



MEMO

To: Kari Parsons, El Paso County

From: Greg Panza

Subject: **Letter of Intent** for Grandview Reserve Lift Station Forcemain Interceptor at Saddlehorn

HRG Project Number: 201662.07

EPC PPR Number: PPR2421

Date: August 23, 2024

Owner and Applicant: DR Horton, Riley Hillen RHillen@drhorton.com, phone: 303.503.4903

Property Address: 14830 Rocos Trail (parcel is located at the SE quadrant of the intersection of Judge Orr Rd and Stapleton Rd)

Tax schedule number: 4300000635

Current zoning: RR-2.5 and general county right of way

The proposed construction of the lift station, force mains, and gravity sewers comply with the requirements of the Land Development Code and the required utilities will be coordinated and provided by DR Horton. The proposed construction will not generate additional traffic and does not anticipate having impacts on current traffic patterns.

The Grandview Reserve wastewater system is a regional system, collecting wastewater from the Grandview Reserve project and the upstream basin of a proposed lift station as described in the approved Grandview Reserve 1041. This project consists of four separate construction documents that includes the onsite primary collection sewer, gravity interceptor sewer (serving the lift station basin), lift station, and dual force main (FM) for the purpose of serving the sanitary sewer needs of the Grandview Reserve development and to satisfy the sewer needs within the overall developing tributary basin. The onsite primary collection sewer will collect flows from phase 1 of the Grandview Reserve development and convey them to the gravity interceptor sewer that discharges into the wetwell of the lift station. From the lift station, 2 (dual) force mains will deliver pumped flow to Woodmen Hills Metropolitan District (WHMD) wastewater treatment plant for treatment.

The Grandview Reserve Lift Station is located at the southeast corner of the intersection of Judge Orr Rd and Stapleton Rd, which consists of two parcels (lots 35 and 36) of Saddlehorn Ranch Filing No. 3, within section 3, township 13 south, range 64 west, within El Paso County (EPC). No ponds anticipated on the lift station site as drainage will conform to the Saddlehorn Ranch Filing 3 Drainage Study. The dual force mains will be constructed within the right of way of Stapleton/Curtis Rd from the lift station, crossing HWY 24, to WHMD treatment plant, which is located in the northeast corner of the intersection of Meridian Ranch Blvd and Stapleton Rd. The gravity interceptor sewer has 2 parts, the initial and future phase. The initial phase to be constructed starts by the intersection of Curtis Rd and Hwy 24, within the right of way of Rock Island Trail, which belongs to EPC, crosses the trail and Hwy 24 and follows Curtis Rd south towards the lift station. Much of the gravity sewer will be within private permanent easements to be obtained by DR Horton from adjacent landowners. The future interceptor sewer portion will be constructed north of the initial phase within the Rock Island Trail parcel to collect future flows up to/crossing Drainage D, once the entirety of the Grandview Reserve development is further along in planning/design. The onsite gravity sewer is located in a dedicated sewer easement within the Grandview Reserve development. The sewer follows the southern boundary of the Grandview Reserve development to connect to the interceptor sewer within the Rock Island Trail parcel.

Construction activities anticipated for each project are listed in the table below.



Table 1. Anticipated Construction Activities by Project.

| Project | Construction activities anticipated |
|-------------------|--|
| Lift Station | Foundation/building excavation and dewatering for the lower level and wetwells of the lift station. Installation of pumping equipment and accessories, electrical, controls, HVAC, and backup generator. There is also yard piping for the force mains and gravity interceptor to connect to and piping and tanks for underground storage and bypass. Initial erosion control and final stabilization/seeding will occur. |
| Dual Force Mains | Trench excavation and dewatering to install 2 pipelines in parallel (14-inch FM and 8-inch diameter FM) with bedding. Several trenchless installation locations for the 2 pipelines also included to cross major roadways and existing utilities such as Hwy 24 and large culverts. Length of each force main is about 3.3 miles (17,700 ft), or 6.6 miles total (35,400 ft). Installation of discharge structure, combo valve vault and vents, test stations, and clean outs. Initial erosion control and final stabilization/seeding will occur. |
| Interceptor Sewer | Trench excavation and dewatering to install 1 pipeline (includes 15-inch and 18-inch diameter) with bedding and manholes roughly every 400 feet apart or shorter. Once trenchless installation to cross Hwy 24. Length is about 9,500 feet (1.8 miles) and there are stub-outs for future connection from adjacent developments. Installation of flow metering equipment and accessories at the manhole that connects to the Onsite sewer. Initial erosion control and final stabilization/seeding will occur. |
| Onsite Sewer | Trench excavation and dewatering to install 1 pipeline (includes 8-inch, 10-inch and 12-inch diameter) with bedding and manholes roughly every 400 feet apart or shorter. Length is about 5,400 feet (1.02 miles) and there are stub-outs for future connection other future filings within the Grandview Reserve development. Initial erosion control and final stabilization/seeding will occur. |

The dual force main, interceptor sewer, and onsite sewer will have temporary impact to the floodplain from construction activities. There is infrastructure proposed within the Current Effective 100-yr floodplain, but outside the existing, pending 100-yr floodplain. No additional fill is planned in the floodplain or floodway besides the backfill of the trenches to restore to pre-construction grades/conditions.

There's minimal disturbance to non-jurisdictional wetlands for the onsite sewer, interceptor, and dual force main projects. Nation Wide Permits and Pre-construction notification are being coordinated. It's expected that disturbed areas will be restored back to pre-construction conditions.

A transportation impact study (TIS) is not required for these projects. As detailed in the El Paso County Engineering Criteria Manual Appendix B Section B.1.2.D, the project site satisfies all of the follow criteria:

- (1) Daily vehicle trip-end generation will be less than 100;
- (2) No major or minor roadway intersections are proposed;
- (3) Vehicle trips will not significantly increase, especially at the lift station which will be unmanned unless maintenance is required;
- (4) The additional truck traffic or maintenance vehicles will not adversely impact the current traffic patterns;
- (5) Acceptable LOS on the adjacent public roadways, accesses, and intersections will be maintained;
- (6) Roadway and intersections have been recently design or implemented and have no notable accident problems;
- (7) There is no change of land use with access to a State Highway.



Access to the lift station is through the Saddlehorn Development. Purchase of the lots was through the overall Saddlehorn Development, therefore road impact fees related to the trips generated by the development have already been paid by Saddlehorn. There is no direct access to the adjacent El Paso County roads' right of ways.

Utilities for the Grandview lift station will be water, sewage, electric/fiber, natural gas, fire, and communication. The list below depicts the provider of each utility mentioned above.

| Utility | Provider |
|----------------|---|
| Water | Grandview Reserve Metropolitan District |
| Sewage | Woodman Hills Metro District |
| Electric/Fiber | Mountain View Electric Association |
| Natural Gas | Black Hills Energy |
| Fire | Falcon Fire Protection District |
| Communications | Century Link |

Comment response for LETTER OF INTENT

| Page No | Comments | Response |
|----------------|--|--|
| 3 | <p>Unresolved: Indicate the road impact fees will need to be paid for lift station (Use square footage of building and Public/Institution fees).</p> | <p>Access to the lift station is through the Saddlehorn Development. Purchase of the lots was through the overall Saddlehorn Development, therefore impact fees related to the trips generated by the development have already been paid by Saddlehorn. There is no direct access to the adjacent EPC road ROW's</p> |