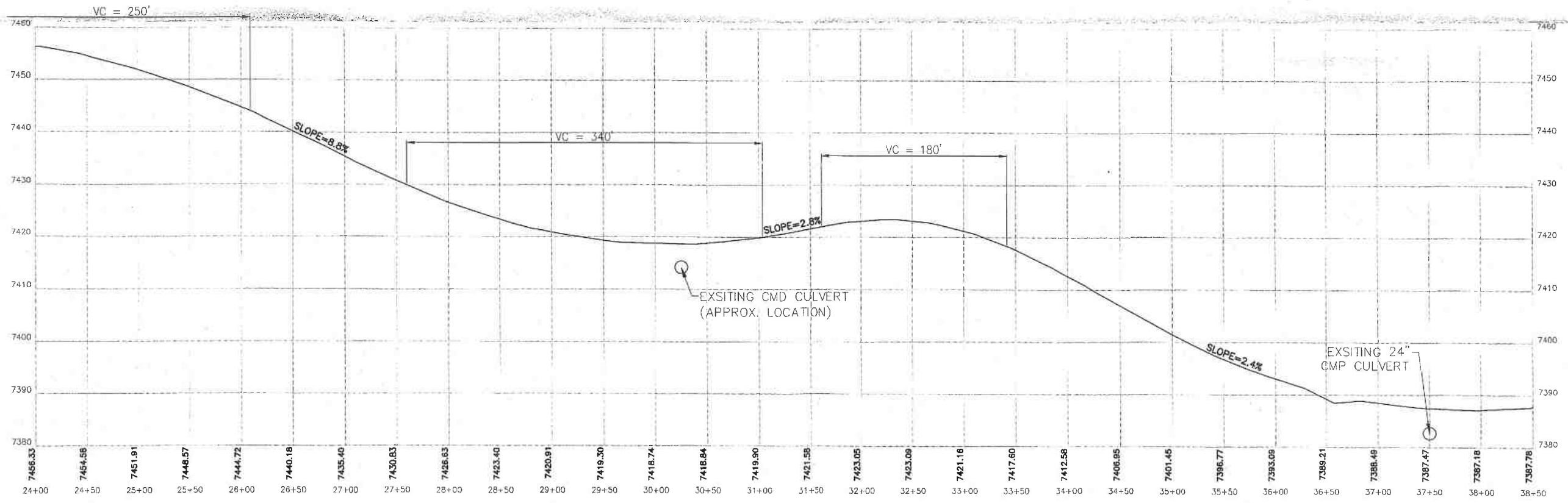
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PLANNING • SURVEYING
www.landdev.com • TEL: (719) 538-5133 • FAX: (719) 538-6948
3888 MANZANITA ROAD • COLORADO SPRINGS, CO 80909

BROWN ROAD ELEVATION PLAN & PROFILE
STATION 10+00 TO 24+00

Project Number: **18065**
Sheet: **1 of 4**



- NOTE:**
1. DEPTH OF COVER OVER CULVERTS ASSUMED TO BE 2 FEET.
 2. SLOPE OF CULVERT IS NOT VERIFIED
 3. HORIZONTAL AND VERTICAL ALIGNMENT OF CULVERTS ASSUMED
 4. AND NOT VERIFIED.



HORZ. SCALE = 1"=50'
VERT. SCALE = 1"=10'

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DIAL 811
FOR LOCATING AND MARKING GAS, ELECTRIC, WATER AND WASTEWATER

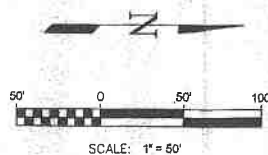
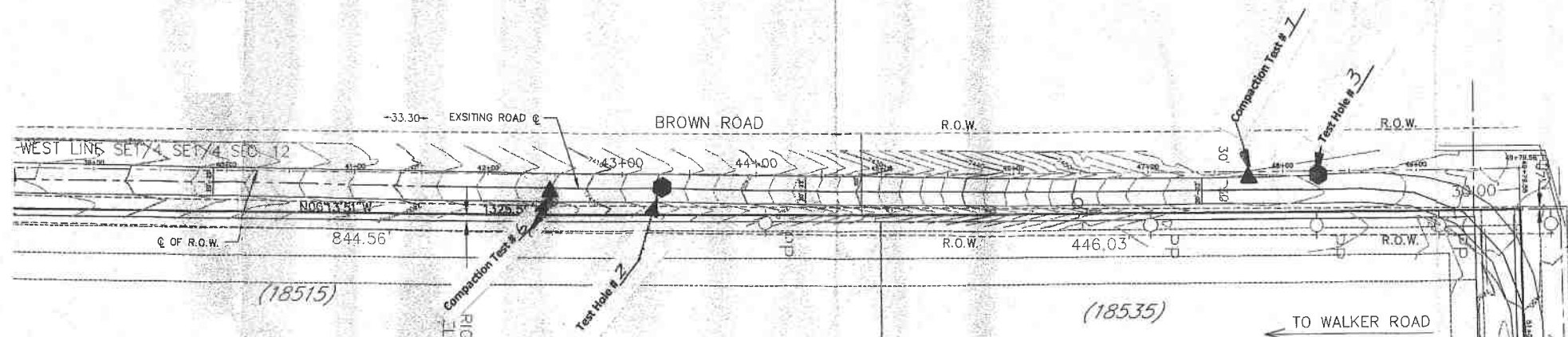
REVISIONS		By		Date
No.	Description			

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V Scale: 1"=10'
Designed By: KH
Drawn By: TLC
Checked By: KH
Date: 11/14/19

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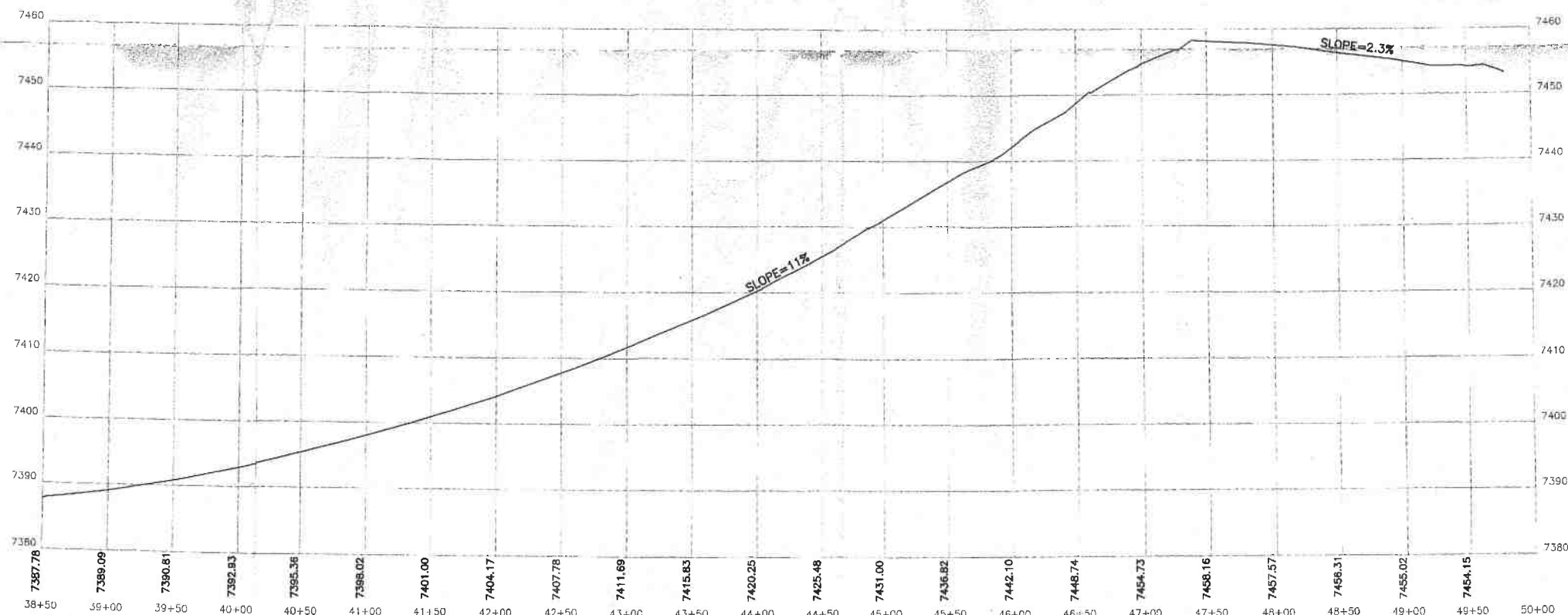
**BROWN ROAD ELEVATION
PLAN & PROFILE
STATION 24+00 TO 38+50**

Project Number: 18065
Sheet: 2 of 4



NOTE:

1. DEPTH OF COVER OVER CULVERTS ASSUMED TO BE 2 FEET.
2. SLOPE OF CULVERT IS NOT VERIFIED
3. HORIZONTAL AND VERTICAL ALIGNMENT OF CULVERTS ASSUMED
4. AND NOT VERIFIED.



HORZ. SCALE = 1"=50'
VERT. SCALE = 1"=10'

NOTE:

PLAN & PROFILE IS FOR ROADWAY ELEVATION PURPOSES ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

NOT FOR CONSTRUCTION
THESE PLANS ARE INTENDED FOR PRELIMINARY DESIGN PURPOSES ONLY. THEY SHOULD NOT BE USED FOR CONSTRUCTION OF ANY TYPE.

CALL BEFORE YOU DIG
811
DIAL 811
48 HOURS BEFORE YOU DIG. CALL UTILITY LOCATORS FOR LOCATING GAS, WATER, AND WASTEWATER.

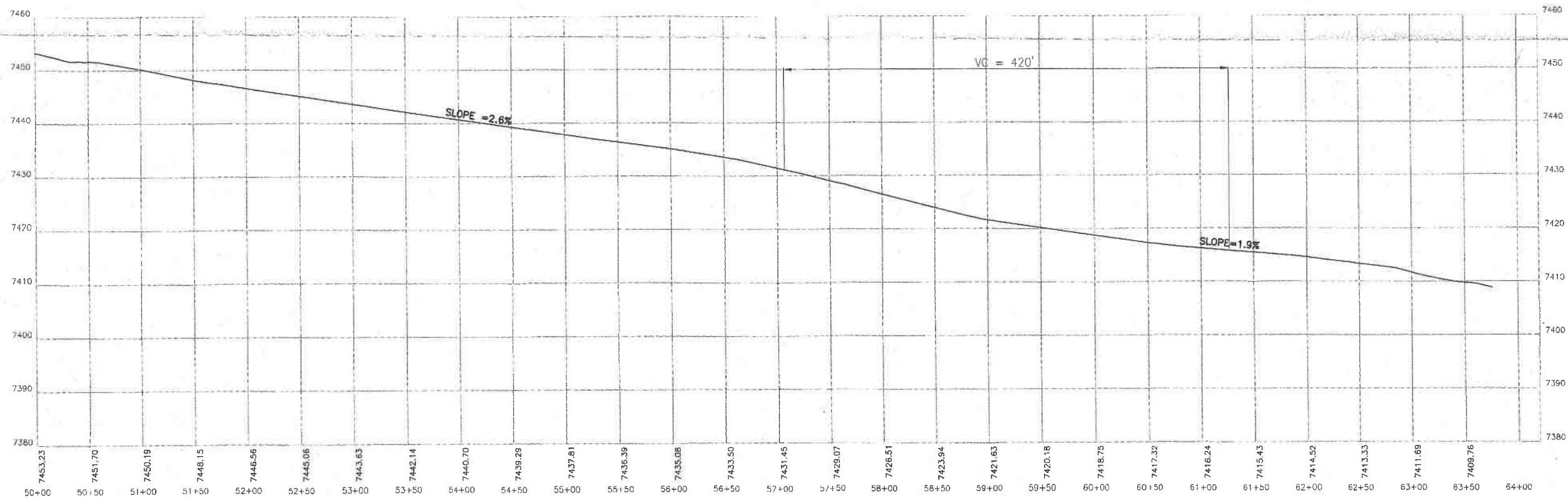
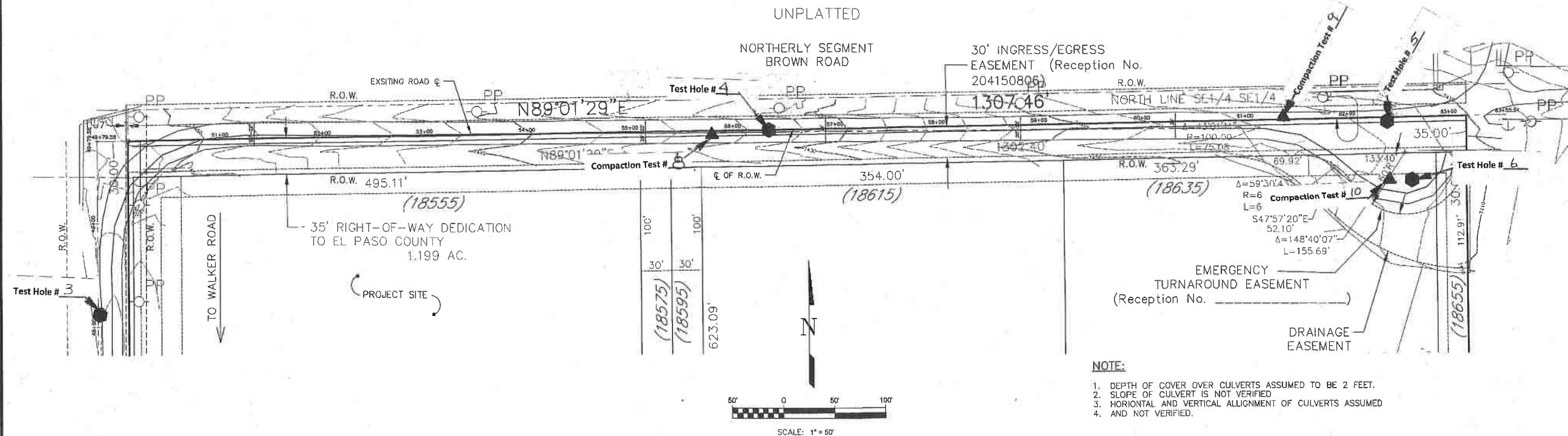
REVISIONS	
No.	Description

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Designed By: KJ	Drawn By: TLO
Checked By: KJ	Date: 11/14/19

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**BROWN ROAD ELEVATION
PLAN & PROFILE
STATION 38+50 TO 50+00**

Project Number: **18065**
Sheet: **3 of 4**



HORZ. SCALE = 1" = 50'
VERT. SCALE = 1" = 10'

NOTE:
PLAN & PROFILE IS FOR ROADWAY ELEVATION PURPOSES ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

NOT FOR CONSTRUCTION!
THESE PLANS ARE INTENDED FOR SUBMITTAL, REVIEW AND APPROVAL BY THE EL PASO COUNTY ENGINEERING DEPARTMENT AND SHOULD NOT BE USED ON SITE FOR CONSTRUCTION OR LAYOUT.

CALL BEFORE YOU DIG ...
811 DIAL 811
48 HOURS BEFORE YOU DIG CALL UTILITY LOCATORS FOR LOCATING AND MARKING ELECTRIC, WATER AND GAS LINES.

No.	Description	By	Date

H Scale: 1" = 50'	V Scale: 1" = 10'	Designed By: KH	TLC	KH
Drawn By: KH	Checked By: KH	Date: 11/14/19		

Land Development Consultants, Inc.

PLANNING SURVEYING

www.ldcinc.com TEL: (719) 528-1131 FAX: (719) 528-9449

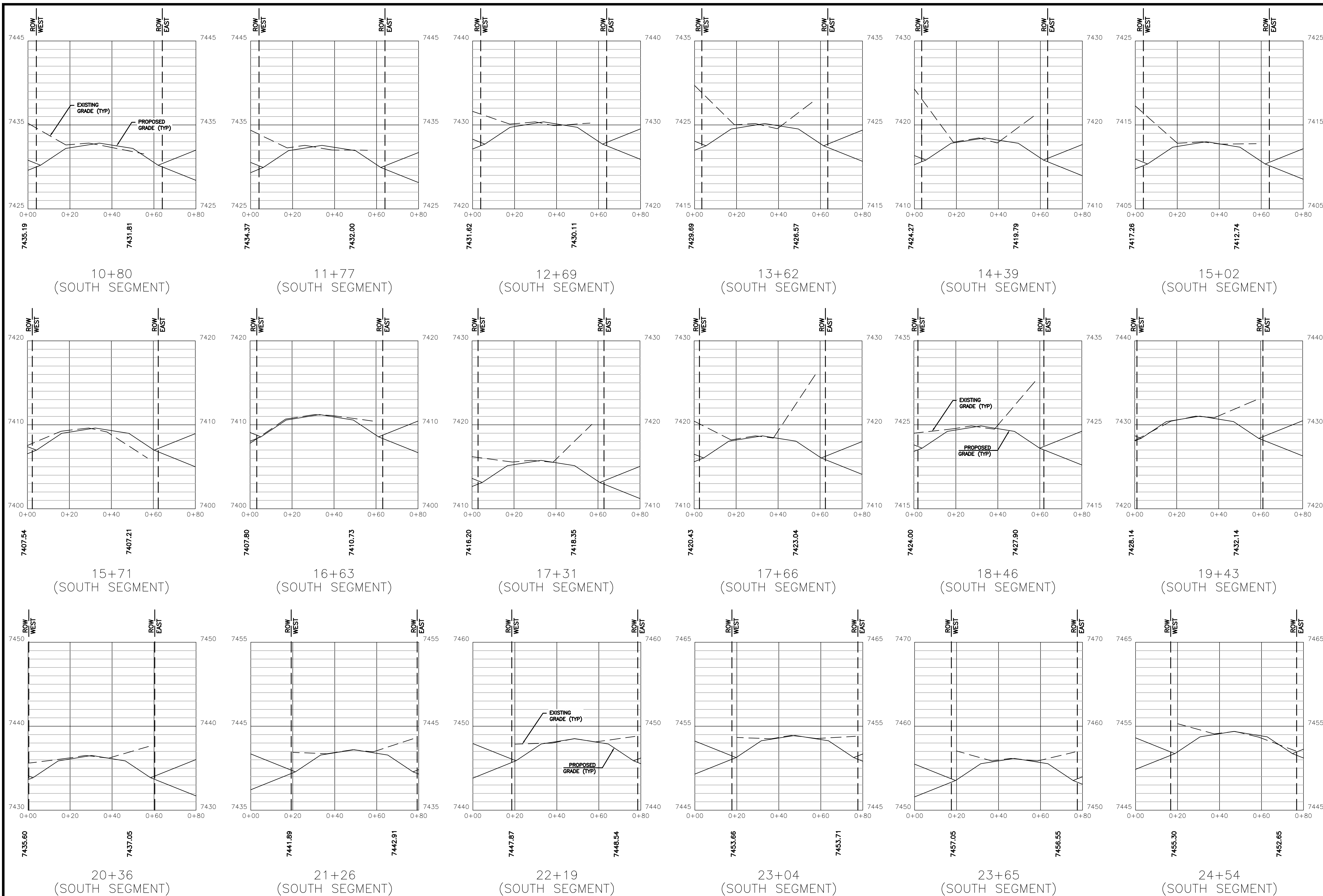
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BROWN ROAD ELEVATION
PLAN & PROFILE
STATION 50+00 TO 64+00

Project Number: 18065

Sheet: 4 of 4

Exhibit 7: Brown Road Cross Sections



— — — — — EXISTING GRADE
 _____ PROPOSED GRADE

CROSS SECTIONS ARE FOR ROADWAY ELEVATION PURPOSES ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

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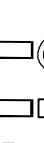
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CALL BEFORE YOU DIG ...

811

DIAL 811

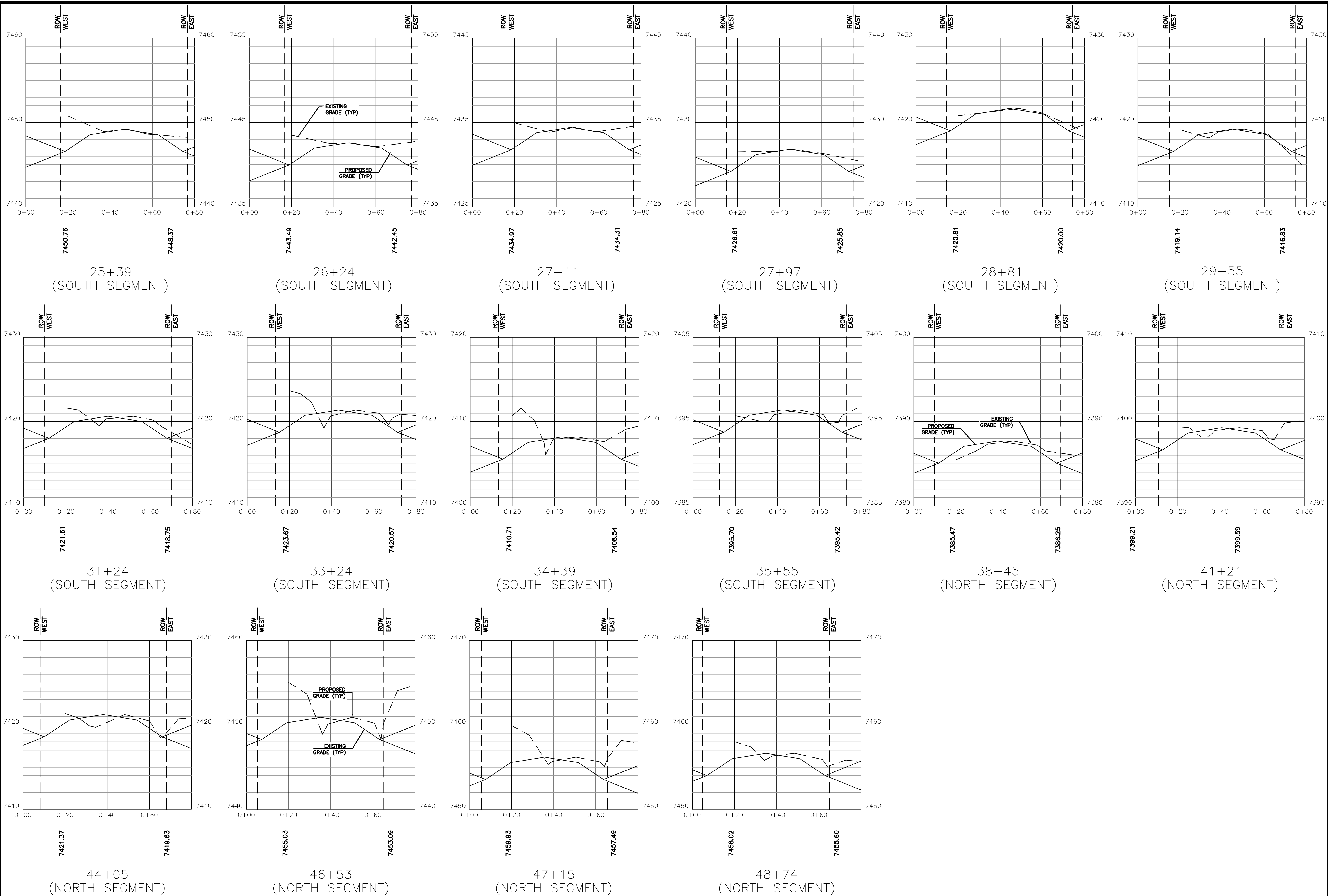
48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS
TO LOCATE GAS, WATER, ELECTRIC, CABLE, FIBER, AND WASTEWATER

THESE PLANS ARE INTENDED
FOR THE CITY OF LOS ANGELES
APPROVAL BY CITY/COUNTY
PLANNING DEPARTMENTS AND
SHOULD NOT BE USED ON
SITE FOR CONSTRUCTION OR
LAYOUT.

**BROWN ROAD ELEVATION
CROSS SECTION
STATION 25+39 TO 48+74**

Project Number: 18065

Sheet: 1 of 3



LEGEND

--- EXISTING GRADE

— PROPOSED GRADE

NOTE:

CROSS SECTIONS ARE FOR ROADWAY ELEVATION PURPOSE ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

NOT FOR CONSTRUCTION:

THESE PLANS ARE INTENDED FOR SUBMITTAL, REVIEW AND APPROVAL BY CITY/COUNTY PLANNING DEPARTMENTS AND ENGINEERS FOR CONSTRUCTION OR LAYOUT.

811 DIAL 811

48 HOURS BEFORE YOU DIG CALL UTILITY LOCATORS FOR LOCATING AND MARKING GAS, ELECTRIC, WATER AND WASTEWATER

REVISIONS	
No.	Description

H Scale:	1"= 20'	KH
V Scale:	1"= 5'	TLC
Designed By:		KH
Drawn By:		
Checked By:		
Date:	11/14/19	

Land Development Consultants, Inc.

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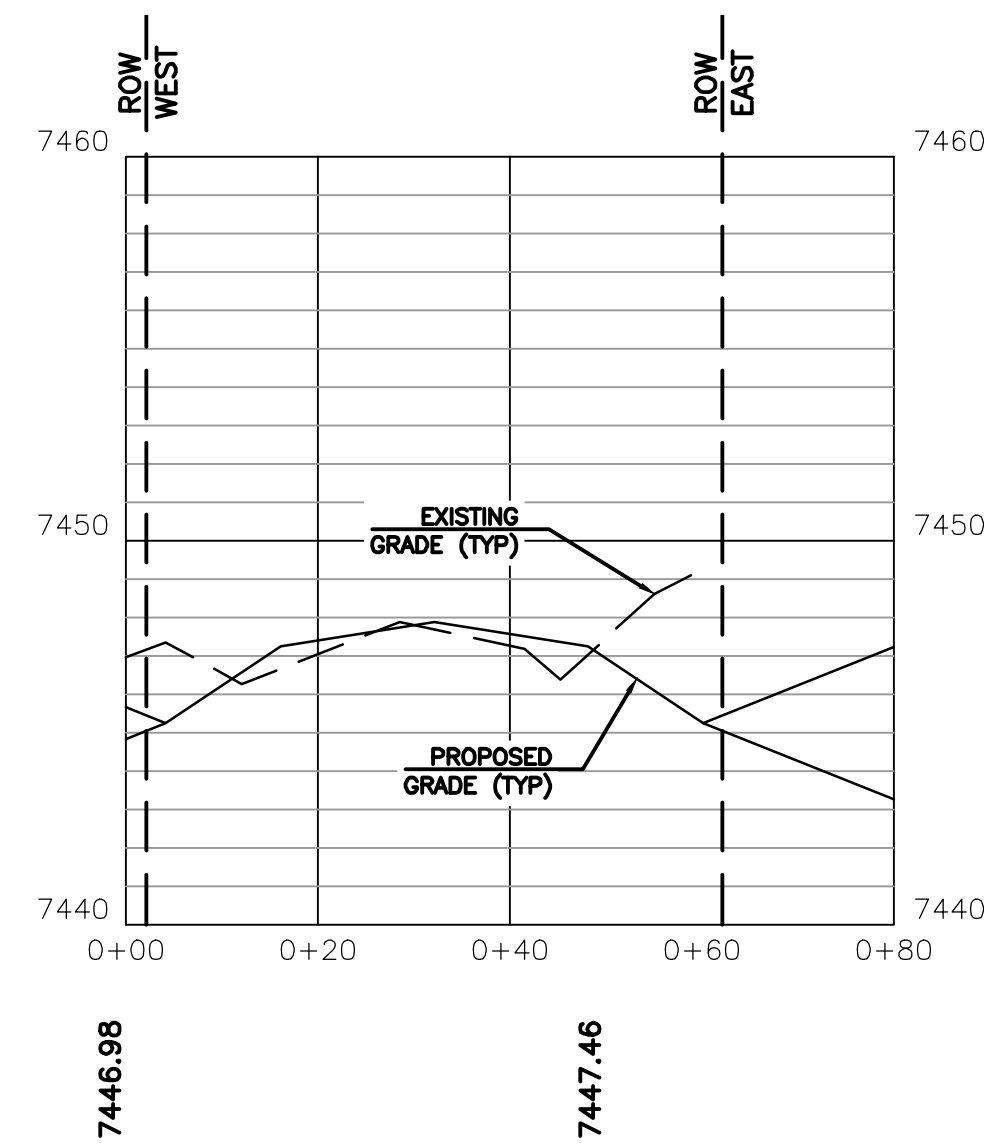
3888 MAZELAND ROAD • COLORADO SPRINGS, CO 80909

BROWN ROAD ELEVATION CROSS SECTIONS

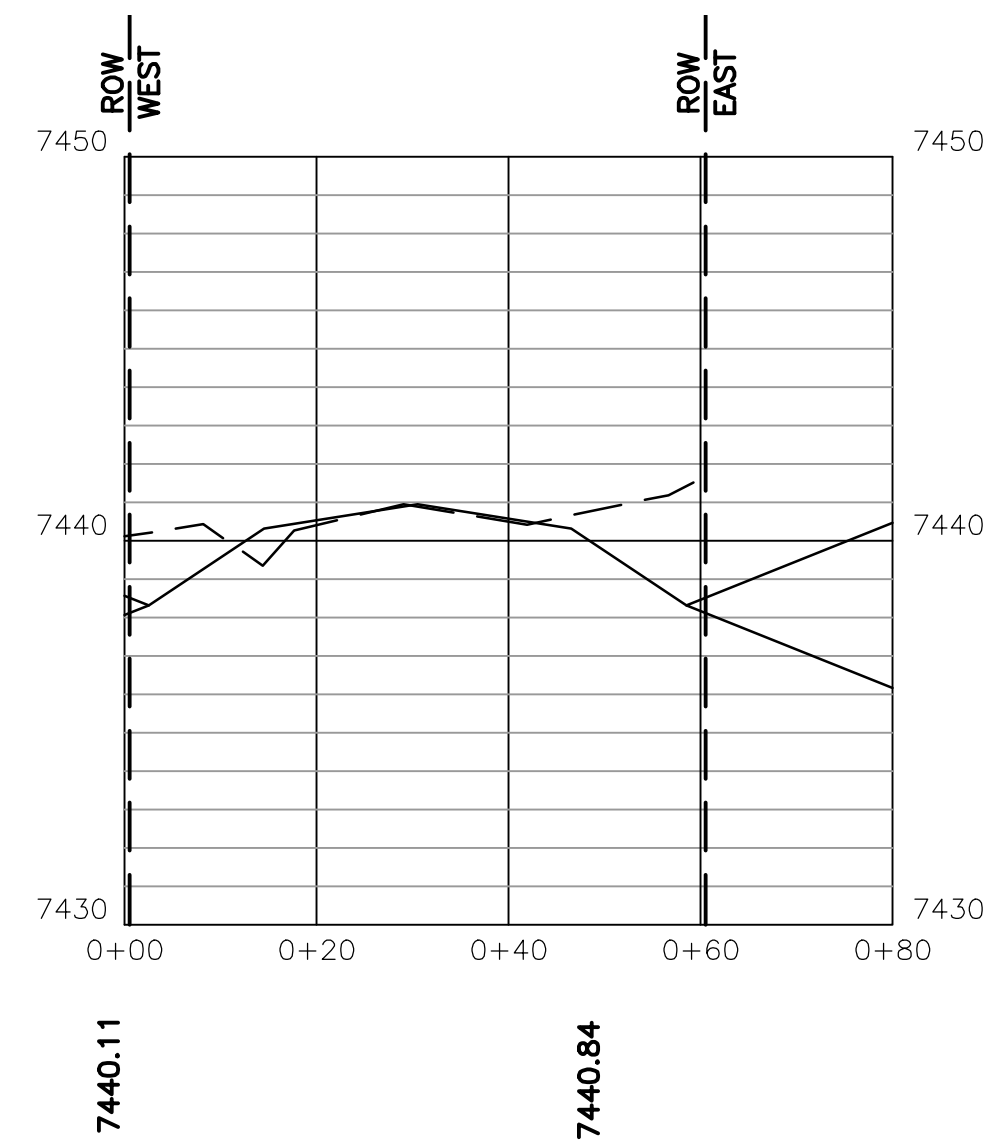
STATION 25+39 TO 48+74

Project Number: 18065

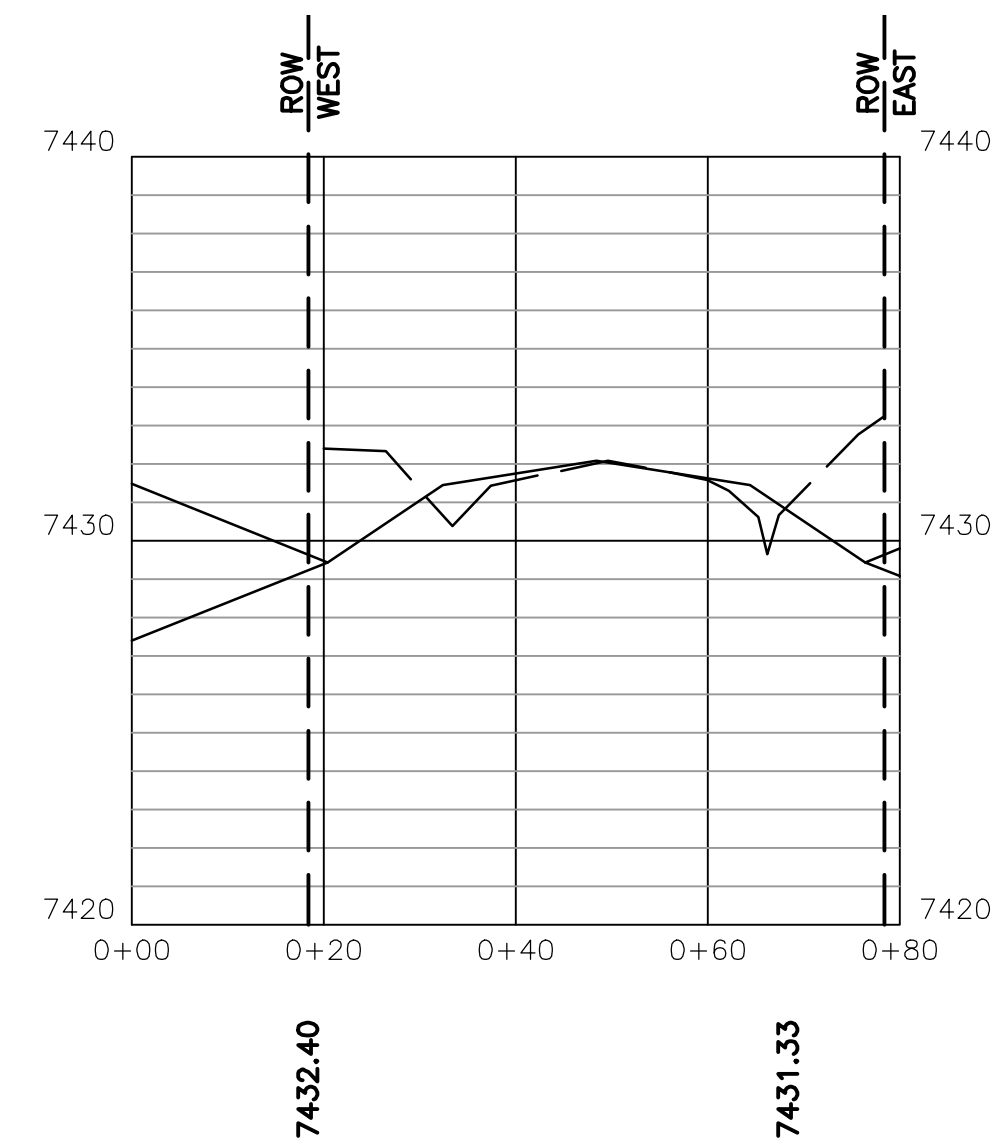
Sheet: 2 of 3



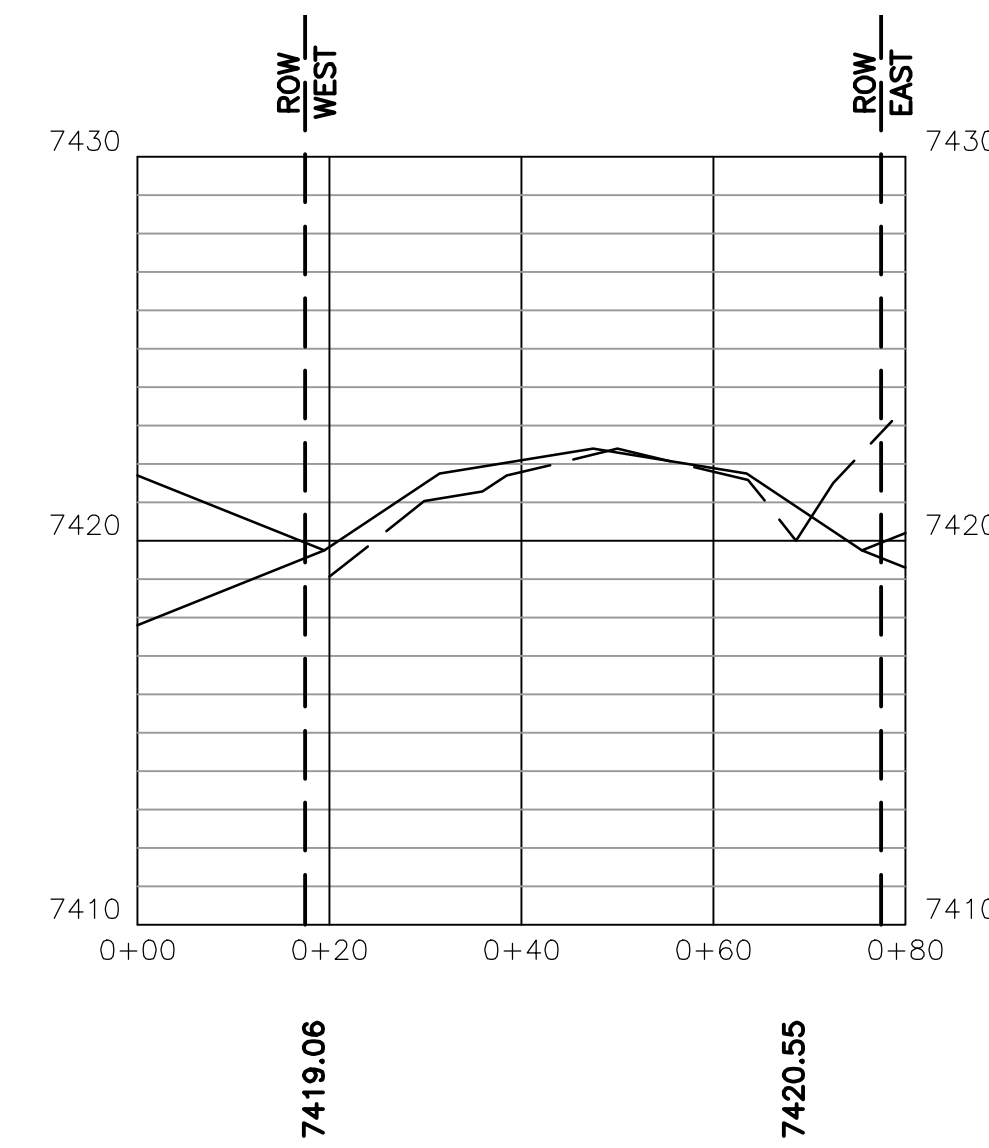
51+38
(NORTH SEGMENT)



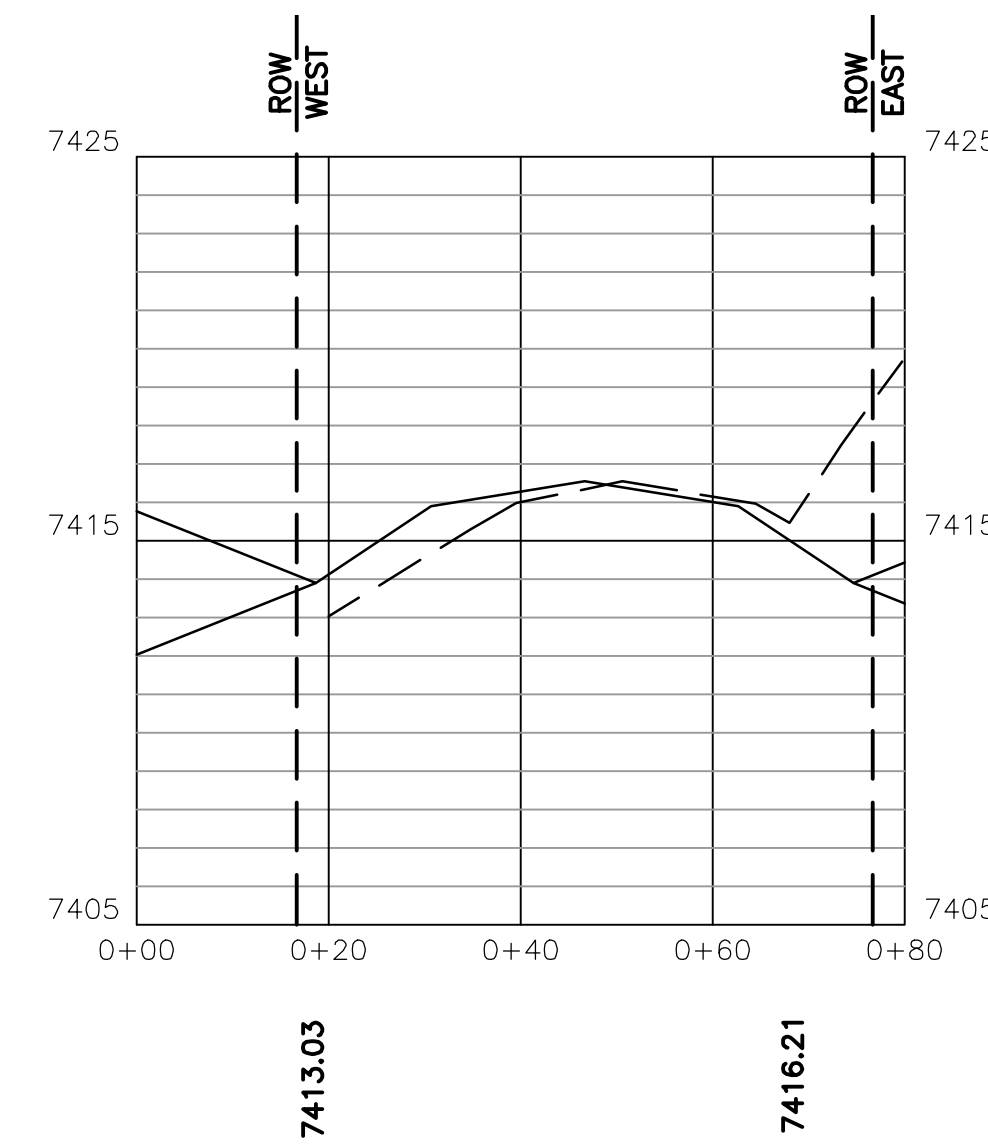
53+67
(NORTH SEGMENT)



56+65
(NORTH SEGMENT)



58+62
(NORTH SEGMENT)



60+72
(NORTH SEGMENT)

LEGEND

— — — — — EXISTING GRADE
 _____ PROPOSED GRADE

NOTE:

CROSS SECTIONS ARE FOR ROADWAY ELEVATION PURPOSES ONLY AND IS NOT TO BE USED FOR THE DEVELOPMENT OF DESIGN DRAWINGS OR CONSTRUCTION.

**BROWN ROAD ELEVATION
CROSS SECTIONS
STATION 51+38 TO 60+72**

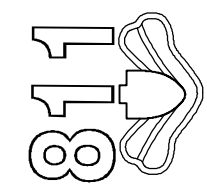
Project Number: 18065

Sheet: 3 of 3

H Scale:	1" = 20'
V Scale:	1" = 5'
Designed By:	
Drawn By:	
Checked By:	
Date:	11/14/19

[illegible]

CALL BEFORE YOU DIG . . .



CONSTRUCTION:

48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS
FOR LOCATING AND MARKING GAS, ELECTRIC, WATER
AND WASTEWATER



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Exhibit 8: Entech Geotechnical Report



ENTECH
ENGINEERING, INC.

505 ELKTON DRIVE
COLORADO SPRINGS, CO 80907
PHONE (719) 531-5599
FAX (719) 531-5238

November 26, 2019

KCH Engineering Solutions
5228 Cracker Barrel Circle
Colorado Springs, Colorado 80917

Attn: Ken Harrison

Re: Base Course Thickness Measurement, Grain Size Analysis, Moisture Density
Relation Curve Testing Results, and Density Testing Test Results
Prairie Ridge – Brown Road
El Paso County, Colorado

Dear Mr. Harrison:

As requested, personnel of Entech Engineering, Inc. have taken depth measurements of the road base and have performed laboratory testing on the soils obtained from the above referenced site. The observations and soils testing on the site were performed on November 6, 2019.

The project consisted of the evaluation of an existing gravel road to determine the thickness of the basecourse layer and to obtain samples for laboratory testing consisting of Grain size Analysis and moisture density relation testing. The following table shows the results of the laboratory testing and the thickness of the basecourse samples. Laboratory test results are enclosed with this letter.

In addition, density testing was performed on the roadway subgrade. Results of the density tests are attached to this report.

We trust that this has provided you with the information you require. Should you have any questions or need further information, please do not hesitate to contact us.

Respectfully Submitted,

ENTECH ENGINEERING, INC.

Daniel P. Stegman
Project Engineer

DPS/am

Enclosure

Entech Job No. 191877

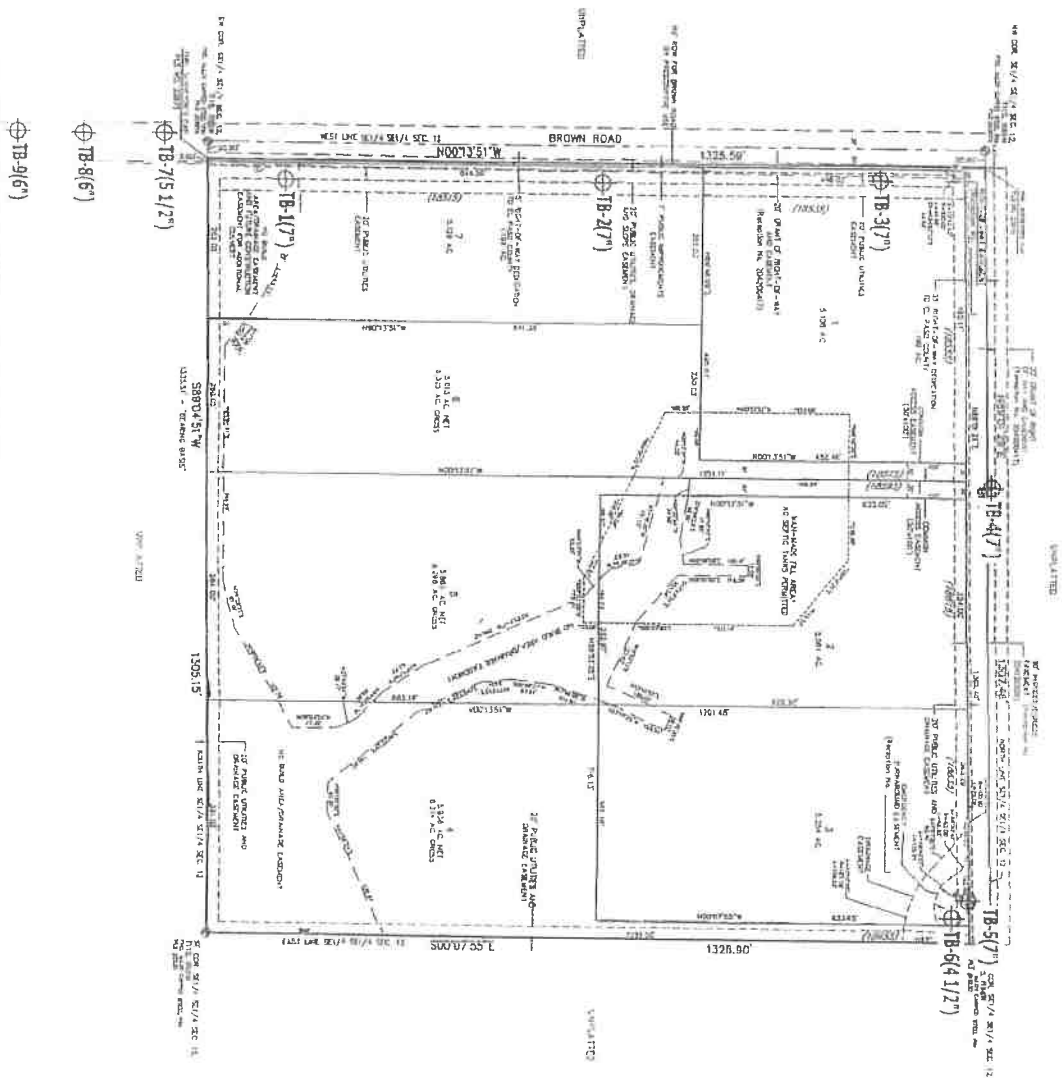
F:\AA projects\2019\191877-LDC, Inc.-Prairie Ridge-191877\grain&mdrc.doc

CC: LDC Inc ~ Dan Kupferer



Mark H. Hauschild
Mark H. Hauschild, P.E.
Senior Engineer

LEGEND:
 \oplus TB-1(X") = Test Bore No. (Depth of Road Base)



SITE/SAMPLE LOCATION MAP
 PRAIRIE RIDGE
 EL PASO COUNTY, COLORADO
 FOR: LDS, INC.

ENTECH
 ENGINEERING, INC.
 3000 ELKVIEW DRIVE
 COLORADO SPRINGS, CO. 80907 (719) 535-5000

DATE: 11/24/11	BY: AS
SCALE: AS SHOWN	BY: AS
DATE: 11/24/11	BY: AS
SCALE: AS SHOWN	BY: AS

LEGEND:

$\phi_{TB-1}(X'')$	=	Test Bore No. (Depth of Road Base)
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TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

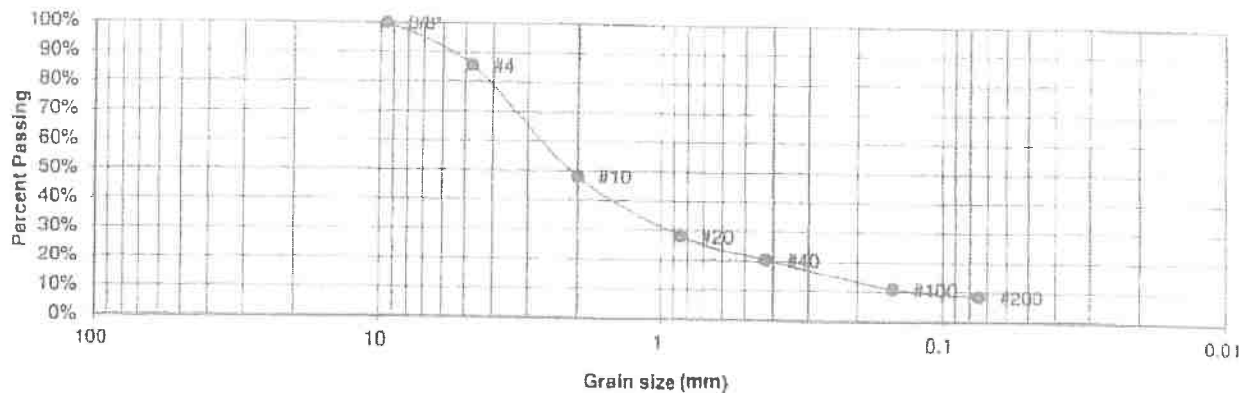
CLIENT: LDC, INC.
PROJECT: PRAIRIE RIDGE
JOB NO.: 191877

SAMPLE NO.	BASE COURSE THICKNESS	PASSING NO. 200 SIEVE (%)	UNIFIED CLASSIFICATION	SOIL DESCRIPTION
1	7"	8.4	SM-SW	SAND, SLIGHTLY SILTY
2	7"	10.8	SM-SW	SAND, SLIGHTLY SILTY
3	7"	12.9	SM	SAND, SILTY
4	7"	9.4	SM-SW	SAND, SLIGHTLY SILTY
5	7"	9.4	SM	SAND, SLIGHTLY SILTY
6	4.5"			
7	5.5"			
8	6"			
9	6"			

UNIFIED CLASSIFICATION SM-SW
 SOIL TYPE # 1
 TEST BORING # 1
 DEPTH (FT) 7"

CLIENT LDC, INC.
 PROJECT PRAIRIE RIDGE
 JOB NO. 191877
 TEST BY BL

Sieve Analysis Grain Size Distribution



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	85.7%
10	48.2%
20	28.3%
40	20.3%
100	10.9%
200	8.4%

Atterberg
Limits
Plastic Limit
Liquid Limit
Plastic Index

Swell
Moisture at start
Moisture at finish
Moisture increase
Initial dry density (pcf)
Swell (psf)



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505 ELKTON DRIVE
COLORADO SPRINGS, COLORADO 80907

LABORATORY TEST RESULTS

DRAWN

DATE

CHECKED

DATE
11/22/19

JOB NO
191877

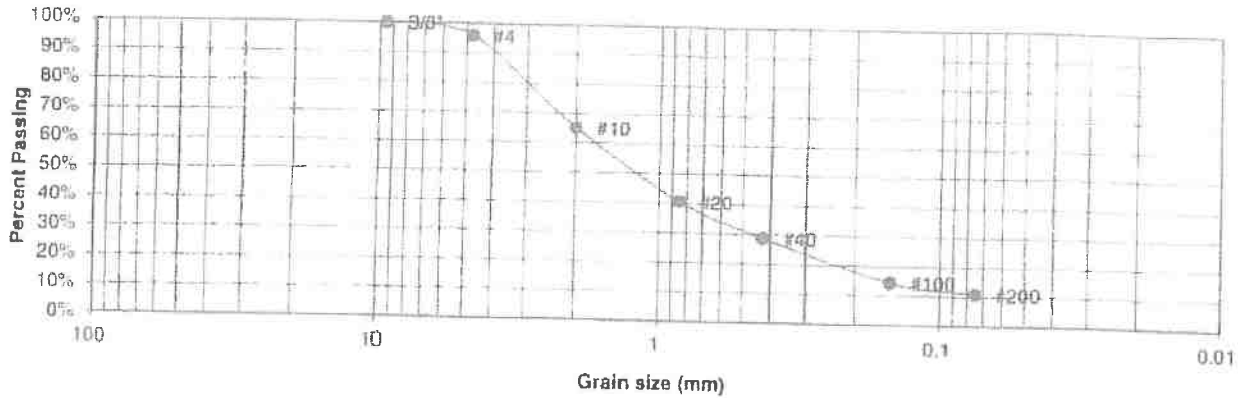
FIG NO

1

UNIFIED CLASSIFICATION SM-SW
 SOIL TYPE # 1
 TEST BORING # 2
 DEPTH (FT) 7"

CLIENT LDC, INC.
 PROJECT PRAIRIE RIDGE
 JOB NO. 191877
 TEST BY BL

Sieve Analysis Grain Size Distribution



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	95.8%
10	65.2%
20	40.7%
40	28.8%
100	14.4%
200	10.8%

Atterberg
Limits
Plastic Limit
Liquid Limit
Plastic Index

Swell
Moisture at start
Moisture at finish
Moisture increase
Initial dry density (pcf)
Swell (psf)



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LABORATORY TEST RESULTS

DRAWN

DATE

CHECKED:

PS

DATE

11/24/19

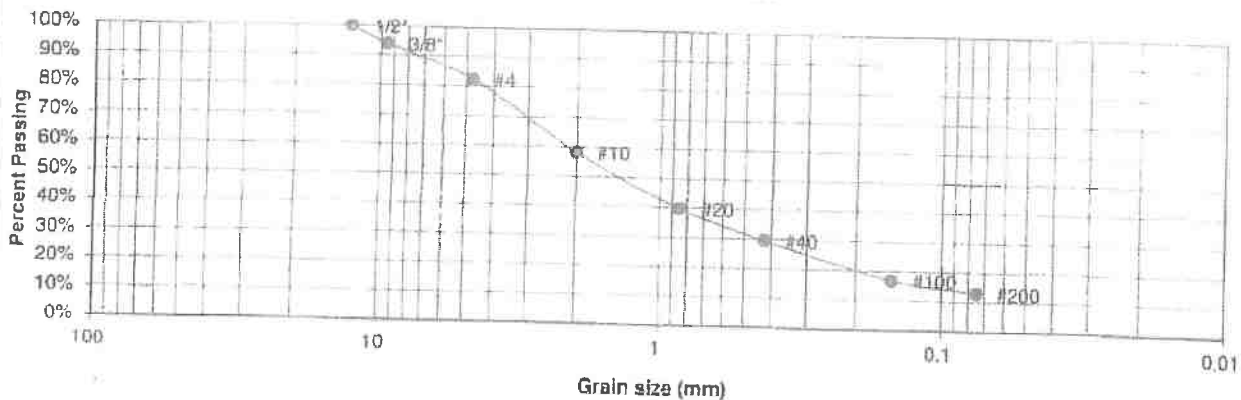
JOB NO
191877

FIG NO
2

UNIFIED CLASSIFICATION SM
 SOIL TYPE # 1
 TEST BORING # 3
 DEPTH (FT) 7"

CLIENT LDC, INC.
 PROJECT PRAIRIE RIDGE
 JOB NO. 191877
 TEST BY BL

Sieve Analysis Grain Size Distribution



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	100.0%
3/8"	93.8%
4	82.3%
10	58.3%
20	39.8%
40	29.6%
100	16.9%
200	12.9%

Atterberg
 Limits
 Plastic Limit
 Liquid Limit
 Plastic Index

Swell
 Moisture at start
 Moisture at finish
 Moisture increase
 Initial dry density (pcf)
 Swell (psf)



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LABORATORY TEST RESULTS

DRAWN

DATE

CHECKED

DS

DATE 11/26/19

JOB NO
191877

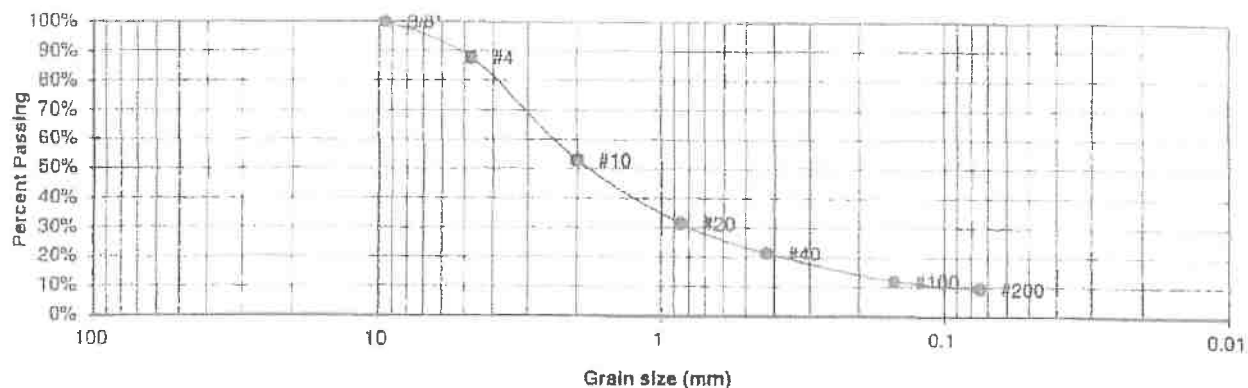
FIG NO

3

UNIFIED CLASSIFICATION SM-SW
 SOIL TYPE # 1
 TEST BORING # 4
 DEPTH (FT) 7"

CLIENT LDC, INC.
 PROJECT PRAIRIE RIDGE
 JOB NO. 191877
 TEST BY BL

Sieve Analysis Grain Size Distribution



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	87.7%
10	53.0%
20	31.4%
40	21.4%
100	12.0%
200	9.4%

Atterberg
 Limits
 Plastic Limit
 Liquid Limit
 Plastic Index

Swell
 Moisture at start
 Moisture at finish
 Moisture increase
 Initial dry density (pcf)
 Swell (psf)



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LABORATORY TEST RESULTS

DRAWN:

DATE

CHECKED

DATE

11/26/17

JOB NO
191877

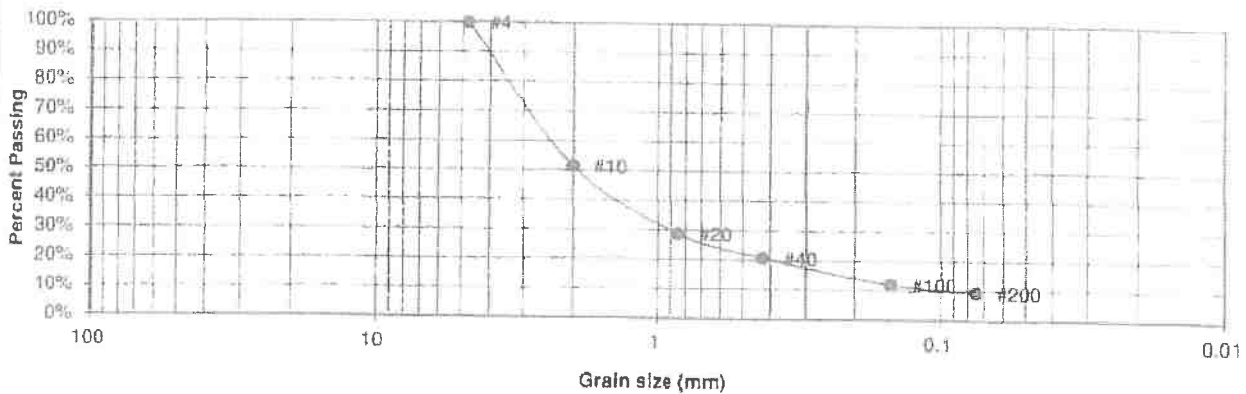
FIG NO

4

UNIFIED CLASSIFICATION SM
 SOIL TYPE # 1
 TEST BORING # 5
 DEPTH (FT) 7"

CLIENT LDC, INC.
 PROJECT PRAIRIE RIDGE
 JOB NO. 191877
 TEST BY BL

Sieve Analysis
 Grain Size Distribution



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	
4	100.0%
10	51.6%
20	28.7%
40	20.8%
100	12.0%
200	9.4%

Atterberg
Limits
 Plastic Limit
 Liquid Limit
 Plastic Index

Swell
 Moisture at start
 Moisture at finish
 Moisture increase
 Initial dry density (pcf)
 Swell (psf)



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 COLORADO SPRINGS, COLORADO 80907

LABORATORY TEST
 RESULTS

DRAWN

DATE

CHECKED
 DS

DATE
 11/22/19

JOB NO
 191877

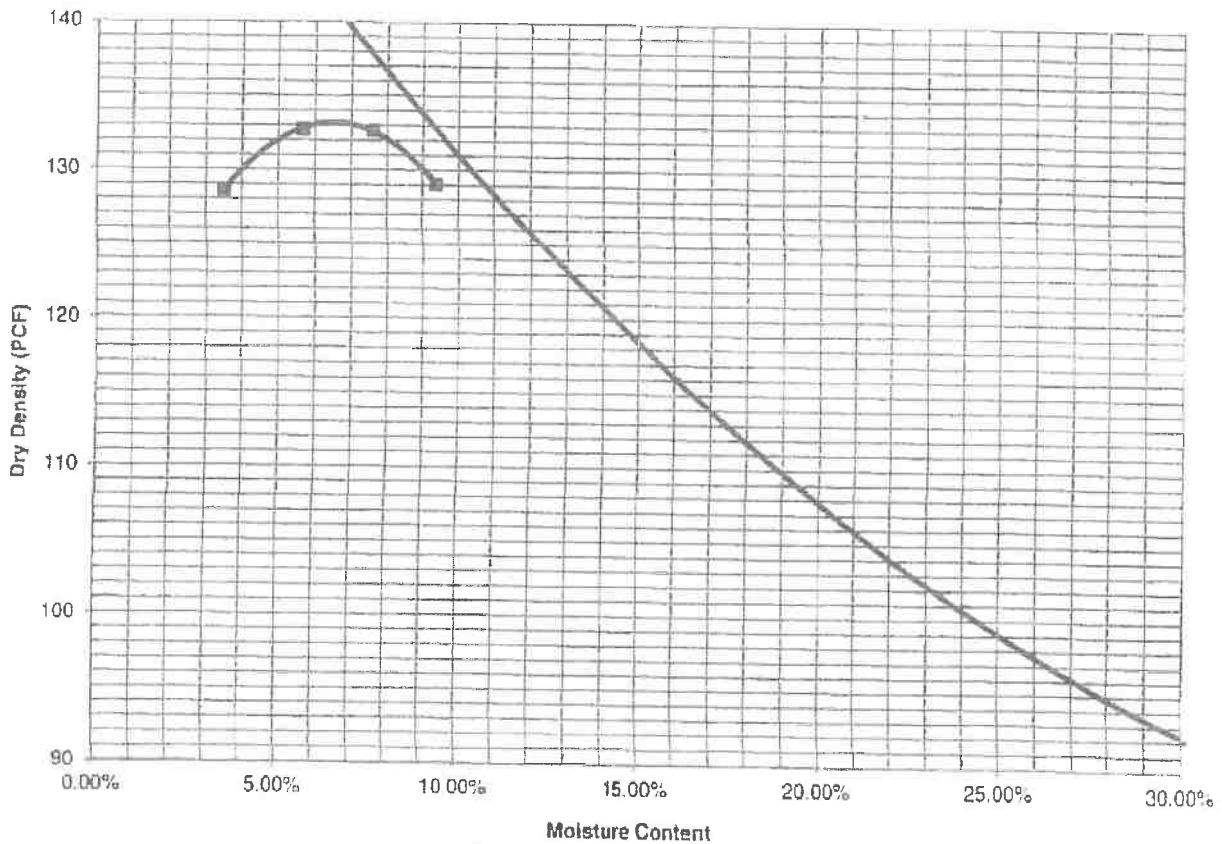
FIG NO

5

<u>PROJECT</u>	PRAIRIE RIDGE	<u>CLIENT</u>	LDC, INC.
<u>SAMPLE LOCATION</u>	BROWN ROAD	<u>JOB NO.</u>	191877
<u>SOIL DESCRIPTION</u>	SAND, SILTY, RED BROWN	<u>DATE</u>	11/20/19

<u>IDENTIFICATION</u>	SM	<u>PROCTOR TEST #</u>	i
<u>TEST DESIGNATION / METHOD</u>	ASTM D-1557-B	<u>TEST BY</u>	BL
<u>MAXIMUM DRY DENSITY (PCF)</u>	133.2	<u>OPTIMUM MOISTURE</u>	6.4%

Compaction Curve



■ ACTUAL POINTS - - - - - PARABOLIC FIT ——— ZERO AIR VOIDS



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MOISTURE DENSITY RELATION

DRAWN

DATE

CHECKED

DS

DATE
11/22/19

JOB NO

191877

FIG NO

6

Client: LDC, Inc.

Project: Prairie Ridge - Brown Road

Subject: Roadway Subgrade

Entech Job #: 191877.6

Tested By: T. Kinner

Report Date: 12-02-2019

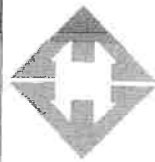
Proctor Value Key: M = modified,
ASTM D-1557
S = standard,
ASTM D-698
T = AASHTO,
T-180

Test #	Test Location	Testing Date	Percent Compaction	Percent Required	Percent Moisture	Soil Type	Proctor Type/Value	Pass/Fail
1	40' north and 4' west of northeast corner of intersection with Walker Road, Brown Road, northbound, roadway subgrade, at grade.	11/30/19	99	95	7.5	SM	M 133.2 @ 6.4	Pass
2	89' north and 6' east of northwest corner of intersection with Walker Road, Brown Road, southbound, roadway subgrade, at grade.	11/30/19	99	95	7.1	SM	M 133.2 @ 6.4	Pass
3	400' north and 8' west of northeast corner of intersection with Walker Road, Brown Road, northbound, roadway subgrade, at grade.	11/30/19	99	95	6.9	SM	M 133.2 @ 6.4	Pass
4	440' north and 4' east of northwest corner of intersection with Walker Road, Brown Road, southbound, roadway subgrade, at grade.	11/30/19	99	95	7.3	SM	M 133.2 @ 6.4	Pass
5	75' north and 6' west of northeast corner of driveway to 18275 Brown Road, northbound, roadway subgrade, at grade.	11/30/19	99	95	7.4	SM	M 133.2 @ 6.4	Pass
6	270' north and 13' west of northeast corner of driveway to 18845 Brown Road, southbound, roadway subgrade, at grade.	11/30/19	99	95	6.2	SM	M 133.2 @ 6.4	Pass
7	25' north and 16' east of northwest corner of driveway to 18845 Brown Road, northbound, roadway subgrade, at grade.	11/30/19	99	95	7.1	SM	M 133.2 @ 6.4	Pass
8	170' north and 7' east of northwest corner of driveway to 18845 Brown Road, southbound, roadway subgrade, at grade.	11/30/19	99	95	6.9	SM	M 133.2 @ 6.4	Pass
9	40' west and 4' south of northwest corner of driveway to 18885 Brown Road, westbound, roadway subgrade, at grade.	11/30/19	99	95	7.5	SM	M 133.2 @ 6.4	Pass
10	300' west and 11' south of northwest corner of driveway to 18885 Brown Road, eastbound, roadway subgrade, at grade.	11/30/19	99	95	7.1	SM	M 133.2 @ 6.4	Pass

Comments:

Scope of Observation: PERIODIC; CONTRACTOR'S OR CLIENT'S REPRESENTATIVE ADVISED

All dimensions are approximate. CI = Centerline



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FIELD DENSITY RESULTS

Mark H. Hauschild, P.E.

Exhibit 9: Historical Inflation Rate Table (2008 to 2021)

Table of Historical Inflation Rates in Percent

May-21

Year	US Ave	Denver CPI
2008	0.1	3.9
2009	2.7	-0.6
2010	1.5	1.9
2011	3	3.7
2012	1.7	1.9
2013	1.5	2.8
2014	0.8	2.8
2015	0.7	1.2
2016	2.1	2.8
2017	2.1	3.4
2018	1.9	2.7
2019	2.3	1.9
2020	1.7	1.7
	22.1	30.1

Consumer Price Index, All Items (CPI-U)

Index 100 = 1982-84

	All U.S. Urban Areas		Denver-Aurora-Lakewood*		
		Inflation		Inflation	
Year	Index	Rate	Index	Rate	
1981	90.9	10.3%	87.2	11.2%	
1982	96.5	6.2%	95.1	9.1%	
1983	99.6	3.2%	100.5	5.7%	
1984	103.9	4.3%	104.3	3.8%	
1985	107.6	3.6%	107.1	2.7%	
1986	109.6	1.9%	107.9	0.7%	
1987	113.6	3.6%	110.8	2.7%	
1988	118.3	4.1%	113.7	2.6%	
1989	124.0	4.8%	115.8	1.8%	
1990	130.7	5.4%	120.9	4.4%	
1991	136.2	4.2%	125.6	3.9%	
1992	140.3	3.0%	130.3	3.7%	
1993	144.5	3.0%	135.8	4.2%	
1994	148.2	2.6%	141.8	4.4%	
1995	152.4	2.8%	147.9	4.3%	
1996	156.9	3.0%	153.1	3.5%	
1997	160.5	2.3%	158.1	3.3%	
1998	163.0	1.6%	161.9	2.4%	
1999	166.6	2.2%	166.6	2.9%	
2000	172.2	3.4%	173.2	4.0%	
2001	177.1	2.8%	181.3	4.7%	
2002	179.9	1.6%	184.8	1.9%	
2003	184.0	2.3%	186.8	1.1%	
2004	188.9	2.7%	187.0	0.1%	
2005	195.3	3.4%	190.9	2.1%	
2006	201.6	3.2%	197.7	3.6%	
2007	207.3	2.9%	202.0	2.2%	
2008	215.3	3.8%	209.9	3.9%	
2009	214.6	-0.3%	208.5	-0.6%	
2010	218.1	1.6%	212.4	1.9%	
2011	224.9	3.1%	220.3	3.7%	
2012	229.6	2.1%	224.6	1.9%	
2013	233.0	1.5%	230.8	2.8%	
2014	236.7	1.6%	237.2	2.8%	
2015	237.0	0.1%	240.0	1.2%	
2016	240.0	1.3%	246.6	2.8%	
2017	245.1	2.1%	255.0	3.4%	
2018	251.1	2.4%	262.0	2.7%	
2019	255.7	1.8%	267.0	1.9%	
September 2020	2020	259.0	1.3%	271.5	1.7%
Forecast	2021	263.9	1.9%	277.5	2.2%
	2022	269.7	2.2%	284.2	2.4%

Source: U.S. Bureau of Labor Statistics and Legislative Council Staff.

*A consumer price index (CPI-U) is not calculated for the state of Colorado. The CPI-U for the Denver-Aurora-Lakewood core based statistical area is often used as a proxy for the inflation rate of Colorado. Beginning in February 2018, a bi-monthly index is published for the Denver-Aurora-Lakewood core based statistical area, instead of a semi-annual index for the Denver-Boulder-Greeley combined metropolitan statistical area.