



Planning and Community  
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# DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

## PROJECT INFORMATION

Project Name : Saddlehorn Ranch – Filing 1  
 Schedule No.(s) : 4300000561, 4400000562, 4300000556  
 Legal Description : SEE ATTACHED – Exhibit D

## APPLICANT INFORMATION

Company : WILLIAM GUMAN & ASSOCIATES  
 Name : BILL GUMAN  
 Owner  Consultant  Contractor  
 Mailing Address : 731 NORTH WEBER STREET, SUITE 10, COLORADO SPRINGS, COLORADO, 80903  
  
 Phone Number : (719) 633-9700  
 FAX Number : N/A  
 Email Address : BILL@GUMAN.NET

## ENGINEER INFORMATION

Company : JR ENGINEERING  
 Name : MIKE BRAMLETT Colorado P.E. Number : 32314  
 Mailing Address : 5475 TECH CENTER DRIVE, SUITE 235, COLORADO SPRINGS, COLORADO 80919  
  
 Phone Number : 719-593-2593  
 FAX Number : N/A  
 Email Address : MBRAMLETT@JRENGINEERING.COM

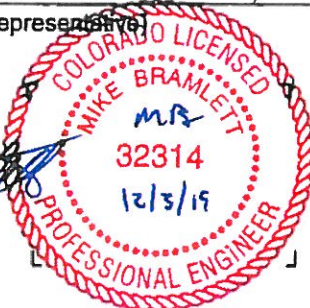
## OWNER, APPLICANT, AND ENGINEER DECLARATION

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

*Bill Guman* FOR RO1  
 PROPERTY GROUP, LLC  
 Signature of owner (or authorized representative) \_\_\_\_\_ Date 12/03/19

Engineer's Seal, Signature  
And Date of Signature

*Mike Bramlett*



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

A deviation from the standards of or in Section **ECM section 2.2.4 Roadway Functional Classifications** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

The 824 acre Curtis Road Development Traffic Impact Analysis indicates Judge Orr Road is classified as a "4 Lane Minor Arterial" in the El Paso County 2040 Major Transportation Corridors Plan. The ECM currently has no standard cross section for a 4 lane minor arterial. It is assumed that a 4 lane minor arterial (rural) cross section would add a 12 ft travel lane in each direction to Figure 2-5 Typical Rural Minor Arterial Cross Section (two lane). See Exhibit A

State the reason for the requested deviation:

The reason for the requested deviation for the 4-lane minor arterial cross section is that additional ROW would need to be obtained in order to build the full street section. At this time, Saddlehorn Ranch is dedicating an additional 40' of ROW to facilitate this in the future, however; no additional ROW is being obtained on the north side of Judge Orr Road. Therefore, we propose to leave Judge Orr Road in its existing condition.

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

The proposed alternative is to leave Judge Orr in its existing condition (12' paved travel lanes with 4' gravel shoulder), compared to the ECM standard for a 4-lane minor arterial. See Exhibit A for available ECM cross sections and See Exhibit B for the existing Judge Orr Road cross section.

**LIMITS OF CONSIDERATION**

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

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

Provide justification:

ROW must be obtained on the north side of the road in order to construct a 4-lane minor arterial. Existing ROW is not adequate.

**CRITERIA FOR APPROVAL**

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

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

This request is not based on financial considerations. There is not enough ROW to accommodate a 4-lane minor arterial street section. Per Table 10 of the Traffic Impact Study, Judge Orr is MTCP Project No. C15 and applicant will pay into the Fee program traffic impact fees to participate in funding the project. See Exhibit C

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations as Judge Orr Road is an existing, operable roadway

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

Maintenance of the roadways will not be impacted as the existing roadway will be left in its existing condition.

The deviation will not adversely affect aesthetic appearance.

The deviation has no bearing on the aesthetic appearance.

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

Yes, the deviation meets the design intent and purpose of the ECM standards. Once ROW can be obtained, the road can be built out to the full 4-lane minor arterial street section.

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

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

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

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

Γ \_\_\_\_\_ 7

L \_\_\_\_\_ J

**Denied by the ECM Administrator**

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

Γ \_\_\_\_\_ 7

L \_\_\_\_\_ J

**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

## **1.1. PURPOSE**

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

## **1.2. BACKGROUND**

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

## **1.3. APPLICABLE STATUTES AND REGULATIONS**

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

## **1.4. APPLICABILITY**

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

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

## **1.5. TECHNICAL GUIDANCE**

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

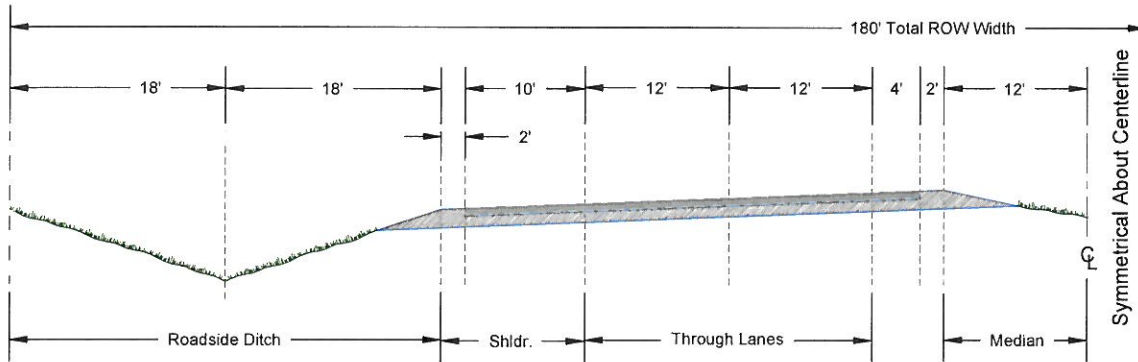
## **1.6. LIMITS OF APPROVAL**

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

## **1.7. REVIEW FEES**

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

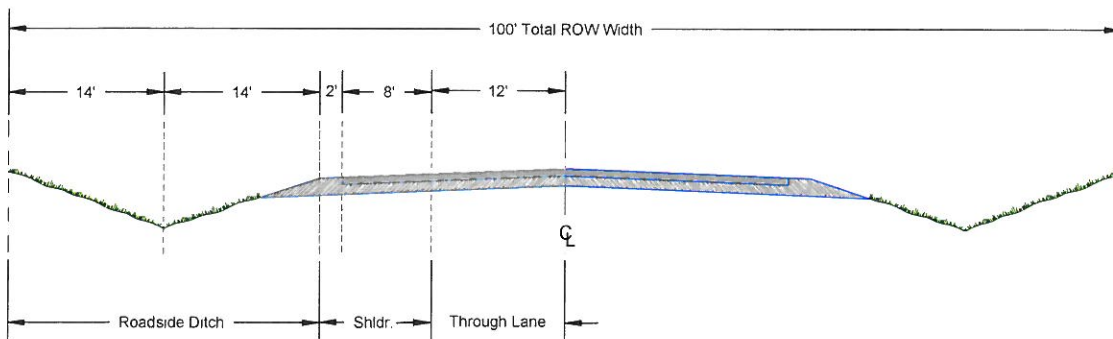
**Figure 2-4. Typical Rural Principal Arterial Partial Cross-Section (4 Lane)**



### 3. Minor Arterial

Minor arterials serve high-speed and high-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty-year period. Access is restricted through prescribed distances between intersections, use of medians, and no full movement parcel access (See Figure 2-5). Minor arterial status is assigned to rural roadways where the probability of significant travel demand in the future is high. Rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process on properties adjacent to minor arterials.

**Figure 2-5. Typical Rural Minor Arterial Partial Cross Section**



### 4. Major Collector

Major collectors serve as links between local access and arterial facilities over medium-to-long distances. Major collectors are managed to

## Exhibit A - cont

**Table 2-3. Roadway Design Criteria Continued**

Criteria	Concern	Guideline
Minimize Space Devoted to Road Use	It is desirable to minimize local road mileage, thereby reducing construction and maintenance costs, as well as permitting the most efficient use of land. Roads should also have an appearance commensurate with their function.	Roads should be designed to complement local character.
Relate Road to Topography	Local roads are more attractive and economical if constructed to closely adhere to topography (minimize cut and fill).	The important role that roads play in the overall storm drainage system can be enhanced by closely following existing topography.
Layout Road to Achieve Optimum Subdivision of Land	The arrangement of roads should allow for economical and practical patterns, shapes, and sizes of adjacent lots. Roads as a function of land use must not unduly hinder the development of land.	Distances between roads, number of roads, and related elements all have a bearing on efficient subdivision of an area. Access to adjoining properties should also be encouraged.

### 2.3.2 Design Standards by Functional Classification

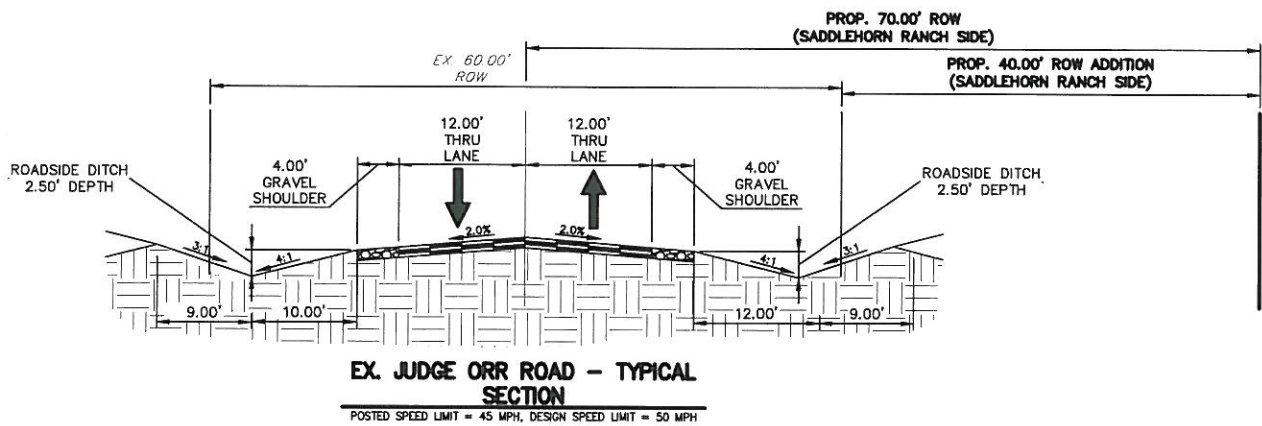
Section 2.2.4 of these standards identifies the Roadway Functional Classifications recognized and used by the County. Table 2-4 through Table 2-7 summarize many of the minimum roadway design standards by category and functional classification. Detailed road Standard Drawings are provided in Appendix F.

**Table 2-4. Roadway Design Standards for Rural Expressways and Arterials**

Criteria	Expressways		Arterials		Minor
	6 Lane	4 Lane	6 Lane Principal	4 Lane Principal	
Design Speed / Posted Speed (MPH)	70 / 65	70 / 65	70 / 65	70 / 65	60 / 55
Clear Zone	34'	34'	34'	34'	30'
Minimum Centerline Curve Radius	2,050' <sup>1</sup>	2,050' <sup>1</sup>	2,050' <sup>1</sup>	2,050' <sup>1</sup>	1,505' <sup>1</sup>
Number of Through Lanes	6	4	6	4	2
Lane Width	12'	12'	12'	12'	12'
Right-of-Way	210'	180'	210'	180'	100'
Paved Width	56' <sup>2</sup>	38' <sup>2</sup>	56' <sup>2</sup>	38' <sup>2</sup>	40'
Median Width	24'	24'	24'	24'	n/a
Outside Shoulder Width (paved/gravel)	12'(10' <sup>1</sup> /2')	12'(10' <sup>1</sup> /2')	12'(10' <sup>1</sup> /2')	12'(10' <sup>1</sup> /2')	10'(8' <sup>1</sup> /2')
Inside Shoulder Width (paved/gravel)	12'(10' <sup>1</sup> /2')	6'(4' <sup>1</sup> /2')	12'(10' <sup>1</sup> /2')	6'(4' <sup>1</sup> /2')	n/a
Design ADT		48,000		40,000	10,000
Design Vehicle	WB-67	WB-67	WB-67	WB-67	WB-67
Access Permitted	No	No	No	No	No
Access Spacing	n/a	n/a	n/a	n/a	n/a
Intersection Spacing	1 mile	1 mile	½ mile	½ mile	¼ mile
Parking Permitted	No	No	No	No	No
Minimum Flowline Grade	1%	1%	1%	1%	1%



# Exhibit B



SADDLEHORN RANCH  
DEVIATION REQUEST  
EX. JUDGE ORR ROAD  
2514200  
12/03/19  
SHEET 1 OF 1



**J-R ENGINEERING**

A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593  
Fort Collins 970-491-9888 • [www.jrengineering.com](http://www.jrengineering.com)

**Table 10**  
**Roadway Improvements\***  
 824-Acre Curtis and Judge Orr Site

**Exhibit C**

Item #	Improvement	Timing	Responsibility
<b>Offsite Intersections</b>			
<b>US Highway 24/Judge Orr Intersection</b>			
	Realignment of Judge Orr Road at US Highway 24 per CDOT Hwy 24 FEL Study	Future (the PEL study identified this as high priority project with a time frame of less than 5 years)	CDOT
	Southwest-bound right-turn deceleration lane on US 24 approaching Judge Orr Road	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
	Construct southwest-bound right-turn acceleration lane on US 24 at Judge Orr Road	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
	Eastbound left-turn lane on Judge Orr Road approaching US 24	With realignment of US 24/ Judge Orr	CDOT
	Westbound dual left-turn lanes on Judge Orr Road approaching US 24	With realignment of US 24/ Judge Orr	CDOT
	Northeast bound right-turn deceleration lane on US 24 approaching Judge Orr Road	With realignment of US 24/ Judge Orr	CDOT
	Eastbound right turn deceleration lane on Judge Orr Road approaching US 24	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
<b>US Highway 24/Stapleton Intersection</b>			
	Signalize the intersection	once warrants are met	CDOT is collecting Escrow from area developments impacting this intersection with each subdivision filing
<b>Curtis Road/Falcon Highway</b>			
	Lengthen eastbound left-turn lane to ECM Standards on Falcon Highway approaching Curtis Road	Currently warranted by ECM	Escrow for pro-rata share of improvement or construction at the time of Phase 2 development (Fee program credit per Fee program provisions)
	<b>Long Term:</b> In the case of a future signalized intersection - Construct southbound right-turn deceleration lane on Curtis Road approaching Falcon Highway	Upon Signalization	Escrow for pro-rata share of improvement or construction if warranted at the time of development (Fee program credit per Fee program provisions)
	<b>Long Term:</b> Reconstruct Intersection as a modern roundabout (or signalize the intersection)	Once LOS of AWSC drops below acceptable levels (roundabout), or once signal warrants are met (for conversion to a signal or roundabout)	El Paso County. This intersection will be fee-program eligible for a signal/roundabout and applicant will pay Fee program traffic impact fees
<b>Adjacent County Arterial Roadway ROW Requirements</b>			
	General roadway segment widening of adjacent Curtis Road (other than within the limits of any required auxiliary lane projects) for purposes of upgrading an existing adjacent "unimproved" arterial roadway to current ECM Arterial standards.	To be discussed at the Preliminary Plan and/or Final Plat stages. This would likely involve whether the development project would trigger (based on total and relative proportion of site-generated traffic or other criteria) or otherwise be required to complete a significant roadway upgrade project (with credit and reimbursement through the Countywide Fee program) or if payment of the roadway improvement fees would be sufficient.	
	Judge Orr ROW Dedication - 4 Lane Minor Arterial Rural 130' to 150' estimated ROW Dedication (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant
	Judge Orr - 4 Lane Minor Arterial - Beyond above dedication, no additional ROW Preservation needed	Shown in 2060 Corridor Pres Plan	Applicant
	Curtis Road - 2 Lane Rural Principal Arterial 130' to 150' estimated ROW Dedication (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant
	Curtis Road - 4 Lane Rural Principal Arterial 180' ROW Preservation	Shown in 2060 Corridor Pres Plan	Applicant
<b>Roadway Segment Improvements</b>			
	Falcon Highway - Upgrade to Two-Lane Rural Minor Arterial	Shown in 2040 MTCP	MTCP Project No. U5. Details TBD, applicant will pay Fee program traffic impact fees
	Judge Orr Road - Widen to <b>Four Lane</b> Rural Minor Arterial	Shown in 2040 MTCP	MTCP Project No. C15. Details TBD - applicant will pay Fee program traffic impact fees
	Curtis Road - Upgrade to Two Lane Rural Principal Arterial	Shown in 2040 MTCP	MTCP Project No. U1. Details TBD applicant will pay Fee program traffic impact fees
<b>Internal Subdivision Roadways</b>			
	Construct internal streets to County Rural Local Standards	As development occurs and as needed for access	Applicant
<b>Adjacent Intersection and Access Intersections</b>			
<b>Judge Orr/Curtis Road Intersection</b>			
	Westbound Right Turn Deceleration Lane	Once peak hour westbound right turn volume exceeds 50 vehicles per hour	Escrow for improvement or construction if warranted at the time of development (Fee program credit per Fee program provisions)
	Eastbound Right Turn Deceleration Lane	Currently warranted by FCM	Escrow for improvement or construction at the time of Phase 2 development (Fee program credit per Fee program provisions)
	Potentially sign for All Way Stop Sign Control	Once Warrants for AWSC are met	El Paso County
	<b>Long Term:</b> Reconstruct Intersection as a modern roundabout (or signalize the intersection)	Once LOS of AWSC drops below acceptable levels (roundabout), or once signal warrants are met (for conversion to a signal or roundabout)	El Paso County. This intersection will be fee-program eligible for a signal/roundabout and applicant will pay Fee program traffic impact fees
	<b>Long Term:</b> In the case of a future signalized intersection- lengthening of northbound and southbound left turn deceleration lanes	As needed based on future speed limit and turning volume/stacking length criteria	Escrow for improvement or construction if warranted at the time of development (Fee program credit per Fee program provisions)
<b>Judge Orr/Site Access Points</b>			
	No Auxiliary Turn Lanes Required		
<b>Curtis Road/North Site Access</b>			
	Construct southbound left turn deceleration lane on Curtis Road approaching the site access	With site development	Applicant
	Construct northbound right-turn deceleration lane on Curtis Road approaching the site access	With site development	Applicant
<b>Curtis Road/South Site Access</b>			
	Construct northbound right-turn deceleration lane on Curtis Road approaching the site access	With site development	Applicant
Note	It is anticipated that conditions will likely be made at the time of final platting to require the developer to construct improvements as outlined in this table. The most likely improvements potentially needing to be constructed by the developer of this site would be auxiliary turn lanes associated with both the Falcon Highway and the Judge Orr Intersections. Additionally, this developer may be responsible for intersection construction if triggered by this development of either/or both adjacent intersections (Judge Orr/Curtis, Curtis/Falcon Highway).		

PROPERTY DESCRIPTION: **Exhibit D**

## PARCEL A:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE S 89 DEGREES 21 MINUTES 33 SECONDS E, ALONG THE NORTH LINE OF SAID SECTION 3, 5275.27 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG THE EAST LINE OF SAID SECTION 3, 1841.19 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5280.38 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG SAID WEST LINE, 1883.39 FEET TO THE POINT OF BEGINNING.

EXCEPT THOSE PORTIONS CONVEYED TO EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, IN SPECIAL WARRANTY DEEDS RECORDED JANUARY 29, 2015 AT RECEPTION NO. 215008985 AND RECEPTION NO. 215008986.

## PARCEL B:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 1974.75 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE, N 00 DEGREES 05 MINUTES 14 SECONDS E, 1649.14 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5280.38 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 1649.15 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5285.17 FEET TO THE POINT OF BEGINNING.

## PARCEL C:

A PARCEL OF LAND LOCATED IN SECTION 3 AND SECTION 10, TOWNSHIP 13 SOUTH, RANGE 64 WEST, OF THE 6TH P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 327.11 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5289.95 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 327.11 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 3; THENCE S 00 DEGREES 57 MINUTES 38 SECONDS W, ALONG THE EAST LINE OF SAID SECTION 10, 1320.52 FEET TO THE SOUTHEAST CORNER OF THE

NORTH HALF OF THE NORTH HALF OF SAID SECTION 10; THENCE N 89 DEGREES 48 MINUTES 49 SECONDS W, ALONG THE SOUTH LINE OF SAID NORTH HALF OF THE NORTH HALF OF SAID SECTION 10, 5285.51 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE N 00 DEGREES 43 MINUTES 38" SECONDS E, ALONG THE WEST LINE OF SAID SECTION 10, 1320.06 FEET TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Westcor Land Title Insurance Company, Commitment No. 56676ECS, dated August 2, 2018.

PARCEL 21:

A PORTION OF THE SOUTH HALF OF SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG THE EAST LINE OF SAID SECTION 3, S00°42'25"E (BEARINGS ARE RELATIVE TO THE NORTH LINE OF SECTION 3, BEING MONUMENTED AT THE WESTERLY END BY A FOUND NO.6 REBAR WITH A 3-1/4" ALUMINUM CAP IN A VAULT, STAMPED "PLS 17496", AND AT THE EASTERLY END BY A FOUND NO. 6 REBAR WITH 3-1/2" ALUMINUM CAP IN A VAULT, STAMPED "LS 17496", AND MEASURED TO BEAR S89°59'26"E, A DISTANCE OF 5275.03 FEET), A DISTANCE OF 3490.37 FEET, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213021177, IN THE OFFICIAL RECORDS OF EL PASO COUNTY; SAID CORNER ALSO BEING THE POINT OF BEGINNING; THENCE S00°42'25"E, CONTINUING ALONG THE WEST LINE OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO.213113100, IN SAID OFFICIAL RECORDS, A DISTANCE OF 1647.65 FEET, TO THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213043391, IN SAID OFFICIAL RECORDS; THENCE S89°33'10"W, ALONG THE NORTH LINE OF SAID PARCEL, A DISTANCE OF 5289.71 FEET, TO A POINT LYING ON THE WEST LINE OF SAID SECTION 3; THENCE ALONG SAID WEST LINE, N00°32'28"W, A DISTANCE OF 1645.40 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL, RECORDED AT RECEPTION NO. 213021177, IN SAID OFFICIAL RECORDS; THENCE N89°31'43"E, ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 5284.95 FEET, TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Land Title Guarantee Company, Order No. SC55073032, dated October 1, 2018.

Being more particularly described by metes and bounds as follows:

**COMMENCING** at the Northeast Corner of Section 3, Township 13 South, Range 64 West of the 6<sup>th</sup> Principal Meridian; thence along the east line of said Section 3, S00°42'27"E ( Basis of bearings is the North line of Section 3, Township 13 South, Range 64 West of the 6<sup>th</sup> Principal Meridian, monumented at the West end by a No. 6 Rebar with a 3-1/4" aluminum cap, properly marked, in a monument box, "PLS 17496" and at the East end by a No. 6 rebar with a 3-1/2" aluminum cap, properly marked, in a monument box, "PLS 17496", having a measured bearing and distance of S89°59'23"E, 5275.26'. Bearings are relative to Colorado State Plane Central Zone (0502)), a distance of 30.00 feet, to the **POINT OF BEGINNING**; thence continuing along

said east line, S00°42'27"E, a distance of 5,435.28 feet, to the Southeast Corner of said Section 3, said point also being the Northeast Corner of Section 10, Township 13 South, Range 64 West of the 6<sup>th</sup> Principal Meridian; thence along the east line of the North 1/2 of the North 1/2 of said Section 10, S00°19'54"W, a distance of 1,320.51 feet, to the North 1/16<sup>th</sup> Corner of said Section 10; thence leaving said east line and along the south line of the North 1/2 of the North 1/2 of said Section 10, S89°34'02"W, a distance of 2,642.78 feet, to the North-Center-Center 1/16<sup>th</sup> Corner of said Section 10; thence continuing along said south line, S89°34'07"W, a distance of 2,612.73 feet, to a point that is 30.00 feet distant from the North 1/16<sup>th</sup> Corner of said Section 10, said point also being a point on the east right-of-way line of Curtis Road; thence along said east right-of-way line and 30.00 feet parallel to the west line of said North 1/2 of the North 1/2 of said Section 10, N00°05'54"E, a distance of 1,319.14 feet, to a point that is 30.00 distant to the Northwest Corner of said Section 10, also being the Southwest corner of said Section 3; thence continuing along said east right-of-way line, along the following four (4) courses:

1. N00°32'28"W, a distance of 4,608.42 feet;
2. N89°27'32"E, a distance of 19.98 feet;
3. N00°32'28"W, a distance of 820.00 feet;
4. N44°46'13"E, a distance of 40.00 feet,

to a point on the south right-of-way line of Judge Orr Road, thence along said south right-of-way line, along the following three (3) courses:

1. S89°59'23"E, a distance of 822.24 feet;
2. N00°00'37"E, a distance of 20.00 feet;
3. S89°59'23"E, a distance of 4,374.49 feet,

to the **POINT OF BEGINNING**.

Containing 35,565,654 S.F. or 816.475 acres, more or less.