JLT Valley

Eco-Friendly, Family Properties.

33975 U.S. Highway 6

Edwards, Colorado

Minor Type A Subdivision Application

July 2021

(Updated: February 4, 2022, for 2nd Round Referral)

HUNN
PLANNING & POLICY, LLC.

Table Contents:

1. Application Form Page 2
2. Authorization Letter Page 3
3. Disclosure of Ownership Page 4
4. Vicinity Map Page 5
5. Project Description Page 6
6. Minor A Subdivision Requirements and Standards Page 11
7. Exhibits Page 20

1. Application Form

LAND USE APPLICATION FORM
EAGLE COUNTY LAND USE REGULATIONS

EAGLE COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
P.O. BOX 179, EAGLE, CO 81631
(970) 328-8730 / FAX (970) 328-7185
www.eaglecounty.us

TYPE OF APPLICATION:	LAND USE REGULATION REFERENCE:
☐ Sketch Plan Subdivision	Section 5-280, SUBDIVISION
☐ Sketch Plan PUD	Section 5-240, PUD
☐ Preliminary Plan Subdivision	Section 5-280, SUBDIVISION
☐ Preliminary Plan PUD	Section 5-240, PUD
☐ Final Plat	Section 5-280, SUBDIVISION
☐ Exemption Plat	Section 5-270, SUB. EXEMPTION
☐ Correction Plat	C.R.S. 30-28-133(a)
☐ Location & Extent	C.R.S. 30-28-110
☐ Amended Final Plat	Section 5-290, MINOR SUBDIVISION
■ Minor Type A Subdivision	Section 5-290, MINOR SUBDIVISION
☐ Minor Type B Subdivision	Section 5-290, MINOR SUBDIVISION
☐ Zone Change	Section 5-230, ZONE DISTRICT AMENDMENT
☐ LUR Text Amendment	

TYPE OF APPLICATION:	LAND USE REGULATION REFERENCE:
☐ Special Use Permit	Section 5-250, SPECIAL USES
☐ Consolidated	
☐ Concept Evaluation	
☐ Final	
☐ PUD Amendment	Section 5-240, PUD
☐ Variance- Zoning/VIS	Section 5-260, VARIANCES
☐ 1041 Permit	Chapter 6, MATTERS OF STATE INTEREST
☐ Limited Review	Section 5-2100, CERTIF. OF ZONING
☐ Vacation	Section 5-2200 VACATIONS
☐ FONSI	FINDING OF NO SIGNIFICANT IMPACT
☐ Other_____	

INVOLVED PARTIES:

OWNER/APPLICANT:
Name: JLT Valley LLC
Mailing Address: 56 EDWARDS VILLAGE BLVD UNIT 124
Town/State/Zip: Edwards, CO. 81632
Phone #: (970) 390-1695 FAX #:
Email Address: rossblankenship@gmail.com

REPRESENTATIVE (Authorization Required):
Name: Scot Hunn, Hunn Planning & Policy LLC
Mailing Address: P.O. Box 6265
Town /State/Zip: Eagle, CO. 81631
Phone #: (970) 343-2161 FAX #:
Email Address: scot@hunnplanning.com

Note: All correspondence will be mailed, emailed or faxed to the representative listed above UNLESS otherwise requested.

SURVEYOR/ENGINEER:
Name: Ry Rusk
Mailing Address: 1285 W. Byers Pl, Unit A
Town/State/Zip: Denver, CO 80223
Phone #: (303) 504-4440 FAX #:
Email Address: rrusk@foresightwest.com

NOTE: Please read the above referenced Section in Chapter II of the Eagle County Land Use Regulations, and the applicable Process Guide. Please submit all necessary application documentation and fees as required.

ADJACENT PROPERTY OWNERS:
***For all applications*, please submit a list of all adjacent property owner names and addresses, using the most current Eagle County tax records. These names and addresses must be submitted on adhesive mailing labels or pre-addressed envelopes. Please see corresponding application checklist.

DISCLOSURE OF OWNERSHIP:
***For all applications*, please submit the necessary ownership disclosure (dated within two months of the application), pursuant to Section 5-210.D.2.c. Please see corresponding application checklist.

SUBSURFACE MINERAL INTERESTS: Pursuant to C.R.S. § 24-65.5-103 *Notice Requirements, please note*: It is the responsibility of the applicant for any Sketch Plan, Preliminary Plan, Variance, and/or Zone Change application to notify owner(s) and/or lessee(s) of subsurface mineral interests, affected by your proposal.

PROJECT NAME AND LOCATION:

Assessor's Parcel # 2105-054-00-013
Physical/Street Address: 33975 U.S. Highway 6

Name of Project:
JLT Valley Properties Minor Type A Subdivision

Legal Description of Project:
Subdivision: N/A
Lot _____ Block _____ Filing _____ Tract _____
Section 5 Township 5 S Range 82 W
-- OR --
Attach a Metes and Bounds legal description and survey depicting the property boundary.

PROJECT DATA (Pursuant to Section 5-210.D.2.e):

Written Description of Project: Minor Type A Subdivision to create one (1) lot from previously un-subdivided parcel.

Proposed Land Use Type	# of Lots	# of Units	Acreage	Floor Area Ft^2
☐ Single Family				
☐ Duplex				
☐ Multi-Family				
☐ Commercial/Office	1	0	1.160	N/A
☐ Industrial				
☐ Other: agricultural open lands				
Total Project:	1	0	1.160	N/A

■ Existing Zoning	Commercial General (CG)
■ Proposed Zoning	No Change
■ Existing Land Use(s) (Be Specific)	Commercial/Storage
■ Proposed Land Use(s) (Be Specific)	Retail and Service Commercial; Mini-storage; Carwash; EV Charging Stations
■ Existing Source of Water	N/A
■ Proposed Source of Water	Eagle River Water Authority
■ Existing Source of Waste Disposal	N/A
■ Proposed Source of Waste Disposal	Eagle River Water and Sanitation District
■ Existing Fire Protection	Eagle River Fire Protection District
■ Proposed Fire Protection	Eagle River Fire Protection District
■ Existing Access	U.S. Hwy. 6 (Historic)
■ Proposed Access	U.S. Hwy. 6 (New Permit Application)
■ Date of Parcel Creation	1988

■ **VICINITY MAP ATTACHED (Pursuant to Section 5-210.D.2.d).**
❑ **ENVIRONMENTAL IMPACT REPORT ATTACHED, IF REQUIRED (Pursuant to Section 5-210.D.2.f).**
❑ **ADDITIONAL REQUIREMENTS ATTACHED, IF REQUIRED (Pursuant to Section 5-210.D.2.g).**

❑ **REQUIRED* PRE-APPLICATION MEETING** ■ **YES** ❑ **NO**

■ ***If YES: Date of meeting:*** 03/04/21 ***Planner(s) attended:*** Tez Hawkins
Names

*See Section 5-210.D

I do hereby certify that the foregoing representations and attachments are true and correct to the best of my knowledge.

Signature of Property Owner or Authorized Representative — June 23, 2021 Date

OFFICIAL USE ONLY:

Received By: _____ Date: _____
Amount Received: $ _____ Receipt #: _____ Check # _____

2. Authorization Letter

JLT Valley

Eco-Friendly, Family Properties.

June 22, 2021

JLT Valley LLC Letter of Authorization – Minor Type A Subdivision Application

To whom it may concern,

We are the owners of a property (the "Property") located at 33975 U.S. Highway 6 (Eagle County Parcel No. 2105-054-00-013).

Please let this letter serve as written authorization for Scot Hunn, Hunn Planning & Policy, LLC. to act in our interest and as our representative in all matters related to a minor subdivision application for the Property.

Please feel free to contact us if you have any questions or require additional information regarding this authorization.

Kind regards,

Ross Blankenship

Dr. Winslow Blankenship

EXHIBIT B

COUNTERPART SIGNATURE PAGE AND AGREEMENT TO BE BOUND TO THE OPERATING AGREEMENT OF JLT VALLEY LLC

The undersigned hereby acknowledges and agrees, as follows:

1. Acknowledgment. The undersigned Member hereby acknowledges that the undersigned's execution of this Counterpart Signature Page and Agreement to be Bound to the Operating Agreement of JLT Valley LLC, dated October 20, 2020, as such may be amended from time to time (the "**Operating Agreement**"), is a condition precedent to the undersigned's receipt of membership interest units ("**Units**") of JLT Valley LLC, a Colorado limited liability company (the "**Company**"). The undersigned hereby acknowledges that the undersigned has read a copy of the Operating Agreement by and among the Company and the other parties named therein.

2. Counterpart Signature Pages. The undersigned Member hereby acknowledges and agrees that the undersigned's signature below shall constitute an executed counterpart signature page to the Operating Agreement.

3. Operating Agreement. The undersigned hereby agrees to be bound by and subject to the terms and conditions of the Operating Agreement as a "Member" thereunder.

Dated: 10/20/2020

MEMBER: Ross D. Blankenship

Signature: Ross D. Blankenship

If Units are being held as joint tenants or tenants in common:

Signature of Joint Tenant or Tenant in Common:

Printed Name: Dorothy Winslow Blankenship

If Units are being held by corporation, partnership, trust or other entity:

Entity Name: _____
Signature: _____
Printed Name: _____
Title: _____

Acknowledged, Accepted and Approved:

Dated: 10/21/20

JLT VALLEY LLC

By: Ross D. Blankenship
Name: Ross D. Blankenship
Title: CEO

IN WITNESS WHEREOF, the parties hereto have executed this Operating Agreement as of the date first above written.

JLT VALLEY LLC

By: _____
Name: Ross Blankenship
Title: Manager

MEMBERS:

_____
Dorothy Winslow Blankenship

_____
Ross Blankenship

3. Disclosure of Ownership

Land Title Guarantee Company
Customer Distribution

PREVENT FRAUD - Please remember to call a member of our closing team when initiating a wire transfer or providing wiring instructions.

Order Number: **ABH50061943-2** Date: **11/23/2021**

Property Address: **33975 US HWY 6, EDWARDS, CO 81632**

PLEASE CONTACT YOUR CLOSER OR CLOSER'S ASSISTANT FOR WIRE TRANSFER INSTRUCTIONS

For Closing Assistance

For Title Assistance
Susan Koppman
5975 GREENWOOD PLAZA BLVD
GREENWOOD VILLAGE, CO 80111
(303) 850-4105 (Work)
skoppman@ltgc.com

Seller/Owner
JLT VALLEY LLC
Attention: ROSS BLANKENSHIP
56 EDWARDS VILLAGE BLVD.
124
Edwards, CO 81632
(970) 390-1695 (Work)
EDWARDSCOLORADOUSA@GMAIL.COM
Delivered via: Electronic Mail

HUNN PLANNING & POLICY
Attention: SCOT HUNN
PO BOX 1286
EDWARDS, CO 81632
(970) 343-2161 (Work)
scot@hunnplanning.com
Delivered via: Electronic Mail

LAND TITLE GUARANTEE COMPANY (FOR PLAT REVIEW/SIGNING OF TITLE CERT)
Attention: SARAH DORMAN
610 WEST LIONSHEAD CIRCLE #300
VAIL, CO 81657
(970) 476-2251 (Work)
(970) 476-4534 (Work Fax)
sdorman@ltgc.com
Delivered via: Electronic Mail

RY RUSK
Attention: RY RUSK
RRusk@foresightwest.com
Delivered via: Electronic Mail

Land Title Guarantee Company
Estimate of Title Fees

Order Number: **ABH50061943-2** Date: **11/23/2021**

Property Address: **33975 US HWY 6, EDWARDS, CO 81632**

Parties: **A BUYER TO BE DETERMINED**

JLT VALLEY LLC, A COLORADO LIMITED LIABILITY COMPANY

Visit Land Title's Website at **www.ltgc.com** for directions to any of our offices.

Estimate of Title insurance Fees	
"TBD" Commitment	$217.00
	Total $217.00
If Land Title Guarantee Company will be closing this transaction, the fees listed above will be collected at closing.	
Thank you for your order!	

Note: The documents linked in this commitment should be reviewed carefully. These documents, such as covenants conditions and restrictions, may affect the title, ownership and use of the property. You may wish to engage legal assistance in order to fully understand and be aware of the implications of the effect of these documents on your property.

Chain of Title Documents:

Eagle county recorded 10/16/2020 under reception no. 202018782

Eagle county recorded 10/09/2003 under reception no. 853307

Eagle county recorded 03/22/1996 under reception no. 586757

Eagle county recorded 06/15/1988 under reception no. 381931

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule A

Order Number: ABH50061943-2

Property Address:

33975 US HWY 6, EDWARDS, CO 81632

1. **Effective Date:**

   11/15/2021 at 5:00 P.M.

2. **Policy to be Issued and Proposed Insured:**

   "TBD" Commitment $0.00
   Proposed Insured:
   A BUYER TO BE DETERMINED

3. **The estate or interest in the land described or referred to in this Commitment and covered herein is:**

   A FEE SIMPLE

4. **Title to the estate or interest covered herein is at the effective date hereof vested in:**

   JLT VALLEY LLC, A COLORADO LIMITED LIABILITY COMPANY

5. **The Land referred to in this Commitment is described as follows:**

   A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE 6TH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO, ACCORDING TO THE DEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE AS APPROVED ON SEPTEMBER 7, 1977 AND LYING NORTHERLY OF THE NORTHERLY RIGHT OF WAY BOUNDARY OF U.S. HIGHWAY NO. 6; SAID PARCEL, WITH ALL BEARINGS CONTAINED HEREIN ARE BASED ON A BEARING OF NORTH 01 DEGREES 50 MINUTES 00 SECONDS EAST FOR THE WEST LINE OF SAID SECTION 5, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

   BEGINNING AT A POINT FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 5 BEARS SOUTH 35 DEGREES 51 MINUTES 40 SECONDS EAST 3312.93 FEET DISTANT; THENCE SOUTH 01 DEGREES 40 MINUTES 54 SECONDS WEST 183.43 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY BOUNDARY OF U.S. HIGHWAY 6; THENCE ALONG SAID NORTHERLY RIGHT OF WAY THE FOLLOWING TWO (2) COURSES:

   1.) 571.72 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2913.55 FEET, THE CHORD OF WHICH BEARS NORTH 70 DEGREES 57 MINUTES 32 SECONDS WEST 570.80 FEET.
   2.) NORTH 76 DEGREES 36 MINUTES 05 SECONDS WEST 77.90 FEET.

   THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY SOUTH 88 DEGREES 04 MINUTES 09 SECONDS EAST 621.09 FEET ALONG AN EXISTING FENCE LINE TO THE POINT OF BEGINNING.

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ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part I

(Requirements)

Order Number: ABH50061943-2

All of the following Requirements must be met:

This proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

Pay the agreed amount for the estate or interest to be insured.

Pay the premiums, fees, and charges for the Policy to the Company.

Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

1. A FULL COPY OF THE FULLY EXECUTED OPERATING AGREEMENT AND ANY AND ALL AMENDMENTS THERETO FOR JLT VALLEY LLC, A COLORADO LIMITED LIABILITY COMPANY MUST BE FURNISHED TO LAND TITLE GUARANTEE COMPANY. SAID AGREEMENT MUST DISCLOSE WHO MAY CONVEY, ACQUIRE, ENCUMBER, LEASE OR OTHERWISE DEAL WITH INTERESTS IN REAL PROPERTY FOR SAID ENTITY.

   NOTE: ADDITIONAL REQUIREMENTS MAY BE NECESSARY UPON REVIEW OF THIS DOCUMENTATION.

2. DULY EXECUTED AND ACKNOWLEDGED STATEMENT OF AUTHORITY SETTING FORTH THE NAME OF JLT VALLEY LLC AS A COLORADO LIMITED LIABILITY COMPANY. THE STATEMENT OF AUTHORITY MUST STATE UNDER WHICH LAWS THE ENTITY WAS CREATED, THE MAILING ADDRESS OF THE ENTITY, AND THE NAME AND POSITION OF THE PERSON(S) AUTHORIZED TO EXECUTE INSTRUMENTS CONVEYING, ENCUMBERING, OR OTHERWISE AFFECTING TITLE TO REAL PROPERTY ON BEHALF OF THE ENTITY AND OTHERWISE COMPLYING WITH THE PROVISIONS OF SECTION 38-30-172, CRS.

   NOTE: THE STATEMENT OF AUTHORITY MUST BE RECORDED WITH THE CLERK AND RECORDER.

3. WARRANTY DEED FROM JLT VALLEY LLC, A COLORADO LIMITED LIABILITY COMPANY TO A BUYER TO BE DETERMINED CONVEYING SUBJECT PROPERTY.

   NOTE: ADDITIONAL REQUIREMENTS OR EXCEPTIONS MAY BE NECESSARY WHEN THE BUYERS NAMES ARE ADDED TO THIS COMMITMENT. COVERAGES AND/OR CHARGES REFLECTED HEREIN, IF ANY, ARE SUBJECT TO CHANGE UPON RECEIPT OF THE CONTRACT TO BUY AND SELL REAL ESTATE AND ANY AMENDMENTS THERETO.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABH50061943-2

This commitment does not republish any covenants, condition, restriction, or limitation contained in any document referred to in this commitment to the extent that the specific covenant, conditions, restriction, or limitation violates state or federal law based on race, color, religion, sex, sexual orientation, gender identity, handicap, familial status, or national origin.

1. **Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.**
2. **Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.**
3. **Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.**
4. **Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.**
5. **Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.**
6. **(a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.**
7. **(a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.**
8. EXISTING LEASES AND TENANCIES, IF ANY.
9. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED FEBRUARY 27, 1924 IN BOOK 48 AT PAGE **395**.
10. A STRIP OF LAND SIXTY FEET IN WIDTH AS DEEDED TO THE COUNTY OF EAGLE FOR A COUNTY ROAD IN DEED RECORDED DECEMBER 27, 1910 IN BOOK 79 AT PAGE **103**.
11. RIGHT OF WAY GRANTED TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. IN INSTRUMENT RECORDED SEPTEMBER 9, 1930 IN BOOK 116 AT PAGE **1**.
12. RIGHT OF WAY GRANTED TO THE COUNTY OF EAGLE IN INSTRUMENT RECORDED SEPTEMBER 9, 1930 IN BOOK 116 AT PAGE **6**.
13. RIGHT OF WAY GRANTED TO THE COLORADO STATE HIGHWAY DEPARTMENT IN INSTRUMENT RECORDED APRIL 7, 1948 IN BOOK 127 AT PAGE **730**.
14. PROPERTY LINE AGREEMENT BY AN BETWEEN CLYMERS'S RANCH AND LIVESTOCK COMPANY, A COLORADO CORPORATION AND BRUCE EATON AND WINIFRED GRIMSHAW RECORDED JUNE 15, 1988 UNDER RECEPTION NO. **381929**.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABH50061943-2

15. PROPERTY LINE AGREEMENT BY AN BETWEEN CLYMERS'S RANCH AND LIVESTOCK COMPANY, A COLORADO CORPORATION AND ROBERT HAVENER RECORDED JUNE 15, 1988 UNDER RECEPTION NO. **381930** AND REAFFIRMATION OF 1988 PROPERTY LINE AGREEMENT RECORDED SEPTEMBER 24, 2021 UNDER RECEPTION NO. **202121704**.

16. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN SPECIAL DISTRICT PUBLIC DISCLOSURE DOCUMENT RECORDED JULY 31, 2019 UNDER RECEPTION NO. **201911992**.

17. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS SHOWN ON IMPROVEMENT SURVEY PLAT CERTIFIED JULY 28, 2020 PREPARED BY FORESIGHT SURVEYING, JOB #2020067

    SAID DOCUMENT STORED AS OUR IMAGE **27503761**

    A. OVERHEAD ELECTRIC LINES CROSS PROPERTY WITHOUT APPARENT RECORDED EASEMENT
    B. FENCES ARE NOT COINCIDENT WITH LOT LINES

LAND TITLE GUARANTEE COMPANY
DISCLOSURE STATEMENTS

Note: Pursuant to CRS 10-11-122, notice is hereby given that:

(A) The Subject real property may be located in a special taxing district.

(B) A certificate of taxes due listing each taxing jurisdiction will be obtained from the county treasurer of the county in which the real property is located or that county treasurer's authorized agent unless the proposed insured provides written instructions to the contrary. (for an Owner's Policy of Title Insurance pertaining to a sale of residential real property).

(C) The information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note: Effective September 1, 1997, CRS 30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The clerk and recorder may refuse to record or file any document that does not conform, except that, the requirement for the top margin shall not apply to documents using forms on which space is provided for recording or filing information at the top margin of the document.

Note: Colorado Division of Insurance Regulations 8-1-2 requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed". Provided that Land Title Guarantee Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 5 will not appear on the Owner's Title Policy and the Lenders Policy when issued.

Note: Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

(A) The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.

(B) No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.

(C) The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.

(D) The Company must receive payment of the appropriate premium.

(E) If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

Note: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments disclosing that a mineral estate has been severed from the surface estate, in Schedule B-2.

(A) That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and

(B) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado Division of Insurance within the Department of Regulatory Agencies.

Note: Pursuant to Colorado Division of Insurance Regulations 8-1-3, notice is hereby given of the availability of a closing protection letter for the lender, purchaser, lessee or seller in connection with this transaction.

Note: Pursuant to CRS 10-1-11(4)(a)(1), Colorado notaries may remotely notarize real estate deeds and other documents using real-time audio-video communication technology. You may choose not to use remote notarization for any document.

JOINT NOTICE OF PRIVACY POLICY OF LAND TITLE GUARANTEE COMPANY, LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY LAND TITLE INSURANCE CORPORATION AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

This Statement is provided to you as a customer of Land Title Guarantee Company as agent for Land Title Insurance Corporation and Old Republic National Title Insurance Company.

We want you to know that we recognize and respect your privacy expectations and the requirements of federal and state privacy laws. Information security is one of our highest priorities. We recognize that maintaining your trust and confidence is the bedrock of our business. We maintain and regularly review internal and external safeguards against unauthorized access to your non-public personal information ("Personal Information").

In the course of our business, we may collect Personal Information about you from:

- applications or other forms we receive from you, including communications sent through TMX, our web-based transaction management system;
- your transactions with, or from the services being performed by us, our affiliates, or others;
- a consumer reporting agency, if such information is provided to us in connection with your transaction;

  and
- The public records maintained by governmental entities that we obtain either directly from those entities, or from our affiliates and non-affiliates.

Our policies regarding the protection of the confidentiality and security of your Personal Information are as follows:

- We restrict access to all Personal Information about you to those employees who need to know that information in order to provide products and services to you.
- We may share your Personal Information with affiliated contractors or service providers who provide services in the course of our business, but only to the extent necessary for these providers to perform their services and to provide these services to you as may be required by your transaction.
- We maintain physical, electronic and procedural safeguards that comply with federal standards to protect your Personal Information from unauthorized access or intrusion.
- Employees who violate our strict policies and procedures regarding privacy are subject to disciplinary action.
- We regularly assess security standards and procedures to protect against unauthorized access to Personal Information.

WE DO NOT DISCLOSE ANY PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT STATED ABOVE OR PERMITTED BY LAW.

Consistent with applicable privacy laws, there are some situations in which Personal Information may be disclosed. We may disclose your Personal Information when you direct or give us permission; when we are required by law to do so, for example, if we are served a subpoena; or when we suspect fraudulent or criminal activities. We also may disclose your Personal Information when otherwise permitted by applicable privacy laws such as, for example, when disclosure is needed to enforce our rights arising out of any agreement, transaction or relationship with you.

Our policy regarding dispute resolution is as follows: Any controversy or claim arising out of or relating to our privacy policy, or the breach thereof, shall be settled by arbitration in accordance with the rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.

Commitment For Title Insurance

Issued by Old Republic National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON. .

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a Minnesota corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured. If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS
   (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
   (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
   (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
   (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
   (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
   (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
   (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
   (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
   (a) the Notice;
   (b) the Commitment to Issue Policy;
   (c) the Commitment Conditions;
   (d) Schedule A;
   (e) Schedule B, Part I—Requirements; and
   (f) Schedule B, Part II—Exceptions; and
   (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. **COMPANY'S RIGHT TO AMEND**

   The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. **LIMITATIONS OF LIABILITY**
   (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
      i. comply with the Schedule B, Part I—Requirements;
      ii. eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
      iii. acquire the Title or create the Mortgage covered by this Commitment.
   (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
   (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
   (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
   (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.

(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT**
   (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
   (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
   (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
   (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
   (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
   (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. **IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT**

   The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.
8. **PRO-FORMA POLICY**

   The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.
9. **ARBITRATION**

   The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is $2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at http://www.alta.org/arbitration.

IN WITNESS WHEREOF, Land Title Insurance Corporation has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A to be valid when countersigned by a validating officer or other authorized signatory.

Issued by:
Land Title Guarantee Company
3033 East First Avenue Suite 600
Denver, Colorado 80206
303-321-1880

Craig B. Rants, Senior Vice President

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
A Stock Company
400 Second Avenue South, Minneapolis, Minnesota 55401
(612) 371-1111

By *President*

Attest *Secretary*

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Land Title Insurance Corporation. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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4. Vicinity Map

5. Project Description

The Applicants, Dr. Winslow Blankenship and Mr. Ross Blankenship, JLT Valley LLC., request approval of a Minor Type A Subdivision (the "JLT Valley LLC Subdivision") to legally create or recognize a 1.16-acre parcel of land located at 33975 U.S. Highway 6 in Edwards, Colorado (the "Property"). The Property - formerly known as the "Vogleman Stone Yard," a light-industrial contractor storage and stone yard in existence since the late 1980's - was previously owned by Kurt Vogleman.

Property records and deeds for the Property indicate that the parcel was first conveyed in its current configuration in 1988, notwithstanding Eagle County Subdivision Regulations in effect at that time. The Applicant has confirmed that that the parcel is eligible for Minor Type A Subdivision, and that such subdivision is required prior to any development permits being issued for the Property.

Existing Conditions

The Property has been used for years for a wholesale/retail stone yard (the "Vogleman Stone Yard"), and more recently for a mix of stone yard and contractor storage. Existing conditions include outdoor, unscreened storage and stone yard uses, as well as an existing access driveway on the southeast corner of the Property. The Property is previously disturbed, having been over-lot graded and surfaced with gravel over a majority of the site.

Figure 1: Existing Conditions Looking Due East from Western Edge of Property

The property is bordered to the north by the Eagle River Preserve open space; to the south by U.S. Hwy. 6 right-of-way; to the east by the "West End" PUD property; and, to the west by U.S. Hwy. 6 right-of-way and the Eagle River Preserve.

Figure 2: Existing Conditions Looking Southeast from Northern Boundary of Property

Proposed Use of the Property

Upon completion of this Minor Type "A" Subdivision process, the Applicants intend to develop the Property into the "Recharged Auto Center," an environmentally focused, multiple-use project to serve the needs of residents and visitors to the Edwards Area.

The project will include a complimentary mix of retail and service-oriented commercial uses in conformance with the Commercial General (CG) Zone District. Importantly, such uses are also in line with the goals and objectives of the recently updated Edwards Area Community Plan. Proposed uses include:

- Retail tire store (Permitted Use by Right)
- Automated car wash (Permitted Use by Right)
- Mini (self) storage (Limited Review Use)

In addition to the above primary uses of the property, the Applicants plan to install multiple Electric Vehicle (EV) charging stations as a central component of the "Recharged Auto Center" eco-park concept. The Applicants' vision for this property is forward focused to serve the community in an environmentally conscious manner in anticipation of increased reliance on electric vehicles and associated customer needs in the future. The plans being developed for the Property also include a significant roof-top solar installation to provide power to the building and EV charging stations, on-site stormwater management and treatment, as well as automated car wash bays that will be designed to reduce, recycle and reuse precious water resources.

All uses are permitted 'by right' (R) according to the Eagle County Land Use Regulations (ECLURs) with the exception of proposed ministorage uses which will require a Limited Review Use (L) permit at the time of building permit application. Pursuant to the ECLURs, the Applicants are required to complete the minor subdivision process prior to submitting any development permit (building and/or grading permit) application for development of the Property.

The following summarizes responses to applicable Minor Type A Subdivision standards, specifically how the Property will be served provisions for water and wastewater, viable building sites, and access:

Water

The parcel is within the Upper Eagle Regional Water Authority's (ERWA) service area boundaries. In a July 2021 "Water and Wastewater Information" letter from Mr. Micah Schuette, ERWA Planner, the Authority has indicated that water infrastructure and capacity is in place to serve the project; and, that supply is currently adequate but will not be committed until such time that the Applicant completes the water rights dedication/payment-in-lieu of water rights dedication process, executes a water and wastewater service agreement, and pays any associated tap fee amounts at the time of building permit for any new development on the Property.

UPDATE (February 2022):

The Applicants' representatives have received preliminary comments from ERWA and the Eagle River Water and Sanitation District (ERWSD) representatives since their July 2021 letter. Comments received during the first round of referral review indicate concerns regarding the timing of the subdivision review relative to the review of site-specific development plans at the building permit stage. The Applicant's representatives discussed this issue and potential solutions with Micah Schuette on Monday January 24, 2022. The result of that discussion was

to propose a plat note that will be added to the subdivision plat, ensuring that no site-specific development permits for those activities requiring a building permit and, specifically, the use of water and wastewater services, will be issued until such time that the Applicant provides an Ability to Serve Letter from ERWA and ERWSD. The Applicant is amenable to this plat note and has proposed the following language:

"Prior to issuance of any development permit involving or reliant upon the use of water or wastewater services for the subject property, the Applicant shall provide to the Eagle County Community Development Director written evidence in the form of an Ability to Serve letter from the Upper Eagle Regional Water Authority and the Eagle River Water and Sanitation District."

The Applicant confirmed on February 3, 2022, that this language and solution is acceptable to the Authority. Please find attached correspondence from Mr. Schuette to Scot Hunn and Sean Kerrigan confirming the Authority's position.

Wastewater

The parcel is within the Eagle River Water and Sanitation District (ERWSD) boundaries. The District has indicated that the property can be served by existing sewer infrastructure. (See Water and Wastewater Information letter from Micah Schuette, ERWSD Planner, dated July 1, 2021 and attached hereto under Exhibit 'G').

UPDATE (February 2022):

Similar to the Applicant's recent communications with representatives from the Upper Eagle Regional Water Authority, it is the Applicant's understanding that a note may be added to the plat to ensure that development permits for uses requiring water and wastewater services will not be issued until such time as the Applicant provides an Ability to Serve letter from the District. The Applicant is amenable to this plat note and has proposed the following language:

"Prior to issuance of any development permit involving or reliant upon the use of water or wastewater services for the subject property, the Applicant shall provide to the Eagle County Community Development Director written evidence in the form of an Ability to Serve letter from the Upper Eagle Regional Water Authority and the Eagle River Water and Sanitation District."

The Applicant confirmed on February 3, 2022, that this language and solution is acceptable to the Authority. Please find attached correspondence from Mr. Schuette to Scot Hunn and Sean Kerrigan confirming the District's position.

Access Permitting

Access is provided via U.S. Highway 6 and an existing access drive has served the property for decades. Given the Applicants' intent to develop the Property in the future, the Applicants' representatives have held several preliminary meetings with Eagle County staff as well as representatives from the Colorado Department of Transportation starting in 2019 as plans for development of the Property have evolved. CDOT has recently indicated that an access permit for a temporary full-movement access is supported and, based on updated scoping and proposed uses

for the property provided in summer 2021, McDowell Engineering has completed a Traffic Impact Study (attached as Exhibit 'J'), as well as a CDOT Access Permit Application (attached as Exhibit 'K'). Additionally, correspondence between Greg Schroeder, McDowell Engineering, and Brian Killian, CDOT, as well as a trip generation table are attached under Exhibit 'L' to demonstrate the Applicants' diligence during the application process.

> **UPDATE (February 2022):**
> Following submittal of a Traffic Impact Study to CDOT in 2021, CDOT is in the process of issuing an access permit for the Property. Once received, the Applicant will review the terms and conditions. The access permit will permit a temporary full movement intersection on Hwy. 6 until such time that a Lake Creek Road/Hwy. 6 round-a-bout is constructed, at which time the access for the subject property will become a ¾-movement intersection (no left turn out). At the direction of Brian Killian, CDOT, the Applicant recently submitted a signed and notarized "Statement of Authority" along with warranty deed/title commitment information to CDOT to complete the process of obtaining an access permit. (Updated correspondence to this effect is attached to Exhibit 'L.")

Utilities
Other utilities such as gas and electric are available on or near the property. See ability to serve letters from Black Hills Energy, Holy Cross Energy and CenturyLink under Exhibit 'H.'

Hazards and Environmental Analyses
A geotechnical hazards review by Kumar & Associates, dated April 6, 2021 is provided as Exhibit 'I.' The report concludes that the site is relatively free from hazards and is developable, with recommendations to perform additional studies and evaluations (specific to site specific development plans).

In response to sufficiency review comments by Eagle County requesting the Applicant to address Section 4-460 E.2.h & j, Eagle County Land Use Regulations, the Applicant has provided a response from Sean Kerrigan, Kerrigan Engineering, Inc. (attached under Exhibit 'M') to further demonstrate that the proposed future uses of the Property will have no significant, detrimental or adverse impacts on the environment. The response focuses on the preliminary site plans (grading, drainage, stormwater, and landscaping) contemplated as part of any future development of the site; the response specifically addresses how wastewater will be handled and treated on site.

Existing Zoning
The subject property is zoned Commercial General. The purpose of the CG Zone District is:

> *"…to provide for the broad range of commercial operations and services required for the proper and convenient functioning of commercial centers serving the larger regions of the County. Uses permitted in this zone district include those listed under the retail, restaurant, personal service, office and industrial, service commercial and wholesale categories of the use schedule."*
>
> - *Eagle County Land Use Regulations (p. 3-7)*

With the exception of the adjacent West End PUD property to the east, the Eagle River Preserve to the north, as well as the Riverwalk PUD across the Edwards Spur Road to the east, the surrounding properties in the immediate vicinity are similarly zoned, with approximately 30 acres of Commercial General zoning located to the northeast and to the south (Edwards Plaza, Edwards Village Center and Edwards Corner developments). Yet, the Property remains one of if not the last undeveloped commercially zoned properties in the Edwards Community Center area.

With the approval of this Minor Subdivision and the subsequent development permits for a commercial building, parking, and landscaping on the subject property, the Applicants plan to make significant investments in Edwards, which, in turn, will translate into a sales tax generating mix of uses that responds to the Edwards Area Community Plan goals and the needs of the community.

During the Applicants' due diligence period in summer 2020, it was discovered that the Property appears to have been created in 1988, notwithstanding subdivision regulations in effect at that time. The Applicants now wish to formally plat the Property in accordance with the Eagle County Land Use Regulations, Section 5-290 – *Minor Subdivisions*, ECLURs to allow for planning and review of site-specific development plans for the Property.

6. Minor Type A Subdivision Application Requirements and Standards

Minimum Contents of Application (Section 5-210.D.2, ECLURs)

a. ***Applicant's Identity.*** *The applicant's name, mailing address, telephone, email address and fax number. If the applicant is to be represented by an agent, a letter signed by the applicant granting power of attorney to the agent shall be submitted, authorizing the agent to represent the applicant and stating the representative's name, mailing address, telephone, email address and fax number.*

Applicant:
JLT Valley Properties, LLC.
C/O: Ross Blankenship
56 Edwards Village Blvd., Unit 124
Edwards, CO 81632
Direct: (970) 390-1695
Email: edwardscoloradousa@gmail.com

Representative:
Jack Hunn
Hunn Consulting Group
P.O. Box 1095
Vail, CO 81658
Direct: (970) 390-4537
Email: jack@hunnconsulting.com

Planner:
Scot Hunn, AICP
Hunn Planning & Policy, LLC
P.O. Box 6265
Eagle, CO 81631
Direct: (970) 343-2161
Email: scot@hunnplanning.com

Civil Engineer:
Sean Kerrigan, P.E.
Kerrigan Engineering, Inc.
P.O. Box 3032
Eagle, CO 81631
Direct: (970) 331-4733
Email: sean@kerriganengineering.com

Traffic Engineer:
Greg Schroeder, P.E.
McDowell Engineering
241 Broadway Street, Ste. 202
Eagle, CO. 81631
Direct: (970) 623-0788
Email: greg@mcdowelleng.com

Surveyor:
Ry Rusk
Foresight West Surveying, Inc.
1285 West Byers Place Unit A
Denver, CO 80223
Direct: (303) 504-4440
Email: rrusk@foresightwest.com

b. ***Legal Description.*** *The legal description and street address, if such exists, of the parcel on which development is proposed to occur.*

Legal Description:

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE 6TH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO, ACCORDING TO THE DEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE AS APPROVED ON SEPTEMBER 7, 1977 AND LYING NORTHERLY OF THE NORTHERLY RIGHT OF WAY BOUNDARY OF U.S. HIGHWAY NO. 6; SAID PARCEL, WITH ALL BEARINGS CONTAINED HEREIN ARE BASED ON A BEARING OF NORTH 01 DEGREES 50 MINUTES 00 SECONDS EAST FOR THE WEST LINE OF SAID SECTION 5, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 5 BEARS SOUTH 35 DEGREES 51 MINUTES 40 SECONDS EAST 3312.93 FEET DISTANT; THENCE SOUTH 01 DEGREES 40 MINUTES 54 SECONDS WEST 183.43 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY BOUNDARY OF U.S. HIGHWAY 6; THENCE ALONG SAID NORTHERLY RIGHT OF WAY THE FOLLOWING TWO (2) COURSES:

1.) 571.72 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2913.55 FEET, THE CHORD OF WHICH BEARS NORTH 70 DEGREES 57 MINUTES 32 SECONDS WEST 570.80 FEET.
2.) NORTH 76 DEGREES 36 MINUTES 05 SECONDS WEST 77.90 FEET.

THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY SOUTH 88 DEGREES 04 MINUTES 09 SECONDS EAST 621.09 FEET ALONG AN EXISTING FENCE LINE TO THE POINT OF BEGINNING.

c. ***Disclosure of Ownership****. A disclosure of ownership of the parcel on which the development is to occur, listing the names of all owners of the property, and all mortgages, judgements, liens, easements, contracts and agreements that run with the land. The disclosure of ownership shall be in the form of a current certificate from a title insurance company (title commitment), or ownership and encumbrance report. The title commitment or ownership and encumbrance report shall be dated within two (2) months prior to formal application submittal.*

Applicant Response:

A title commitment was completed on July 15, 2020, prior to the Applicants' purchase of the property in mid-October 2020. The title commitment has been updated twice since that time, once on June 7, 2021, for use in the original application filed in July 2021, and again on November 15, 2021, in response to Eagle County sufficiency review comments. The most current title commitment is included under Section 3 – *Disclosure of Ownership*, on page 4 of this application.

d. ***Vicinity Map***. *An eight and one-half inch by eleven-inch (8 ½ x 11") vicinity map, locating the subject parcel within Eagle County. The map shall, at a minimum, have a scale bar and clearly identify the subject parcel(s) and the nearest public road.*

Applicant Response:
A vicinity map is provided on page 5 of this application and is shown on the draft Minor Type A Subdivision Plat by Foresight West Surveying, Inc.

e. ***Written Description***. *A written description of the proposal and an explanation in written, graphic or model form of how the proposed development complies with the review standards applicable to the application.*

Applicant Response:
A detailed written description is provided under Section 5 – *Project Description*, starting on page 6 of this application.

f. ***Environmental Impact Report****, when applicable.*

Applicant Response:
An Environmental Impact Report (EIR) is not required with this Minor Type A Subdivision application. However, in response to sufficiency review comments by Eagle County requesting the Applicant to address Section 4-460 E.2.h & j, Eagle County Land Use Regulations, the Applicant has provided a response from Sean Kerrigan, Kerrigan Engineering, Inc. (attached under Exhibit 'M') to further demonstrate that the proposed future uses of the Property will have no significant, detrimental, or adverse impacts on the environment.

g. ***Adjacent Property Owners***. *A list of all adjacent property owners, compiled by the applicant using the most recent County ad valorem tax rolls, is required for all applications and shall be submitted to the Planning Director as part of the application for development. In addition to submitting a written list, the applicant shall also submit typed addresses on individual adhesive labels or in the form of pre-addressed envelopes. Hand-written labels or envelopes are unacceptable.*

Applicant Response:
A full Adjacent Property Owner list, prepared by Eagle County GIS Department as part of the original application filed in July 2021 is included under Exhibit 'C' and self-addressed mailing labels have been provided to Eagle County.

h. ***Additional Requirements***.

Applicant Response:
The Applicant is not aware of any additional requirements. However, if asked, the Applicant will work to address any requests for further information by Eagle County.

Minor Type A Subdivision Procedures (Section 5-290, ECLURs)

1. ***Initiation.*** *An application for either a Type A or Type B Subdivision or an Amended Final Plat shall only be submitted by the owner, or any other person having a recognizable interest in the land, or their authorized agent. Other than for Conservation Subdivisions (Refer to Section 5-295., Conservation Subdivision) the application shall contain the materials specified in Section 5-210 D.2., Minimum Contents of Application, and shall also contain the following additional materials, as applicable:*

   a. ***Final Plat.*** *A final plat of the proposed subdivision in conformance with Final Plat requirements as delineated in Section 5-280.B.5.a.(1) & (2). (am 05/08/12)*

   Applicant Response:
   The Minor Type A Subdivision Plat by Foresight West, Inc., attached hereto as Exhibit 'A' has been prepared in accordance with Section 5-280.B5.a.(1)&(2) ECLURs. Following application sufficiency review, the plat was updated in response to staff comments.

   b. ***Zoning.*** *Demonstration that the land included within the proposed subdivision is properly zoned for the proposed use. Conformance with existing zoning on the property is required.*

   Applicant Response:
   The Property is zoned Commercial General. Commercial General Zone District is intended to allow for a wide variety of service and retail oriented commercial development, office, and professional uses. All uses proposed within the Applicant's development proposal are either uses permitted 'by right' or uses requiring a Limited Review Use permit as part of the development permit application process.

   c. ***Access.*** *Demonstration that all lots in the proposed subdivision have legal and physical access to a public street or rights-of-way by conventional vehicle.*

   Applicant Response:
   Access is provided via U.S. Highway 6 and an existing access drive has served the property for decades. Given the Applicants' intent to develop the Property in the future, the Applicants' representatives have held several preliminary meetings with Eagle County staff as well as representatives from the Colorado Department of Transportation starting in 2019 as plans for development of the Property have evolved. CDOT has recently indicated that an access permit for a temporary full-movement access is supported and, based on updated scoping and proposed uses for the property provided in summer 2021, McDowell Engineering has completed a Traffic Impact Study (attached as Exhibit 'J'), as well as a CDOT Access Permit Application (attached as Exhibit 'K'). Additionally, correspondence between Greg Schroeder, McDowell Engineering, and Brian Killian, CDOT, as well as a trip generation table are attached under Exhibit 'L' to demonstrate the Applicants' diligence during the application process.

UPDATE (February 2022):

Following submittal of a Traffic Impact Study to CDOT in 2021, CDOT is in the process of issuing an access permit for the Property. Once received, the Applicant will review the terms and conditions. The access permit will permit a temporary full movement intersection on Hwy. 6 until such time that a Lake Creek Road/Hwy. 6 round-a-bout is constructed, at which time the access for the subject property will become a ¾-movement intersection (no left turn out). At the direction of Brian Killian, CDOT, the Applicant recently submitted a signed and notarized "Statement of Authority" along with warranty deed/title commitment information to CDOT to complete the process of obtaining an access permit. (Updated correspondence to this effect is attached to Exhibit 'L.")

d. ***Water Supply.*** *Satisfactory evidence demonstrating the existence of a legal, physical, adequate and dependable water supply for each lot.*

Applicant Response:

Legal, physical, adequate and dependable potable water will be supplied by the Upper Eagle Regional Water Authority (ERWA). The Applicant's representatives have coordinated with the Authority to confirm that the subject property is included within the Authority's service area and that commercial development can likely be served. As development plans for the Property have evolved over the past 12 months, the Applicants' representatives have coordinated with the Authority with regard to anticipated water consumption modeling and demand figures, with specific attention paid to the design and operations of proposed automated car wash facilities. Micah Schuette, Planner, ERWA, provided a "Water and Wastewater Information" letter dated July 1, 2021, attached hereto as Exhibit 'G' confirming that the property can be served contingent upon the Applicant completing cash-in-lieu of water rights dedication process and executing a water and wastewater service agreement prior to or at the time of development.

UPDATE (February 2022):

The Applicants' representatives have received preliminary comments from ERWA and the Eagle River Water and Sanitation District (ERWSD) representatives since their July 2021 letter. Comments received during the first round of referral review indicate concerns regarding the timing of the subdivision review relative to the review of site-specific development plans at the building permit stage. The Applicant's representatives discussed this issue and potential solutions with Micah Schuette on Monday January 24, 2022. The result of that discussion was to propose a plat note that will be added to the subdivision plat, ensuring that no site-specific development permits for those activities requiring a building permit and, specifically, the use of water and wastewater services, will be issued until such time that the Applicant provides an Ability to Serve Letter from ERWA and ERWSD. The Applicant is amenable to this plat note and has proposed the following language:

"Prior to issuance of any development permit involving or reliant upon the use of water or wastewater services for the subject property, the Applicant shall provide to the Eagle County Community Development Director written evidence in the form of an Ability to Serve letter from the Upper Eagle Regional Water Authority and the Eagle River Water and Sanitation District."

The Applicant confirmed on February 3, 2022, that this language and solution is acceptable to the Authority. Please find attached correspondence from Mr. Schuette to Scot Hunn and Sean Kerrigan confirming the Authority's position.

e. ***Waste Water Disposal.*** *Satisfactory evidence, for each proposed lot, demonstrating the existence of a waste water disposal system, or other lawful means of disposing of human wastes, which complies with all applicable public health laws.*

Applicant Response:

The Applicant's representatives have confirmed that the Property is located within the Eagle River Water and Sanitation District (ERWSD) boundaries and that commercial development can be served by the existing wastewater system. Micah Schuette, ERWSD Planner, has provided a "Water and Wastewater Information" letter, dated July 1, 2021, based on the Applicants' most recent development proposal and wastewater needs. The letter is attached hereto under Exhibit 'G'.

UPDATE (January 2022):

Similar to the Applicant's recent communications with representatives from the Upper Eagle Regional Water Authority, it is the Applicant's understanding that a note may be added to the plat to ensure that development permits for uses requiring water and wastewater services will not be issued until such time as the Applicant provides an Ability to Serve letter from the District. The Applicant is amenable to this plat note and has proposed the following language:

"Prior to issuance of any development permit involving or reliant upon the use of water or wastewater services for the subject property, the Applicant shall provide to the Eagle County Community Development Director written evidence in the form of an Ability to Serve letter from the Upper Eagle Regional Water Authority and the Eagle River Water and Sanitation District."

The Applicant confirmed on February 3, 2022, that this language and solution is acceptable to the Authority. Please find attached correspondence from Mr. Schuette to Scot Hunn and Sean Kerrigan confirming the District's position.

f. ***Fire Protection.*** *Satisfactory evidence demonstrating adequate fire protection for each proposed lot.*

Applicant Response:
The Property is located within the Eagle River Fire Protection District. Additionally, the District's Edwards station is located directly across U.S. Highway 6 from the Property. The Applicants anticipate that any plans for site specific development of the Property will be referred by Eagle County to the District for review at the building permit stage of review and approval.

g. ***Hazards.*** *Satisfactory evidence demonstrating that all site conditions associated with the subdivision will not create hazards and all lots will contain safe, adequate building sites.*

Applicant Response:
A geologic hazards review has been conducted by Kumar & Associates, Inc. and is attached hereto as Exhibit 'I.' The report concludes that the site is relatively free from hazards and is developable, with recommendations to perform additional studies and evaluations (specific to site specific development plans) of subsidence (sinkhole) potential and the suitability of previously placed fill on the site for foundation design. According to available mapping from Eagle County, a majority of the Property is rated "Buffer Moderate" for wildfire hazard. The Applicants anticipate the current rating will likely be downgraded to "Low" during site specific development review process which will include plan review and site inspection by the Eagle County Wildfire Mitigation specialist.

h. ***Site Plan.*** *A site plan, if applicable, depicting existing and proposed building locations, access drives, parking areas, landscaping, fences, signs, and any other pertinent site data.*

Applicant Response:
A conceptual site plan prepared by Kerrigan Engineering, Inc., has been provided as Exhibit 'B' to depict proposed building locations, access points and drives, parking and loading areas, trash enclosures, grading, drainage, landscaping, snow storage and anticipated sign locations.

Minor Type A Subdivision Standards (Section 5-290.G.(1), ECLURs)

a. ***Consistent with Comprehensive Plan.*** *The proposed subdivision shall be in substantial conformance with the purposes, intents, goals and policies of the Eagle County Comprehensive Plan, Area Community Plans and any applicable ancillary County adopted documents pertaining to natural resource protection, affordable housing or infrastructure management.*

Applicant Response:
The proposed Minor Type A Subdivision, a precursor to future retail and service commercial uses contemplated for the Property, is in alignment with the goals and policies of the 2005 Eagle County Comprehensive Plan, as well as the specific vision and implementing strategies

of the 2017 Updated Edwards Area Community Plan and Future Land Use Designation for the Property.

Although plans for the site have not been finalized, the proposed subdivision will permit the development of one of the last, undeveloped commercially zoned parcels in the Edwards Commercial Core Area, thus furthering the County's growth and development goals and policies by directing growth inward; adhering to the Edwards FLUM; and, contributing positively to the character and natural environment in the Edwards area.

b. *Consistent with Land Use Regulations.* *The proposed subdivision shall comply with all of the standards of this Section and all other provisions of these Land Use Regulations, including, but not limited to, the applicable standards of Article 3, Zone Districts, and Article 4, Site Development Standards.*

Applicant Response:
The proposed Minor Type A Subdivision has been presented in accordance with the applicable sections of the Eagle County Land Use Regulations for minor subdivisions. Any future development of the Property will comply with applicable zoning and site development standards at the time of building and/or grading permit application.

c. *Spatial Pattern Shall Be Efficient.* *The proposed subdivision shall be located and designed to avoid creating spatial patterns that cause inefficiencies in the delivery of public services, or required duplication or premature extension of public facilities, or result in a leapfrog pattern of development.*

(1) Utility and Road Extensions. *Proposed utility extensions shall be consistent with the utility's service plan or shall require prior County approval of an amendment to the service plan. Proposed road extensions shall be consistent with the Eagle County Road Capital Improvements Plan.*

(2) Service Ultimate Population. *Utility lines shall be sized to serve the planned ultimate population of the service area in order to both avoid future land disruption, and the necessity of upgrading under-sized lines.*

Applicant Response:
Utilities are present and/or can be brought to the site in accordance with the service plans and standards of local utility providers. Please see ability to serve letters and utility routing details made part of this application under Exhibit 'H.'

No road extensions are proposed or necessary as a result of the proposed Minor Type A Subdivision, and utilities will be sized to serve any future commercial development on the Property.

d. ***Suitability for Development.*** *The property proposed to be subdivided shall be suitable for development, considering its topography, environmental resources and natural or man-made hazards that may affect the potential development of the property, and existing and probable future improvements to the area.*

Applicant Response:

A geologic hazards review has been conducted by Kumar & Associates, Inc. and is attached hereto as Exhibit 'I.' The report concludes that the site is relatively free from hazards and is developable, with recommendations to perform additional studies and evaluations (specific to site specific development plans) of subsidence (sinkhole) potential and the suitability of previously placed fill on the site for foundation design.

A conceptual site plan prepared by Kerrigan Engineering, Inc., has been provided as Exhibit 'B' to depict conceptual building locations, access points and drives, parking and loading areas, trash enclosures, grading, drainage, landscaping, snow storage and sign locations. The site plan, in conjunction with the hazards review by Kumar & Associates, Inc., demonstrate that the site is suitable for development in accordance with the County's site development standards (Article 4, ECLURs).

e. ***Compatible with Surrounding Uses.*** *The proposed subdivision shall be generally compatible with the existing and currently permissible future uses of adjacent land and other substantially impacted land, services or infrastructure improvements.*

Applicant Response:

With the exception of the adjacent West End PUD property to the east, the Eagle River Preserve to the north, as well as the Riverwalk PUD across the Edwards Spur Road to the east, the surrounding properties in the immediate vicinity are similarly zoned, with approximately 30 acres of Commercial General zoning located to the east and south of the Property (Edwards Plaza, Edwards Village Center and Edwards Corner developments).

The Property is located within the Commercial General (CG) Zone District, has direct access to Hwy. 6, and, importantly, is identified as being within the service districts for both the Eagle Water and Sanitation District as well as the Upper Eagle Regional Water Authority. Furthermore, the Property can be served by existing utilities and public facilities on or directly adjacent to the Property. The conceptual site plans the Property demonstrate that the site has been or can be planned to accommodate commercial development in line with 'by right' uses permitted within the CG Zone District and, that development can be designed to be compatible with surrounding properties. In particular, care has been taken at the conceptual design phase to contemplate and address grading, drainage, snow storage, stormwater management, landscaping and lighting in relation to the Eagle River Preserve and West End sites.

f. ***Improvements Agreements.*** *The adequacy of the proposed Improvements Agreement, where applicable.*

Applicant Response:
This Minor Type A Subdivision does not require any public improvements and, therefore, no Improvements Agreement is applicable.

g. ***Conformance with Final Plat Requirements****. Its conformance with the Final Plat requirements and other applicable regulations, policies, standards, and guidelines.*

Applicant Response:
The Minor Type A Subdivision Plat by Foresight West, Inc., attached hereto as Exhibit 'A' has been prepared in accordance with Section 5-280.B5.a.(1)&(2) ECLURs. This Minor Type A Subdivision plat has been prepared in accordance with the requirements and applicable standards of the Eagle County Land Use Regulations as well as the standards and legal requirements of the Colorado Revised Statutes by a professional land surveyor registered in the State of Colorado.

UPDATE (February 2022):
The plat was updated by Foresight West, Inc. following County sufficiency review in the fall of 2021. The most up-to-date plat has been attached herewith for referral purposes.

7. Exhibits

Exhibit A: JLT Valley LLC Minor Type A Subdivision Plat

Exhibit B: Conceptual Site Plan

Exhibit C: Adjacent Property Owner Map and List

Exhibit D: Zoning Map

Exhibit E: Edwards Area Community Plan FLUM Designation Map

Exhibit F: Eagle County Wildfire Hazard Rating Map

Exhibit G: ERWA/ERWSD Water and Wastewater Informational Letter (Updated 2/4/22 for 2nd Round Referral with additional correspondence)

Exhibit H: Ability to Serve Letters and Correspondence by Black Hills Energy, Holy Cross Energy, and CenturyLink

Exhibit I: Geologic Hazards Review Letter by Kumar & Associates, dated April 6, 2021

Exhibit J: Traffic Impact Study by McDowell Engineering and Access Permit Application

Exhibit K: CDOT Access Permit Application

Exhibit L: CDOT Scoping/Access Permit Correspondence and Trip Generation Table by McDowell Engineering, Inc. (Updated 2/4/22 for 2nd Round Referral with additional correspondence)

Exhibit M: Kerrigan Engineering, Inc. Response to Sufficiency Comments and Environmental Impacts

Exhibit A: JLT Valley LLC Minor Type A Subdivision Plat

EAGLE COUNTY FILE NO. SMA-9185-2021

FINAL PLAT

JLT VALLEY LLC SUBDIVISION

LOCATED IN THE EAST HALF OF SECTION 5, TOWNSHIP 5 SOUTH,
RANGE 82 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF EAGLE, STATE OF COLORADO
SHEET 1 OF 2

VICINITY MAP

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT JLT VALLEY, LLC BEING SOLE OWNER(S) IN FEE SIMPLE OF ALL THAT REAL PROPERTY SITUATED IN EAGLE COUNTY, COLORADO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EAGLE, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5 BEING A FOUND 3 1/4" ALLOY CAP ON A 2 1/2" PIPE STAMPED "ALPINE ENG. 1993" WHENCE THE EAST ONE-QUARTER OF SAID SECTION 5 BEARS NORTH 02° 04' 23" EAST, BEING MONUMENTED BY A FOUND 3 1/4" ALLOY CAP ON A 2 1/2" PIPE STAMPED "ALPINE ENG. 1993", SAID LINE FORMING THE BASIS OF BEARINGS FOR THIS DESCRIPTION;

THENCE NORTH 36° 02' 59" WEST A DISTANCE OF 3312.91 FEET TO THE NORTHWEST CORNER OF THE WEST END P.U.D. FINAL PLAT AS RECORDED UNDER RECEPTION NO. 200914605, SAID POINT ALSO BEING AN ANGLE POINT ON THE SOUTHERLY LINE OF THE AMENDED FINAL PLAT EATON RANCH AS RECORDED UNDER RECEPTION NO. 927914, AND BEING THE **TRUE POINT OF BEGINNING**;

THENCE ALONG THE WEST LINE OF SAID THE WEST END P.U.D. FINAL PLAT SOUTH 01°29' 41" WEST A DISTANCE OF 184.29 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF U.S. HIGHWAY 6;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

1: ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2915.00 FEET, AN ARC LENGTH OF 571.86 FEET, A CENTRAL ANGLE OF 011° 14' 25" AND WHOSE CHORD BEARS NORTH 71° 08' 29" WEST A DISTANCE OF 570.94 FEET TO A POINT OF TANGENCY;

2: NORTH 76° 45' 42" WEST A DISTANCE OF 77.97 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID AMENDED FINAL PLAT EATON RANCH;

THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY AND CONTINUING ALONG THE SOUTHERLY LINE OF SAID AMENDED FINAL PLAT EATON RANCH, SAID LINE ALSO BEING ALONG AN EXISTING FENCE DESCRIBED IN THE PROPERTY LINE AGREEMENT RECORDED IN BOOK 485 AT PAGE 725, THE FOLLOWING TWO (2) COURSES:

1: NORTH 86° 15' 37" EAST A DISTANCE OF 27.15 FEET;

2: SOUTH 88° 04' 33" EAST A DISTANCE OF 594.25 FEET TO THE POINT OF BEGINNING;

CONTAINING 50,527 SQUARE FEET OR 1.160 ACRES MORE OR LESS; HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND BLOCKS AS SHOWN ON THIS FINAL PLAT UNDER THE NAME AND STYLE OF **JLT VALLEY LLC SUBDIVISION**, A SUBDIVISION IN THE COUNTY OF EAGLE; AND DO HEREBY ACCEPT THE RESPONSIBILITY FOR THE COMPLETION OF REQUIRED IMPROVEMENTS; AND DO HEREBY DEDICATE AND SET APART ALL OF THE PUBLIC ROADS AND OTHER PUBLIC IMPROVEMENTS AND PLACES AS SHOWN ON THE ACCOMPANYING PLAT TO THE USE OF THE PUBLIC FOREVER; AND DO HEREBY DEDICATE THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE CREATED AS EASEMENTS ON THE ACCOMPANYING PLAT TO THE PUBLIC FOREVER AS EASEMENTS FOR THE PURPOSES SHOWN HEREIN, UNLESS OTHERWISE EXPRESSLY PROVIDED THEREON; AND DO HEREBY GRANT THE RIGHT TO INSTALL AND MAINTAIN NECESSARY STRUCTURES TO THE ENTITY RESPONSIBLE FOR PROVIDING THE SERVICES FOR WHICH THE EASEMENTS ARE ESTABLISHED.

EXECUTED THIS _____DAY OF _____, A.D., 20_____.

_____
OWNER
ADDRESS:
56 EDWARDS VILLAGE BLVD, SUITE 124
EDWARDS, CO 81632

STATE OF COLORADO)
)§
COUNTY OF EAGLE)

THE FOREGOING CERTIFICATE OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS DAY OF_____, A.D. 20____, BY _____.

MY COMMISSION EXPIRES_____
WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC

LENDER CONSENT

_____ BEING THE BENEFICIARY OF THE DEED OF TRUST RECORDED IN THE OFFICE OF THE CLERK AND RECORDER OF EAGLE COUNTY AS RECEPTION NO. _____, AS AMENDED FROM TIME TO TIME, HEREBY CONSENTS TO AND APPROVES THIS FINAL PLAT OF THE JLT VALLEY LLC SUBDIVISION AND AGREES THAT ANY FORECLOSURE OR OTHER ENFORCEMENT ACTION UNDER SUCH DEED OF TRUST SHALL NOT CAUSE A TERMINATION OR INVALIDATION OF THIS FINAL PLAT.

_____

BY:_____
AUTHORIZED SIGNER

STATE OF COLORADO)
)§
COUNTY OF _____)

THE FOREGOING LENDER CONSENT WAS ACKNOWLEDGED BEFORE ME THIS_____DAY OF _____, 20____ BY _____AS AN AUTHORIZED SIGNER FOR _____.

MY COMMISSION EXPIRES:_____

WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC

CERTIFICATE OF TAXES PAID

I, THE UNDERSIGNED, DO HEREBY CERTIFY THAT THE ENTIRE AMOUNT OF TAXES AND ASSESSMENTS DUE AND PAYABLE AS OF _____, UPON ALL PARCELS OF REAL ESTATE DESCRIBED ON THIS PLAT ARE PAID IN FULL.

DATED THIS _____ DAY OF _____, A.D., 20___.

BY:_____
TREASURER OF EAGLE COUNTY

PURPOSE STATEMENT

THE PURPOSE OF THIS FINAL PLAT OF JLT VALLEY LLC SUBDIVISION IS TO CREATE A SINGLE LOT AND BLOCK FROM A UNPLATTED PARCEL OF LAND THAT COMPLIES WITH THE RULES AND REGULATIONS OF EAGLE COUNTY, COLORADO.

COUNTY COMMISSIONERS' CERTIFICATE

THIS PLAT APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF EAGLE COUNTY, COLORADO THIS_____ DAY OF_____A.D., 20____, FOR FILING WITH THE CLERK AND RECORDER OF EAGLE COUNTY AND FOR CONVEYANCE TO THE COUNTY OF THE PUBLIC DEDICATIONS SHOWN HEREON; SUBJECT TO THE PROVISION THAT APPROVAL IN NO WAY OBLIGATES EAGLE COUNTY FOR MAINTENANCE OF ROADS DEDICATED TO THE PUBLIC UNTIL CONSTRUCTION OF IMPROVEMENTS THEREON SHALL HAVE BEEN COMPLETED IN ACCORDANCE WITH EAGLE COUNTY SPECIFICATIONS AND THE BOARD OF COUNTY COMMISSIONERS OF EAGLE COUNTY HAS BY A SUBSEQUENT RESOLUTION AGREED TO UNDERTAKE MAINTENANCE OF THE SAME. THIS APPROVAL DOES NOT GUARANTEE THAT THE SIZE, SOIL CONDITIONS, SUBSURFACE GEOLOGY, GROUND WATER CONDITIONS OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT, SEWAGE DISPOSAL PERMIT OR ANY OTHER REQUIRED PERMIT WILL BE ISSUED. THIS APPROVAL IS WITH THE UNDERSTANDING THAT ALL EXPENSES INVOLVING REQUIRED IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTERS, SIDEWALKS, ROAD LIGHTING, ROAD SIGNS, FLOOD PROTECTION DEVICES, DRAINAGE STRUCTURES AND ALL OTHER IMPROVEMENTS THAT MAY BE RESPONSIBILITY OF THE SUBDIVIDER AND NOT THE COUNTY OF EAGLE.

_____
CHAIRMAN, BOARD OF COUNTY COMMISSIONERS
EAGLE COUNTY COLORADO

WITNESS MY HAND AND SEAL OF THE COUNTY OF EAGLE.

ATTEST: _____
CLERK TO THE BOARD OF COUNTY COMMISSIONERS

TITLE CERTIFICATE

_____ DOES HEREBY CERTIFY THAT IT HAS EXAMINED THE TITLE TO ALL LANDS SHOWN UPON THIS PLAT AND THAT TITLE TO SUCH LANDS IS VESTED IN _____, FREE AND CLEAR OF ALL LIENS AND EXCUMBRANCES, EXCEPT AS FOLLOWS:

_____
_____
_____
_____

DATED THIS _____ DAY OF _____, A.D., 20___

AGENT:_____

FORESIGHT WEST SURVEYING INC.
1309 S. Inca Street
Denver, Colorado 80223
303.504.4440

GENERAL NOTES

1.) THE BASIS OF BEARINGS FOR THIS SURVEY IS THE EAST LINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE 6TH P.M., BEING MONUMENTED AT THE SOUTHEAST CORNER OF SAID SECTION 5 BY A 3 ½" ALLOY CAP ON A 2 ½" PIPE STAMPED "ALPINE ENG. T5S R82W S5|S4|S9|S8 1993" AND AT THE EAST ONE-QUARTER CORNER OF SAID SECTION 5 BY A 3 ½" ALLOY CAP ON A 2 ½" PIPE STAMPED "ALPINE ENG. T5S R82W ¼ S5|S4 1993 , WITH THE LINE BETWEEN ASSUMED TO BEAR NORTH 02° 04' 23" EAST, AS RECORDED ON THE FINAL PLAT OF THE WEST END P.U.D. RECORDED UNDER RECEPTION NO. 200914605 IN THE OFFICIAL RECORDS OF THE OFFICE OF THE CLERK AND RECORDER OF EAGLE COUNTY, STATE OF COLORADO.

2.) STATUTE OF LIMITATIONS DISCLOSURE REQUIRED PER 12-80-105, C.R.S.: NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

3.) ALL COPYRIGHTS TO PUBLICATIONS BY FORESIGHT WEST SURVEYING, INC. ARE RESERVED. ADDITIONALLY, ALL FIELD BOOKS, NOTES, SKETCHES AND ELECTRONIC FILES ARE INSTRUMENTS OF SERVICE AND SHALL REMAIN THE SOLE PROPERTY OF FORESIGHT WEST SURVEYING, INC.

4.) ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT (DEFINED AS ANY LAND BOUNDARY MONUMENT ESTABLISHED ON THE GROUND BY A CADASTRAL SURVEY OF THE UNITED STATES GOVERNMENT AND ANY MINERAL SURVEY MONUMENT ESTABLISHED BY A UNITED STATES MINERAL SURVEYOR AND MADE A PART OF THE UNITED STATES PUBLIC LAND RECORDS) OR ANY LAND SURVEY CORNER WHICH CONTROLS THE LOCATION OF THE BOUNDARIES OF A TRACT OR PARCEL OF LAND, EVEN IF SAID PERSON HAS TITLE TO THE LAND ON WHICH SAID MONUMENT IS LOCATED, COMMITS A CLASS 2 MISDEMEANOR UNLESS, PRIOR TO SUCH REMOVAL, SAID PERSON HAS CAUSED A COLORADO PROFESSIONAL LAND SURVEYOR TO ESTABLISH AT LEAST TWO WITNESS CORNERS OR REFERENCE MARKS FOR EACH SUCH MONUMENT REMOVED AND HAS FILED OR CAUSED TO BE FILED A MONUMENT RECORD PURSUANT TO ARTICLE 53 OF TITLE 38, C.R.S. (18-4-508, C.R.S.)

5.) OIL, GAS, COAL, MINERAL, WATER, DITCH, RESERVOIR, GEOTHERMAL, AVIGATION, GRAZING OR OTHER RIGHTS, AS WELL AS DEVELOPMENT, ZONING, LEASE, FIRE DISTRICT OR OTHER RESTRICTIONS, BOTH RECORDED AND UNRECORDED, MAY AFFECT THIS PROPERTY AND NOT BE PLOTTABLE GRAPHICALLY HEREON.

6.) THE LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON ARE NOT TO BE CONSIDERED ALL-INCLUSIVE AND MAY BE INACCURATE. UNDERGROUND UTILITY LOCATIONS MAY HAVE BEEN DETERMINED FROM AVAILABLE CONSTRUCTION PLANS AND AS-BUILT MAPS, SURFACE MARKINGS ESTABLISHED BY INDEPENDENT LOCATORS OR UTILITY COMPANIES, OR FROM SURFACE FEATURES. UNDERGROUND UTILITIES SHOWN HEREON HAVE NOT BEEN EXPOSED BY THIS FIRM AND MAY VARY IN ACTUAL LOCATION, USAGE, MATERIAL, SIZE AND/OR EXISTENCE. THIS FIRM ACCEPTS NO LIABILITY FOR INACCURATE WORK BY UTILITY LOCATORS. PER TITLE 9, ARTICLE 1.5 C.R.S., UNDERGROUND UTILITIES MUST BE MARKED PRIOR TO ANY DIGGING OR DRILLING BY SUBMITTING A REQUEST TO THE UTILITY NOTIFICATION CENTER OF COLORADO. CALL (811) AT LEAST 72 HOURS IN ADVANCE. A LIST OF SOURCES USED TO OBTAIN UTILITY INFORMATION ARE LISTED UNDER ITEM 11 IN THE ALTA/NSPS OPTIONAL TABLE A NOTES.

7.) ALL USERS OF THIS SURVEY ARE HEREBY NOTIFIED THAT THIS SURVEY IN NO WAY CONSTITUTES A TITLE SEARCH BY FORESIGHT WEST SURVEYING INC FOR DETERMINATION OF (A) RIGHT OF TITLE, (B) CHAIN OF TITLE/ABSTRACT, (C) THE HISTORICAL COMPATIBILITY OF ALL DESCRIPTIONS OF THIS PROPERTY WITH ALL DESCRIPTIONS OF ADJOINING PROPERTIES AND (D) EASEMENTS, RIGHTS-OF-WAY AND OTHER INSTRUMENTS OF RECORD THAT MAY IMPACT TITLE TO THIS PROPERTY. ADDITIONALLY, UNWRITTEN RIGHTS TO THIS PROPERTY MAY EXIST WHICH ARE UNKNOWN TO THIS FIRM.

8.) FOR ALL INFORMATION REGARDING RIGHT TO TITLE AND EASEMENTS, RIGHTS-OF-WAY OR OTHER TITLE BURDENS AFFECTING SUCH RIGHT TO TITLE TO THIS PROPERTY, FORESIGHT WEST SURVEYING, INC. RELIED UPON A TITLE COMMITMENT ISSUED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER ABH50061943-3, WITH AN EFFECTIVE DATE OF DECEMBER 01, 2021 AT 5:00 PM.

9.) LINEAL UNIT OF MEASURE USED IN THIS SURVEY: U.S. SURVEY FOOT

10.) THIS SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.

11.) DATE OF FIELD WORK: JULY 21 & 22, 2020.

12.) THE PROPERTY LINE AGREEMENT PER BOOK 485 AT PAGE 727 MAKES ONE CALL TO AN EXISTING FENCE WHICH IS SHOWN HEREON. THE FENCE CALL IS MORE CERTAIN EVIDENCE OF INTENT THAN THE DIMENSIONS AND THEREFORE THIS SURVEY HONORS THE AMENDED FINAL PLAT EATON RANCH WHICH SHOWS A BEND IN THE FENCE AND THEREFORE HAS TWO CALLS ALONG THE NORTH LINE OF THE SUBJECT PROPERTY.

13.) THERE IS AN EXISTING MOUNTAIN STATES TELEPHONE AND TELEGRAPH, CO. BLANKET EASEMENT OVER THE PORTION OF THE SUBJECT PROPERTY SOUTH OF THE NORTH LINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 5, T5S, R82W PER RIGHT-OF-WAY GRANTED IN INSTRUMENT RECORDED SEPTEMBER 9, 1930 IN BOOK 116 AT PAGE 1

14.) PRIOR TO OR CONCURRENT WITH ANY BUILDING PERMIT APPLICATION FOR LOT 1, BLOCK 1, JLT VALLEY LLC SUBDIVISION, A SITE SPECIFIC GEOTECHNICAL STUDY IS REQUIRED TO BE PROVIDED TO EAGLE COUNTY. THIS STUDY SHALL GENERALLY ADDRESS SUBSURFACE CONDITIONS AND RECOMMENDATIONS SPECIFIC TO FOUNDATION DESIGN OF STRUCTURES AND SHALL INCLUDE BUT NOT BE LIMITED TO SUBSURFACE EXPLORATION AND INVESTIGATIONS; FOUNDATION BEARING CONDITIONS; AND, INVESTIGATION AND /OR FURTHER RECOMMENDATIONS REGARDING A PRE-EXISTING DEPRESSION IDENTIFIED DURING FIELD RECONNAISSANCE OF LOT 1, BLOCK 1, JLT VALLEY LLC SUBDIVISION PERFORMED BY KUMAR AND ASSOCIATES, INC. ON MARCH 31, 2021.

FLOODPLAIN STATEMENT

ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP NO. 08037C0438D WITH AN EFFECTIVE DATE OF DECEMBER 4, 2007, THIS PLAT IS WITHIN
ZONE X BEING DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

COMMUNITY - EAGLE COUNTY, UNINCORPORATED AREAS
NUMBER - 080051
PANEL - 0438
SUFFIX - D
EFFECTIVE DATE - DECEMBER 4, 2007

SURVEYOR'S CERTIFICATE

I, RY P. RUSK, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED TO PRACTICE LAND SURVEYING UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS SUBDIVISION PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF AJA SUBDIVISION AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND/OR UNDER MY SUPERVISION AND ACCURATELY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AND RIGHTS OF WAY OF SAID PLAT AS THE SAME ARE MONUMENTED UPON THE GROUND IN COMPLIANCE WITH APPLICABLE REGULATION GOVERNING THE SUBDIVISION OF LAND, THAT SUCH PLAT IS BASED UPON THE PROFESSIONAL LAND SURVEYOR'S KNOWLEDGE, INFORMATION AND BELIEF, THAT SUCH PLAT HAS BEEN PREPARED IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE, AND THAT SUCH PLAT IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 2021.

_____
RY PATRICK RUSK

LICENSE NUMBER 38226

COLORADO LICENSED
RY PATRICK RUSK
38226
PRELIMINARY
PROFESSIONAL LAND SURVEYOR

EAGLE COUNTY CLERK AND RECORDER CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE EAGLE COUNTY CLERK AND RECORDER AT _____ O'CLOCK _____, ON THIS _____ DAY OF _____, 20____ AND IS DULY RECORDED AT RECEPTION NO. _____.

_____
EAGLE COUNTY CLERK & RECORDER

_____
DEPUTY

FINAL PLAT

JLT VALLEY LLC SUBDIVISION

LOCATED IN THE EAST HALF OF SECTION 5, TOWNSHIP 5 SOUTH,
RANGE 82 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF EAGLE, STATE OF COLORADO
SHEET 2 OF 2

NORTH 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3" BLM BRASS CAP ON 2 ½" STEEL PIPE
"1972"

W. LINE OF THE NE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.
N01°55'32"E 2609.74'(C)

NATURAL GAS EASEMENT
BK. 699, PG 986
25.00'

FOUND 1 ½" ALLOY CAP
ON NO. 5 REBAR
"PROP. COR PLS 20695"

N86°15'37"E(R1)(M)
27.15'(R1)(M)

FOUND 1 ½" ALLOY CAP
ON NO. 5 REBAR
"PROP. COR PLS 23069"

OLD WOOD FENCE POSTS
ON PROPERTY LINE PER
PROPERTY LINE AGREEMENT
BK 485, PG. 725 AND AS SHOWN
ON THE AMENDED FINAL PLAT
EATON RANCH
REC. NO. 927914
NOTE 12

NATURAL GAS EASEMENT
REC. NO. _____

FOUND 1 ½" ALLOY CAP
ON NO. 5 REBAR
"PROP. COR PLS 20695"

N76°45'42"W 1393.89'(R1)
N76°46'15"W 1393.70'(M)

FOUND 1 ½"
ALLOY CAP
ON NO. 5
REBAR
"PLS 12566"

FOUND 1 ½" RED PLASTIC
CAP ON NO. 5 REBAR
"PROP. COR LS 3317"
UNKOWN ORIGIN

N75°36'24"W(M)
19.95'(M)

CALCULATED CENTER
OF SECTION 5, T5S,
R82W

N35°00'E(R2)
43.8'(C)
(TIE)

50.00'(C)

N89°43'32"W 2684.87'(C)

WEST 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON 2 ½" PIPE STAMPED
"T5S R82W ½ S6S5 1989 LS 24318"

N76°45'42"W 77.97'(M)
N76°47'24"W 77.90'(R)

FOUND 3 ¼" ALLOY CAP ON NO. 6
REBAR
50' WITNESS CORNER FOR THE
CENTER OF SECTION 5, T5S,
R82W STAMPED "T5S R82W C¼ S5
50' WC PLS 28286 - 2007
PER MONUMENT RECORD
DATED 11.28.2007 FILED BY
KENNETH SHORT - PLS 28286

FOUND 3 ¼" ALLOY CAP
CDOT ROW MON.
POINT NO. 6026-PLS NO. 25954
PROJ. 0063-043 - LOCAL EVIDENCE
FOUND ALONG THE NORTHERLY
RIGHT-OF-WAY OF U.S. HWY 6
BOTH TO THE WEST AND TO THE
EAST OF THE POINT OF
CURVATURE DO NOT AGREE
WITH THE SAID MONUMENT.
SET 18" NO. 5 REBAR WITH 1 ¼"
YELLOW PLASTIC CAP STAMPED
"FWS-PLS 38226" S 37° 10' 52" E -
1.22' FROM SAID MONUMENT TO
AGREE WITH LOCAL EVIDENCE.

S88°04'33"E 594.25'(R1)(M)
N88°15'28"W 621.09'(R)

OLD WOOD
FENCE POST

595.80'(M) PRESENTLY ACCEPTED S. LINE OF THE NE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.
N89°43'32"W 2691.75'(M)

RADIUS: 2913.55'
ARC LENGTH: 571.72'
DELTA: 011°14'35"
CH. BEARING: N71°08'51"W
CH. LENGTH: 570.80'
(R)

RADIUS: 2915.00'
ARC LENGTH: 571.86'
DELTA: 011°14'35"
CH. BEARING: N71°08'29"W
CH. LENGTH: 570.94'
(M)

100.00'

U.S. HIGHWAY 6
(100' R.O.W.)
PROJECT F 1-2(2)

LOT 1, BLOCK 1
50,527 SQ. FT +/-
1.160 ACRES +/-

ADDRESS
33885 U.S. HWY 6

MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO.
BLANKET EASEMENT BK. 116, PG. 1
SEE NOTE 13

FOUND 1 ½" ORANGE PLASTIC
CAP ON NO. 5 REBAR
"PLS 28286"

S01°22'10"W(M)
20.31'(M)
S01°29'43"W(R1)
20.33'(R1)

FOUND BARE NO. 5
REBAR
UNKNOWN ORIGIN
N30° 19' 24" E -0.76'
FROM ALLOY CAP

S87°32'45"E 56.61'(R2)
S87°33'28"E 56.64'(M)

FOUND 1 ½" ORANGE
PLASTIC CAP ON NO. 5
REBAR
"PLS 28286"

S89°09'51"E 97.26'(R2)
S89°09'07"E 97.30'(M)

EAST 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON 2 ½" PIPE STAMPED
"ALPINE ENG T5S R82W ¼ SS54 1993"
PER MONUMENT RECORD DATED 07.30.1998 FILED
BY KENDRICK NEUBECKER PLS-24325
NO PLS NO. ON CAP

N89°43'32"W 2046.02'(M)

POINT OF BEGINNING
FOUND 1 ½" ALLOY CAP ON NO. 5 REBAR
"PROP. COR PLS 20695"

AMENDED FINAL PLAT
EATON RANCH
REC. NO. 927914
OWNER: EAGLE COUNTY
(NOT A PART)
(RECORD MEASUREMENTS SHOWN AS "R1")
(NORTH LINE OF THE SW 1/4 OF SECTION 5 SHOWN SAID PLAT BEING S 89° 35' 18" W)

THE WEST END P.U.D.
REC. NO. 200914605
OWNER: EDWARDS WEST END HOLDINGS, LLC.
(NOT A PART)
(RECORD BEARINGS AND DISTANCE SHOWN
AS "R2")
(BASIS OF BEARINGS FOR THE WEST END
P.U.D. WAS USED FOR THIS SURVEY)

FOUND 1 ½" ALLOY CAP
IN ASPHALT
(UNKNOWN
MONUMENT SIZE)
"PLS 28286"

S81°45'22"E(M)
56.62'(M)

S57°41'46"E(M)
25.42'(M)

FOUND 3 ¼" ALLOY CAP
CDOT CONTROL POINT
MILEPOST 165.8
SITE BENCH MARK:
7226.62' (NAVD88)

FOUND BENT
NO. 5 REBAR
UNKNOWN
ORIGIN

PROPERTY LINE
AGREEMENT PER BOOK
485, PAGE 726

S10°29'41"W 184.29'(R2)(M)
S10°29'41"W 183.96'(R2)
S10°30'55"W 163.96'(M)
S01°29'41"W 183.43'(R2)
S01°29'41"W 183.43'(E)

(AGREEMENT PER BK. 485, PG. 726)

S36°02'59"E 312.93'(R)
S36°02'59"E 312.91'(M)

E. LINE OF THE SE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.
BASIS OF BEARINGS
N0°04'23"E 2670.01'(M)

POINT OF COMMENCEMENT
SOUTHEAST CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON 2 ½" PIPE STAMPED
"ALPINE ENG. T5S R82W S5S4S9S8 - 1993"
PER MONUMENT RECORD DATED 07.30.1998
FILED BY KENDRICK NEUBECKER PLS-24325
NO PLS NO. ON CAP

W. LINE OF THE SE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.
S01°55'32"W 2730.64'(C)

SOUTH 1/4 CORNER
SECTION 5, T5S, R82W
FOUND 2 ½ " BLM BRASS
CAP ON 1" STEEL PIPE
"1974"

N
0 15 30 60 FEET
1 INCH = 30 FEET

LEGEND

- SET 18" NO.5 REBAR WITH 1.25" YELLOW CAP-PLS 38226
- FOUND REBAR AND CAP AS DESCRIBED HEREON
- FOUND ALIQUOT CORNER OR RIGHT-OF-WAY MONUMENT AS DESCRIBED HEREON
- FOUND BARE REBAR AS DESCRIBED HEREON
- HISTORICAL FENCE POST
- ALIQUOT LINE
- EASEMENT OR RIGHT-OF-WAY

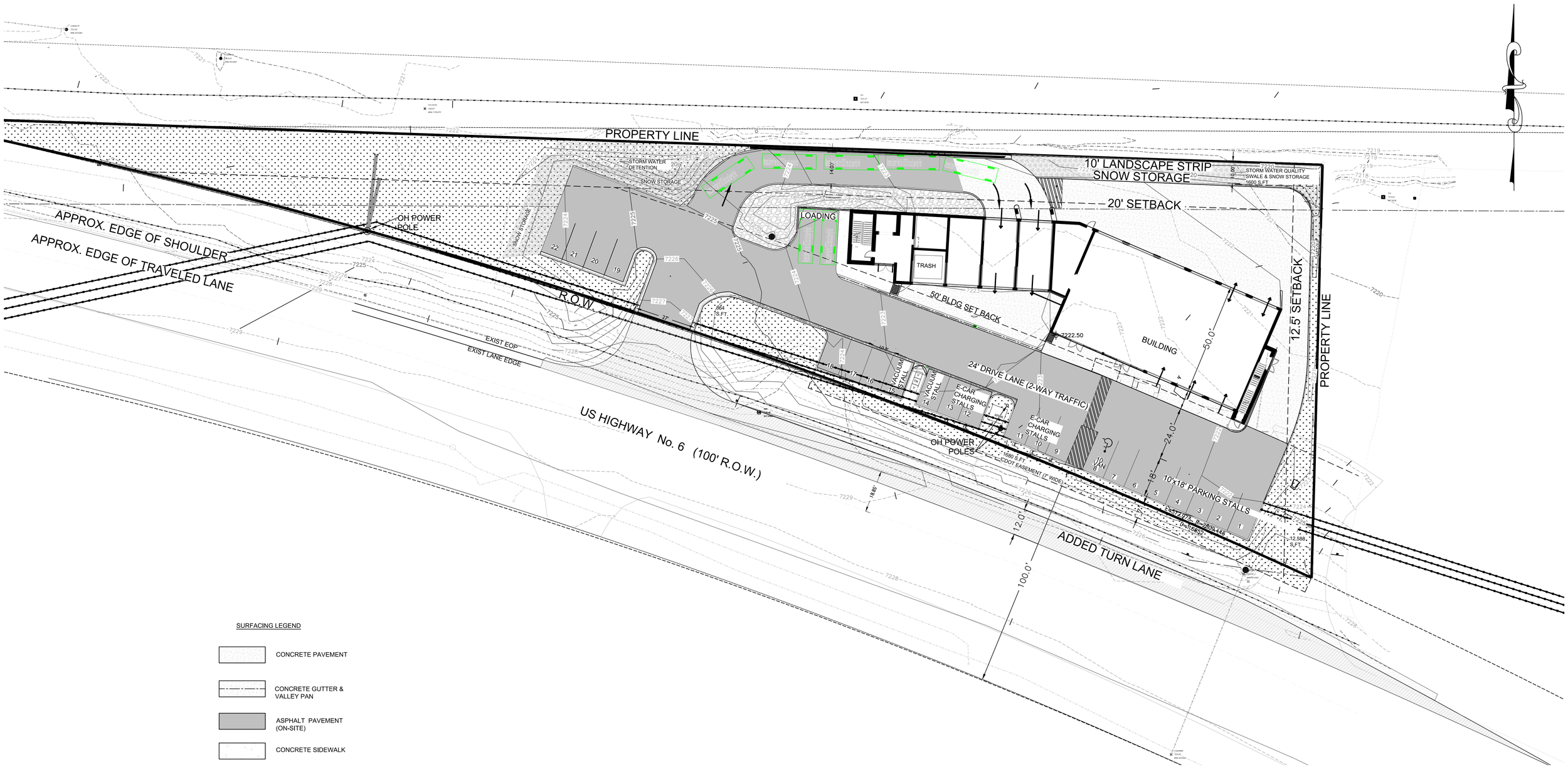
(R) = DEED MEASUREMENTS PER REC. NO. 853307
(R1) = RECORD OR PLAT MEASUREMENTS PER THE AMENDED FINAL PLAT - EATON RANCH - REC. NO. 927914
(R2) = RECORD OR PLAT MEASUREMENT PER THE WEST END P.U.D. - REC. NO. 200914605
(M) = MEASURED BEARINGS AND DISTANCES
(C) = CALCULATED MEASUREMENTS TO THEORETICAL POSITIONS BASED ON WITNESS CORNERS
ALL RECEPTION NO.'S FOUND IN THE OFFICIAL RECORDS OF THE OFFICE OF THE
CLERK AND RECORDER OF EAGLE COUNTY, STATE OF COLORADO.

FWS FORESIGHT WEST SURVEYING INC.
1309 S. Inca Street
Denver, Colorado 80223
303.504.4440

COLORADO LICENSED
PATRICK NIBLOCK
38226
PROFESSIONAL LAND SURVEYOR

PRELIMINARY

Exhibit B: Conceptual Site Plan



SURFACING LEGEND

- CONCRETE PAVEMENT
- CONCRETE GUTTER & VALLEY PAN
- ASPHALT PAVEMENT (ON-SITE)
- CONCRETE SIDEWALK
- ASPHALT PAVEMENT (CDOT TURN LANE)
- GRAVEL SHOULDER (CDOT TURN LANE)
- LANDSCAPE AREA
- COBBLE LINED POND
- SNOW STORAGE AREA

SITE PLAN

20 0 10 20 40 80

1 INCH = 20 FEET

LAND AREA CALCULATIONS:
PARCEL AREA = 50,027.5 SQ. FT.
IMPERVIOUS AREA = 22,673 SQ.FT.
SITE BUILDING COVERAGE = 7,856 SQ.FT.=15%(< 50%)
SITE IMPERVIOUS SURFACE COVERAGE = 30,529 SQ.FT.=61% (< 80%)
SNOW STORAGE AREA = 8.8% OF IMPERVIOUS AREA = 2,652 SQ.FT.

KERRIGAN engineering
P.O. Box 3032 • Eagle, Colorado 81631

PROJECT: The Wizard of Auto Eco-Park
EDWARDS LOCATION SITE ASSESSMENT
SITE LAYOUT
PRELIMINARY PLAN

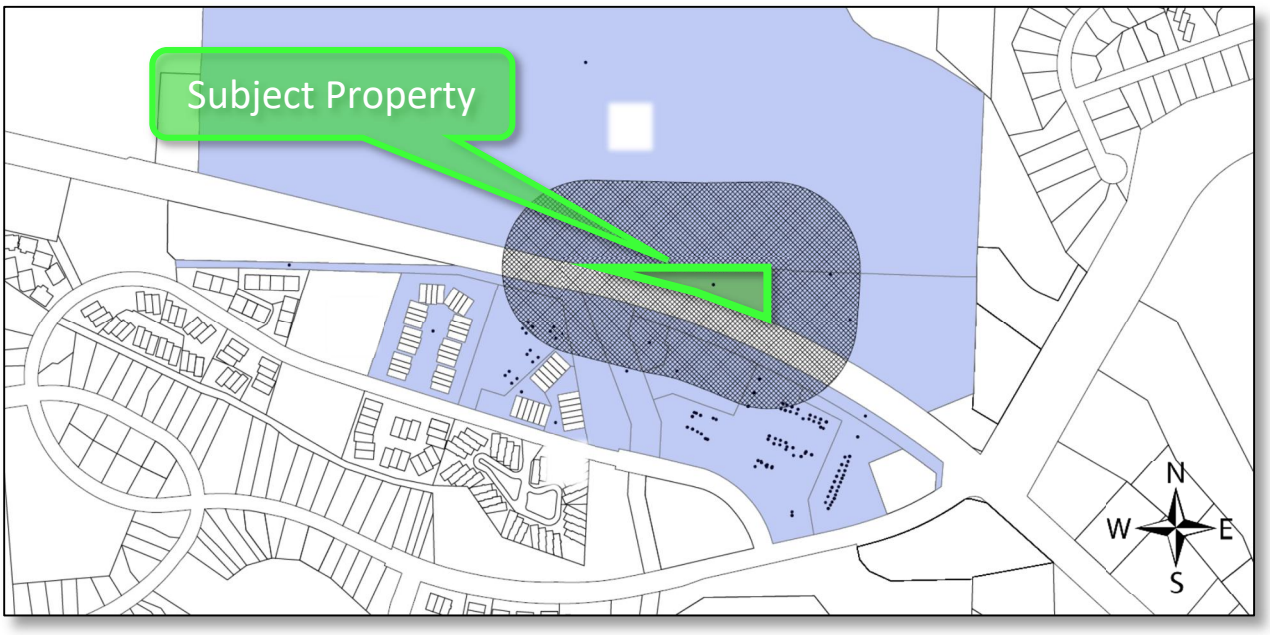
JURISDICTION: EAGLE COUNTY, CO

SHEET NO. C-1

ISSUE NO.	DATE	REASON FOR ISSUING THIS DRAWING
G	6. 23.21	ISSUED FOR REVIEW

JOB NO. 21010

Exhibit C: Adjacent Property Owner Map and List by Eagle County GIS



Address	NAME	CAREOF	ADDRESS2	CITY	STATE	ZIPCODE
1019 EDWARDS VILLAGE BLVD A1	VON DEDENROTH, MARY TERESA - VON DEDENROTH-DENDINGER, LOUISE		509 VALLEY VISTA DR	CAMARILLO	CA	93010-1637
1019 EDWARDS VILLAGE BLVD A2	JOHNSTON, LAURA L.		PO BOX 603	EDWARDS	CO	81632-0603
1019 EDWARDS VILLAGE BLVD A3	PERRON, DAVID T. - SWANSEN, ALYSEN		PO BOX 82	EDWARDS	CO	81632-0082
1019 EDWARDS VILLAGE BLVD A4	SWARD, BRIAN & AMY		412 HOPE AVE	FRANKLIN	TN	37067-2637
1019 EDWARDS VILLAGE BLVD B5	HAASE, MICHAEL		PO BOX 1955	EDWARDS	CO	81632-1955
1019 EDWARDS VILLAGE BLVD B6	GOLDFINE, DAVID		PO BOX 2498	EDWARDS	CO	81632-2498
1019 EDWARDS VILLAGE BLVD B7	HILL, JOELLE MARIE		PO BOX 315	EDWARDS	CO	81632-0315
1019 EDWARDS VILLAGE BLVD B8	LEIBIG, KATHERINE E. - DOUGHTY, LLOYD S., III		PO BOX 2947	EDWARDS	CO	81632-2947
1019 EDWARDS VILLAGE BLVD C10	MCEVOY, MARGUERITE - CAMPBELL, WILLIAM H.		PO BOX 2379	AVON	CO	81620-2379
1019 EDWARDS VILLAGE BLVD C11	ABEND, TOBY		144 UPLAND AVE	NEWTON HIGHLANDS	MA	02461-2145
1019 EDWARDS VILLAGE BLVD C12	PELTIER, MACY		PO BOX 4238	EDWARDS	CO	81632-4238
1019 EDWARDS VILLAGE BLVD C9	TEETERS, MATTHEW DEAN & LEAH ANNE		PO BOX 16928	GOLDEN	CO	80402-6015
1019 EDWARDS VILLAGE BLVD D13	MARTIN, JUSTIN & TERRI		PO BOX 2105	EDWARDS	CO	81632-2105
1019 EDWARDS VILLAGE BLVD D14	MANN, CLAIRE - WHITE, LAWTON		610 W LIONSHEAD CIR #211	VAIL	CO	81657-5231
1019 EDWARDS VILLAGE BLVD D15	SERNA, SAMUEL VIRAMONTES		PO BOX 2621	EDWARDS	CO	81632-2621
1019 EDWARDS VILLAGE BLVD D16	CONNER, KIRSTEN GOODMAN & KERRY W.		PO BOX 7963	AVON	CO	81620-7963
1045 EDWARDS VILLAGE BLVD	STAGS LEAP TOWNHOMES INC		PO BOX 8298	AVON	CO	81620-8298
105 EDWARDS VILLAGE BLVD A101	UNITED STATES POSTAL SERVICE		8055 E TUFTS AVE PARKWAY STE 400	DENVER	CO	80237-2881

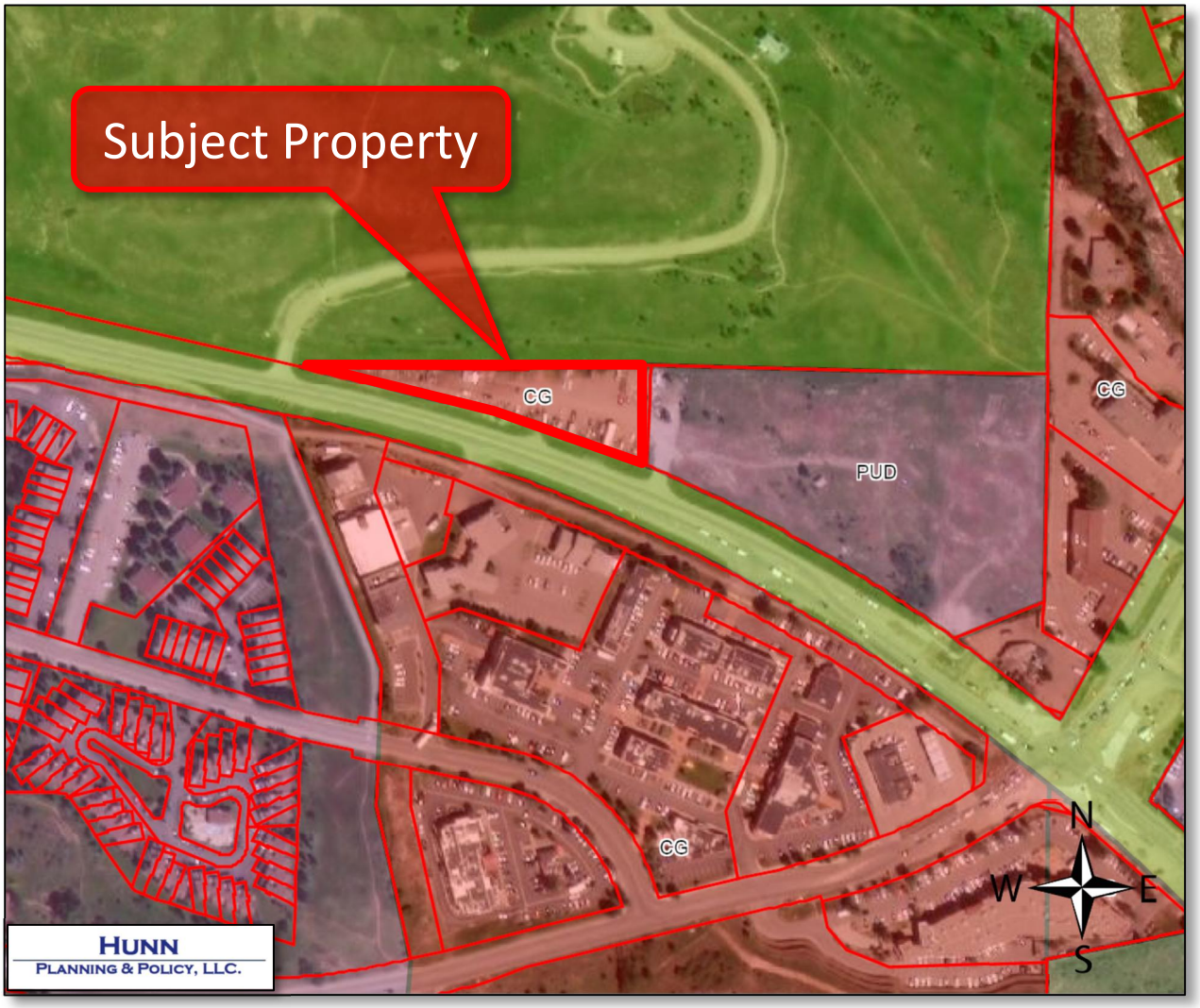
105 EDWARDS VILLAGE BLVD A102	ARROWHEAD ENTERPRISES LLC		PO BOX 2151	EDWARDS	CO	81632-2151
105 EDWARDS VILLAGE BLVD A103	CREATIVE FLOORS INC		PO BOX 2450	EDWARDS	CO	81632-2450
105 EDWARDS VILLAGE BLVD A201	DFP PROPERTY HOLDINGS LLC		PO BOX 1083	EDWARDS	CO	81632-1083
105 EDWARDS VILLAGE BLVD A202	DJS HAIR SHOPPE	C/O DJ GIBSON	8485 MIZNER CIR E	JACKSONVILLE	FL	32217-4326
105 EDWARDS VILLAGE BLVD A203	DFP PROPERTY HOLDINGS LLC		PO BOX 1083	EDWARDS	CO	81632-1083
105 EDWARDS VILLAGE BLVD A203	VAIL HEALTH INC DBA VAIL INTERGRATIVE MEDICAL GROUP	C/O JOEL DEKANICH, DC	PO BOX 2637	EDWARDS	CO	81632-2637
105 EDWARDS VILLAGE BLVD A204	MBH PROPERTIES LLC		PO BOX 2017	BASALT	CO	81621-2017
105 EDWARDS VILLAGE BLVD A205	MIDFIRST BANK	C/O TAX DEPARTMENT	501 NW GRAND BLVD	OKLAHOMA CITY	OK	73118-6037
105 EDWARDS VILLAGE BLVD A206	LAUREEN HOPKINS INTERIOR DESIGN		PO BOX 369	EDWARDS	CO	81632-0369
105 EDWARDS VILLAGE BLVD B101	EDWARDS VILLAGE LLC		PO BOX 1229	EDWARDS	CO	81632-1229
105 EDWARDS VILLAGE BLVD B101	PATHWAY VET ALLIANCE LLC	C/O PARADIGM TAX GROP	PO BOX 800729	DALLAS	TX	75380-0729
105 EDWARDS VILLAGE BLVD B103	LARKBURGER	C/O THOMAS BELTRAN	PO BOX 16850	DENVER	CO	80216-0850
105 EDWARDS VILLAGE BLVD B105	MITCHELL CUSTOM CYCLES INC, DBA MOONTIME CYCLERY		PO BOX 4834	EDWARDS	CO	81632-4834
105 EDWARDS VILLAGE BLVD B105	MITCHELL, KIMBERLY LYONS & FRANK RAY		PO BOX 2583	EDWARDS	CO	81632-2583
105 EDWARDS VILLAGE BLVD C101	FRIEDLANDER, CAROL JANICE - KRISTENSEN, CYNTHIA GAIL	C/O NAI MOUNTAIN COMMERCIAL	PO BOX 5060	AVON	CO	81620-5060
105 EDWARDS VILLAGE BLVD C101	INSIDE OUT INC	C/O STEVEN HARPER	PO BOX 2541	EDWARDS	CO	81632-2541
105 EDWARDS VILLAGE BLVD C103	SHEPHERD RESOURCES INC		PO BOX 840	EDWARDS	CO	81632-0840
105 EDWARDS VILLAGE BLVD C107	RINDONE PROPERTY LLC		PO BOX 6994	AVON	CO	81620-6994

105 EDWARDS VILLAGE BLVD C107	PICKUP'S PIZZA EDWARDS LLC	C/O OLIVER PHILPOTT	PO BOX 3313	EAGLE	CO	81631-3313
105 EDWARDS VILLAGE BLVD C201	MANN HOLDINGS LLC		PO BOX 20	EDWARDS	CO	81632-0020
105 EDWARDS VILLAGE BLVD C202	ROCKY MOUNTAIN VEIN INSTITUTE PLLC		19 S TEJON ST STE 400	COLORADO SPRINGS	CO	80903-1557
105 EDWARDS VILLAGE BLVD C202	HOGOBOOM, BARBARA B. - ETAL	HOGOBOOM, MATTHEW K. & ASHLEY E.	PO BOX 2104	EAGLE	CO	81631-2104
105 EDWARDS VILLAGE BLVD C205	VEGVISIR PROPERTIES LLC		PO BOX 4998	FRISCO	CO	80443-4998
105 EDWARDS VILLAGE BLVD C207	LEHNERT LLC		PO BOX 1814	EDWARDS	CO	81632-1814
105 EDWARDS VILLAGE BLVD C209	BRAUN HOLDINGS LLC		225 MAIN ST UNIT G-2	EDWARDS	CO	81632-8143
105 EDWARDS VILLAGE BLVD C209	GUARANTEED RATE INC		3940 N RAVENSWOOD AVE	CHICAGO	IL	60613-2420
105 EDWARDS VILLAGE BLVD C210	BRUCE D. CHAPMAN, ATTORNEYS AT LAW, P.C	C/O BRUCE D. CHAPMAN	PO BOX 6500	VAIL	CO	81658-6500
105 EDWARDS VILLAGE BLVD C210	LATHROP FINANCIAL SERVICES	C/O MARK A. LATHROP CPA CFA	PO BOX 1614	EDWARDS	CO	81632-1614
105 EDWARDS VILLAGE BLVD C210	MILLER & URTZ LLC		1660 LINCOLN ST STE 2850	DENVER	CO	80264-2800
105 EDWARDS VILLAGE BLVD D101	MUELLER, PETER T.		PO BOX 2235	EDWARDS	CO	81632-2235
105 EDWARDS VILLAGE BLVD D103	ERGO 103 LLC		PO BOX 292	EDWARDS	CO	81632-0292
105 EDWARDS VILLAGE BLVD D104	V BARRE LLC DBA BARRE FORTE VAIL VALLEY		570 HOMESTEAD DR APT 25	EDWARDS	CO	81632-8162
105 EDWARDS VILLAGE BLVD D105	YOUNG, CYNTHIA & SARAH W.		PO BOX 3725	VAIL	CO	81658-3725
105 EDWARDS VILLAGE BLVD D106	COLE-THIELEN PARTNERSHIP LLP		PO BOX 2151	EDWARDS	CO	81632-2151
105 EDWARDS VILLAGE BLVD D107	HEARTLAND FINANCIAL USA INC DBA CITYWIDE BANKS	C/O FINANCE DEPARTMENT	1301 CENTRAL AVE	DUBUQUE	IA	52001-5022
105 EDWARDS VILLAGE BLVD D201	DUKE & KIMO LLC		PO BOX 1886	EDWARDS	CO	81632-1886

105 EDWARDS VILLAGE BLVD D201	GOODMAN & WALLACE PC		PO BOX 1886	EDWARDS	CO	81632-1886
105 EDWARDS VILLAGE BLVD D202	KEEP 'EM SMALL DENTAL LLC		1657 HICKORY DR	MONTROSE	CO	81401-9053
105 EDWARDS VILLAGE BLVD D202	MOUNTAIN VALLEY KIDS DENTAL PLLC		PO BOX 41	EDWARDS	CO	81632-0041
105 EDWARDS VILLAGE BLVD D204	DE LA CRUZ EDWARDS HOLDING LLC		PO BOX 3538	EAGLE	CO	81631-3538
105 EDWARDS VILLAGE BLVD D205	LRH PROPERTIES LLC		PO BOX 369	EDWARDS	CO	81632-0369
105 EDWARDS VILLAGE BLVD D207	SHANLEY, STEPHEN R. & MICHELE R.		PO BOX 86	EDWARDS	CO	81632-0086
105 EDWARDS VILLAGE BLVD D207	NORTHWESTERN MUTUAL LIFE SHANLEY ASSOC	C/O STEPHEN R. SHANLEY	PO BOX 660	EDWARDS	CO	81632-0660
105 EDWARDS VILLAGE BLVD D208	HAERTER HOLDINGS LLC		227 MIDLAND AVE STE C-3	BASALT	CO	81621-8119
105 EDWARDS VILLAGE BLVD D208	THAD B. TWISS DDS PLLC DBA VAIL DENTISTRY		PO BOX 1890	EDWARDS	CO	81632-1890
105 EDWARDS VILLAGE BLVD E101	EVC IV LLC		PO BOX 69	EDWARDS	CO	81632-0069
105 EDWARDS VILLAGE BLVD E104	FOR PETE'S SAKE LLC		427 PILGRIM DR	EDWARDS	CO	81632-8009
105 EDWARDS VILLAGE BLVD E201	TURNER & ASSOCIATES INC	C/O CARA M. TURNER	PO BOX 4555	EDWARDS	CO	81632-4555
105 EDWARDS VILLAGE BLVD E202	MUELLER, PETER		PO BOX 2235	EDWARDS	CO	81632-2235
105 EDWARDS VILLAGE BLVD E205	ALPINE MOUNTAIN BUILDERS INC	C/O TERRANCE SCANLAN	PO BOX 69	EDWARDS	CO	81632-0069
105 EDWARDS VILLAGE BLVD F	FIRSTBANK OF AVON	C/O FIRSTBANK HOLDING CO	PO BOX 150097	LAKEWOOD	CO	80215-0097
105 EDWARDS VILLAGE BLVD F	FIRSTBANK - EDWARDS	C/O MARVIN F. POER AND COMPANY	PO BOX 802206	DALLAS	TX	75380-2206
105 EDWARDS VILLAGE BLVD G101	EDWARDS COMMERCIAL BUILDING LLC	C/O RODNEY E SLIFER	230 BRIDGE ST	VAIL	CO	81657-3619
105 EDWARDS VILLAGE BLVD G102	425 DESIGNS INC	C/O JAMES MALIN	PO BOX 794	EDWARDS	CO	81632-0794
105 EDWARDS VILLAGE BLVD G104	JUDGE & ASSOCIATES	C/O BRIAN JUDGGE	PO BOX 1734	VAIL	CO	81658-1734

105 EDWARDS VILLAGE BLVD G105	TOG LLC DBA WILLIAM OHS SHOWROOM		4101 E 48TH AVE	DENVER	CO	80216-3206
105 EDWARDS VILLAGE BLVD G106	VAIL VALLEY PHARMACY LLC	C/O KENT S LAMBRECHT	PO BOX 2868	EDWARDS	CO	81632-2868
105 EDWARDS VILLAGE BLVD G201	AXIS SPORTS MEDICINE LLC		PO BOX 5584	FRISCO	CO	80443-5584
105 EDWARDS VILLAGE BLVD G206	SLIFER MANAGEMENT CO	C/O STEPHEN L. STAFFORD	PO BOX 2264	EDWARDS	CO	81632-2264
105 EDWARDS VILLAGE BLVD G211	MOUNTAIN DERMATOLOGY SPECIALIST	C/O JEAN URQUHART	PO BOX 2606	EDWARDS	CO	81632-2606
105 EDWARDS VILLAGE BLVD G214	TANGENT WEST		PO BOX 25	EDWARDS	CO	81632-0025
105 EDWARDS VILLAGE BLVD H001	105 EDWARDS VILLAGE LLC		5906 DOLORES ST STE 225	HOUSTON	TX	77057-5657
105 EDWARDS VILLAGE BLVD H101	LET THE FRENCH BEGIN LLC DBA GORE RANGE BREWERY		PO BOX 2970	EDWARDS	CO	81632-2970
1050 EDWARDS VILLAGE BLVD	EAGLE RIVER FIRE PROTECTION DISTRICT		PO BOX 2924	EDWARDS	CO	81632-2924
1055 EDWARDS VILLAGE BLVD	EAGLE COUNTY HEALTH SERVICE DISTRICT		PO BOX 990	EDWARDS	CO	81632-0990
33801 HWY 6	EAGLE COUNTY		PO BOX 850	EAGLE	CO	81631-0850
34019 HWY 6						
34083 HWY 6	EDWARDS WEST END HOLDINGS LLC	C/O WHI REAL ESTATE PARTNERS LLC	191 N WACKER DR STE 1500	CHICAGO	IL	60606-1615
	STONEGATE VILLAGE AT HOMESTEAD ASSOC INC		PO BOX 653	EDWARDS	CO	81632-0653
	KURT E. VOGELMAN REVOCABLE TRUST		PO BOX 806	EDWARDS	CO	81632-0806
	ROBIN E. HERNREICH FOUNDATION		22696 WITTEVILLE DR	POTEAU	OK	74953-7902
	HOMESTEAD OWNERS ASSOC INC		PO BOX 808	EDWARDS	CO	81632-0808
	EAGLE RIVER FIRE PROTECTION DISTRICT		PO BOX 2924	EDWARDS	CO	81632-2924

Exhibit D: Zoning Map



Commercial General (CG)

Exbibit E: Edwards Area Community Plan FLUM Designation Map

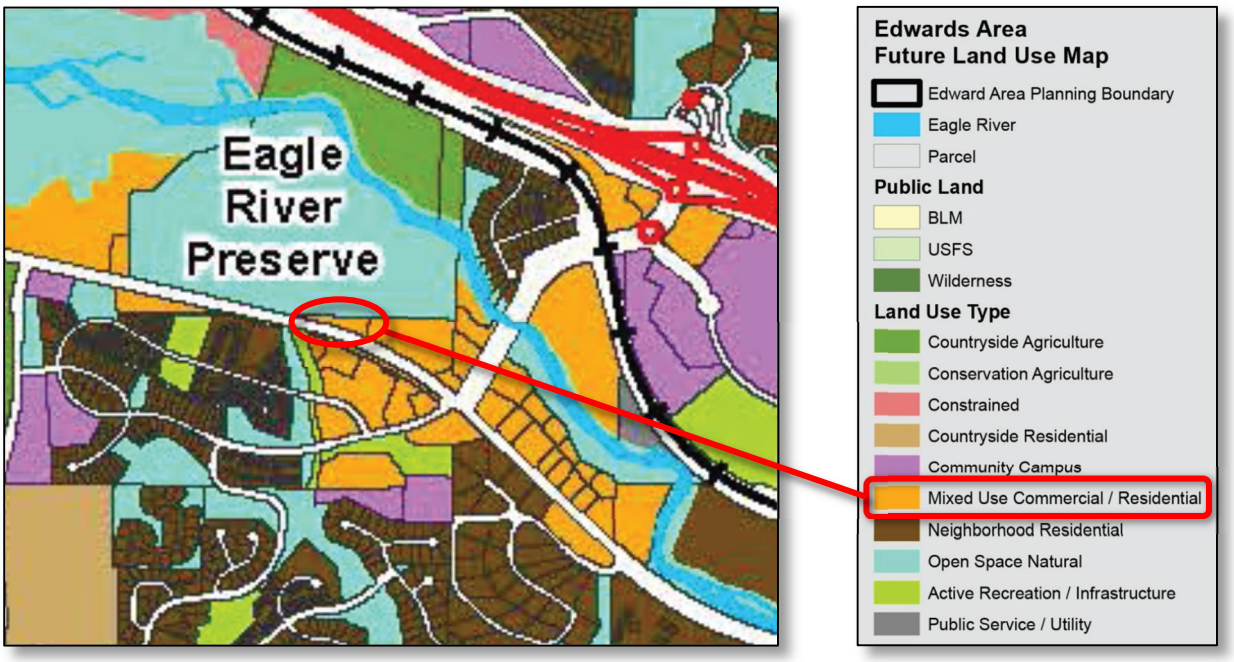


Exhibit F: Wildfire Hazard Rating Map

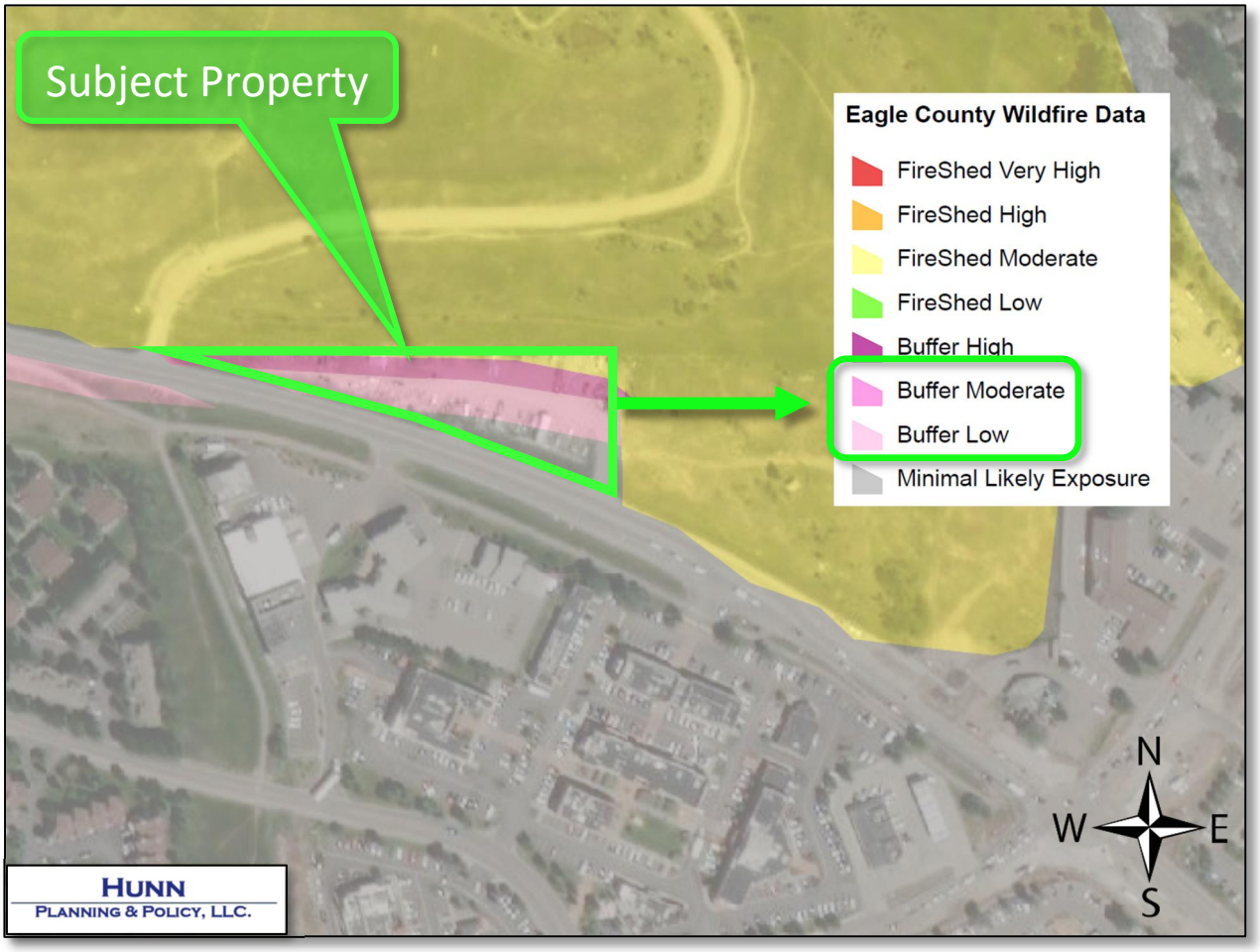


Exhibit G: ERWA / ERWSD Information Letter and Correspondence

EAGLE RIVER
WATER & SANITATION
DISTRICT

July 1, 2021

W. Sean Kerrigan, PE
Kerrigan Engineering, Inc.
Ph. 970.331.4733

Transmitted via Email: sean@kerriganengineering.com

Subject: Wizard of Autos Eco Park – Water and Wastewater Information

Dear Mr. Kerrigan,

We understand that your client is performing due diligence on a proposed development of Eagle County parcel 2105-054-00-013, located in Edwards, CO. Your client is requesting evidence that sufficient water and wastewater service is available for the updated project programming proposing: 2 automated carwash bays, 3,054 square feet of commercial space, plus 12,447 square feet of self-storage and circulation space. We also understand that the land use for the project will be entitled through the submission of an exemption plat with the County. This project is subject to the Upper Eagle Regional Water Authority (Authority) water rights dedication process and execution of a water and wastewater service agreement to obtain an Ability to Serve letter for the Project. This letter is informational only and is **NOT** intended to be an **Ability to Serve Letter** as defined in § 29-20-304 (3), C.R.S.

The Property is included within the service area of the Authority for potable water service and the District for domestic wastewater service.

We understand the developer, having no water rights to dedicate, will request that the Authority accept a cash payment in lieu of a water rights dedication for commitment of the Authority's service. Based on our analysis of the anticipated use, we estimate the water rights dedication requirement as high as 8.1 acre-feet of water or about a $251,000 payment. This estimate is based on the eight-year average water demand of an existing carwash within the Authority service area. However, the carwash manufacturer has represented that the proposed carwash system uses recycled water, greatly reducing fresh water demand per wash compared to existing customer's system. Manufacturer information projects a 1.4 acre-feet dedication around $31,000. We look forward discussing carwash system specifics and wash per year assumptions with you and the manufacturer over the next several weeks. The intention being to resolve assumption differences and request a conditional capacity to serve letter at the July, Authority Board meeting.

A cash payment in lieu of water rights dedication is subject to the availability of water rights and approval by the Authority Board of Directors per Articles VIII and X of the rules and regulations. At this time, the Authority has adequate water rights available in its unallocated pool of water rights to meet such a request, but your client should be aware that these water rights are made available on a first come, first served basis to new developments, thus we cannot provide a guarantee that they will be available at the time you choose to move forward with your project.

Pending Board approval, potable water to serve the Project will be supplied from a combination of sources including groundwater wells in Edwards and surface water treated at the Edwards and Avon Drinking Water Facilities. The Authority has sufficient water production capacity available at this time and has water distribution mains located in the vicinity of the Project to which the Project could connect.

The wastewater flows from the Project will be treated at the Edwards Wastewater Treatment Plant, which has sufficient capacity at this time to treat the wastewater generated by the Project. Wastewater collection mains are located in the vicinity of the Project to which the Project could connect.

Following the construction of water and wastewater infrastructure by the developer and subsequent dedication of the infrastructure to the Authority and District, as required by the Construction Approval Process, the Project may connect to the water and wastewater systems for service upon payment of all applicable impact fees and monthly service rates.

Please let me know if you have any questions or need any further information.

Sincerely,

Micah Schuette,
Planner

cc: *Jason Cowles*
Tug Birk

Gmail Scot Hunn <scot@hunnplanning.com>

JLT Valley Properties Minor Subdivision - Potential Plat Note

5 messages

Scot Hunn <scot@hunnplanning.com> Thu, Jan 27, 2022 at 4:16 PM
To: Micah Schuette <mschuette@erwsd.org>
Cc: Katie Kent <katie.kent@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>

Micah,

Thank you again for taking the time to speak with Sean Kerrigan and me earlier in the week regarding the JLT Valley Properties minor subdivision plat and how best to satisfy the Water Authority's and ERWSD's processes and requirements moving forward. I've copied Katie Kent and Sean Kerrigan on this email communication.

Katie and I were able to meet virtually today to briefly discuss what you, Sean, and I spoke about - a plat note - as a potential solution that provides some assurances to the Authority, Eagle County, and our client as we seek to complete the minor subdivision process.

I believe you suggested this as a solution to bridge the procedural gap between review and approval of this minor subdivision and the eventual review of final, detailed development plans for the subject property. I want to verify 1) that a plat note is a viable solution, and 2) that we have a common understanding of what a draft note might look like.

Here is one suggestion:

"Prior to issuance of any development permit involving or reliant upon the use of water or wastewater services for the subject property, the Applicant shall provide to the Eagle County Community Development Director written evidence in the form of an Ability to Serve letter from the Upper Eagle Regional Water Authority and the Eagle River Water and Sanitation District."

If this idea remains viable and if the suggested language is acceptable, I will provide draft language to our surveyor so he may revise the draft plat as part of the referral process.

Note: I included the language "involving or reliant upon the use of water or wastewater services" to make a distinction between a grading permit and building permit for vertical construction. For instance, the property owner may want or need to regrade the site prior to moving forward with any construction or uses that will need permanent water or sewer service and which would otherwise be covered under a building permit. I would not want the property owner to be denied a grading permit because the ability to serve letter hasn't been issued or is forthcoming as part of a building permit review process. Technically, I believe a "development permit" includes grading permits at Eagle County.

Thank you again and please let me know if you or Jason have any additional thoughts or concerns about this path.

Scot Hunn, AICP/MPA
Principal/Owner
Hunn Planning & Policy LLC.
scot@hunnplanning.com
(970) 343-2161

Micah Schuette, P.E. <mschuette@erwsd.org> Thu, Jan 27, 2022 at 4:43 PM
To: Scot Hunn <scot@hunnplanning.com>

Cc: Katie Kent <katie.kent@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>

Thanks Scot! I will run that by Jason and CO get back to you asap.

Micah Schuette, P.E.
Planner
Eagle River Water & Sanitation District
Direct: 970-477-5496 Cell: 970-401-2547
846 Forest Road, Vail, CO 81657
http://www.erwsd.org
Clean Water. Quality Life.™

[Quoted text hidden]

Scot Hunn <scot@hunnplanning.com> Wed, Feb 2, 2022 at 11:21 AM
To: "Micah Schuette, P.E." <mschuette@erwsd.org>
Cc: Katie Kent <katie.kent@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>

Good morning Micah,

Just circling back on our proposed plat note solution and language. Since the plat will be re-referred to District/Authority in the coming days, it seems we can continue to work on specific language that is acceptable to the District/Authority, the County and the applicant but I would love to get the nod from you and Jason on the concept of using a plat note in this instance to satisfy the findings for the subdivision approval so I can update our application materials and get those to Katie for re-referral.

Thank you and please let me know if you have any questions or would like to discuss further.

Scot Hunn, AICP/MPA
Principal/Owner
Hunn Planning & Policy LLC.
scot@hunnplanning.com
(970) 343-2161

[Quoted text hidden]

Micah Schuette, P.E. <mschuette@erwsd.org> Thu, Feb 3, 2022 at 10:11 AM
To: Scot Hunn <scot@hunnplanning.com>
Cc: Katie Kent <katie.kent@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>

Hey All,

Thanks for your patience. Jason and I are good with the plat note as written. Thanks again for so willingly working through the process with us.

Best Regards,

[Quoted text hidden]

Scot Hunn <scot@hunnplanning.com> Thu, Feb 3, 2022 at 10:15 AM
To: "Micah Schuette, P.E." <mschuette@erwsd.org>

Cc: Katie Kent <katie.kent@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>

Thank you, Micah - for suggesting the plat note and for confirming with Jason. Appreciate your assistance and willingness to find solutions!

I will make note of this in my re-submittal.

Scot Hunn, AICP/MPA
Principal/Owner
Hunn Planning & Policy LLC.
scot@hunnplanning.com
(970) 343-2161

[Quoted text hidden]

Exhibit H: Additional Ability to Serve Letters

Jason Cox
[illegible]
[illegible]
[illegible]

[illegible]
009[illegible].R.[illegible]0[illegible]
[illegible]

April 23, 2021

Re: Wizard of Auto Eco Park Development, Edwards, Colorado

To Whom It May Concern:

This letter will confirm that Black Hills Energy will provide Natural Gas Distribution service to the development listed above. Black Hills Energy will install a distribution system capable of serving the demand of the address that lies within the BHE certificated service territory.

This service will be subject to Black Hills Energy tariffs filed with the Colorado Public Utilities Commission and the Black Hills Energy Gas Network Main Extension Policy.

If you have any questions please feel free to contact me.

Sincerely,

Jason Cox
Utility Construction Planner
Black Hills Energy
Jason.cox@blackhillscorp.com
Cell: 970-309-2432

Gmail

Scot Hunn <scot@hunnplanning.com>

FW: RMNG Easement update

5 messages

Sean Kerrigan <sean@kerriganengineering.com> Wed, Jun 23, 2021 at 3:35 PM
To: Scot Hunn <scot@hunnplanning.com>, Jack Hunn <jack@hunnconsultinggroup.com>
Cc: Ross Blankenship <rossblankenship@gmail.com>

Scot and Jack, See following email correspondence with Black Hills Corporation regarding the existing high pressure gas line easement.

The issue is that the easement description that was recorded was in error and does not match the location of the installed high pressure gas line. David Gremel is in the process of getting this easement description corrected and recorded at Eagle County. I will follow up with David to check on the status.

Regards,

W. Sean Kerrrigan, PE

Kerrigan Engineering, Inc.

Ph. (970) 331-4733

From: Gremel, David.C <David.C.Gremel@blackhillscorp.com>
Sent: Wednesday, April 14, 2021 11:56 AM
To: Sean Kerrigan <sean@kerriganengineering.com>
Subject: RMNG Easement update

Sean,

FYI: We are in the process of trying to correct the easement issue on the JLT Valley LLC. Property. The property that the pipeline is located on is now owned by Eagle County. We will be working with them to get an amendment to the easement. Once that is completed we should be able to quit claim that portion of the property described in the current easement back to JLT Valley. Thank you for your patience.

David C. Gremel | Senior Right of Way Agent

Black Hills Energy | 5814 Ideal Drive, Frederick, CO 80516

Mobile: 303-548-5451 | David.C.Gremel@blackhillscorp.com

This electronic message transmission contains information from Black Hills Corporation, its affiliate or subsidiary, which may be confidential or privileged. The information is intended to be for the use of the individual or entity named above. If you are not the intended recipient, be aware the disclosure, copying, distribution or use of the contents of this information is prohibited. If you received this electronic transmission in error, please reply to sender immediately; then delete this message without copying it or further reading.

Sean Kerrigan <sean@kerriganengineering.com> Wed, Jun 23, 2021 at 3:38 PM
To: "Gremel, David.C" <David.C.Gremel@blackhillscorp.com>
Cc: Scot Hunn <scot@hunnplanning.com>, Jack Hunn <jack@hunnconsultinggroup.com>

David, Can you let me know the status of amending the easement for the high pressure gas line just north of the JLT Valley property.

[Quoted text hidden]

Scot Hunn <scot@hunnplanning.com> Wed, Jun 23, 2021 at 3:42 PM
To: Sean Kerrigan <sean@kerriganengineering.com>
Cc: Jack Hunn <jack@hunnconsultinggroup.com>, Ross Blankenship <rossblankenship@gmail.com>

Thank you, Sean.

Scot Hunn, AICP/MPA
Principal/Owner
Hunn Planning & Policy LLC.
scot@hunnplanning.com
(970) 343-2161

[Quoted text hidden]

Gremel, David.C <David.C.Gremel@blackhillscorp.com> Fri, Jul 2, 2021 at 11:03 AM
To: Sean Kerrigan <sean@kerriganengineering.com>
Cc: Scot Hunn <scot@hunnplanning.com>, Jack Hunn <jack@hunnconsultinggroup.com>

Sean,

The Amendment to the Easement, Partial Release of Easement and other documentation was submitted to Eagle County Planning Department on May 4th, 2021. We've been working with Tez Hawkins. He has indicated they are short staffed and not had a chance to review our submittal. Once they have reviewed the Amendment to Easement we will be able to release that portion of the easement on JLT Valley Property.

We will continue to work with Eagle County to try to push it along. Thanks for your patience.

David C. Gremel | Senior Right of Way Agent | Black Hills Energy

Mobile: 303-548-5451 | www.blackhillsenergy.com

From: Sean Kerrigan <sean@kerriganengineering.com>
Sent: Wednesday, June 23, 2021 3:39 PM
To: Gremel, David.C <David.C.Gremel@blackhillscorp.com>

Cc: Scot Hunn <scot@hunnplanning.com>; Jack Hunn <jack@hunnconsultinggroup.com>
Subject: RE: RMNG Easement update

** EXTERNAL EMAIL. Is this an expected email? STOP and THINK before clicking links or opening attachments. **

[Quoted text hidden]

Sean Kerrigan <sean@kerriganengineering.com> Fri, Jul 2, 2021 at 11:05 AM
To: "Gremel, David.C" <David.C.Gremel@blackhillscorp.com>
Cc: Scot Hunn <scot@hunnplanning.com>, Jack Hunn <jack@hunnconsultinggroup.com>

David, Thanks for the update. Please let us know when the County has completed their review.

Regards,

W. Sean Kerrigan, P.E.

Kerrigan Engineering, Inc.

(970)331.4733

Sent from Mail for Windows 10

From: Gremel, David.C
Sent: Friday, July 2, 2021 11:03 AM
To: Sean Kerrigan
Cc: Scot Hunn; Jack Hunn
Subject: RE: RMNG Easement update

Sean,

The Amendment to the Easement, Partial Release of Easement and other documentation was submitted to Eagle County Planning Department on May 4th, 2021. We've been working with Tez Hawkins. He has indicated they are short staffed and not had a chance to review our submittal. Once they have reviewed the Amendment to Easement we will be able to release that portion of the easement on JLT Valley Property.

We will continue to work with Eagle County to try to push it along. Thanks for your patience.

David C. Gremel | Senior Right of Way Agent | Black Hills Energy

Mobile: 303-548-5451 | www.blackhillsenergy.com

From: Sean Kerrigan <sean@kerriganengineering.com>
Sent: Wednesday, June 23, 2021 3:39 PM
To: Gremel, David.C <David.C.Gremel@blackhillscorp.com>
Cc: Scot Hunn <scot@hunnplanning.com>; Jack Hunn <jack@hunnconsultinggroup.com>
Subject: RE: RMNG Easement update

** EXTERNAL EMAIL. Is this an expected email? STOP and THINK before clicking links or opening attachments. **

David, Can you let me know the status of amending the easement for the high pressure gas line just north of the JLT Valley property.

Regards,

W. Sean Kerrrigan, PE

Kerrigan Engineering, Inc.

Ph. (970) 331-4733

From: Gremel, David.C <David.C.Gremel@blackhillscorp.com>
Sent: Wednesday, April 14, 2021 11:56 AM
To: Sean Kerrigan <sean@kerriganengineering.com>
Subject: RMNG Easement update

Sean,

FYI: We are in the process of trying to correct the easement issue on the JLT Valley LLC. Property. The property that the pipeline is located on is now owned by Eagle County. We will be working with them to get an amendment to the easement. Once that is completed we should be able to quit claim that portion of the property described in the current easement back to JLT Valley. Thank you for your patience.

David C. Gremel | Senior Right of Way Agent

Black Hills Energy | 5814 Ideal Drive, Frederick, CO 80516

Mobile: 303-548-5451 | David.C.Gremel@blackhillscorp.com

[Quoted text hidden]

CenturyLink™
Stronger Connected™

4/23/2021

W. Sean Kerrrigan, PE
Kerrigan Engineering, Inc.
Ph. (970) 331-4733

RE: Wizard of Auto – Eco Park

To whom it may concern:

Your request for facilities to the Wizard of Auto – Eco Park Tire Service Center is within CenturyLink's serving area and will be provided in accordance with all the rates and tariffs set forth by the Colorado Public Utilities Commission.

Connections to CenturyLink facilities are contingent upon the customer meeting all the requirements of the Utilities tariffs that are in effect for each requested utility service at the time the application for service is made by the customer and formally accepted by CenturyLink. Connection requirements may include provisions for necessary line extensions and/or other system improvements, and payment of all applicable system development charges, recovery agreement charges and other fees or charges applicable to the requested service.

Although CenturyLink diligently seeks to expand its facilities as necessary to meet anticipated growth, CenturyLink services are provided to eligible customers at the time of connection to the facilities on a "first come, first served" basis after acceptance of the customer's application as described above. In certain instances, our facilities and capacities may be limited. Accordingly, no specific allocations or amounts of CenturyLink facilities or supplies are reserved for service to the subject property, and no commitments are made as to the availability of CenturyLink service at future times.

Sincerely,

Jason Sharpe
Senior Field Engineer
970-328-8290

3799 HIGHWAY 82·P.O. BOX 3350
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491·FAX (970) 945-4081

April 23, 2021

JLT Valley, LLC
56 Edwards Village Blvd, Unit 124
Edwards, CO 81632-7803
C/O: Kerrigan Engineering, Inc.
ATTN: Mr. Sean Kerrigan

RE: Wizard of Auto – Eco Park

Dear Sean:

The above-mentioned development is within the certified service area of Holy Cross Energy.

Holy Cross Energy has adequate power supply to provide electric power to the development, subject to tariffs, rules and regulations on file. Any power line enlargements, relocations, and new extensions necessary to deliver adequate power to and within the development will be undertaken by Holy Cross Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Additionally, Holy Cross Energy is not stocking the quantity of construction materials as in past years. If your project is slated for construction this year, please advise us as soon as possible. You will need to enter into agreements with Holy Cross Energy, and pay for the project, sufficiently in advance of construction to avoid possible delays while materials are procured. The currently estimated lead time for procurement of materials is around 12 weeks.

Sincerely,
HOLY CROSS ENERGY

Jeffrey P. Vroom
Engineer

(970) 947-5425 direct line
jvroom@holycross.com

JPV: Electronic

50-50:Wizard of Auto – Eco Park Development

Exhibit I: Geologic Hazards Review Letter by Kumar & Associates

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

5020 County Road 154
Glenwood Springs, CO 81601
phone: (970) 945-7988
fax: (970) 945-8454
email: kaglenwood@kumarusa.com
www.kumarusa.com

An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

April 6, 2021

JLT Valley LLC
c/o Hunn Consulting Group
Attn: Ross Blankenship
P.O. Box 1095
Vail, Colorado 81657
jack@hunnconsultinggroup.com

Project No. 21-7-284

Subject: Geologic Hazards Review, Proposed Action Jackson Mixed Use Development, 33975 U.S. Highway 6, near Edwards, Eagle County, Colorado

Gentlemen:

As requested, we have performed a geologic hazards review for the proposed development at the subject site. This report presents the findings of our review and recommendations.

Scope of Study: A field reconnaissance of the project site was made on March 31, 2021. We also reviewed published regional geologic studies and our experience with similar projects in the area. Our findings with respect to potential geologic hazards that could impact the development are provided in this report. The services were performed in accordance with our agreement for professional engineering services to JLT Valley LLC dated March 18, 2021.

Proposed Construction: The proposed construction consists of a mixed-use development including a car wash, offices, self-storage units and an automotive shop with asphalt pavement parking areas and drive lanes. The development will be located approximately as shown on the attached Preliminary Plan from Kerrigan Engineering, Sheet C-1, dated September 28, 2020, Job No. 20018. The buildings will be one or two-story steel-framed structures.

Site Conditions: The property consists of about 1.16 acres located to the west of the downtown area of Edwards, Colorado along the north side of Highway 6. The site is located in the NWSE portion of Section 5, T5S, R82W. Topography at the site consists of valley bottom with generally gently sloping terrain down to the north. There is an existing masonry yard at the site with piles of rock and parked vehicles. The site has undergone grading for the existing development and an unknown depth of previously placed fill material covers the majority of the site. Vegetation consists of grass and weeds and scattered conifers. There is an existing trailer in the southeast part of the site.

Geologic Setting: Regional geologic mapping shows that project site is underlain by the Eagle Valley Evaporite. Surficial deposits at the site consist of Bull-lake age and younger glacial outwash gravels and alluvium of the Eagle River (Tweto and Others, 1978). The Robinson Geologic Hazard Maps identify the surficial deposits as relatively stable terrace gravels.

Geologic Site Assessment: The project site geology should not present major constraints or unusually high risks to the proposed development. There are, however, several conditions of a geologic nature that should be considered. Geologic conditions that should be considered, their

potential risks, and mitigations to reduce the potential risks are discussed below. The site could experience moderate levels of earthquake related ground shaking. Foundation bearing conditions for the proposed development should be evaluated by a site-specific geotechnical engineering study.

Subsidence Potential - Bedrock of the Pennsylvanian age Eagle Valley Evaporite underlies the site. These rocks are a sequence of gypsiferous shale, fine-grained sandstone and siltstone with some massive beds of gypsum and limestone. There is a possibility that massive gypsum deposits associated with the Eagle Valley Evaporite underlie portions of the site. Dissolution of the gypsum under certain conditions can cause sinkholes to develop and can produce areas of localized subsidence. During previous work in the area, several sinkholes were observed scattered throughout the Edwards area. These sinkholes appear similar to others associated with the Eagle Valley Evaporite in areas of the Eagle Valley. Sinkholes were not observed in the immediate area of the subject site; however, a small depression is shown on the topographic survey by Foresight West Surveying, Inc. dated July 28, 2020 Job No.: 2020067. The depression is shown near the center of the site along the southern property line just west of the existing gate. At the time of our visit to the site, it appeared that the mapped depression had been infilled during grading for the existing development. Subsurface exploration was not performed as part of this study and should be performed as part of the site-specific geotechnical study. The depression area should be avoided by the buildings as currently planned unless further study indicated otherwise.

Potential Flooding - According to the "Flood Insurance Rate Map", map number 08037C0438D by the Federal Emergency Management Agency (FEMA, 2007); the site is located in Zone X (unshaded – areas of minimal flood hazard).

Pre-Existing Man-Placed Fill – There is an undetermined depth of previously placed fill material across the majority of the subject site. We are not aware of any records documenting the placement or compaction of the previously placed fill. It is unlikely that the pre-existing fill will be suitable for support of building foundations. The pre-existing fill material should be evaluated for depths and suitability as use as structural material at the time of the site-specific geotechnical study for the development.

Seismicity - Historic earthquakes within 150 miles of the project site have typically been moderately strong with magnitudes less than 5.5 and maximum Modified Mercalli Intensities less than VI, (Widmann and Others, 1998). The largest historic earthquake in the project region occurred in 1882. It was located in the northern Front Range and had an estimated magnitude of about M6.4 ± 0.2 and a maximum intensity of VII. Historic ground shaking at the project site associated with the 1882 earthquake and the other larger historic earthquakes in the region does not appear to have exceeded Modified Mercalli Intensity VI (Kirkham and Rogers, 2000). Modified Mercalli Intensity VI ground shaking should be expected during a reasonable exposure time for the residences, but the probability of stronger ground shaking is low. Intensity VI ground shaking is felt by most people and causes general alarm, but results in negligible damage to structures of good design and construction.

Using estimated shear wave velocities for the subgrade materials encountered based on our experience in the area, the seismic soil profile at the project site should be considered as Class D, *stiff soil*, as described in the 2018 International Building Code, unless site specific shear wave velocity studies show otherwise. Based on the subsurface profile and the anticipated ground conditions, liquefaction is not a design consideration. Using the USGS National Earthquake Hazard Reduction Program online database, the following probabilistic ground motion values are reported for the project site.

Intensity Measure Type	Intensity Measure Level 2 percent in 50 Years
0.2 Sec. Spectral Acceleration S_s	0.327
1.0 Sec. Spectral Acceleration S_1	0.079

The USGS National Earthquake Hazard Reduction Program online database also indicates a peak ground acceleration (PGA) of 0.192g at the subject site. The PGA is the lower of either the deterministic or probabilistic value with a 2% exceedance probability for a 50-year exposure time at the project site (statistical recurrence interval of 2,500 years).

Limitations: This study was conducted according to generally accepted engineering geology principles and practices in the area, at this time. We make no warranty either express or implied. The conclusions and recommendations submitted in this report are based on our field observations, the proposed construction and our experience in the area. This report has been prepared exclusively for our client and is an evaluation of the potential risks associated with the geology on the proposed construction. We are not responsible for technical interpretations by others of our information. A building specific geotechnical study should be performed at site for foundation design of the structures.

If you have any questions or need further assistance, please call our office.

Sincerely,

Kumar & Associates, Inc.

Robert L. Duran, P.E.

Reviewed by:

COLORADO REGISTERED DAVID A. YOUNG 32216 PROFESSIONAL ENGINEER 4-7-21

David A. Young, P. E.

RLD/kac

Attachments: Improvement Survey Plat – Foresight West Surveying, Inc.
Preliminary Plan – Kerrigan Engineering, dated 09-28-20

REFERENCES:

Federal Emergency Management Agency (FEMA), December 4, 2007, Flood Insurance Rate Map (FIRM): Map No. 08037C0438D.

Kirkham, R.M., and Rogers, W.P., 1985. *Colorado Earthquake Data and Interpretations 1867 to 1985.* Colorado Geological Survey Bulletin 46.

Tweto, Ogden and Others, 1978. *Geology Map of the Leadville 1° X 2° Quadrangle, Northwestern Colorado.* U.S. Geological Survey Map I-999.

Widmann, Beth L., Kirkham, Robert M., and Rogers, William P., 1998. *Preliminary Quaternary Fault and Fold Map and Database of Colorado.* Colorado Geological Survey, Open File Report 98-8.

IMPROVEMENT SURVEY PLAT

LOCATED IN THE EAST HALF OF SECTION 5,
TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE
SIXTH PRINCIPAL MERIDIAN,
COUNTY OF EAGLE, STATE OF COLORADO

GENERAL NOTES

1.) THE BASIS OF BEARINGS FOR THIS SURVEY IS THE EAST LINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 82 WEST OF THE 6TH P.M., BETWEEN THE FOUND MONUMENTS SHOWN HEREON, WITH THE LINE BETWEEN BEARING NORTH 02° 04' 23" EAST, AS RECORDED ON THE FINAL PLAT OF THE WEST END P.U.D. RECORDED UNDER RECEPTION NO. 200914605 IN THE OFFICE OF THE CLERK AND RECORDER OF EAGLE COUNTY, STATE OF COLORADO.

2.) DATE OF FIELD WORK: JULY 21 & 22, 2020.

3.) BENCH MARK: 3 ½" CDOT CAP STAMPED "MILEPOST 165.8" HAVING AN ELEVATION OF 7226.62 FEET (NAVD88 COMPUTED USING GEOID18) ESTABLISHED BY USING A TWO HOUR STATIC OCCUPATION PROCESSED USING THE NATIONAL GEODETIC SURVEY ONLINE POSITIONING USER SERVICE (OPUS-S)

N

0 15 30 60 FEET

1 INCH = 30 FEET

CONTOUR INTERVALS = 1 FOOT

NORTH 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" BLM BRASS CAP ON
2 ½" STEEL PIPE
"1972"

W. LINE OF THE NE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.

25'-0" NATURAL GAS EASEMENT BK 699, PG 986

AMENDED FINAL PLAT
EATON RANCH
REC. NO. 927914
OWNER: EAGLE COUNTY
(NOT A PART)
(RECORD MEASUREMENTS SHOWN AS "R1")
(NORTH LINE OF THE SW ¼ OF SECTION 5 SHOWN SAID PLAT BEING S 89° 35' 18" W)

24" CPP
24" CPP INV:7221.02'
24" RCP INV:7223.40'
24" RCP
24" RCP INV:7222.08'

OLD WOOD FENCE POSTS ON PROPERTY LINE PER PROPERTY LINE AGREEMENT BK 485, PG. 725 AND AS SHOWN ON THE AMENDED FINAL PLAT EATON RANCH REC. NO. 927914 NOTE 14

OLD WOOD FENCE POST

DITCH

35'-0" NATURAL GAS EASEMENT BK 699, PG 986

EAST 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON 2 ½" PIPE
"ALPINE ENG - 1993"

N. LINE OF THE SE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.

WEST 1/4 CORNER SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON 2 ½" PIPE
"LS 24318 - 1989"

33975 U.S. HWY 6
50,527 SQ. FT +/-
1.160 ACRES +/-

MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO.
BLANKET EASEMENT BK. 116, PG. 1
SEE NOTE 15

THE WEST END P.U.D.
REC. NO. 200914605
OWNER: EDWARDS WEST END HOLDINGS, LLC.
(NOT A PART)
(RECORD BEARINGS AND DISTANCE SHOWN AS "R2")
(BASIS OF BEARINGS FOR THE WEST END P.U.D. WAS USED FOR THIS SURVEY)

U.S. HIGHWAY 6
(100' R.O.W.)

GATE

TRAILER

DECK

12" CMP - END UNKNOWN

12" CMP INV:7220.34'

24" CMP INV:7222.60'

FOUND 3 ¼" ALLOY CAP
CDOT CONTROL POINT
MILEPOST 165.8
SITE BENCH MARK:
7226.62' (NAVD88)

24" CMP

24" CMP INV:7224.03'

W. LINE OF THE SE 1/4, SECTION 5, T5S, R82W OF THE 6TH P.M.

SOUTH 1/4 CORNER
SECTION 5, T5S, R82W
FOUND 3 ¼" BLM BRASS CAP
ON 2 ½" STEEL PIPE
"1974"

POINT OF COMMENCEMENT
SOUTHEAST CORNER
SECTION 5, T5S, R82W
FOUND 3 ¼" ALLOY CAP ON
2 ½" PIPE
"ALPINE ENG - 1993"

- PUBLIC LAND SURVEY SYSTEM CORNER OR OTHERWISE DESCRIBED HEREON
- FOUND REBAR AND CAP AS DESCRIBED
- FOUND BARE REBAR AS DESCRIBED
- SET 18" NO. 5 REBAR WITH 1 ¼" YELLOW PLASTIC CAP STAMPED "FWS - PLS 38226"

(M) = MEASURED BEARING/DISTANCE
(C) = CALCULATED BEARING/DISTANCE
(R) = RECORD BEARING/DISTANCE PER TITLE COMMITMENT
(R1) = RECORD BEARING/DISTANCE PER AMENDED FINAL PLAT EATON RANCH - REC. NO. 927914 (BEARINGS ROTATED CLOCKWISE 00° 41' 10" FROM RECORD)
(R2) = RECORD BEARING/DISTANCE PER FINAL PLAT-THE WEST END P.U.D. - REC. NO. 200914605
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
CPP = CORRUGATED PLASTIC PIPE

BURIED COMMUNICATIONS WARNING SIGN	STREET SIGN	OVERHEAD ELECTRIC LINE	STORM SEWER
BURIED GAS LINE WARNING SIGN	ELECTRIC PEDESTAL	CHAIN-LINK FENCE	CHAIN-LINK FENCE
GUY ANCHOR	BURIED COMMUNICATIONS WARNING SIGN	BARB WIRE FENCE	BARB WIRE FENCE
UTILITY POLE	BURIED COMMUNICATIONS WARNING SIGN	EXISTING EASEMENT LINE	EXISTING EASEMENT LINE
DELINEATOR POST	BURIED COMMUNICATIONS WARNING SIGN	RIGHT-OF-WAY LINE	RIGHT-OF-WAY LINE
COMMUNICATIONS PEDESTAL	DITCH FLOW-LINE	SECTION LINE	SECTION LINE

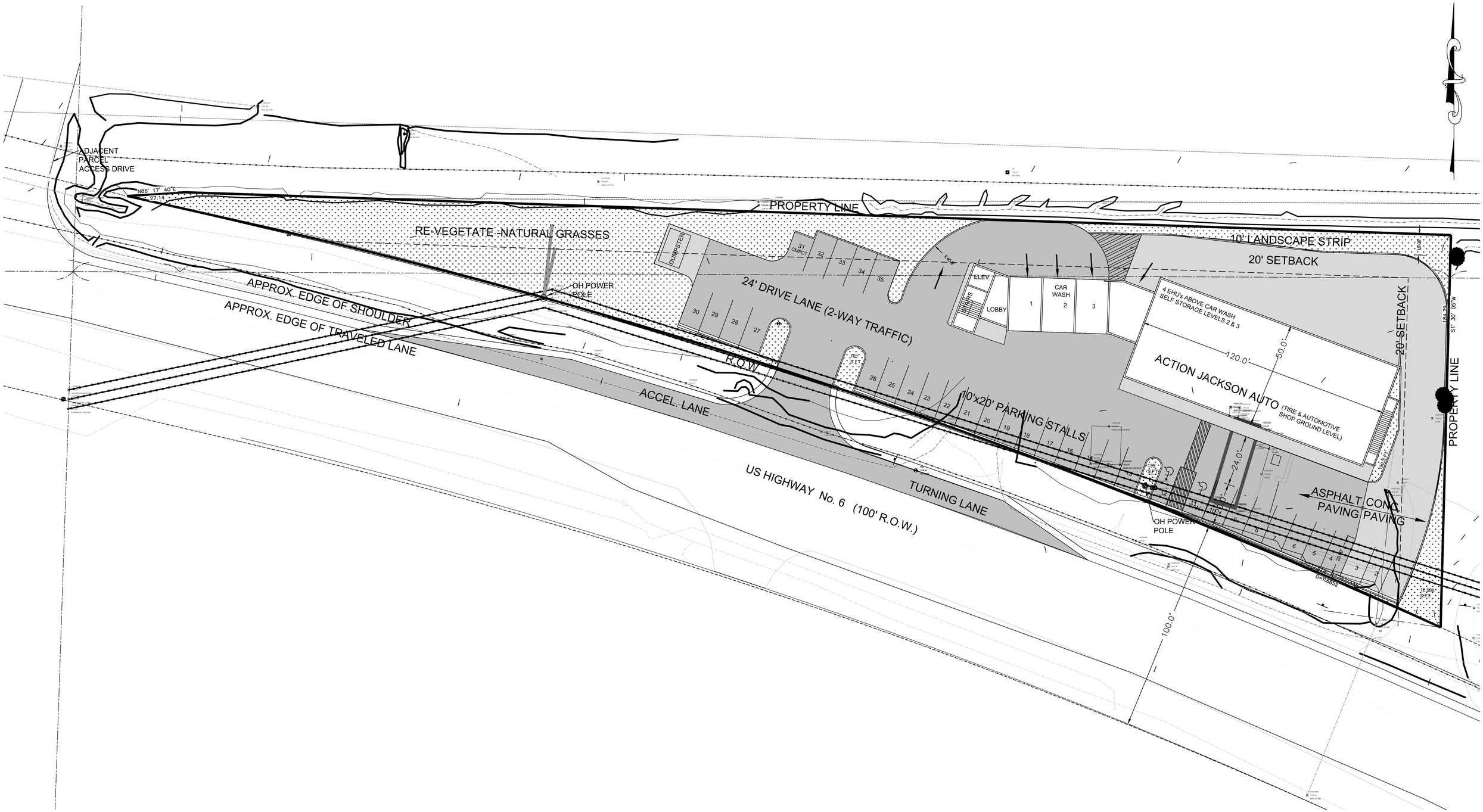
COLORADO LICENSED
PATRICK RUSK
38226
07.28.2020
PROFESSIONAL LAND SURVEYOR

Revision	Date
0	07.28.2020

Compiled By: Rusk

FWS FORESIGHT WEST SURVEYING INC.
1285 W. Byers Pl., Unit A
Denver, Colorado 80223
303.504.4440

Scaled for 24" x 36" | Job No.: 2020067 | Sheet: 2 of 2



LAND AREA CALCULATIONS:
PARCEL AREA = 50,027.5 SQ. FT.
LANDSCAPE AREA = 12,977 SQ.FT.
SITE BUILDING COVERAGE = 8,246 SQ.FT.=16.5%(< 50%)
SITE IMPERVIOUS SURFACE COVERAGE =74% (< 80%)

PRELIMINARY PLAN

20 0 10 20 40 80

1 INCH = 20 FEET

KERRIGAN engineering
P.O. Box 3032 • Eagle, Colorado 81631

PROJECT: ACTION JACKSON
EDWARDS LOCATION SITE ASSESSMENT
SITE LAYOUT
PRELIMINARY PLAN

JURISDICTION: EAGLE COUNTY, CO

SHEET NO. C-1

ISSUE NO.	DATE	REASON FOR ISSUING THIS DRAWING
A	9.28.20	ISSUED FOR REVIEW

JOB NO. 20018

Exhibit J: Traffic Impact Study by McDowell Engineering

Transportation Impact Study

for

The Wizard of Auto Eco Park
Edwards, Colorado

July 22, 2021

PREPARED FOR:
JLT Valley LLC
56 Edwards Village Blvd., Suite 124
Edwards, CO 81632
Contact: Ross Blankenship

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: M1494

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-four years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Study

Table of Contents

1.0 PROJECT DESCRIPTION 5

2.0 EXISTING CONDITIONS 7

2.1 Description of Existing Transportation System 7
2.2 Existing Site Access Description 7
2.3 Traffic Data Collection 7

3.0 FUTURE TRAFFIC PROJECTIONS 8

3.1 Background Infrastructure Assumptions 8
3.2 Seasonal Adjustment Factor 8
3.3 Background Traffic Growth 8
3.4 Background Traffic Projections 9
3.1 Year 2022 and Year 2040 Background HCM Analysis 13

4.0 PROJECT TRAFFIC 15

4.1 Trip Generation for Proposed Land Use 15
4.2 Trip Distribution 17
4.3 Traffic Assignment and Total Traffic 17
4.4 Year 2022 and Year 2040 Total Traffic Capacity Analysis 24

5.0 TRANSPORTATION IMPACT ANALYSIS 27

5.1 State Highway Access Permits 27
5.2 State Highway Turn Lane Analysis 27
5.3 Design Vehicle per *Access Code* 28
5.4 Sight Distance 28
5.5 Access Design Criteria 28

6.0 RECOMMENDATIONS AND CONCLUSIONS 29

7.0 APPENDIX 30

7.1 Reference Documents 30
7.2 Included Documents 31

Tables and Figures

FIGURE 1: AREA MAP 5
FIGURE 2: SITE PLAN 6
TABLE 1: APPROVED PROJECTS – BACKGROUND TRIP GENERATION CALCULATIONS 9
FIGURE 3: YEAR 2020 EXISTING TRAFFIC 10
FIGURE 4: YEAR 2022 BACKGROUND TRAFFIC 11
FIGURE 5: YEAR 2040 BACKGROUND TRAFFIC 12
TABLE 2: BACKGROUND TRAFFIC HIGHWAY SEGMENT LEVEL OF SERVICE – WEST OF SITE ACCESS (PM) 13
TABLE 3: BACKGROUND TRAFFIC HIGHWAY SEGMENT LEVEL OF SERVICE – EAST OF SITE ACCESS (PM) 14
TABLE 4: PROJECT TRIP GENERATION 16
FIGURE 6: YEAR 2022 (FULL MOVEMENT) SITE-GENERATED TRAFFIC DIRECTIONAL DISTRIBUTION 18
FIGURE 7: YEAR 2022 (FULL-MOVEMENT) SITE-GENERATED TRAFFIC ASSIGNMENT 19
FIGURE 8: YEAR 2040 (3/4 MOVEMENT) SITE-GENERATED TRAFFIC DIRECTIONAL DISTRIBUTION 20
FIGURE 9: YEAR 2040 (3/4-MOVEMENT) SITE-GENERATED TRAFFIC ASSIGNMENT 21
FIGURE 10: YEAR 2022 TOTAL TRAFFIC 22
FIGURE 11: YEAR 2040 TOTAL TRAFFIC 23
TABLE 5: HCM 2010 LEVEL-OF-SERVICE CRITERIA - INTERSECTIONS 24
TABLE 6: HCM 2010 LEVEL-OF-SERVICE CRITERIA – 2-LANE HIGHWAY SEGMENTS 24
TABLE 7: TOTAL TRAFFIC INTERSECTION LEVEL OF SERVICE 25
TABLE 8: TOTAL TRAFFIC HIGHWAY SEGMENT LEVEL OF SERVICE – WEST OF SITE ACCESS (PM) 25
TABLE 9: TOTAL TRAFFIC HIGHWAY SEGMENT LEVEL OF SERVICE – EAST OF SITE ACCESS (PM) 26
TABLE 10: AUXILIARY TURN LANE REQUIREMENTS 27

1.0 Project Description

McDowell Engineering has prepared this Auxiliary Turn Lane Assessment for a proposed eco-friendly auto service development, "The Wizard of Auto Eco Park", on US Highway 6 (US 6) in Edwards, Colorado. The purpose of this study is to forecast and analyze the impacts of the additional traffic volumes associated with this project on the surrounding roadway network. Recommendations to mitigate any traffic impacts are also included.

The proposed Wizard of Auto project is located on the north side of US 6, opposite of Eagle County Paramedic Services. The project site is located approximately 1,200 feet west of the US 6 & I-70G/Edwards Spur Road intersection on a 1.16-acre parcel. The applicant is proposing an eco-friendly auto service development consisting of the following uses: retail tire store, mini-(self) storage, and a 2-stall automated car wash. The parcel is currently used for storage of vehicles and equipment. The project's access plan is consistent with recommendations from the Colorado Department of Transportation (CDOT). The site access will have full movement in the short-term. The site access will be restricted to a ¾ configuration (westbound right-in, southbound right-out, and eastbound left-in movements) after the construction of the Lake Creek Roundabout located west of the project site. The timing of construction of the Lake Creek roundabout is currently unknown but is anticipated to be constructed before Year 2040. The approved scoping form and correspondence is included in the **Appendix**.

Refer to the area map in **Figure 1** and site plan in **Figure 2**.

Figure 1: Area Map

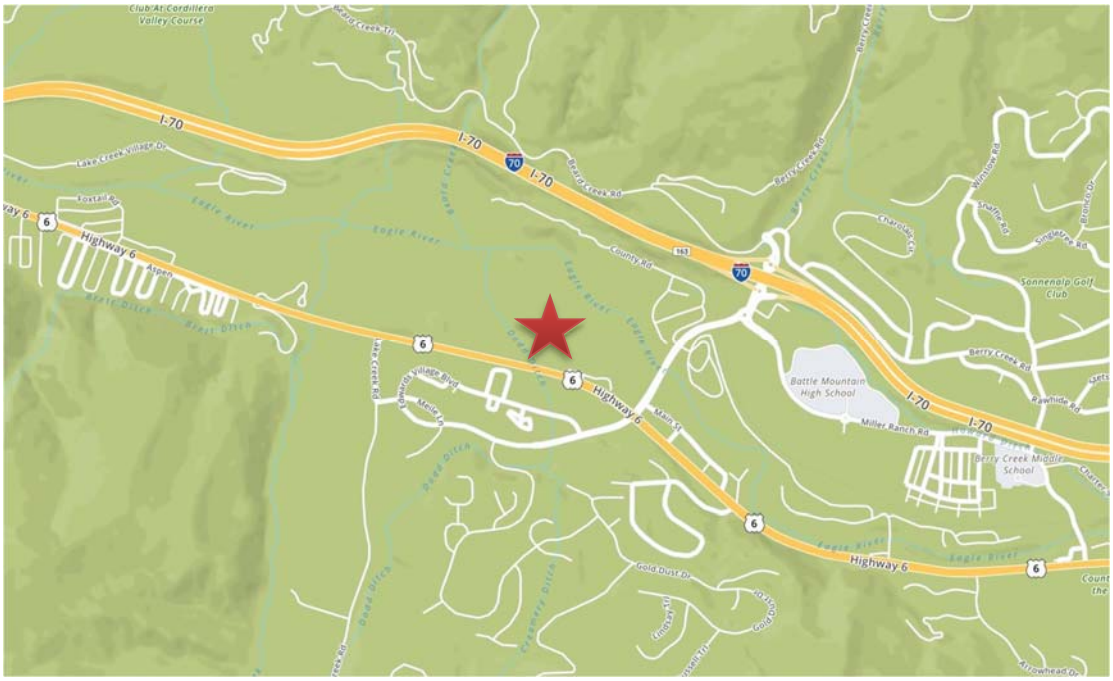
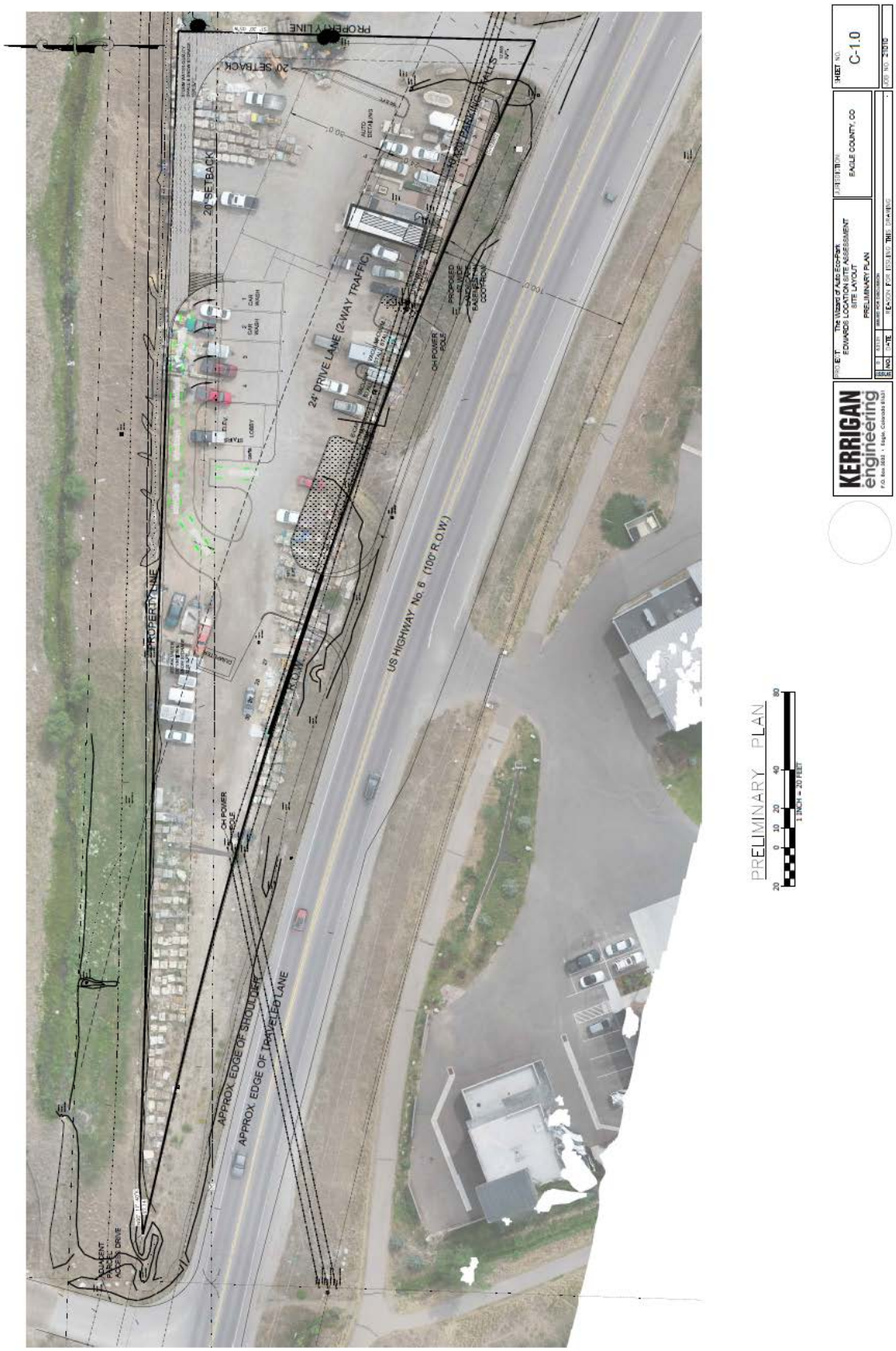


Figure 2: Site Plan



2.0 Existing Conditions

2.1 Description of Existing Transportation System

US 6 is an intrastate highway intermittently connecting the Western Slope of Colorado to Denver. It parallels or is congruent with Interstate 70 (I-70). In the vicinity of the proposed project, US 6 is a two-lane east-west section with a posted speed limit of 45mph. It is classified by the Colorado Department of Transportation (CDOT) as an access category non-rural principal highway (NR-A).[1]

This segment of US 6 is covered by the 2004 *US 6 and I-70G Corridor Feasibility Study*[2] *(Feasibility Study)* that was prepared by Eagle County and CDOT to identify preferred future access locations and restrictions on the corridor. Eagle County and the Edwards Metropolitan District recently completed the *Edwards Transportation and Maintenance Analysis Study*[3] *(Maintenance Study)* which identifies the need for future access control and roundabouts along the US 6 corridor to accommodate traffic projections.

Lake Creek Road: This is a north-south, two-lane paved roadway that connects the Creamery Ranch, Lake Creek Meadows, and Pilgrim Downs residential subdivisions to US 6. Lake Creek Road is currently stop-controlled at US 6. A roundabout is anticipated to be constructed in the future.

2.2 Existing Site Access Description

The site consists of one parcel with a paved access from US 6. The existing access will be closed. The main site access will be moved approximately 300 feet west from the current location to align with the driveway for Eagle County Paramedic Services.

2.3 Traffic Data Collection

The parcel is currently used for storage of vehicles and equipment. Traffic does not regularly enter or exit the site. Therefore, traffic counts were not obtained at the site access and US 6.

The intersections of Edwards Spur Road/US 6 and Edwards Village North Access/US 6 are located east of the project site. Morning, evening, and Saturday peak hour turning movement counts were collected at Edwards Spur Road/US 6 and Edwards Village North Access/US 6 on Tuesday December 15, 2020, and Saturday December 19, 2020. The eastbound and westbound through movements at the proposed site access were extrapolated from these two intersections. Traffic count data is included in the **Appendix** of the report.

3.0 Future Traffic Projections

3.1 Background Infrastructure Assumptions

The short-term planning Year 2022 analysis utilized a full movement intersection at the site access.

The intersection of Lake Creek Road and US 6 is located approximately ½ mile west of the site access. Lake Creek Road is currently stop controlled at US 6. The intersection of Edwards Spur Road and US 6 is a roundabout. In the 20-year condition, this intersection is anticipated to have a failing level of service. Additional traffic volumes would increase delays at the intersection of Edwards Spur Road and US 6. Per CDOT, the site access will be restricted to a ¾ movement (westbound right-in, eastbound left-in, southbound right-out) after construction of the roundabout at Lake Creek Road. The timing of the Lake Creek roundabout is currently unknown but is anticipated to be constructed before Year 2040. Therefore, the long-term planning Year 2040 has a ¾ movement at the site access.

3.2 Seasonal Adjustment Factor

Traffic data was collected in December 2020. School was in session. Based upon data obtained from CDOT's Online Transportation Information System (OTIS)[1], traffic volumes peak in July. Therefore, a seasonal adjustment factor of 1.41 was applied to all traffic counts on US 6 to adjust the December counts to July volumes. The seasonal adjustment factor calculations are included in the **Appendix**.

3.3 Background Traffic Growth

Future background traffic growth was modeled using a base 1.00% growth rate and adding in approved project traffic that will contribute to the US 6 corridor. The 1.00% base growth rate was applied to the through volumes at the site access. This is consistent with previous transportation impact studies completed in the vicinity of the site.

There are several planned or partially built-out developments in the Edwards area including Riverpark; Fox Hollow; Cordillera, and others. The traffic increase associated with these developments was obtained from the *Traffic Analysis I-70G Edwards Interchange Upgrade Phase 2* (*I-70G Study)*[4], with updated information for the projects that have been modified since the study was done. At the time of the traffic data collection for this analysis, Cordillera had 235 lots left to develop vs. 350 in the *I-70G Study*. Entitlements for the West End PUD and NorthStar project have expired. CDOT does not allow land to be included in their forecasting analysis. The previously approved projects included in the growth projections are summarized below in **Table 1**. These three developments are anticipated to add 719vph in the evening peak hour.

Table 1: Approved Projects – Background Trip Generation Calculations

Development	Land Use	Size	Average Weekday	AM Peak Hour Traffic			PM Peak Hour Traffic			SAT Peak Hour Traffic[4]		
			Trips	In	Out	Total	In	Out	Total	In	Out	Total
East of Wizard of Auto Access												
West End	Commercial (A)[3]	0	0	0	0	0	0	0	0	0	0	0
	MF Residential (B)[3]	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Projects East of WOA			0	0	0	0	0	0	0	0	0	0
West of Wizard of Auto Access												
Cordillera	SF Residential (C)[3]	235 du	2236	44	131	175	148	88	236	114	133	247
Fox Hollow	MF Residential (B)[1]	90 du	497	8	30	38	28	16	44	45	39	84
Riverpark	Mixed-Use Development (D)[5]		4,439	103	266	369	267	172	439	216	140	356
Subtotal - Projects West of WOA Access			7,172	155	427	582	443	276	719	375	312	687
Projects on I-70G:												
North Star	Commercial (1)[3]	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Projects on I-70G			0	0	0	0	0	0	0	0	0	0
Total Approved Development			**7,172**	**155**	**427**	**582**	**443**	**276**	**719**	**375**	**312**	**687**

A. ITE Land Use Code 820 Shopping Center
B. ITE Land Use Code 220 Multifamily
C. ITE Land Use Code 210 Single Family Detached Housing
D. ITE Land Use Codes 220 Miltifamily, 565 Day Care Center, 710 General Office Building, 820 Retail (594 DU and 15,000 square feet of commercial)
[1]Data from Fox Hollow Transportation Impact Study.
[2]Data from Six West Transportation Impact Study.
[3]Data from FHU's I-70G and US 6 Roundabout Traffic Study.
[4]Data from ITE *Trip Generation, 10th Edition* .
Note: The Hagedorn mini storage facility has been in full operations at the time of traffic data collection.
[5]Data from FHU's August 2, 2017 approved *Riverpark Trip Generation Comparison Letter, 3rd Edition* for sketch plan.

These trips were assigned to the study area roadways based on trip distribution patterns established in previous traffic engineering documents (*I-70G Study*, and *US 6 and I-70 G Corridor Feasibility Study*), as follows:

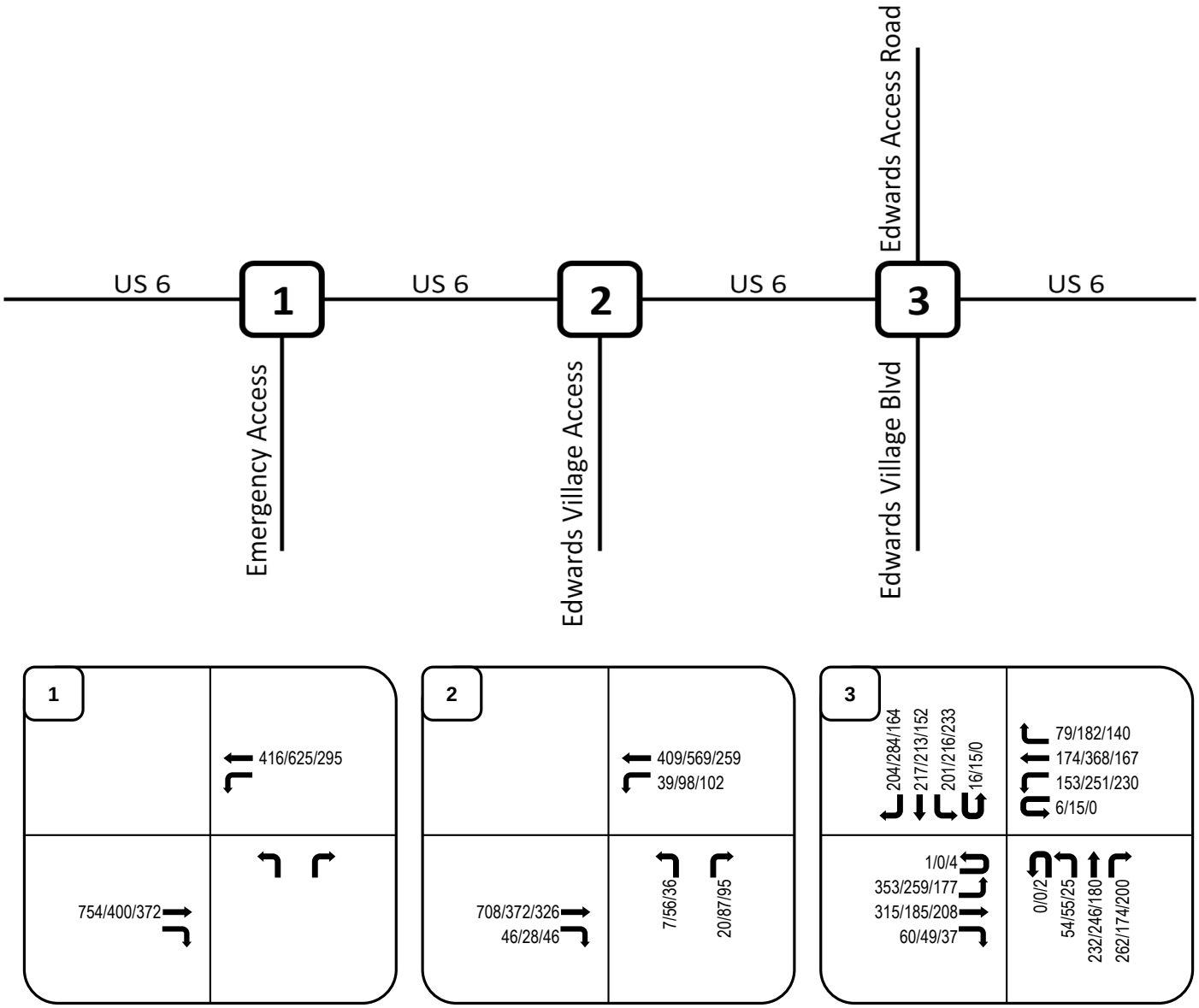
- 25 percent oriented to/from US 6 west of the Edwards area
- 30 percent oriented to/from US 6 east of the Edwards area
- 45 percent oriented to/from I-70 north of the study area

Per the *I-70G Study*[4], "Most of the above development is located west of the US 6/I-70G intersection; therefore, only 75 percent of the trips generated within these developments would impact the study area roadways (the remaining 25 percent would be oriented to/from the west via US 6).

3.4 Background Traffic Projections

Figure 3 depicts the Year 2020 existing traffic volumes without seasonal adjustment. The Year 2020 traffic counts were forecasted using the aforementioned seasonal adjustment factor, base growth rate, and added background project growth described in **Section 3.3**. The resulting Year 2022 background traffic is shown in **Figure 4**. The Year 2040 background traffic volumes are shown in **Figure 5**.

Figure 3: Year 2020 Existing Traffic



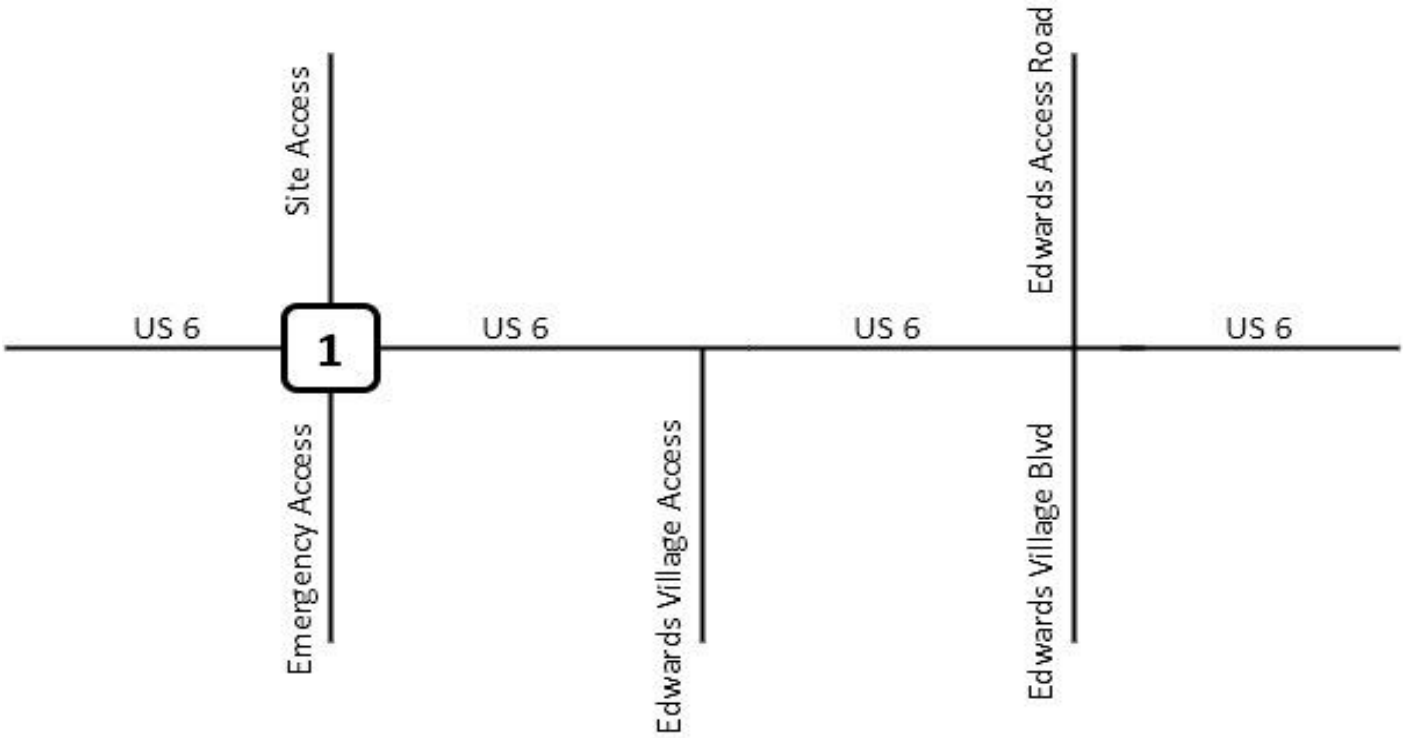
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

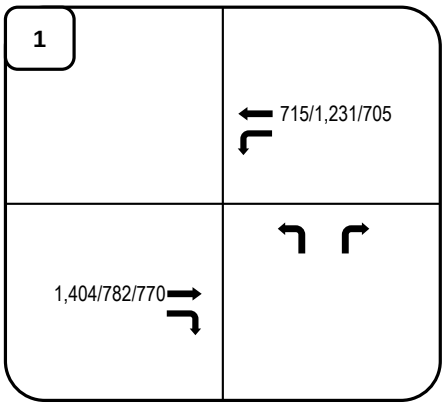
McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
	7/22/2021

Wizard of Auto Eco Park
Edwards, CO

Figure 4: Year 2022 Background Traffic





LEGEND:
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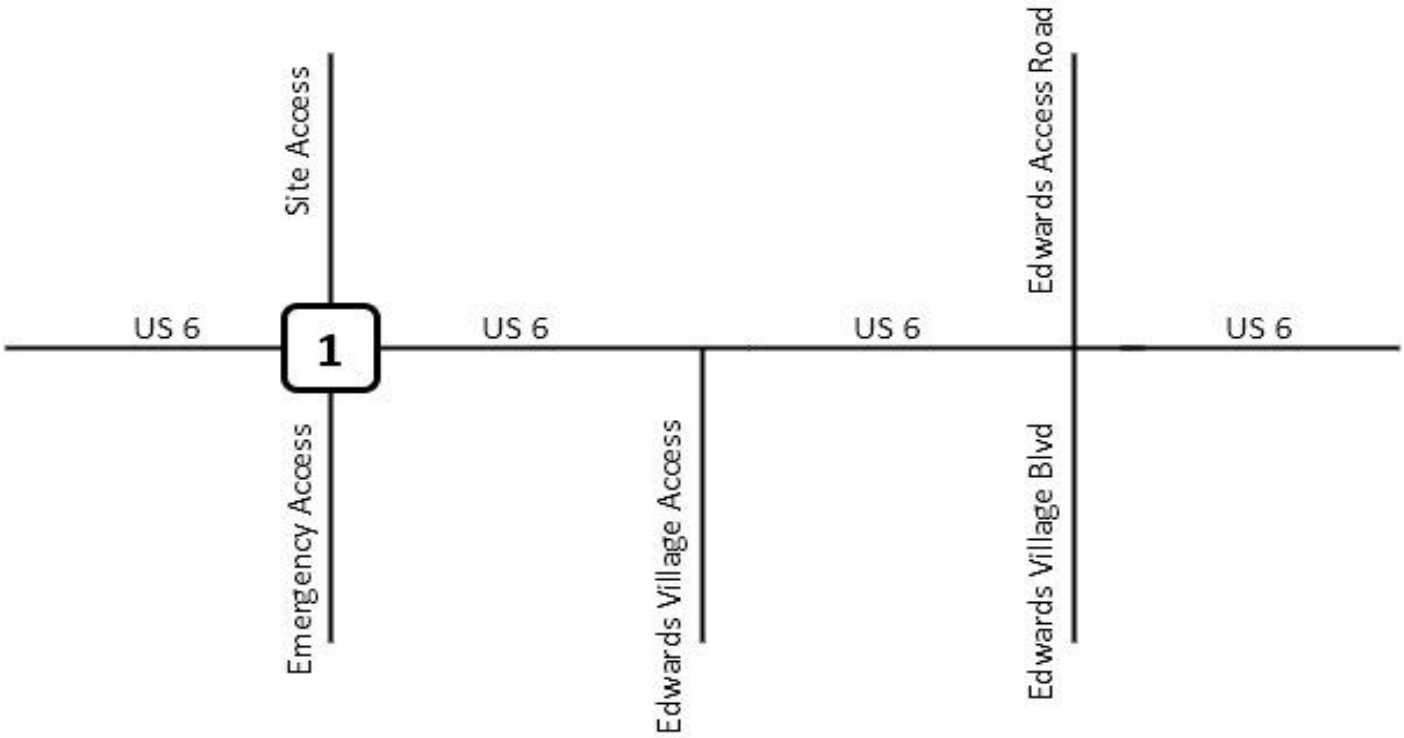
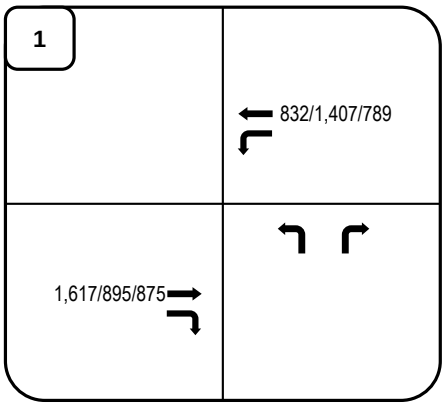
McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
	7/22/2021

Wizard of Auto Eco Park
Edwards, CO

Figure 5: Year 2040 Background Traffic





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Turning Movements

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
	7/22/2021

3.1 Year 2022 and Year 2040 Background HCM Analysis

US 6 Highway Segment Level of Service: The Level of Service for the US 6 highway segment west and east of the project site was calculated using *Highway Capacity Manual 2010*[5] (HCM) methodology. The segment's LOS is defined in Exhibit 15-3 of *HCM 2010*. The sections of US 6 between Lake Creek Road and the site access and Edwards Village North Access and the site access meets the criteria for both Class II and Class III highway classifications.

Per the *HCM 2010*, Class II two-lane highways are highways where motorists do not necessarily expect to travel at high speeds, and most often serve relatively short trips. On Class II highways, travel speed is not a significant issue to drivers. Therefore, LOS is defined based upon percent time spent following only.

Class III two-lane highways are highways serving moderately developed areas. On these segments, local traffic often mixes with through traffic, and the density of unsignalized access points is noticeably higher than in a purely rural area. Because the length of Class III segments is limited, passing restrictions are not a major concern and motorists would like to make steady progress at or near the speed limit.

LOS F exists when demand for the two-lane highway segment exceeds the highway's capacity.

Table 2 and **Table 3** shows the road capacity LOS analysis for both Class II and Class III two-lane highways as defined in the HCM 2010, Chapter 15. Calculations are included in the **Appendix.**

Table 2: Background Traffic Highway Segment Level of Service – West of Site Access (PM)

Scenario	US 6 Between Lake Creek Road and the Site Access			
	Class II Highways PTSF (%)[1]		Class III Highways PFFS (%)[1]	
	Eastbound	Westbound	Eastbound	Westbound
2020 Existing Traffic	C (60%)	D (79%)	C (77%)	C (75%)
2022 Background Traffic	D (80%)	E (92%)	E (61%)	E (60%)
2040 Background Traffic	D (84%)	E (94%)	E (56%)	E (55%)

() Denotes LOS calculations based upon HCM 2010 LOS

Table 3: Background Traffic Highway Segment Level of Service – East of Site Access (PM)

Scenario	US 6 Between the Site Access and Edwards Village North Access			
	Class II Highways PTSF (%)[1]		Class III Highways PFFS (%)[1]	
	Eastbound	Westbound	Eastbound	Westbound
2020 Existing Traffic	C (60%)	D (79%)	D (71%)	D (68%)
2022 Background Traffic	D (80%)	E (92%)	E (50%)	E (49%)
2040 Background Traffic	D (84%)	E (94%)	E (44%)	E (43%)

() Denotes LOS calculations based upon HCM 2010 LOS

US 6 east of Site Access: As can be seen in **Table 2** and **Table 3**, both eastbound and westbound traffic is experiencing delay during peak commuting hours. The delay for both directions is anticipated to gradually increase through Year 2040. The LOS degrades to a D and E by Year 2022 without project traffic. Eagle County Land Use Regulations[6] (ECLUR) Article 4 Section 4-620.G states, "Roadways in unincorporated Eagle County shall function at a Level of Service "C" or better. Current conditions would warrant the consideration of widening US 6. Per the *Maintenance Study*, US 6 is anticipated to need to be widened to a 5-lane section (4-lanes plus auxiliary turn lanes) in the future.

4.0 Project Traffic

4.1 Trip Generation for Proposed Land Use

The applicant is proposing the development of an eco-friendly auto service development consisting of the following uses: retail tire store, mini-(self) storage, and a 2-stall automated car wash. Trip generation calculations for the proposed uses were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[7].

Retail Tire Store: ITE land use code (LUC) #848 (Tire Store) was used to calculate trips generated for the proposed tire store.

Mini-(Self) Storage: The proposed project includes 16,000 square feet of self-storage on the site. LUC #151 (Mini-Warehouse) was used to calculate the trips generated for the proposed self-storage. The Saturday peak hour only has 1 data point in ITE's database. Per the *ITE Trip Generation Handbook*'s[8] Figure 4.2 Process for Selecting Average Rate of Equation, local data should be collected when there are less than 6 data points. The data point in ITE for the Saturday peak hour yields a conservative estimate with a rate 50% higher than the morning and evening estimated peak hour trips. Therefore, the ITE rate was used in the trip generation table (**Table 4**).

Automated Car Wash: ITE has limited data available for this land use. The *Trip Generation Handbook* does detail specific instances to use other methods, especially when existing data is sparse. Therefore, a custom rate was calculated for the project using estimated operations of the car wash (see note #4 in **Table 4**). Additional information from the car wash vendor is included in the **Appendix**.

Based upon the applicant's proposed land uses, the project can be anticipated to generate 710 external vehicle trips per day (vpd) on the average weekday. Peak hour traffic on a weekday at project buildout is anticipated to be 75 vehicles per hour (vph) during the morning peak hour and 75vph during the evening peak hour. The average Saturday peak hour is anticipated to generate 80vph.

Table 4: Project Trip Generation

ITE Code	Units [2]	Eq. Coef	ITE Trip Generation Equation [3] Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Average Weekday Trips (VPD)	Morning Peak Hour Inbound % Trips	Morning Peak Hour Inbound Trips	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips	Saturday Peak Hour Inbound % Trips	Saturday Peak Hour Inbound Trips	Saturday Peak Hour Outbound % Trips	Saturday Peak Hour Outbound Trips
Proposed Land Use																			
#848 - Tire Store	3.0 kSF	Type a= b=	Rate 28.52	Rate 3.73	Rate 3.87	Rate 5.05	86	52%	6	48%	5	45%	5	55%	6	47%	7	53%	8
#151 - Mini Warehouse	16.0 kSF GFA	Type a= b=	Rate 1.51	Rate 0.20	Rate 0.20	Rate 0.31	24	50%	2	50%	2	51%	2	49%	2	59%	3	41%	2
Automated Car Wash - Custom Rate[4]	2 Car Wash Tunnels	Type a= b=	Rate 300.00	Rate 30.00	Rate 30.00	Rate 30.00	600	60%	36	40%	24	60%	36	40%	24	60%	36	40%	24
Proposed New Trips							**710**		**44**		**31**		**43**		**32**		**46**		**34**

Notes:

[1] Values obtained from *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.

[2] kSF = 1,000 Square Feet, kSF GFA = 1,000 Square Feet Gross Floor Area

[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

[4] Automated Car Wash - Custom Rate is based upon manufacturer literature for automated car wash that sets wash time to 5-6 minutes/vehicle (10-12vph outbound). Assumes 50% greater inbound rate.

4.2 Trip Distribution

The distribution of project-generated traffic on the surrounding roadway network is influenced by several factors including the following:

- The location of the site relative to other facilities and the roadway network
- The configuration of the existing and proposed adjacent roadway network
- Relative location of neighboring population and recreation centers

Approximately 20% of the site traffic is anticipated to have origins and destinations to the west towards Wolcott. Eighty percent (80%) is anticipated to originate to/from the east on US 6 towards I-70G. Analysis Year 2040 assumes a 3/4 movement at the site access. Therefore, all southbound traffic in Year 2040 will be distributed to the west.

The anticipated directional distribution of project-generated traffic with a full movement access is depicted in **Figure 6**. The directional distribution for Year 2040 with a 3/4 movement access is depicted in **Figure 8**. Refer to the scoping form and methodology correspondence in the **Appendix**.

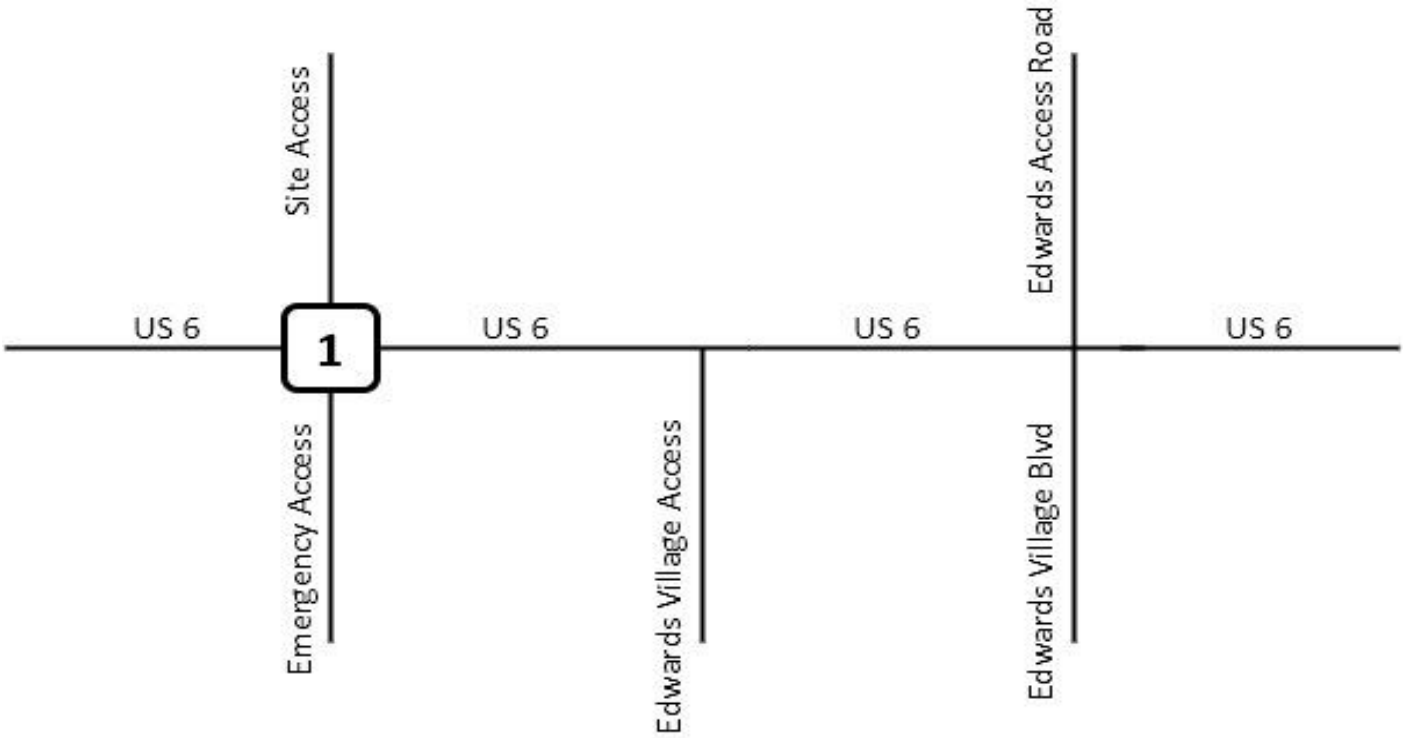
4.3 Traffic Assignment and Total Traffic

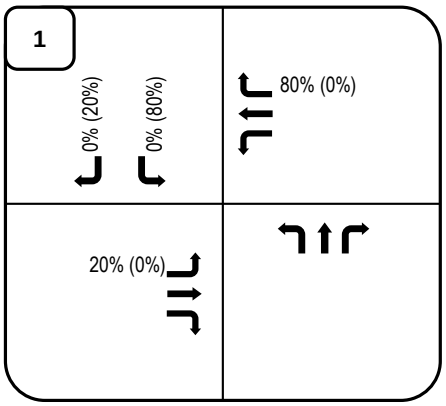
When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of trips on the roadway system. **Figure 7** depicts the new vehicle trips that are anticipated from the proposed development upon buildout. **Figure 9** depicts the new vehicle trips that are anticipated in analysis Year 2040 when the site access is restricted to a 3/4 movement.

The Year 2022 total traffic is the sum of Year 2022 background **(Figure 4)** traffic with **Figure 7.** The resulting Year 2022 total traffic volumes can be found in **Figure 10.**

Similarly, Year 2040 total traffic is the sum of Year 2040 background **(Figure 5)** with the project-generated traffic from **Figure 9.** The resulting Year 2040 total traffic volumes can be found in **Figure 11.**

Figure 6: Project Generated Traffic Distribution (Full Movement Access)



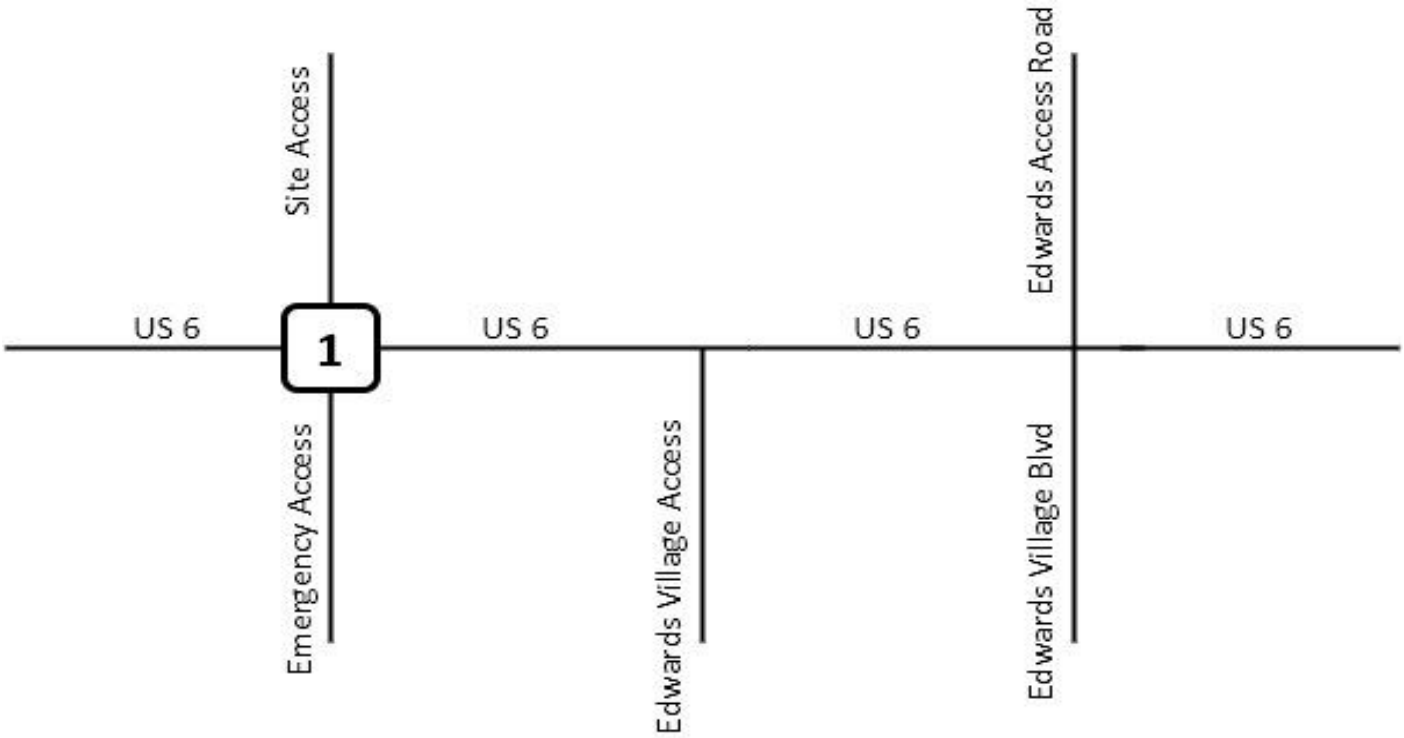


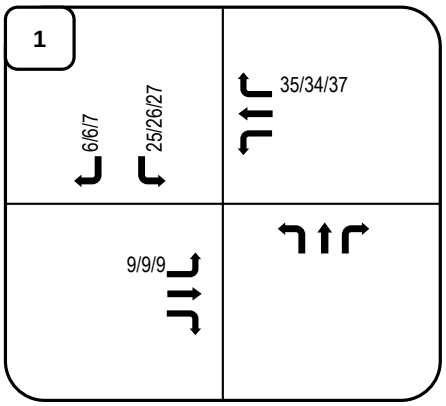
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS
	7/22/2021

Figure 7: Project Generated Traffic Assignment (Full Movement Access)



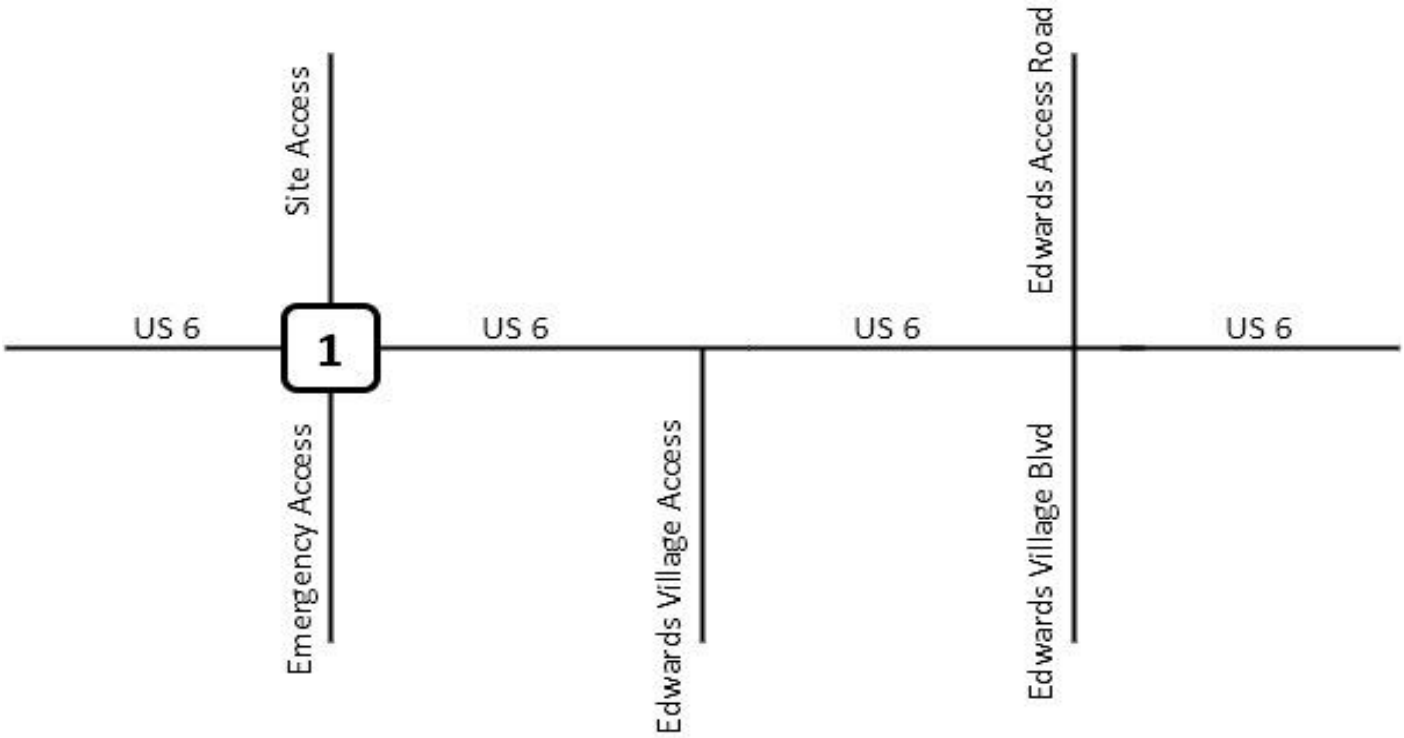


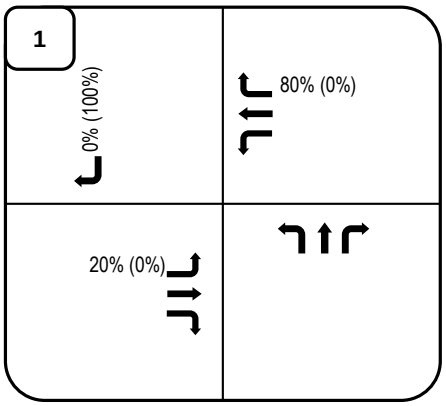
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS
	7/22/2021

Figure 8: Project Generated Traffic Distribution (3/4 Movement Access)



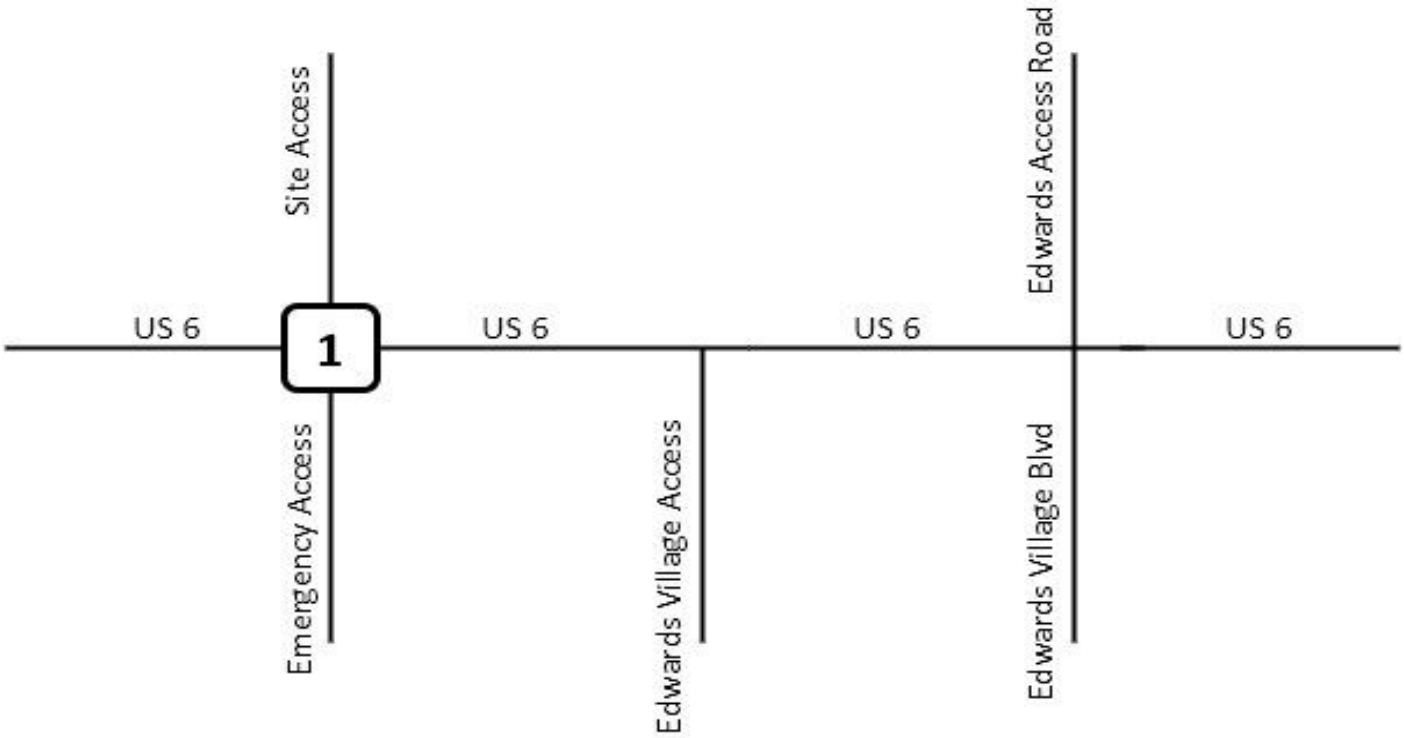


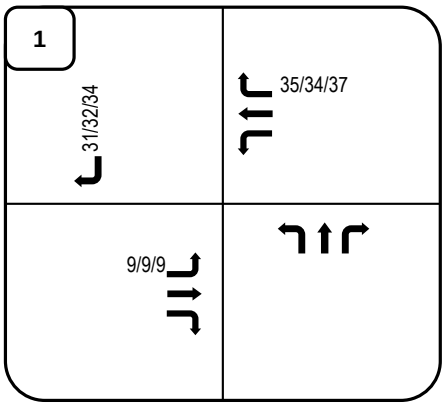
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
7/22/2021	

Figure 9: Project Generated Traffic Assignment (3/4 Movement Access)





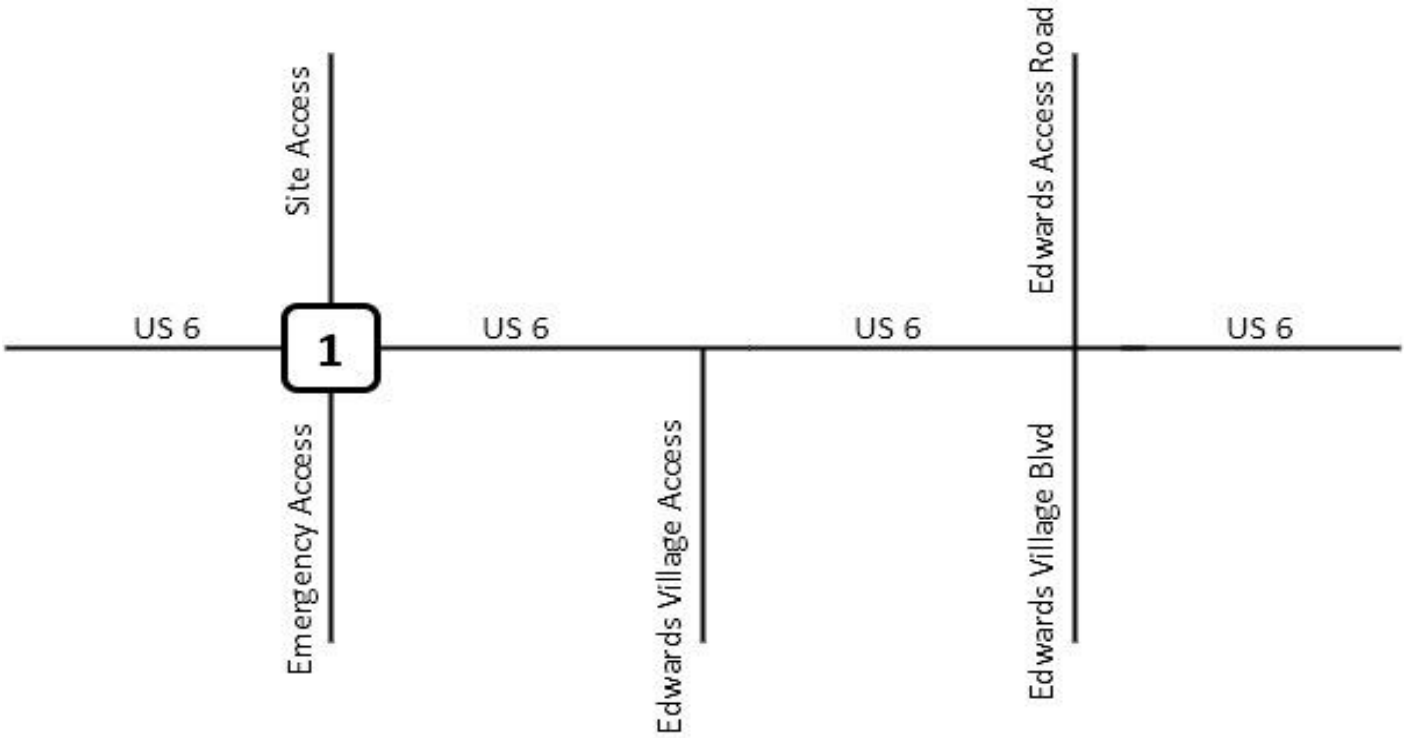
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

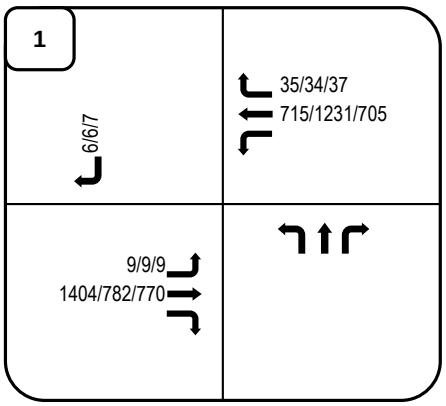
McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS
	7/22/2021

Wizard of Auto Eco Park
Edwards, CO

Figure 10: Year 2022 Total Traffic





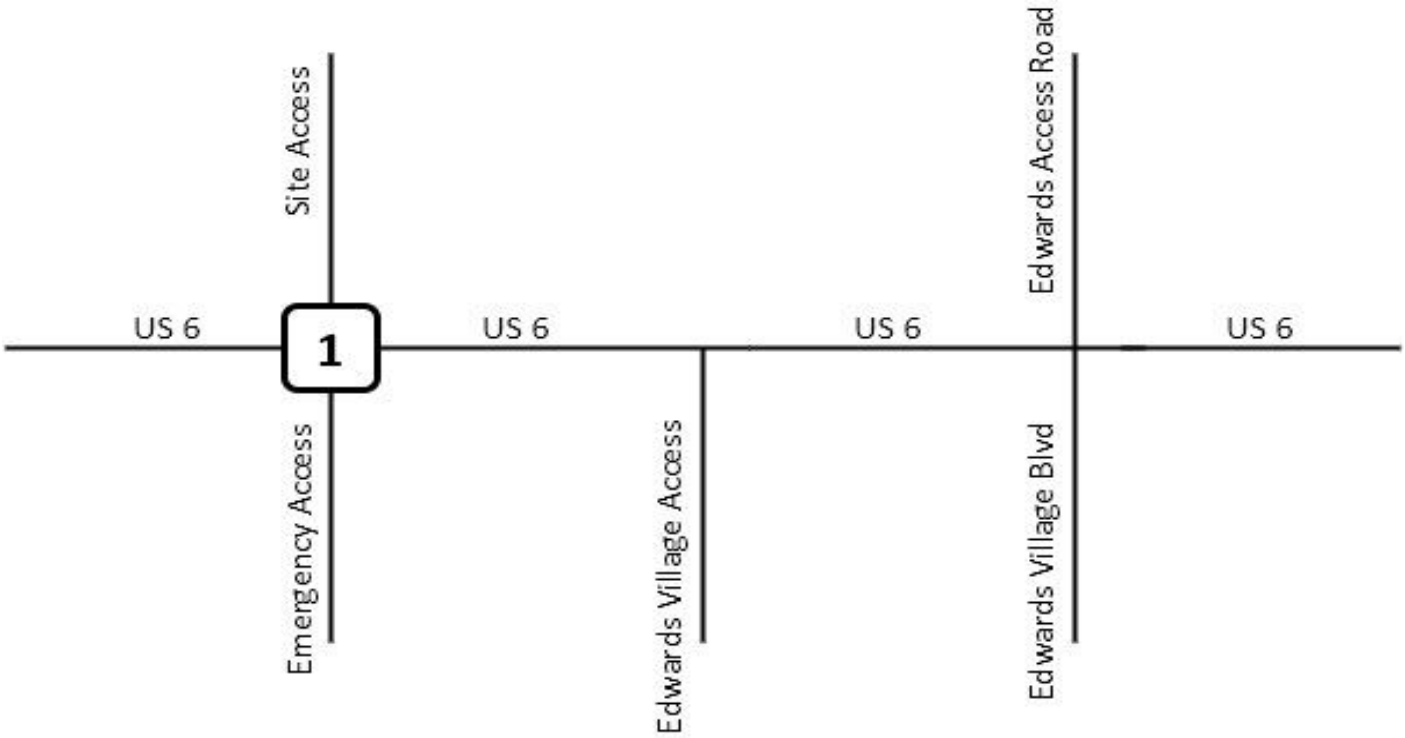
McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

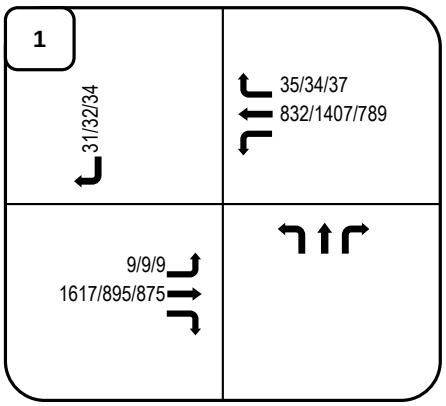
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1494
Prepared By	GWS
	7/22/2021

Wizard of Auto Eco Park
Edwards, CO

Figure 11: Year 2040 Total Traffic





LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
	7/22/2021

4.4 Year 2022 and Year 2040 Total Traffic Capacity Analysis

Intersection Level of Service: Using HCM methodology, Synchro Version 10 software was used to determine the delay and Level-of-Service (LOS) at the stop-controlled site access. Year 2022 incorporates a full movement intersection and Year 2040 incorporates a 3/4 movement intersection at the site access. Refer to **Section 3.1** for details on the roundabout configurations.

Highway Capacity Manual Level of Service (LOS): HCM LOS is defined by the following criteria:

Table 5: HCM 2010 Level-of-Service Criteria - Intersections

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (seconds/vehicle)	Average Unsignalized Delay (seconds/vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

Table 6: HCM 2010 Level-of-Service Criteria – 2-Lane Highway Segments

LOS	Highway Classification I		Highway Classification II	Highway Classification III
	ATS (mi/h)	PTSF (%)	PTSF (%)	PFFS (%)
A	>55	≤35	≤40	>91.7
B	>50-55	>35-50	>40-55	>83.3-91.7
C	>45-50	>50-65	>55-70	>75.0-83.3
D	>40-45	>65-80	>70-85	>66.7-75.0
E	≤40	>80	>85	≤66.7

Current Eagle County LOS Criteria: ECLUR Article 4 Section 4-620.G states, "Roadways in unincorporated Eagle County shall function at a Level of Service "C" or better. Intersections, both signalized and un-signalized, in unincorporated Eagle County shall function at Level of Service "D" or better."

The following **Table 7** shows the resulting LOS under total traffic conditions (background + project-generated) for analysis Year 2022 and Year 2040 as determined by the HCM analysis. HCM LOS is defined by the criteria in **Table 5** and **Table 6**.

Table 7: Total Traffic Intersection Level of Service

#	Int.	Traffic Control	Approach	Year 2022 Level of Service (Delay in Seconds)			Year 2040 Level of Service (Delay in Seconds)		
				AM	PM	SAT	AM	PM	SAT
1	US 6 & Site Access	SB Stop	EB	A (1.2)	A (0.6)	A (0.3)	A (0.1)	A (0.9)	A (0.4)
			WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	F (361.6)	F (288.2)	F (62.0)	C (16.9)	E (37.8)	C (16.3)

US 6/ Site Access: As can be seen in **Table 7**, traffic leaving the project site is anticipated to experience excessive delay in Year 2022 with the full movement access. The Year 2022 queue from the project site onto US 6 is approximately 4 car lengths in the evening peak hour. The throat length of the intersection provides approximately 40' (or 1.5 car lengths) for vehicles waiting to exit the project site. Remaining vehicles in this queue will line up in the 24' drive lane. The condition is anticipated to improve to a LOS E in the evening peak hour with the restriction of the access to a 3/4 movement. The queue will be reduced to 1 car length through Year 2040 with the future 3/4 movement access. US 6 is anticipated to be widened in the future. With US 6 widening, this intersection will operate at a LOS C or better. The eastbound and westbound through movements will operate without delays through Year 2040.

US 6 Highway Segment Level of Service: The Level of Service for the US 6 highway segment west and east of the project site was calculated using *Highway Capacity Manual 2010* [5](HCM) methodology. The segment's LOS is defined in Exhibit 15-3 of *HCM 2010*. The sections of US 6 between Lake Creek Road and the site access and Edwards Village North Access and the site access meets the criteria for both Class II and Class III highway classifications.

Table 8 and **Table 9** shows the road capacity LOS analysis for both Class II and Class III two-lane highways as defined in the HCM 2010, Chapter 15. Calculations are included in the **Appendix.**

Table 8: Total Traffic Highway Segment Level of Service – West of Site Access (PM)

Scenario	US 6 Between Lake Creek Road and the Site Access			
	Class II Highways PTSF (%)[1]		Class III Highways PFFS (%)[1]	
	Eastbound	Westbound	Eastbound	Westbound
2022 Total Traffic	D (80%)	E (92%)	E (61%)	E (60%)
2040 Total Traffic	D (84%)	E (94%)	E (56%)	E (54%)

() Denotes LOS calculations based upon HCM 2010 LOS

Table 9: Total Traffic Highway Segment Level of Service – East of Site Access (PM)

Scenario	US 6 Between the Site Access and Edwards Village North Access			
	Class II Highways PTSF (%)[1]		Class III Highways PFFS (%)[1]	
	Eastbound	Westbound	Eastbound	Westbound
2022 Total Traffic	D (81%)	E (92%)	E (49%)	E (48%)
2040 Total Traffic	D (84%)	E (94%)	E (44%)	E (43%)

() Denotes LOS calculations based upon HCM 2010 LOS

US 6 east of Site Access: As can be seen in **Table 8** and **Table 9**, both eastbound and westbound traffic are experiencing delay during the peak commuting hours. The delay for both directions is anticipated to gradually increase through Year 2040. Analysis of both classes indicates that the LOS is below the requirement for Eagle County per the ECLUR and degrades to a LOS D & E by Year 2022 without project traffic. Per *the Maintenance Study*, US 6 is anticipated to need to be widened to a 5-lane section (4-lanes plus auxiliary turn lanes) in the future.

5.0 Transportation Impact Analysis

5.1 State Highway Access Permits

Section 2.6(3) of the *State Highway Access Code*[9] (*Access Code*) requires a new access permit when there is a land use change and/or the driveway volume is anticipated to increase by more than twenty percent. The land use will change with the proposed development and traffic will increase by more than twenty percent at the site access. Therefore, a State Highway Access Permit is required. The full movement access will be allowed as a temporary condition. When the appropriate US 6 improvements are completed, the access will be converted into a ¾ movement access for the permanent condition.

5.2 State Highway Turn Lane Analysis

The *State Highway Access Code* establishes the need for auxiliary turn lanes. Several criteria apply when determining the traffic volume thresholds. US 6 is a two-lane highway with a posted speed limit of 45mph in the vicinity of the proposed project site. It is classified by the Colorado Department of Transportation (CDOT) as an access category NR-A, non-rural principal highway.

Per Section 3.10(7) of the *Access Code*, auxiliary turn lanes are required for more than 10vph making a left turn movement, 25vph making a right turn movement, and 50vph making a right turn acceleration onto the highway. **Table 10** details the required geometry.

Table 10: Auxiliary Turn Lane Requirements

#	Int.	Mvmt	Accel or Decel	SHAC Trigger Volume (VPH)	Year 2020 Existing			Year 2022 BG			Year 2042 BG			Year 2022 Total			Year 2042 Total			Existing Turn Lane	*Access Code* Required Turn Lane	Trigger Year & Condition
					AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM				
1	US 6 & Site Access	EBL	Decel	> 10	0	0	0	0	0	0	0	0	0	9	9	9	9	9	9	None		
		WBR	Decel	> 25	0	0	0	0	0	0	0	0	0	35	34	37	35	34	37	None	435' (includes 13.5:1 taper)	Year 2022 Total
		SBR	Accel	> 50	0	0	0	0	0	0	0	0	0	6	6	7	31	32	34	None		

[1] *State Highway Access Code*

Triggered by State Highway Access Code Volumes

US 6/ Site Access: The anticipated traffic volumes at the site access meet *Access Code* thresholds for a westbound right deceleration lane. The proposed site access does not have an existing turn lane. By Year 2022 total conditions, traffic volumes trigger a 435' deceleration lane (including a 13.5:1 taper).

5.3 Design Vehicle per *Access Code*

Per the *Access Code* Table 4-3, a multi-unit truck is the design vehicle for sight distance analysis and access design criteria based upon the proposed commercial uses.

5.4 Sight Distance

US 6/Site Access: The proposed site access exceeds the required 900' entering sight distance in Table 4-2 of the *Access Code* for multi-unit trucks on a future four-lane highway. The proposed site access also exceeds the required 400' design sight distance along the highway in Table 4-1 of the *Access Code* for a 45mph highway.

5.5 Access Design Criteria

The proposed access shall be constructed per Section 4 of the *Access Code*. *ECLUR*[6] Section 4-620.J Geometric Standards will also apply.

6.0 Recommendations and Conclusions

The proposed Wizard of Auto Eco Park project is anticipated to be successfully accommodated into the greater roadway system with implementation of the following infrastructure recommendations.

Trip Generation: The applicant is proposing the development of a mixed-use site consisting of the following uses: retail tire store, mini-(self) storage, and a 2-stall automated car wash.

Based upon the applicant's proposed land uses, the project can be anticipated to generate 710 external vehicle trips per day (vpd) on the average weekday. Peak hour traffic on a weekday at project buildout is anticipated to be 75 vehicles per hour (vph) during the morning peak hour, 75vph during the evening peak hour and 80vph during the Saturday peak hour.

State Highway Access Permits: The land use will change with the proposed development and traffic will increase by more than twenty percent at the site access. Therefore, a State Highway Access Permit is required. The full movement access will be allowed as a temporary condition. When the appropriate US 6 improvements are completed, the access will be converted into a ¾ movement access for the permanent condition.

Auxiliary Turn Lanes: The anticipated traffic volumes at the site access meet *Access Code* thresholds for the westbound right deceleration lane. The proposed site access does not have an existing turn lane. With construction of the project, traffic volumes trigger a 435' deceleration lane (including a 13.5:1 taper).

US 6 Capacity: Both eastbound and westbound US 6 traffic is experiencing delay during the peak commuting hours. The delay for both directions is anticipated to gradually increase through Year 2040. Per the *Maintenance Study*, US 6 is anticipated to need to be widened to a 5-lane section (4-lanes plus auxiliary turn lanes) in the future.

Per the *ECLUR* requirement of a Level of Service "C" or better on roadway segments, current conditions would warrant the consideration of widening US 6.

US 6 Access Operations: As traffic increases on US 6, significant delays are anticipated on all US 6 side streets. With the widening on US 6, the main site access is anticipated to operate at an acceptable Level of Service through Year 2040.

7.0 Appendix

7.1 Reference Documents

1. OTIS Traffic Data. Colorado Department of Transportation. http://apps.coloradodot.info/dataaccess/

2. *US 6 and I-70G (Edwards Spur Road) Corridor Feasibility Study.* Fellsburg, Holt, & Ullevig, March 2004.

3. *Edwards Transportation and Maintenance Analysis Study.* Stolfus & Associates, Inc. February 2016.

4. Traffic Analysis I-70G Edwards Interchange Upgrade Phase 2, dated February 2017 by FHU

5. *Highway Capacity Manual.* Transportation Research Board, 2010.

6. *Eagle County Land Use Regulations* *https://www.eaglecounty.us/Planning/Land_Use/Land_Use_Regulations/*

7. *ITE Trip Generation Manual, 10th Edition. September 2017.*

8. *ITE Trip Generation Handbook, 3rd Edition. September 2017.*

9. *State Highway Access Code.* State of Colorado, 2002.

7.2 Included Documents

1. Email correspondence with Eagle County and CDOT
2. US 6 Peak Hour Turning Movement Traffic Counts
3. Seasonal Adjustment Factor Calculations
4. Car Wash Correspondence
5. HCM Intersection Reports
    a. US 6/ Site Access
6. HCM Highway Segment LOS Calculations

Gmail

Greg Schroeder <greg@mcdowelleng.com>

Request for Meeting - Vogelmann Parcel - Action Jackson Auto, US6, Edwards

Killian - CDOT, Brian <brian.killian@state.co.us> Fri, Dec 18, 2020 at 9:04 AM
To: Greg Schroeder <greg@mcdowelleng.com>
Cc: Ben Gerdes <ben.gerdes@eaglecounty.us>, Jack Hunn <jack@hunnconsultinggroup.com>, Scot Hunn <scot@hunnplanning.com>, Kari Schroeder <kari@mcdowelleng.com>, Mark Bunnell - CDOT <mark.bunnell@state.co.us>

Greg,

Mark and I reviewed the methodology and it's acceptable to CDOT. Please note the two comments we added to the methodology form.

Please let me know if you have any questions.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety

COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

[Quoted text hidden]

2020-12-17 M1494 TIS Methodology Form (1).pdf
1770K

Gmail

Greg Schroeder <greg@mcdowelleng.com>

JLT Valley Project (Wizard of Auto Eco Park, Volgelman Parcel, US6, Edwards, CO) Phone Conversation Followup

Killian - CDOT, Brian <brian.killian@state.co.us> Tue, Jul 6, 2021 at 8:38 AM
To: Greg Schroeder <greg@mcdowelleng.com>
Cc: Scot Hunn <scot@hunnplanning.com>, Jack Hunn <jack@hunnconsultinggroup.com>, Ben Gerdes <ben.gerdes@eaglecounty.us>, Sean Kerrigan <sean@kerriganengineering.com>, Kari Schroeder <kari@mcdowelleng.com>, Kandis Aggen - CDOT <kandis.aggen@state.co.us>, Mark Bunnell - CDOT <mark.bunnell@state.co.us>

Greg,

The revisions are acceptable to CDOT. Here is what I envision for this access:

Short-term = full movement
Long-term = 3/4 movement; this change should occur when the Lake Creek Roundabout is built (1/2 mile to the west)

The Edwards Spur Rd roundabout is forecasted to have LOS E/F in the 20 year condition, so I don't support a RIRO at this access because that will send more traffic to that roundabout.

Please let me know if you have any questions.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety

COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

On Wed, Jun 30, 2021 at 2:56 PM Greg Schroeder <greg@mcdowelleng.com> wrote:

> Brian,
>
> Thanks for the phone conversation with Kari on the 17th regarding the access to this project. As you mentioned, we understand that the access can be a full movement with a temporary access permit application. We understand that in the future, the access may change to either a 3/4 or RIRO with future US6 improvements.
>
> As we mentioned on our call, our client has made some changes to the proposed project due to building massing, land use, and budget constraints. As a result, enclosed is a revised trip generation calculation, as well as proposed directional distribution and assignment figures for a full, 3/4, and RIRO access for your review.
>
> Here is a summary of the proposed changes:
>
> Multifamily Housing (Accessory Dwelling Unit) - Removed one unit to zero units

Retail Tire Store - Changed the footprint size from 6.5 ksf to 3.0 ksf
Mini (Self) Storage - Changed the footprint size from 21.2 ksf to 16.0 ksf
Automated Car Wash - Same number of automated car wash bays (2)

Let us know if you have any revised comments based upon the proposed changes to the project. We are looking to make a submission very soon.

Thanks,

Greg Schroeder, PE

Senior Transportation / Traffic Engineer

241 Broadway Street, Suite 202
PO Box 4259
Eagle, CO 81631

970.948.1376

greg@mcdowelleng.com

www.mcdowelleng.com

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Region 3

Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION	
Consultant: Name:	Greg Schroeder
Telephone:	970-948-1376
Email:	greg@mcdowelleng.com
Developer/Owner Name:	Jack Hunn / JLT Valley LLC

PROJECT INFORMATION	
Project Name	"The Wizard of Auto Park" - Eco-Friendly Auto Service (aka Action Jackson Auto)
Project Location	North side of US6 1/4 mile west of US6/Edwards Access Road RAB
Project Description *(Attached proposed site plan)*	Proposed Tire Store and Self Service Car Wash, On Site Employee Housing, Self Storage
State Highway	006E
County	Eagle
Mile Post	165.77L
Posted Speed Limit	45

TIS ASSUMPTIONS			
Study Years	Current Year: 2020	Buildout Year: 2022	Long Term Year: 2040
Traffic Assessment Level *(Provide justification)*	Level 2 - DHV volumes anticipated to be less than 99vph. (See attached CDOT Levels of Traffic Assessments for CDOT R3 Access Permits)		
Study Intersections	1. US6 / Site Access / Emerg. Access	6.	
	2.	7.	
	3.	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	☐ OTIS	☐ Regional TDM	■ Other Eagle County *
Seasonal Adjustment Factor	Yes, based upon CDOT OTIS Data		

* Eagle County Growth Rate will be 1% + background project growth

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ASSUMPTIONS CONTINUED					
Project Trip Distribution *(State assumptions and attach sketch that shows individual movements.)*	RIRO Access only 100% inbound from east, 100% outbound to west				
Trip Reduction Percentage	Internal Capture:	None	Pass By:	None	
	Multi-Modal:	0%	Other:	N/A	
Study Time Periods *(Check all that apply)*	■ AM (7-9)	■ PM (4-6)	☐ Weekday		
	■ SAT (Midday)	☐ Other			
Existing and Proposed ITE Trip Generation Land Use					
Analysis Methods *(Check all that apply)*	■ Synchro or ☐ HCS *(isolated intersections only)*	☐ SimTraffic or ☐ Other *(closely spaced intersections or when known/expected queuing issue)*			
	☐ Signal Warrants	☐ Pedestrian/Transit/Bicycle			
	■ Safety/Sight Distance	☐ Queuing and Storage			
	☐ Other				
Notes and Other Assumptions	Based on the Attached R3 Levels of Evaluation, a Level 2 Auxiliary Turn Lane Assessment will be provided. The county will require HCM Road Segment analysis on both sides of the access. HCM intersection analysis will also be performed at this access.				
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.				
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.				

CDOT INTERNAL USE ONLY		
Review Comments	* Traffic operations analysis not required for Level 2 Traffic Assessment * Study must determine locations where u-turns will occur, and whether the locations are appropriate/adequate for u-turns.	
☐ Revise and Resubmit		
Engineer Signature/Date	■ Approved	Mark Bunnell Digitally signed by Mark Bunnell Date: 2020.12.18 08:41:00 -07'00'

Levels of Traffic Assessments for CDOT R3 Access Permits

Section 2.3(5) of The State Highway Access Code (SHAC) specifies the thresholds and general requirements of a traffic impact study (TIS). A TIS is required when the proposed land use will generate a Design Hour Volume (DHV) of 100 vehicles or more, or when considered necessary or desirable by CDOT. However, the SHAC provides little detail about traffic assessment requirements for projects generating less than 100 vehicles per hour. This document describes the three levels of traffic assessments required for access permitting in CDOT Region 3. The permit applicant should contact CDOT R3 access permitting (970-248-7230) to determine the appropriate level of traffic evaluation and the specific requirements for each individual application.

Level One – Trip Generation Assessment

The purpose of a Level One Assessment is to document the project trip generation and to confirm that auxiliary turn lanes are not required at the proposed access point.

A Level One Assessment is required for all projects that generate less than ten trips in the peak hour. A single family home usually generates one trip in the peak hour so a project with nine or fewer homes would fit in this category. It is unlikely that any commercial or industrial development would fit in this category.

The Level One Assessment shall include the following:

- Description of project size and location
- Trip Generation Calculations per the Institute of Transportation Engineers Trip Generation document (latest version)
- A Professional Engineer's seal on the calculation is preferred, but not required.

Level Two – Auxiliary Turn Lane Assessment

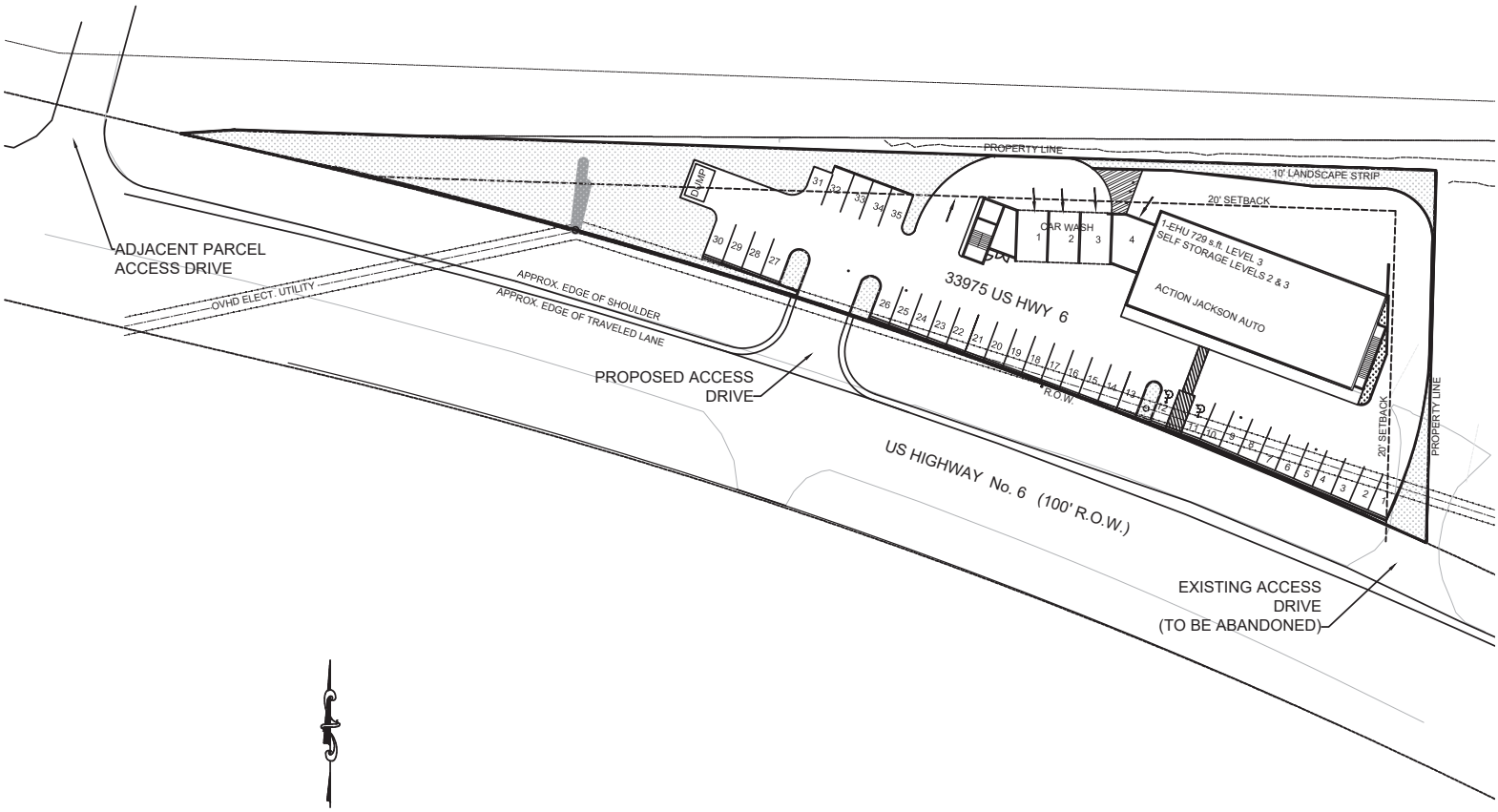
The purpose of a Level Two Assessment is to document the project trip generation and to determine auxiliary turn lane requirements at the proposed access points. The results of this assessment may reveal that no turn lanes are needed. The assessment may also reveal that a Traffic Impact Study is necessary (see Level Three), as determined by CDOT. It is strongly recommended that all assumptions be confirmed with the CDOT traffic engineer prior to completing the assessment.

A Level Two Assessment shall be required for all projects that generate between 10 and 99 trips in the peak hour. It shall include the following:

- Description of project size and location, include site & location maps
- Trip Generation Calculations per the ITE Trip Generation document (latest version)
- Diagram or table showing existing driveways and side roads within 1000 feet from the access
- A detailed statement of directional distribution assumptions for project traffic, include all correspondence; phone, emails etc., with local authorities concerning directional distribution.
- A detailed statement of the 20 year background traffic growth calculation (source of existing data, growth rate, factors, etc)
- Diagram or table showing am & pm peak-hour traffic volumes for:
  Short Term Traffic – existing, site generated, & total
  Long Term Traffic (20 Year) – background, site generated, & total
- Recommendations for auxiliary turn lanes per the SHAC
- Entering site distance at proposed access, include relative photos
- A Professional Engineer's seal and signature is required

Level Three – Traffic Impact Study

The purpose of a TIS is to understand the full traffic impact of the proposed development, and to identify traffic mitigation measures. A TIS is required when the proposed land use will generate a DHV of 100 vehicles or more, or when considered necessary or desirable by CDOT. Section 2.3(5) of the SHAC specifies the thresholds and general requirements of a TIS. A Professional Engineer's seal is required. It is strongly recommended that all assumptions be confirmed with the CDOT traffic engineer prior to completing the study.



GRAPHIC SCALE

70 0 35 70 140

(IN FEET)

1 inch = 70 ft.

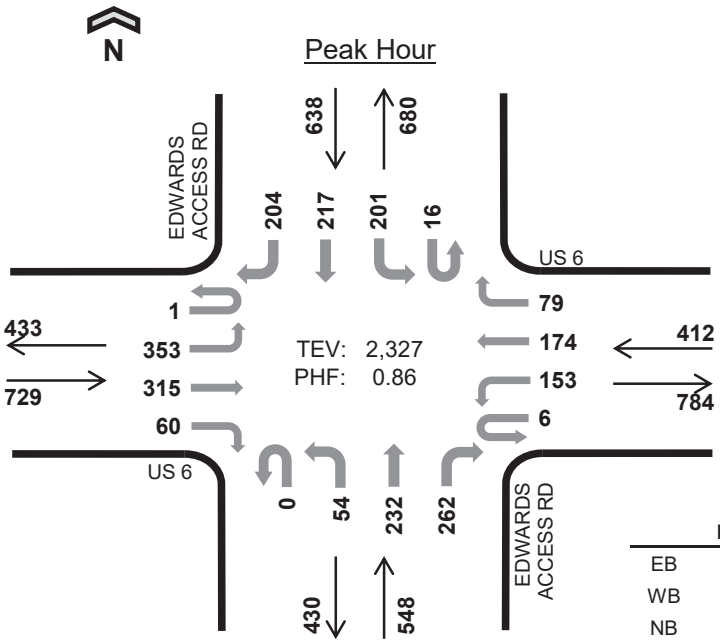
KERRIGAN engineering
P.O. Box 3032 • Eagle, Colorado 81631

PROJECT:	JURISDICTION:	SHEET NO.
ACTION JACKSON TIRE SERVICE CENTER & CAR WASH SITE LAYOUT & PROPOSED HIGHWAY DRIVEWAY ACCESS	EAGLE COUNTY, CO	C-1.0

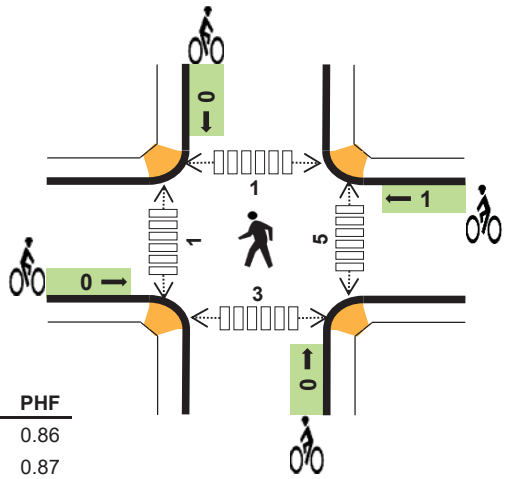
ISSUE NO.	DATE	REASON FOR ISSUING THIS DRAWING
A	12.15.20	ISSUED FOR DISCUSSION

JOB NO. 20018

EDWARDS ACCESS RD
US 6



Date: Tue, Dec 15, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.2%	0.86
WB	1.7%	0.87
NB	0.7%	0.79
SB	2.7%	0.85
TOTAL	1.9%	0.86

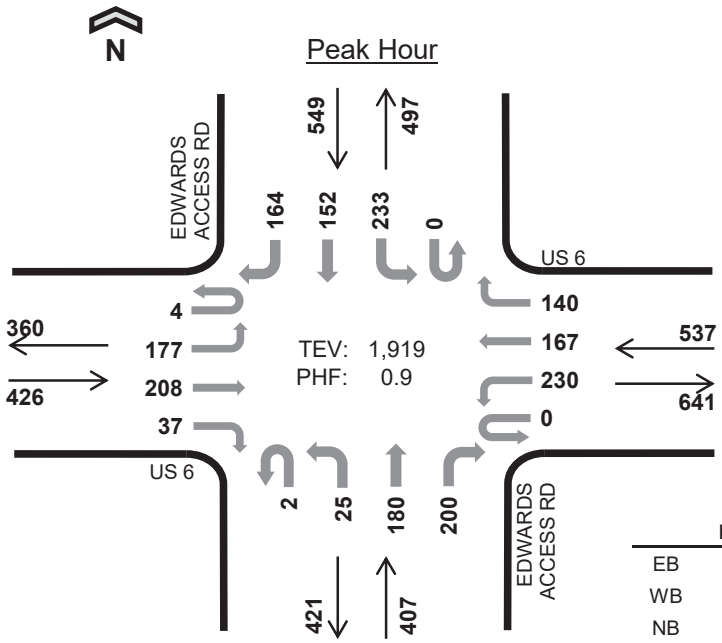
Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				EDWARDS ACCESS RD Northbound				EDWARDS ACCESS RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	2	47	38	6	0	16	5	13	0	2	27	21	5	20	14	18	234	0
7:15 AM	0	40	41	13	2	14	14	9	0	6	35	30	4	23	28	24	283	0
7:30 AM	0	66	68	20	1	25	36	17	0	12	50	43	4	29	39	29	439	0
7:45 AM	**0**	**105**	**84**	**22**	**2**	**28**	**57**	**14**	**0**	**27**	**70**	**77**	**3**	**44**	**56**	**85**	**674**	1,630
8:00 AM	**0**	**101**	**79**	**12**	**1**	**39**	**55**	**23**	**0**	**13**	**71**	**80**	**4**	**33**	**43**	**47**	**601**	1,997
8:15 AM	**0**	**88**	**79**	**12**	**2**	**43**	**31**	**19**	**0**	**6**	**41**	**55**	**4**	**64**	**63**	**40**	**547**	2,261
8:30 AM	**1**	**59**	**73**	**14**	**1**	**43**	**31**	**23**	**0**	**8**	**50**	**50**	**5**	**60**	**55**	**32**	**505**	**2,327**
8:45 AM	1	39	60	17	2	29	36	21	0	10	52	37	4	65	39	37	449	2,102
Count Total	4	545	522	116	11	237	265	139	0	84	396	393	33	338	337	312	3,732	0
Peak Hour	**1**	**353**	**315**	**60**	**6**	**153**	**174**	**79**	**0**	**54**	**232**	**262**	**16**	**201**	**217**	**204**	**2,327**	**0**

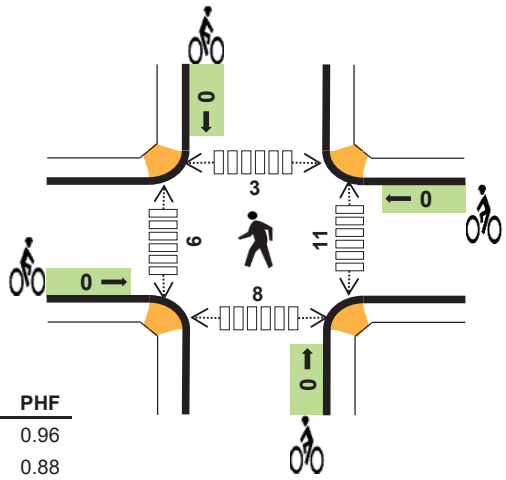
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	1	5	*10*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	3	1	2	6	*12*	0	0	0	0	*0*	1	0	0	1	*2*
7:30 AM	2	0	3	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**2**	**3**	**3**	**5**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:00 AM	**3**	**3**	**1**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**5**	**0**	**0**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**1**	*5*
8:30 AM	**6**	**1**	**0**	**5**	***12***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**2**	***3***
8:45 AM	5	3	0	6	*14*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	29	12	10	37	*88*	0	1	0	0	*1*	7	2	1	4	*14*
Peak Hour	**16**	**7**	**4**	**17**	***44***	**0**	**1**	**0**	**0**	***1***	**5**	**1**	**1**	**3**	***10***

EDWARDS ACCESS RD
US 6



Date: Sat, Dec 19, 2020
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV %:	PHF
EB	0.7%	0.96
WB	0.7%	0.88
NB	0.2%	0.84
SB	0.9%	0.90
TOTAL	0.7%	0.90

Two-Hour Count Summaries

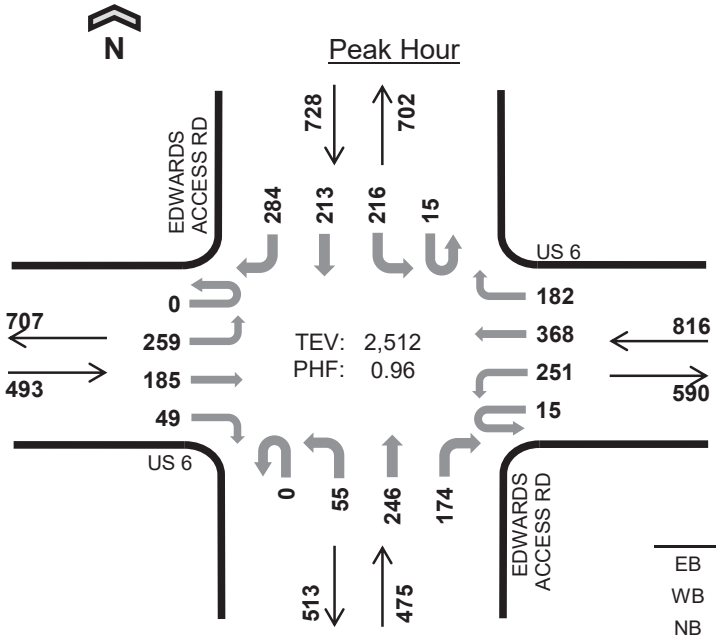
Interval Start	US 6 Eastbound				US 6 Westbound				EDWARDS ACCESS RD Northbound				EDWARDS ACCESS RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	44	36	5	0	40	52	30	0	3	58	47	0	50	39	36	440	0
11:15 AM	**2**	**49**	**41**	**13**	**0**	**53**	**34**	**33**	**1**	**9**	**40**	**56**	**0**	**46**	**38**	**44**	**459**	0
11:30 AM	**2**	**37**	**63**	**5**	**0**	**63**	**52**	**37**	**0**	**8**	**49**	**64**	**0**	**57**	**47**	**48**	**532**	0
11:45 AM	**0**	**43**	**48**	**12**	**0**	**51**	**51**	**32**	**0**	**2**	**56**	**45**	**0**	**72**	**40**	**32**	**484**	1,915
12:00 PM	**0**	**48**	**56**	**7**	**0**	**63**	**30**	**38**	**1**	**6**	**35**	**35**	**0**	**58**	**27**	**40**	**444**	**1,919**
12:15 PM	1	39	42	12	0	53	53	32	0	8	39	28	0	54	46	42	449	1,909
12:30 PM	0	41	45	8	1	58	52	39	0	9	37	29	0	64	47	41	471	1,848
12:45 PM	0	42	45	10	0	55	45	41	0	10	54	35	0	70	40	47	494	1,858
Count Total	5	343	376	72	1	436	369	282	2	55	368	339	0	471	324	330	3,773	0
Peak Hour	**4**	**177**	**208**	**37**	**0**	**230**	**167**	**140**	**2**	**25**	**180**	**200**	**0**	**233**	**152**	**164**	**1,919**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

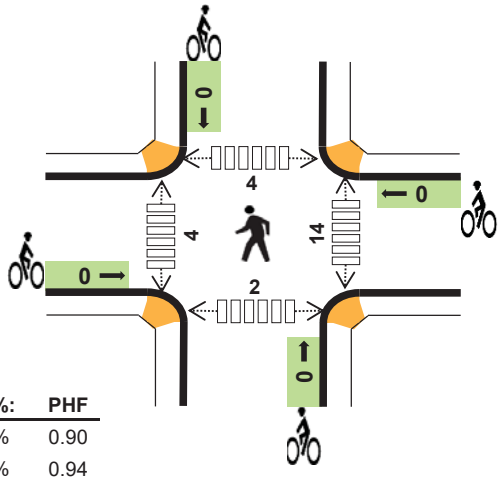
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	1	2	2	*6*	0	0	0	0	*0*	1	5	0	2	*8*
11:15 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**2**	**0**	*7*
11:30 AM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	*4*
11:45 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**4**	*6*
12:00 PM	**1**	**3**	**1**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**1**	**4**	***11***
12:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	1	1	2	0	*4*
12:30 PM	2	1	0	3	*6*	0	0	0	0	*0*	6	0	0	1	*7*
12:45 PM	0	1	2	1	*4*	0	0	0	0	*0*	5	1	0	2	*8*
Count Total	6	8	5	12	*31*	0	0	0	0	*0*	24	13	5	13	*55*
Peak Hour	**3**	**4**	**1**	**5**	***13***	**0**	**0**	**0**	**0**	***0***	**11**	**6**	**3**	**8**	***28***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

EDWARDS ACCESS RD
US 6



Date: Tue, Dec 15, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.2%	0.90
WB	1.5%	0.94
NB	0.6%	0.90
SB	1.4%	0.92
TOTAL	1.4%	0.96

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				EDWARDS ACCESS RD Northbound				EDWARDS ACCESS RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	51	51	7	2	63	67	40	0	16	54	54	4	75	53	67	604	0
4:15 PM	**0**	**66**	**57**	**13**	**2**	**73**	**94**	**42**	**0**	**8**	**60**	**44**	**3**	**45**	**51**	**63**	**621**	0
4:30 PM	**0**	**60**	**40**	**15**	**6**	**60**	**85**	**39**	**0**	**13**	**67**	**52**	**4**	**55**	**54**	**61**	**611**	0
4:45 PM	**0**	**77**	**50**	**10**	**5**	**55**	**97**	**41**	**0**	**13**	**62**	**50**	**3**	**52**	**57**	**82**	**654**	2,490
5:00 PM	**0**	**56**	**38**	**11**	**2**	**63**	**92**	**60**	**0**	**21**	**57**	**28**	**5**	**64**	**51**	**78**	**626**	**2,512**
5:15 PM	0	42	57	10	2	44	82	36	0	16	53	38	5	52	56	83	576	2,467
5:30 PM	0	50	35	5	1	61	77	22	0	9	35	30	5	35	71	69	505	2,361
5:45 PM	0	40	34	10	2	46	61	30	0	11	50	33	7	46	47	70	487	2,194
Count Total	0	442	362	81	22	465	655	310	0	107	438	329	36	424	440	573	4,684	0
Peak Hour	**0**	**259**	**185**	**49**	**15**	**251**	**368**	**182**	**0**	**55**	**246**	**174**	**15**	**216**	**213**	**284**	**2,512**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	4	0	3	*9*	0	0	0	0	*0*	4	0	0	4	*8*
4:15 PM	**2**	**4**	**1**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**1**	*5*
4:30 PM	**3**	**1**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	*4*
4:45 PM	**3**	**4**	**1**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**1**	**1**	*8*
5:00 PM	**3**	**3**	**1**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**3**	**0**	***7***
5:15 PM	2	3	0	1	*6*	0	0	0	0	*0*	4	9	1	1	*15*
5:30 PM	2	3	1	4	*10*	0	0	0	0	*0*	1	2	2	0	*5*
5:45 PM	2	1	1	2	*6*	0	0	0	0	*0*	1	0	0	2	*3*
Count Total	19	23	5	20	*67*	0	0	0	0	*0*	24	15	7	9	*55*
Peak Hour	**11**	**12**	**3**	**10**	***36***	**0**	**0**	**0**	**0**	***0***	**14**	**4**	**4**	**2**	***24***

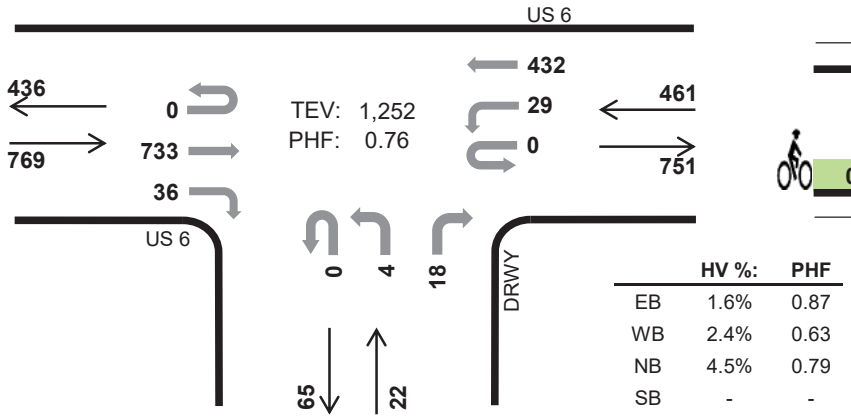
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

DRWY
US 6

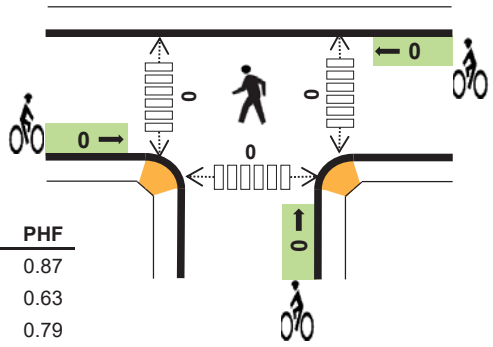
N

Peak Hour

Date: Tue, Dec 15, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.6%	0.87
WB	2.4%	0.63
NB	4.5%	0.79
SB	-	-
TOTAL	1.9%	0.76



Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				DRWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	93	1	0	2	34	0	0	0	0	1	0	0	0	0	131	0
7:15 AM	0	0	93	2	0	2	44	0	0	4	0	2	0	0	0	0	147	0
7:30 AM	**0**	**0**	**150**	**6**	**0**	**2**	**85**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**247**	0
7:45 AM	**0**	**0**	**214**	**7**	**0**	**7**	**175**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**410**	935
8:00 AM	**0**	**0**	**186**	**7**	**0**	**6**	**104**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**309**	1,113
8:15 AM	**0**	**0**	**183**	**16**	**0**	**14**	**68**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**286**	**1,252**
8:30 AM	0	0	125	16	0	12	62	0	0	4	0	5	0	0	0	0	224	1,229
8:45 AM	0	0	111	9	0	14	69	0	0	0	0	9	0	0	0	0	212	1,031
Count Total	0	0	1,155	64	0	59	641	0	0	12	0	35	0	0	0	0	1,966	0
Peak Hour	**0**	**0**	**733**	**36**	**0**	**29**	**432**	**0**	**0**	**4**	**0**	**18**	**0**	**0**	**0**	**0**	**1,252**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**6**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	6	3	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	6	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	29	24	1	0	*54*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hr	**12**	**11**	**1**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

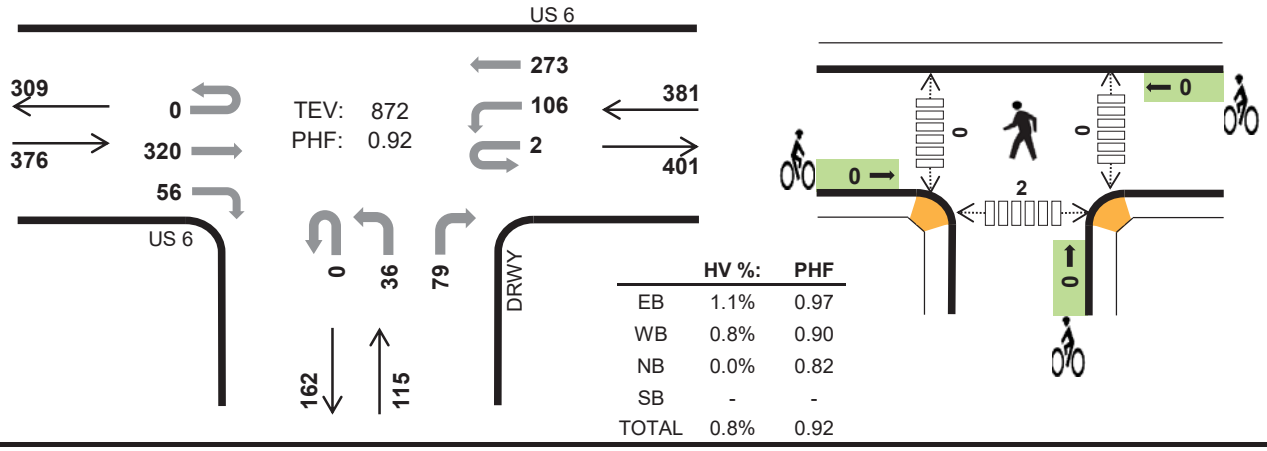
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

DRWY
US 6

N

Peak Hour

Date: Sat, Dec 19, 2020
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:00 AM to 12:00 PM



	HV %:	PHF
EB	1.1%	0.97
WB	0.8%	0.90
NB	0.0%	0.82
SB	-	-
TOTAL	0.8%	0.92

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				DRWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	**0**	**0**	**76**	**18**	**0**	**17**	**75**	**0**	**0**	**8**	**0**	**11**	**0**	**0**	**0**	**0**	**205**	0
11:15 AM	**0**	**0**	**87**	**10**	**0**	**32**	**58**	**0**	**0**	**12**	**0**	**18**	**0**	**0**	**0**	**0**	**217**	0
11:30 AM	**0**	**0**	**82**	**15**	**0**	**34**	**72**	**0**	**0**	**11**	**0**	**24**	**0**	**0**	**0**	**0**	**238**	0
11:45 AM	**0**	**0**	**75**	**13**	**2**	**23**	**68**	**0**	**0**	**5**	**0**	**26**	**0**	**0**	**0**	**0**	**212**	**872**
12:00 PM	0	0	82	8	1	13	61	0	0	8	0	27	0	0	0	0	200	867
12:15 PM	0	0	74	11	0	20	80	0	0	6	0	24	0	0	0	0	215	865
12:30 PM	0	0	70	5	1	21	77	0	0	6	0	20	0	0	0	0	200	827
12:45 PM	0	0	83	7	0	15	86	0	0	10	0	11	0	0	0	0	212	827
Count Total	0	0	629	87	4	175	577	0	0	66	0	161	0	0	0	0	1,699	0
Peak Hour	**0**	**0**	**320**	**56**	**2**	**106**	**273**	**0**	**0**	**36**	**0**	**79**	**0**	**0**	**0**	**0**	**872**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
11:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:30 AM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:00 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	7	9	0	0	*16*	0	0	0	0	*0*	0	0	0	4	*4*
Peak Hr	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***

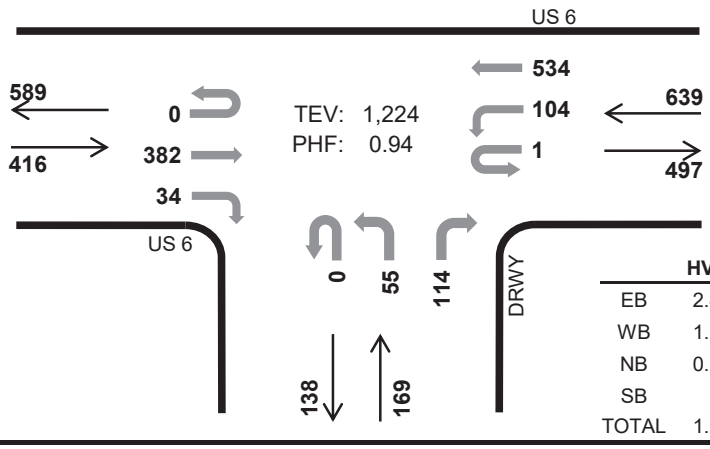
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

DRWY
US 6

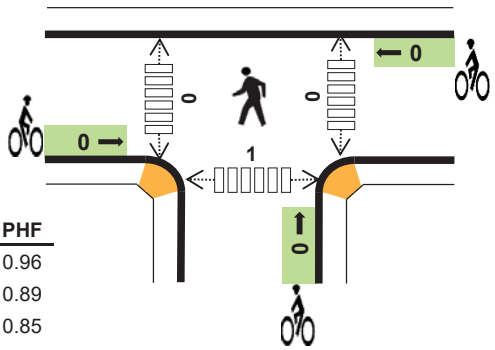
N

Peak Hour

Date: Tue, Dec 15, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.4%	0.96
WB	1.3%	0.89
NB	0.0%	0.85
SB	-	-
TOTAL	1.5%	0.94



Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				DRWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**96**	**12**	**0**	**25**	**123**	**0**	**0**	**13**	**0**	**37**	**0**	**0**	**0**	**0**	**306**	0
4:15 PM	**0**	**0**	**89**	**8**	**1**	**29**	**126**	**0**	**0**	**16**	**0**	**28**	**0**	**0**	**0**	**0**	**297**	0
4:30 PM	**0**	**0**	**94**	**10**	**0**	**31**	**125**	**0**	**0**	**12**	**0**	**23**	**0**	**0**	**0**	**0**	**295**	0
4:45 PM	**0**	**0**	**103**	**4**	**0**	**19**	**160**	**0**	**0**	**14**	**0**	**26**	**0**	**0**	**0**	**0**	**326**	**1,224**
5:00 PM	0	0	86	6	0	19	158	0	0	14	0	10	0	0	0	0	293	1,211
5:15 PM	0	0	95	7	0	19	152	0	0	17	0	13	0	0	0	0	303	1,217
5:30 PM	0	0	76	2	0	16	123	0	0	11	0	18	0	0	0	0	246	1,168
5:45 PM	0	0	67	5	0	19	117	0	0	4	0	11	0	0	0	0	223	1,065
Count Total	0	0	706	54	1	177	1,084	0	0	101	0	166	0	0	0	0	2,289	0
Peak Hour	**0**	**0**	**382**	**34**	**1**	**104**	**534**	**0**	**0**	**55**	**0**	**114**	**0**	**0**	**0**	**0**	**1,224**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
4:30 PM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	19	16	0	0	*35*	0	0	0	0	*0*	0	0	0	2	*2*
Peak Hr	**10**	**8**	**0**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

Monthly Summary Data

CDOT OTIS Station ID 000011, ON I-70 NE/O SH 131, WOLCOTT

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2020	25,212	24,948	20,794	14,355	23,111	28,892	32,426	24,820	31,220	30,163	24,252	23,951
2019	24,754	24,526	26,836	26,614	29,111	33,505	34,978	34,099	32,049	29,503	25,247	25,706
2018	23,833	23,879	28,066	25,227	29,140	31,990	32,973	31,668	31,171	27,693	24,967	24,944
2017	21,883	23,391	27,430	24,926	27,503	32,675	33,346	31,620	29,830	27,045	25,064	24,946
2016	22,470	20,829	25,512	23,563	27,800	31,702	33,354	32,044	30,647	27,020	23,524	23,246
2015	21,420	20,606	25,633	23,457	25,290	29,571	32,273	29,663	28,616	25,758	21,938	23,347
2014	19,821	19,902	23,275	21,317	23,761	27,277	29,877	28,696	26,362	24,408	20,203	21,459
2013	19,541	19,101	22,792	20,349	23,523	21,059	28,327	27,702	24,218	22,205	19,886	20,527
2012	19,531	19,755	23,271	20,611	23,037	26,496	27,976	27,526	24,666	22,125	20,449	18,208
2011	18,928	18,957	21,794	19,271	21,061	25,090	27,358	27,519	25,481	22,004	19,863	20,684
2010	19,580	19,845	20,536	20,416	22,368	25,691	28,091	27,231	24,872	20,956	19,086	19,337
2009	20,473	21,084	22,687	20,734	22,971	26,494	28,787	27,696	25,134	22,138	20,205	19,814
2008	21,786	22,880	24,374	22,791	24,524	26,906	28,666	28,362	25,861	23,962	20,539	19,436
2007	21,395	21,353	23,637	22,582	24,265	27,268	29,439	26,065	23,595	22,722	22,460	20,238
2006	19,845	18,485	23,220	22,153	21,138	26,740	28,011	27,524	25,338	20,618	21,992	20,939
2005	19,470	21,207	22,943	21,288	23,505	27,502	26,983	26,646	24,940	22,596	20,515	19,588
2004	18,910	18,951	22,690	21,136	22,659	24,727	28,076	27,149	24,787	22,388	19,567	19,931
2003	18,431	17,949	18,942	20,692	22,441	25,869	27,729	27,381	23,831	22,323	18,017	18,767
2002	17,455	18,639	20,925	20,125	22,250	23,241	25,979	25,025	21,984	21,313	18,322	19,105
2001								18,732	19,138	18,973	18,976	17,924
2000												
1999												
Average	**20,776**	**20,857**	**23,440**	**21,664**	**24,182**	**27,510**	**29,718**	**27,858**	**26,187**	**23,796**	**21,254**	**21,105**

Seasonal Adjustment Factors

CDOT OTIS Station ID 000011, ON I-70 NE/O SH 131, WOLCOTT

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		20,776	20,857	23,440	21,664	24,182	27,510	29,718	27,858	26,187	23,796	21,254	21,105
Jan	20,776	1.00	1.00	1.13	1.04	1.16	1.32	1.43	1.34	1.26	1.15	1.02	1.02
Feb	20,857	1.00	1.00	1.12	1.04	1.16	1.32	1.42	1.34	1.26	1.14	1.02	1.01
Mar	23,440	0.89	0.89	1.00	0.92	1.03	1.17	1.27	1.19	1.12	1.02	0.91	0.90
Apr	21,664	0.96	0.96	1.08	1.00	1.12	1.27	1.37	1.29	1.21	1.10	0.98	0.97
May	24,182	0.86	0.86	0.97	0.90	1.00	1.14	1.23	1.15	1.08	0.98	0.88	0.87
Jun	27,510	0.76	0.76	0.85	0.79	0.88	1.00	1.08	1.01	0.95	0.86	0.77	0.77
Jul	29,718	0.70	0.70	0.79	0.73	0.81	0.93	1.00	0.94	0.88	0.80	0.72	0.71
Aug	27,858	0.75	0.75	0.84	0.78	0.87	0.99	1.07	1.00	0.94	0.85	0.76	0.76
Sep	26,187	0.79	0.80	0.90	0.83	0.92	1.05	1.13	1.06	1.00	0.91	0.81	0.81
Oct	23,796	0.87	0.88	0.99	0.91	1.02	1.16	1.25	1.17	1.10	1.00	0.89	0.89
Nov	21,254	0.98	0.98	1.10	1.02	1.14	1.29	1.40	1.31	1.23	1.12	1.00	0.99
Dec	21,105	0.98	0.99	1.11	1.03	1.15	1.30	1.41	1.32	1.24	1.13	1.01	1.00

Monthly Summary Data from CDOT OTIS:

https://dtdapps.coloradodot.info/otis/TrafficData#ui/1/0/1/station/000011/criteria/070A/0/449.589/false/true/

Data Retrieved on July 08, 2021

Gmail **Greg Schroeder <greg@mcdowelleng.com>**

FW: Car wash Survey

Anthony Vetromila <anthony@carwashexperts.com> Thu, Jun 17, 2021 at 3:08 PM
To: Sean Kerrigan <sean@kerriganengineering.com>
Cc: Ross Blankenship <rossblankenship@gmail.com>, Scot Hunn <scot@hunnplanning.com>, Robert Fitzgerald <fitz@nakadesigns.com>, Andy Corona <andycorona@harchdevelopers.com>, Jack Hunn <jack@hunnconsultinggroup.com>, Greg Schroeder <greg@mcdowelleng.com>

Sean,

Attached is a sample consumption chart that WashWorld put together using a 2005 GMC Envoy. The black numbers represent the time for each pass of the car wash. If you add up the blue time for the deluxe package it comes out to just over 4minutes. Then you have to add a 1minute for the dryers. That is about 12cars an hour in a perfect world.

But we all know when dealing with the public we don't live in a perfect world. The e-mail below from Jack where he mentioned "add time for the customer to maneuver his/her vehicle into the bay and more time for the customer to drive out of the bay before the next customer can pull in" is correct. now is that a minute or two minutes I don't know.

The wash is set up to allow the next vehicle to pull in the wash bay as the car inside the bay is going through the dryers.

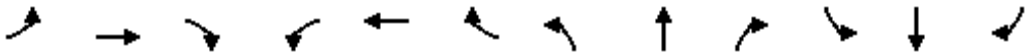
Thank you,

Anthony Vetromila

Account Executive

8214 E. Park Meadows Dr.
Lone Tree Co. 80124
(303)662-9100 x 245
Cell (720) 470-0125
anthony@carwashexperts.com

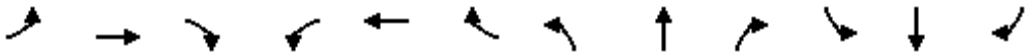
please consider the environment before printing this email Bigfoot and the Extraterrestrials thank you.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1404	0	0	715	35	0	0	0	25	0	6
Future Volume (Veh/h)	9	1404	0	0	715	35	0	0	0	25	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	1526	0	0	777	38	0	0	0	27	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	815			1526			2330	2361	1526	2323	2323	777
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	815			1526			2330	2361	1526	2323	2323	777
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	0	100	98
cM capacity (veh/h)	812			437			25	35	145	26	37	397

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	1536	777	38	34
Volume Left	10	0	0	27
Volume Right	0	0	38	7
cSH	812	1700	1700	32
Volume to Capacity	0.01	0.46	0.02	1.06
Queue Length 95th (ft)	1	0	0	92
Control Delay (s)	1.2	0.0	0.0	361.6
Lane LOS	A			F
Approach Delay (s)	1.2	0.0		361.6
Approach LOS				F

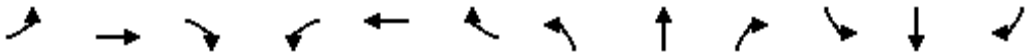
Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	91.1%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	782	0	0	1231	34	0	0	0	26	0	6
Future Volume (Veh/h)	9	782	0	0	1231	34	0	0	0	26	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	850	0	0	1338	37	0	0	0	28	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1375			850			2215	2245	850	2208	2208	1338
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1375			850			2215	2245	850	2208	2208	1338
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	10	100	96
cM capacity (veh/h)	499			788			30	41	360	31	43	187

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	860	1338	37	35
Volume Left	10	0	0	28
Volume Right	0	0	37	7
cSH	499	1700	1700	37
Volume to Capacity	0.02	0.79	0.02	0.93
Queue Length 95th (ft)	2	0	0	87
Control Delay (s)	0.6	0.0	0.0	288.2
Lane LOS	A			F
Approach Delay (s)	0.6	0.0		288.2
Approach LOS				F

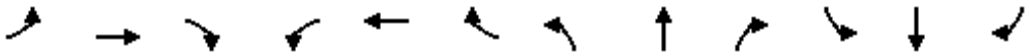
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	74.8%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	770	0	0	705	37	0	0	0	27	0	7
Future Volume (Veh/h)	9	770	0	0	705	37	0	0	0	27	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	837	0	0	766	40	0	0	0	29	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			837			1631	1663	837	1623	1623	766
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	806			837			1631	1663	837	1623	1623	766
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	64	100	98
cM capacity (veh/h)	819			797			79	96	367	82	101	403

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	847	766	40	37
Volume Left	10	0	0	29
Volume Right	0	0	40	8
cSH	819	1700	1700	99
Volume to Capacity	0.01	0.45	0.02	0.38
Queue Length 95th (ft)	1	0	0	38
Control Delay (s)	0.3	0.0	0.0	62.0
Lane LOS	A			F
Approach Delay (s)	0.3	0.0		62.0
Approach LOS				F

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	57.7%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1617	0	0	832	35	0	0	0	0	0	31
Future Volume (Veh/h)	9	1617	0	0	832	35	0	0	0	0	0	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	1758	0	0	904	38	0	0	0	0	0	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	942			1758			2716	2720	1758	2682	2682	904
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	942			1758			2716	2720	1758	2682	2682	904
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	90
cM capacity (veh/h)	728			355			12	20	105	14	22	335

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	1768	904	38	34
Volume Left	10	0	0	0
Volume Right	0	0	38	34
cSH	728	1700	1700	335
Volume to Capacity	0.01	0.53	0.02	0.10
Queue Length 95th (ft)	1	0	0	8
Control Delay (s)	0.1	0.0	0.0	16.9
Lane LOS	A			C
Approach Delay (s)	0.1	0.0		16.9
Approach LOS				C

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	102.3%	ICU Level of Service	G	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	895	0	0	1407	34	0	0	0	0	0	32
Future Volume (Veh/h)	9	895	0	0	1407	34	0	0	0	0	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	973	0	0	1529	37	0	0	0	0	0	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1566			973			2557	2559	973	2522	2522	1529
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1566			973			2557	2559	973	2522	2522	1529
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	100	100	76
cM capacity (veh/h)	421			709			13	26	306	18	27	144

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	983	1529	37	35
Volume Left	10	0	0	0
Volume Right	0	0	37	35
cSH	421	1700	1700	144
Volume to Capacity	0.02	0.90	0.02	0.24
Queue Length 95th (ft)	2	0	0	23
Control Delay (s)	0.9	0.0	0.0	37.8
Lane LOS	A			E
Approach Delay (s)	0.9	0.0		37.8
Approach LOS				E

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	84.1%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	875	0	0	789	37	0	0	0	0	0	34
Future Volume (Veh/h)	9	875	0	0	789	37	0	0	0	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	951	0	0	858	40	0	0	0	0	0	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	898			951			1866	1869	951	1829	1829	858
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	898			951			1866	1869	951	1829	1829	858
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	90
cM capacity (veh/h)	756			722			49	71	315	58	76	357

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	961	858	40	37
Volume Left	10	0	0	0
Volume Right	0	0	40	37
cSH	756	1700	1700	357
Volume to Capacity	0.01	0.50	0.02	0.10
Queue Length 95th (ft)	1	0	0	9
Control Delay (s)	0.4	0.0	0.0	16.3
Lane LOS	A			C
Approach Delay (s)	0.4	0.0		16.3
Approach LOS				C

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2020 Existing Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	52.95	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	1025	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	400.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	425.53	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	625.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	664.89	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.73		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	34.81	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.77		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	46	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0035		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8654		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	400	pch	v_d	demand volume for direction I (copied from above)	
A32	60	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	36.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	C		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	C		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2020 Existing Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	52.95	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	1025	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	625.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	664.89	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	400.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	425.53	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	2.70		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	33.84	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.75		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	57	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0022		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.9230		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	625	pch	v_d	demand volume for direction I (copied from above)	
A32	79	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	36.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	C		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Background Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.62	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2013	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	0.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	42.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	782.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	831.91	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1231.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1309.57	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.95		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.43	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.61		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	73	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0055		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8244		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	782	pch	v_d	demand volume for direction I (copied from above)	
A32	80	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Background Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.62	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2013	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1231.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1309.57	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	782.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	831.91	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.25		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.13	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.60		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	81	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0044		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8363		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1231	pch	v_d	demand volume for direction I (copied from above)	
A32	92	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Background Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	62.86	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2302	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	895.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	952.13	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1407.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1496.81	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.70		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	25.30	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.56		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	79	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0058		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8209		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	895	pch	v_d	demand volume for direction I (copied from above)	
A32	84	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.7		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Background Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	62.86	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2302	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1407.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1496.81	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	895.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	952.13	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.15		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.84	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.55		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	86	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0047		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8311		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1407	pch	v_d	demand volume for direction I (copied from above)	
A32	94	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.7		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Total Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.74	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2028	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	791.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	841.49	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1237.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1315.96	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.94		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.31	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.61		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	74	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0055		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8243		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	791	pch	v_d	demand volume for direction I (copied from above)	
A32	80	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.0		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Total Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.74	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2028	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1237.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1315.96	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	791.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	841.49	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.23		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.03	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.60		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	82	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0044		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8347		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1237	pch	v_d	demand volume for direction I (copied from above)	
A32	92	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.0		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Total Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	63.18	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2343	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	904.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	961.70	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1439.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1530.85	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.68		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.98	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.56		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	79	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0059		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8202		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	904	pch	v_d	demand volume for direction I (copied from above)	
A32	84	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.2		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Total Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	63.18	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2343	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1439.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1530.85	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	904.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	961.70	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.15		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.51	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.54		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	86	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0047		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8309		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1439	pch	v_d	demand volume for direction I (copied from above)	
A32	94	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.2		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2020 Existing Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	52.95	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	1025	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	400.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	425.53	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	625.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	664.89	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.73		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	34.81	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.77		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	46	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0035		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8654		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	400	pch	v_d	demand volume for direction I (copied from above)	
A32	60	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	36.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	C		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	C		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2020 Existing Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	52.95	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	1025	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	625.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	664.89	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	400.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	425.53	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	2.70		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	33.84	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.75		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	57	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0022		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.9230		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	625	pch	v_d	demand volume for direction I (copied from above)	
A32	79	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	36.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	C		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Background Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.62	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2013	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	0.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	42.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	782.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	831.91	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1231.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1309.57	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.95		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.43	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.61		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	73	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0055		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8244		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	782	pch	v_d	demand volume for direction I (copied from above)	
A32	80	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Background Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.62	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2013	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1231.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1309.57	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	782.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	831.91	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.25		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.13	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.60		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	81	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0044		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8363		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1231	pch	v_d	demand volume for direction I (copied from above)	
A32	92	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.1		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Background Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	62.86	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2302	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	895.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	952.13	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1407.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1496.81	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.70		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	25.30	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.56		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	79	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0058		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8209		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	895	pch	v_d	demand volume for direction I (copied from above)	
A32	84	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.7		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
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Location: US 6 between Lake Creek Road and Site Access

Year 2040 Background Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	62.86	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2302	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1407.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1496.81	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	895.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	952.13	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.15		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.84	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.55		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	86	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0047		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8311		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1407	pch	v_d	demand volume for direction I (copied from above)	
A32	94	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.7		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

Project Number: M1494
Prepared By: MLE
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Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2022 Total Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.74	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2028	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	791.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	841.49	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1237.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1315.96	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.94		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.31	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.61		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	74	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0055		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8243		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	791	pch	v_d	demand volume for direction I (copied from above)	
A32	80	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.0		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
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Edwards River Park

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Year 2022 Total Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	60.74	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2028	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1237.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1315.96	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	791.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	841.49	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.23		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	27.03	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.60		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	82	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0044		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8347		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1237	pch	v_d	demand volume for direction I (copied from above)	
A32	92	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	17.0		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
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Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Total Traffic - Eastbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	63.18	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2343	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	904.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	961.70	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	1439.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	1530.85	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	0.68		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.98	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.56		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	79	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0059		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8202		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	904	pch	v_d	demand volume for direction I (copied from above)	
A32	84	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.2		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	61%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	D		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

HCM 2010 TWO-LANE HIGHWAY
LEVEL OF SERVICE CALCULATION
Edwards River Park

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number: M1494
Prepared By: MLE
Date: 2021-07-14
Revised:

Location: US 6 between Lake Creek Road and Site Access

Year 2040 Total Traffic - Westbound PM Peak Hour

Item	Value	Unit	Name	Description	Ref
A1	1.00	unitless	$f_{HV,ATS}$	Heavy Vehicle Adjustment factor for ATS estimation	HCM 2010 Eqn. 15-4
A2	0.02	unitless	P_T	proportion of trucks in the traffic stream (decimal)	
A3	0.00	unitless	P_R	proportion of RVs in the traffic stream (decimal)	
A4	1.00	unitless	E_T	PCE for trucks from Ex 15-11, 15-12	
A5	1.00	unitless	E_R	PCE for RVs from Ex 15-11, 15-13	
A6	0.00	unitless	P_{TC}	proportion of trucks operating at crawl speed	
A7	0.00	unitless	E_{TC}	pce's for trucks operating at crawl speed	
A8	63.18	mph	FFS	Free Flow Speed (from Field Measurements at v>200vph)	HCM 2010 Eqn. 15-1
A9	45.00	mph	S_{FM}	mean speed of sample (v>200vph)	
A10	2343	vph	v	total demand flow rate	
A11	45.00	mph	BFFS	Base Free Flow Speed (estimated)	
A12	2.40		f_{LS}	adjustment for lane and shoulder width	HCM 2010 Ex. 15-7
A13	2.60		f_A	adjustment for access point density	HCM 2010 Ex. 15-8
A14	40.00	mph	FFS	Free Flow Speed (from estimation)	HCM 2010 Eqn. 15-2
A15	1439.00	pch	V_i	demand volume for direction i	
A16	0.94		PHF	Peak Hour factor for direction i	
A17	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A18	1530.85	pch	$v_{i,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A19	904.00	pch	V_o	demand volume for direction o	
A20	0.94		PHF	Peak Hour factor for direction o	
A21	1.00		$f_{g,ATS}$	grade adjustment factor, from 15-9 or 15-10	
A22	961.70	pch	$v_{o,ATS}$	demand flow rate i for ATS estimation	HCM 2010 Eqn. 15-3
A23	1.15		$f_{np,ATS}$	adjustment factor for ATS determination for the % of no-passing zones in the analysis direction	HCM 2010 Ex. 15-15
A24	45.00	mph	FFS	Free flow speed (engineer discretion from above between A8 and A14)	
A25	24.51	mph	ATSd	Average Travel Speed	HCM 2010 Eqn. 15-6
A26	0.54		PFFS	Percent of FFS	HCM 2010 Eqn. 15-11, Used For Road Class III
A27	II			Road Class	HCM 2010 Pg. 15-3
A28	86	%	$BPTSF_d$	Base Percent Time-Spent-Following for direction i	HCM 2010 Eqn. 15-10
A29	-0.0047		a	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A30	0.8309		b	Opposing Demand Flow Coefficient	HCM 2010 Ex. 15-20
A31	1439	pch	v_d	demand volume for direction I (copied from above)	
A32	94	%	PTSF	Percent of Time Spent Following	HCM 2010 Eqn. 15-9, Used For Road Class II
A33	13.2		$f_{np,PTSF}$	Adjustment to PTSF for the percentage of no-passing zones in direction i	HCM 2010 Ex. 15-21
A34	39%		Dir. Split	Directional Split	HCM 2010 Ex. 15-21
A35	2100	pch	v_{cap_i+o}	Road Capacity (self entered) for directions i+o	
A36	E		LOS	LOS (Class II) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3
A37	E		LOS	LOS (Class III) (* US6 volume exceeds CDOT's capacity)	HCM 2010 Ex. 15-3

Exhibit K: CDOT Access Permit Application

COLORADO DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application acceptance date:

Instructions: ***Please print or type***

- Contact the Colorado Department of Transportation (CDOT) or your local government to determine your issuing authority.
- Contact the issuing authority to determine what plans and other documents are required to be submitted with your application.
- Complete this form (some questions may not apply to you) and attach all necessary documents and Submit it to the issuing authority.
- Submit an application for each access affected.
- If you have any questions contact the issuing authority.
- For additional information see CDOT's Access Management website at **https://www.codot.gov/business/permits/accesspermits**

1) Property owner (Permittee)		2) Applicant or Agent for permittee (if different from property owner)	
JLT Valley LLC (Contact: Ross Blankenship)			
Street address		Mailing address	
56 Edwards Village Boulevard, Suite 124			
City, state & zip	Phone #	City, state & zip	Phone # (required)
Edwards, CO 81632	970-390-1695		
E-mail address		E-mail address if available	
rossblankenship@gmail.com			

3) Address of property to be served by permit (required)

33975 US Highway 6, Edwards, CO (Parcel Number: 2105-054-00-013)

4) Legal description of property: If within jurisdictional limits of Municipality, city and/or County, which one?

county	subdivision	block	lot	section	township	range
Eagle				5	5S	82 W

5) What State Highway are you requesting access from?

US 6

6) What side of the highway? ☒ N ☐ S ☐ E ☐ W

7) How many feet is the proposed access from the nearest mile post?

1135 feet ☐ N ☐ S ☐ E ☒ W) from: 166

How many feet is the proposed access from the nearest cross street?

1109 feet ☐ N ☐ S ☐ E ☒ W) from: I-70G

8) What is the approximate date you intend to begin construction?

9) Check here if you are requesting a:

☐ new access ☐ temporary access (duration anticipated:) ☐ improvement to existing access
☒ change in access use ☐ removal of access ☐ relocation of an existing access (provide detail)

10) Provide existing property use

Vehicle/Equipment storage

11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest?

☒ no ☐ yes, if yes - what are the permit number(s) and provide copies: and/or, permit date:

12) Does the property owner own or have any interests in any adjacent property?

☒ no ☐ yes, if yes - please describe:

13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property?

☒ no ☐ yes, if yes - list them on your plans and indicate the proposed and existing access points.

14) If you are requesting agricultural field access - how many acres will the access serve?

15) If you are requesting commercial or industrial access please indicate the types and number of businesses and provide the floor area square footage of each.

business/land use	square footage	business	square footage
Retail Tire Store	3.0 ksf	Automated Car Wash	2 Stall
Mini-(self) storage	16.0 ksf		

16) If you are requesting residential developement access, what is the type (single family, apartment, townhouse) and number of units?

type	number of units	type	number of units

17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.

Indicate if your counts are ☒ peak hour volumes or ☐ average daily volumes.	# of passenger cars and light trucks at peak hour volumes	# of multi unit trucks at peak hour volumes
	80	
# of single unit vehicles in excess of 30 ft.	# of farm vehicles (field equipment)	**Total count of all vehicles**
		80

18) Check with the issuing authority to determine which of the following documents are required to complete the review of your application.

a) Property map indicating other access, bordering roads and streets.
b) Highway and driveway plan profile.
c) Drainage plan showing impact to the highway right-of-way.
d) Map and letters detailing utility locations before and after development in and along the right-of-way.
e) Subdivision, zoning, or development plan.
f) Proposed access design.
g) Parcel and ownership maps including easements.
h) Traffic studies.
i) Proof of ownership.

1- It is the applicant's responsibility to contact appropriate agencies and obtain all environmental clearances that apply to their activities. Such clearances may include Corps of Engineers 404 Permits or Colorado Discharge Permit System permits, or ecological, archeological, historical or cultural resource clearances. The CDOT Environmental Clearances Information Summary presents contact information for agencies administering certain clearances, information about prohibited discharges, and may be obtained from Regional CDOT Utility/Special Use Permit offices or accessed via the CDOT Planning/Construction-Environmental-Guidance webpage: **https://www.codot.gov/programs/environmental/resources/guidance-standards/environmental-clearances-info-summary-august-2017/view**

2- All workers within the State Highway right of way shall comply with their employer's safety and health policies/ procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations - including, but not limited to the applicable sections of 29 CFR Part 1910 - Occupational Safety and Health Standards and 29 CFR Part 1926 - Safety and Health Regulations for Construction.

Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation. At a minimum, all workers in the State Highway right of way, except when in their vehicles, shall wear the following personal protective equipment: High visibility apparel as specified in the Traffic Control provisions of the documentation accompanying the Notice to Proceed related to this permit (at a minimum, ANSI/ISEA 107-1999, class 2); head protection that complies with the ANSI Z89.1-1997 standard; and at all construction sites or whenever there is danger of injury to feet, workers shall comply with OSHA's PPE requirements for foot protection per 29 CFR 1910.136, 1926.95, and 1926.96. If required, such footwear shall meet the requirements of ANSI Z41-1999.

Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

3- The Permittee is responsible for complying with the Revised Guidelines that have been adopted by the Access Board under the American Disabilities Act (ADA). These guidelines define traversable slope requirements and prescribe the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at:
https://www.codot.gov/business/civilrights/ada/resources-engineers

If an access permit is issued to you, it will state the terms and conditions for its use. Any changes in the use of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit.

The applicant declares under penalty of perjury in the second degree, and any other applicable state or federal laws, that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.

I understand receipt of an access permit does not constitute permission to start access construction work.

Applicant or Agent for Permittee signature	Print name	Date

If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.

Property owner signature	Print name	Date
	Ross D. Blankenship	7/22/2021

INSTRUCTIONS FOR COMPLETING APPLICATION FOR ACCESS PERMIT
(CDOT FORM NO. 137)
December 2018

To construct, relocate, close, or modify access(es) to a State Highway or when there are changes in use of such access point(s), an application for access permit must be submitted to the Colorado Department of Transportation (CDOT) or the local jurisdiction serving as the issuing authority for State Highway Access Permits. Contact the CDOT Regional Access Unit in which the subject property is located to determine where the application must be submitted. The following link will help you determine which CDOT Region office to contact:

https://www.codot.gov/business/permits/accesspermits/regional-offices.html

All applications are processed and access permits are issued in accordance to the requirements and procedures found in the most current version of the State Highway Access Code (Access Code). Code and the application form are also available from CDOT's web site at:

https://www.codot.gov/business/permits/accesspermits

Please complete all information requested accurately. Access permits granted based on applications found to contain false information may be revoked. An incomplete application will not be accepted. If additional information, plans and documents are required, attach them to the application. Keep a copy of your submittal for your records. Please note that only the original signed copy of the application will be accepted. Do not send or enclose any permit fee at this time. A permit fee will be collected if an access permit is issued. The following is a brief description of the information to be provided on each enumerated space on the application form (CDOT Form 137, 2010).

1. **Property Owner (Permittee):** Please provide the full name, mailing address and telephone number and the E-mail address (if available) of the legal property owner (owner of the surface rights). Please provide a telephone number where the Permittee can be reached during business hours (8:00 a.m. to 5:00 p.m.). Having a contract on the property is not a sufficient legal right to that property for purposes of this application. If the access is to be on or across an access easement, then a copy of the easement MUST accompany this application. If federal land is involved, provide the name of the relevant federal agency AND attach copy of federal authorization for property use.

2. **Agent for permittee:** If the applicant (person completing this application) is different than the property owner (Permittee), provide entity name (if applicable), the full name of the person serving as the Agent, mailing address, telephone number, and the E-mail address (if available). Please provide a telephone number where the Agent can be reached during business hours (8:00 a.m. to 5:00 p.m.). Joint applications such as owner/lessee may be submitted. Corporations must be licensed to do business in Colorado: All corporations serving as, or providing, an Agent as the applicant must be licensed to do business in Colorado.

3. Address of Property to be Served: Provide if property to be served has an official street address. If the access is a public road, note the name (or future name) of the road.

4. Legal Description of Property: Fill in this item to the extent it applies. This information is available at your local County Courthouse, or on your ownership deed(s). A copy of the deed may be required as part of this application in some situations. To determine applicability, check with the CDOT's Regional Access Manager or issuing authority staff.

5. State Highway: Provide the State Highway number from which the access is requested.

6. Highway Side: Mark the appropriate box to indicate what side of the highway the requested access is located.

7. Access Mile Point: Without complete information, we may not be able to locate the proposed access. To obtain the distance in feet, drive the length between the mile point and the proposed access, rounding the distance on the odometer to the nearest tenth of a mile; multiply the distance by 5,280 feet to obtain the number of feet from the mile point. Then enter the direction (i.e. north, south, east, west) from the mile point to the proposed access. Finally, enter the mile point number. It is helpful in rural or undeveloped areas if some flagging is tied to the right-of-way fence at the desired location of the access. Also, if there is a cross street or road close to the proposed access, note the distance in feet (using the same procedures noted above) from that cross street or road.

8. Access Construction Date: Fill in the date on which construction of the access is planned to begin.

9. Access Request: Mark items that apply. More than one item may be checked.

10. Existing property use: Describe how the property is currently being used. For example, common uses are Single Family Residential, Commercial or Agricultural.

11. Existing Access: Does the property have ***any other legal alternatives to reach a public road*** other than the access requested in this application? Note the access permit number(s) for any existing state highway access point(s) along with their issue date(s). If there are no existing access point(s), mark the "no" box.

12. Adjacent Property: Please mark the appropriate box. If the "yes" box is marked, provide a brief description of the property (location of the property in relation to the property for which this access application is being made).

13. Abutting Streets: If there are any other existing or proposed public roads or easements abutting the property, they should be shown on a map or plan attached to this application.

14. Agricultural Acres: Provide number of acres **to be served.**

15. Access Use: List the land uses and square footage of the site as it will be when it is fully developed. The planned land uses as they will be when the site is fully developed are used to project the amount of traffic that the site will generate, peak hour traffic levels and the type of vehicles that can be expected as a result of the planned land uses. There may be exceptional circumstances that would allow phased installation of access requirements. This is at the discretion of the CDOT Regional Access Unit or issuing authority staff.

16. Estimated Traffic Count: Provide a reasonable estimate of the traffic volume expected to use the access. Note the type of vehicles that will use the access along with the volume (number of vehicles in and out at either the peak hour or average daily rates) for each type of vehicle. A vehicle leaving the property and then returning counts as two trips. If 40 customers are expected to visit the business daily, there would be 80 trips in addition to the trips made by all employees and other visitors (such as delivery and trash removal vehicles). If the PDF on-line version of this application is being used, the fields for each type of vehicle will automatically be added together to populate the last field on the page.

17. Documents and Plans: The CDOT Regional Access Manager or issuing authority staff will determine which of these items must be provided to make the application complete. Incomplete applications will not be accepted. If an incomplete application is received via U.S. mail or through means other than in the hand of the Access Manager or issuing authority staff, it will not be processed. ***It is the responsibility of the applicant to verify with the CDOT Regional Access Manager or issuing authority staff whether the application is complete at the time of submission.***

Signature: Generally, if the applicant is not the property owner, then the property owner or a legally authorized representative must sign the application. With narrow exceptions, proof of the property owner's consent is required to be submitted with the application (proof may be a power of attorney or a similar consent instrument). The CDOT Regional Access Manager or issuing authority staff will determine if the exception provided in the Access Code (2.3 (3) (b)) is applicable.

If CDOT is the issuing authority for this application, direct your questions to the CDOT Regional Access Manager or the issuing authority staff serving the subject property.

https://www.codot.gov/business/permits/accesspermits/regional-offices.html

If the application is accepted, it will be reviewed by the CDOT Regional Access Manager or the issuing authority staff. If an Access Permit is issued, be sure to read all of the attached Terms and Conditions before signing and returning the Access Permit. The Terms and Conditions may require that additional information be provided prior to issuance of the Notice to Proceed.

The CDOT Regional Access Manager (or issuing authority staff) MUST be contacted prior to commencing work on any Access Permit project. ***A Notice to Proceed that authorizes the Permittee to begin access related construction MUST be issued prior to working on the access in the State Highway right-of-way.*** The Notice to Proceed may also have Terms and Conditions that must be fulfilled before work may begin on the permitted access.

Exhibit L: Scoping/Access Permit Correspondence and Trip Gen Table

Table 1 - Wizard of Auto Eco Park

Project Trip Generation

Estimated Project-Generated Traffic[1]

			ITE Trip Generation Equation[3]				Average Weekday	Morning Peak Hour				Evening Peak Hour				Saturday Peak Hour			
								Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
ITE Code	Units [2]	Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips
Proposed Land Use																			
#848 - Tire Store	3.0 kSF	Type a= b=	Rate 28.52	Rate 3.73	Rate 3.87	Rate 5.05	86	52%	6	48%	5	45%	5	55%	6	47%	7	53%	8
#151 - Mini Warehouse	11.6 kSF GFA	Type a= b=	Rate 1.51	Rate 0.20	Rate 0.20	Rate 0.31	18	50%	1	50%	1	51%	1	49%	1	59%	2	41%	1
Automated Car Wash - Custom Rate[4]	2 Car Wash Tunnels	Type a= b=	Rate 300.00	Rate 30.00	Rate 30.00	Rate 30.00	600	60%	36	40%	24	60%	36	40%	24	60%	36	40%	24
Proposed New Trips							**704**		**43**		**30**		**42**		**31**		**45**		**33**

Notes:

[1] Values obtained from *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.

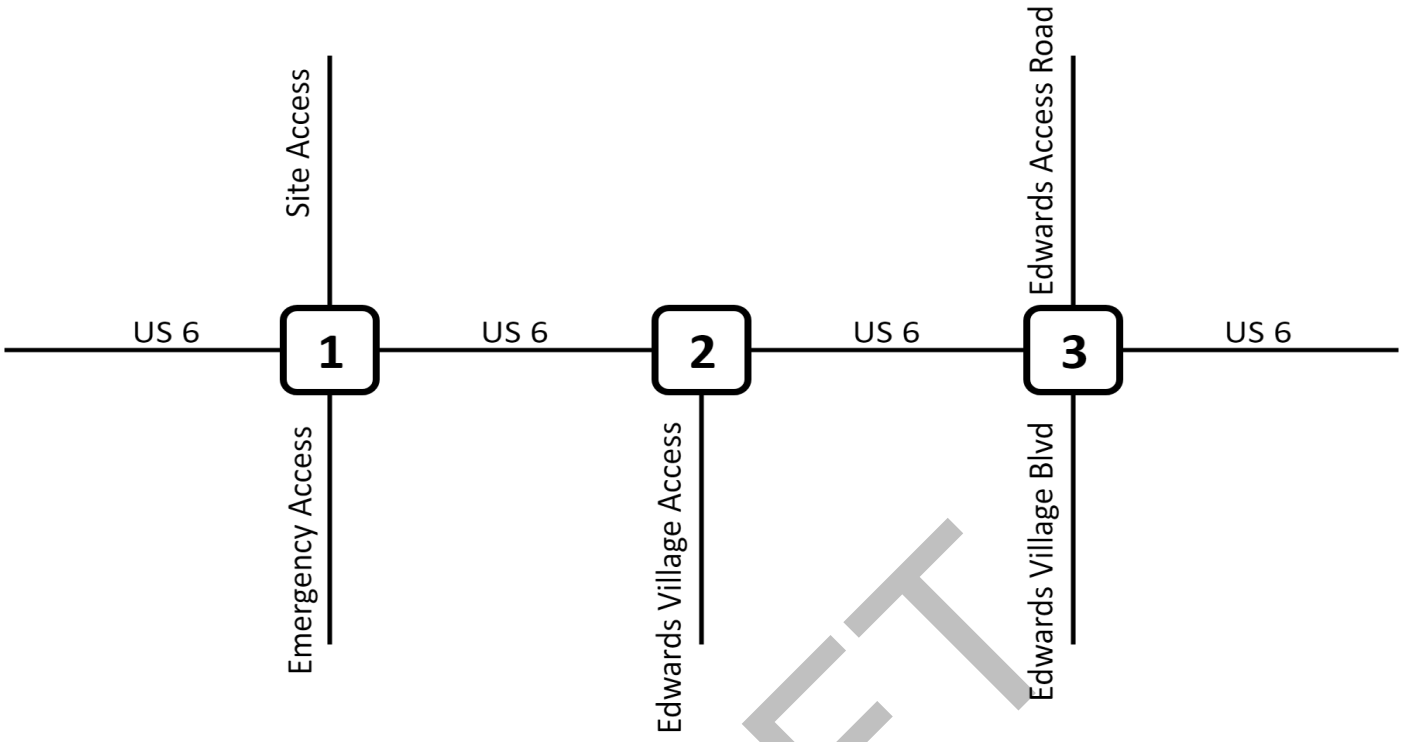
[2] kSF = 1,000 Square Feet, kSF GFA = 1,000 Square Feet Gross Floor Area

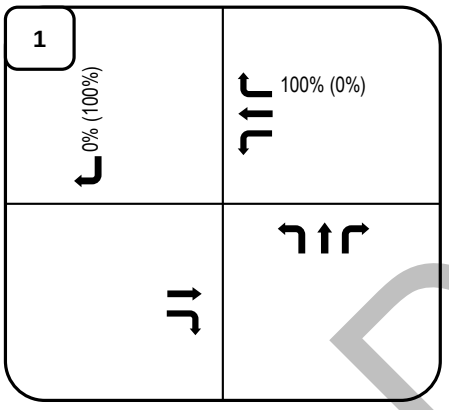
[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

[4] Automated Car Wash - Custom Rate is based upon manufacturer literature for automated car wash that sets wash time to 5-6 minutes/vehicle (10-12vph outbound). Assumes 50% greater inbound rate.

DRAFT

Figure A-1: Project Generated Traffic Distribution (RIRO Access)

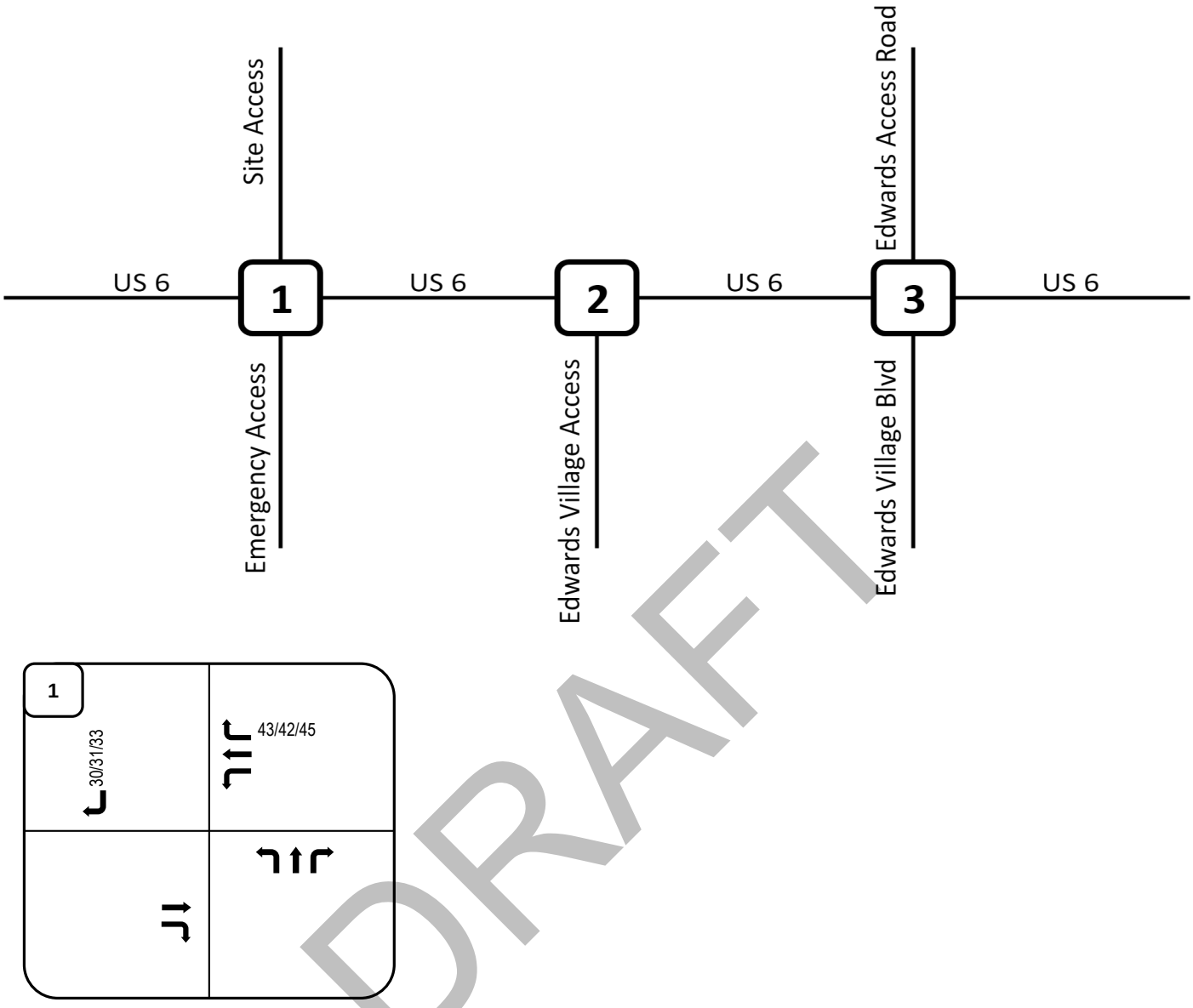




DRAFT

LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

Figure A-2: Project Generated Traffic Assignment (RIRO Access)



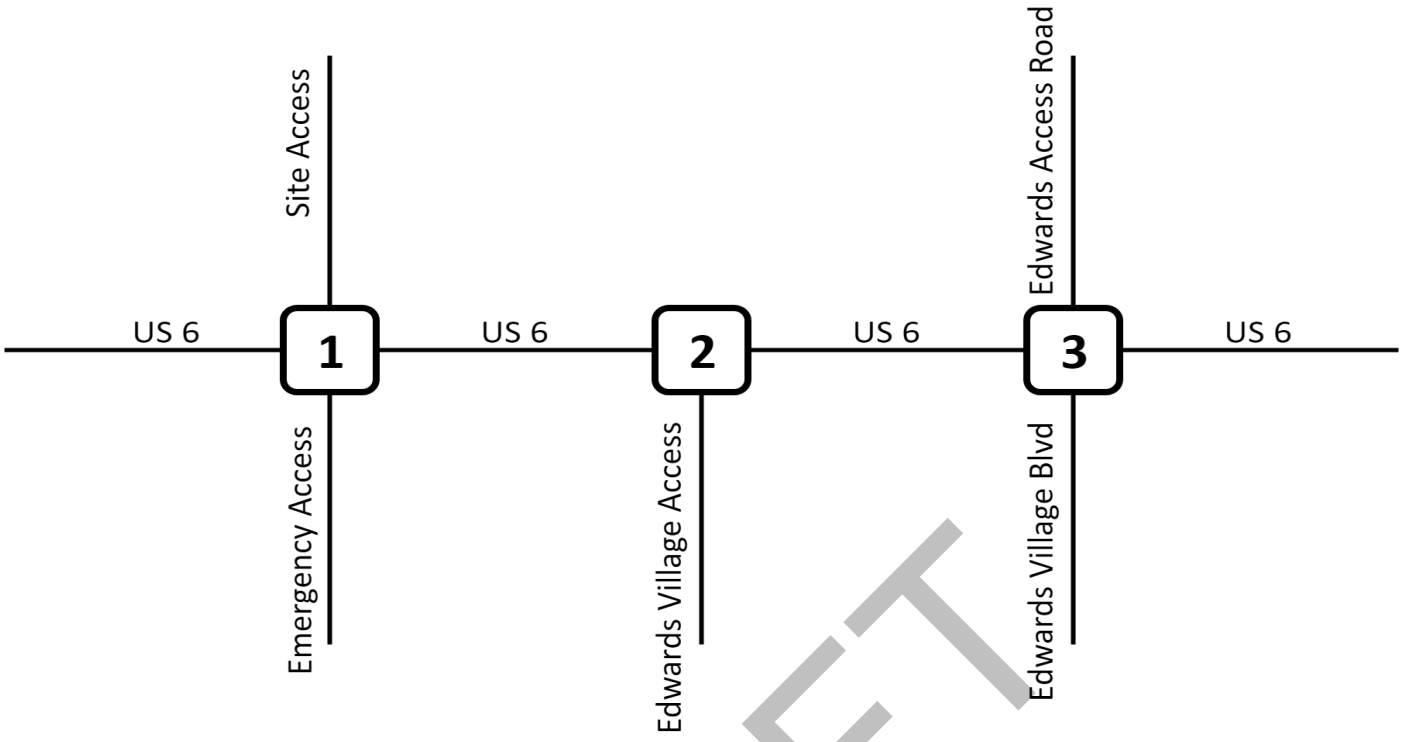
DRAFT

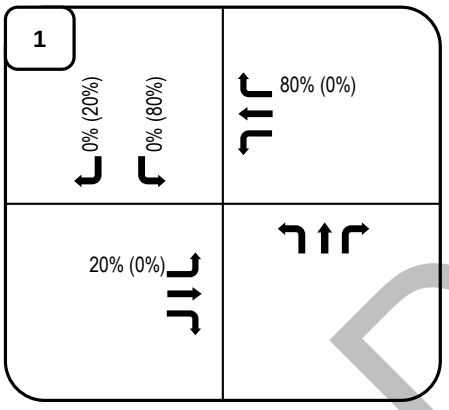
McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1494
Prepared By	GWS
	5/25/2021
	PRELIMINARY

Figure B-1: Project Generated Traffic Distribution (Full Movement Access)





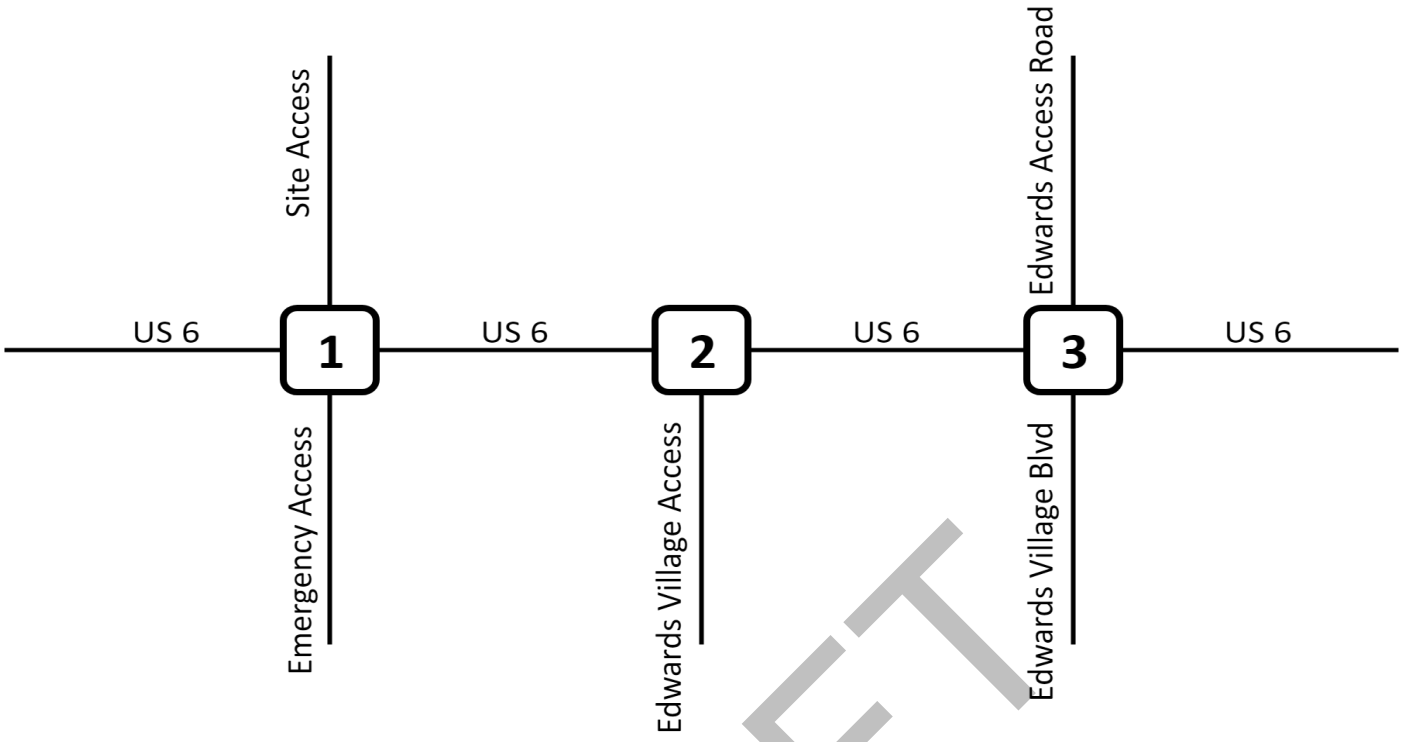
DRAFT

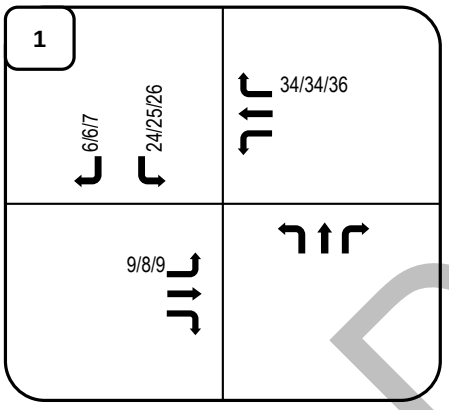
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS
Wizard of Auto Eco Park	5/25/2021
Edwards, CO	PRELIMINARY

Figure B-2: Project Generated Traffic Assignment (Full Movement Access)





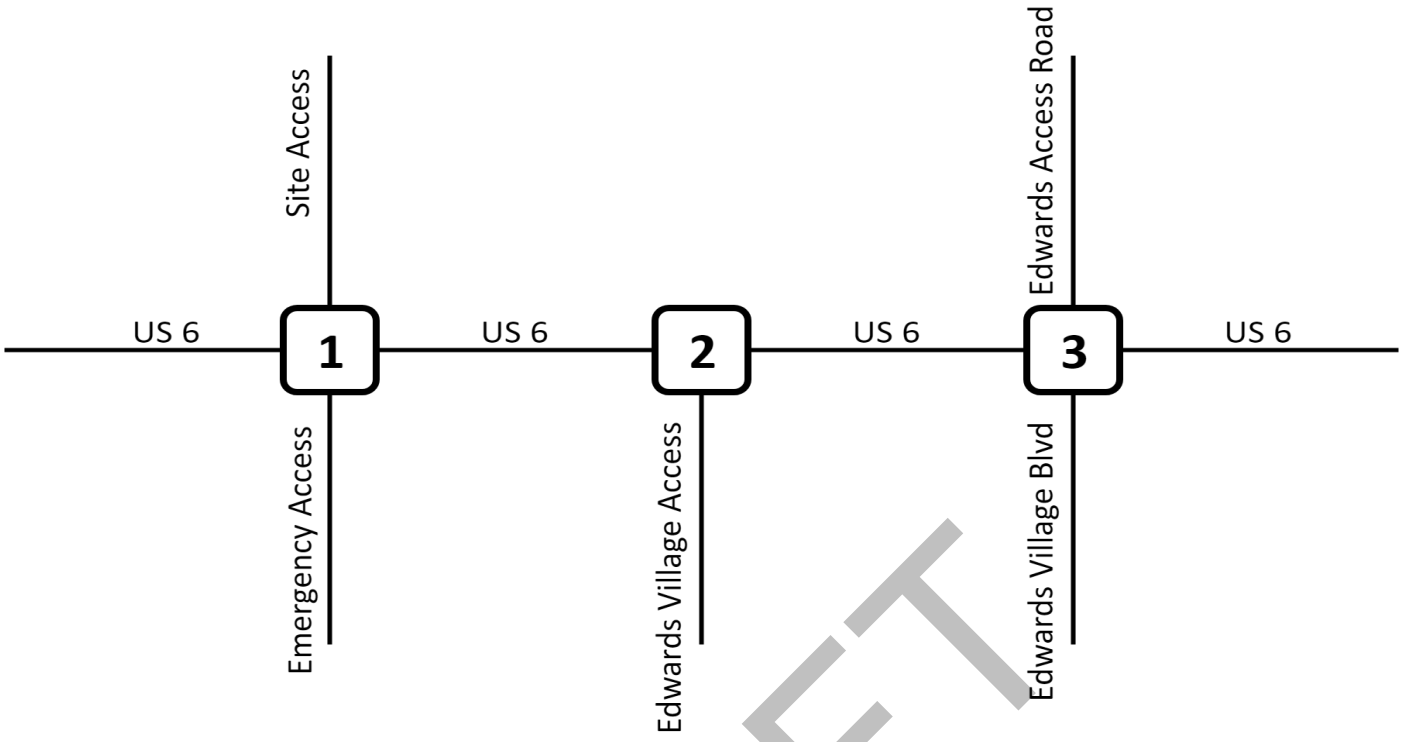
DRAFT

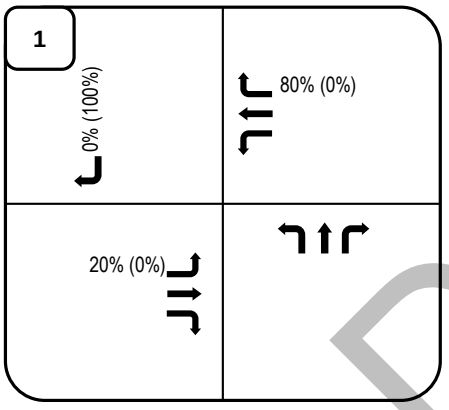
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1494
Prepared By	GWS
	5/25/2021
	PRELIMINARY

Figure C-1: Project Generated Traffic Distribution (3/4 Movement Access)





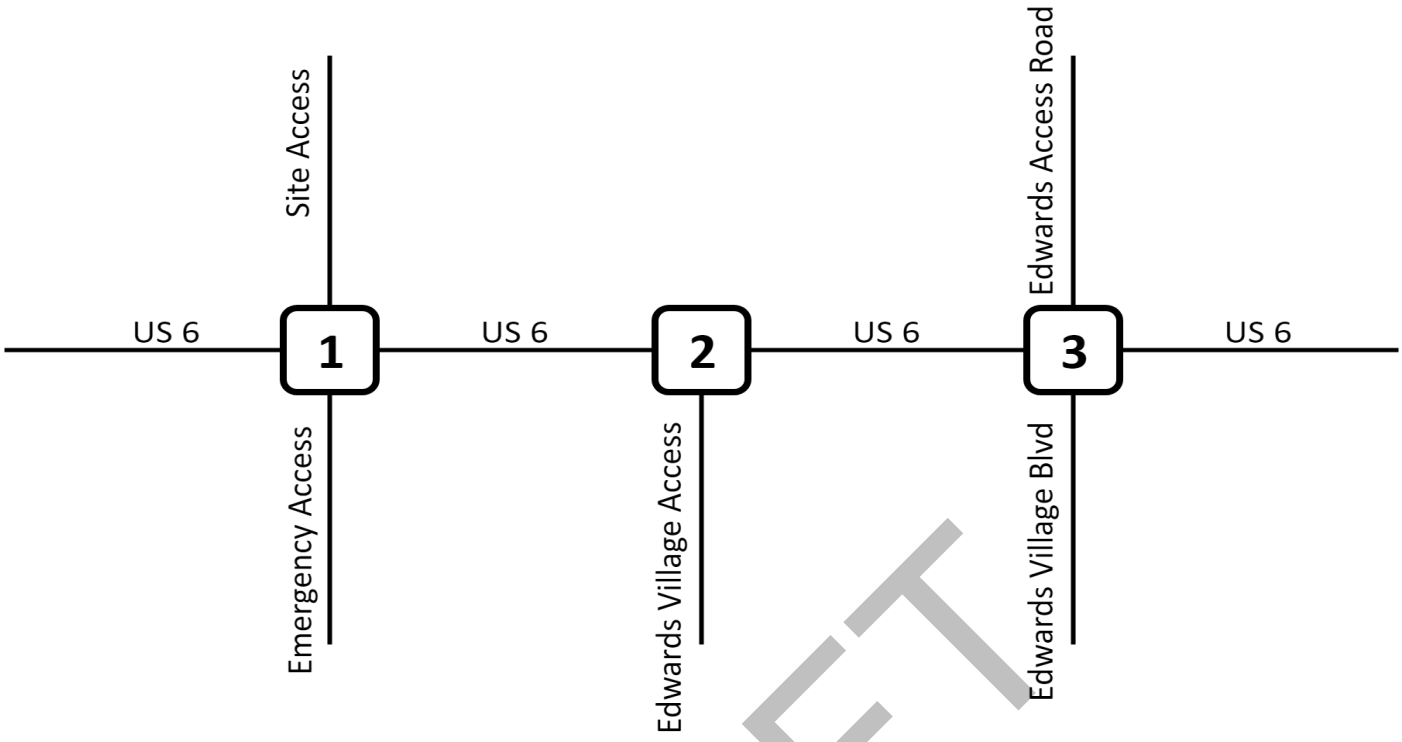
DRAFT

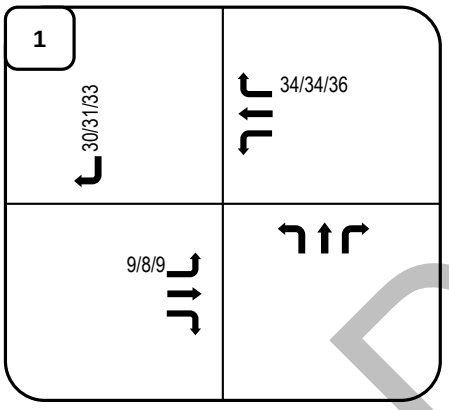
McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1494
Prepared By	GWS

Figure C-2: Project Generated Traffic Assignment (3/4 Movement Access)





DRAFT

LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS
	5/25/2021
	PRELIMINARY

Table 1 - Action Jackson Auto

Project Trip Generation

Estimated Project-Generated Traffic[1]

ITE Code	Units [2]	Eq. Coef	ITE Trip Generation Equation[3] Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Average Weekday Trips (VPD)	Morning Peak Hour Inbound % Trips	Morning Peak Hour Inbound Trips	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips	Saturday Peak Hour Inbound % Trips	Saturday Peak Hour Inbound Trips	Saturday Peak Hour Outbound % Trips	Saturday Peak Hour Outbound Trips
Proposed Land Use																			
#220 - Multifamily Housing (Low-Rise)	1 DU	Type a= b=	Rate 7.32	B 0.94 -0.29	A 0.66 1.41	Rate 0.70	8	28%	1	72%	1	59%	2	41%	1	50%	1	50%	1
#848 - Tire Store	6.5 kSF	Type a= b=	Rate 28.52	Rate 3.73	Rate 3.87	Rate 5.05	185	52%	13	48%	12	45%	11	55%	14	47%	15	53%	17
#151 - Mini Warehouse	21.2 kSF GFA	Type a= b=	Rate 1.51	Rate 0.20	Rate 0.20	Rate 0.31	32	50%	3	50%	3	51%	3	49%	3	59%	4	41%	3
Automated Car Wash - Custom Rate[4]	2 Car Wash Tunnels	Type a= b=	Rate 300.00	Rate 30.00	Rate 30.00	Rate 30.00	600	60%	36	40%	24	60%	36	40%	24	60%	36	40%	24
Proposed New Trips							**825**		**53**		**40**		**52**		**42**		**56**		**45**

Notes:

[1] Values obtained from *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.

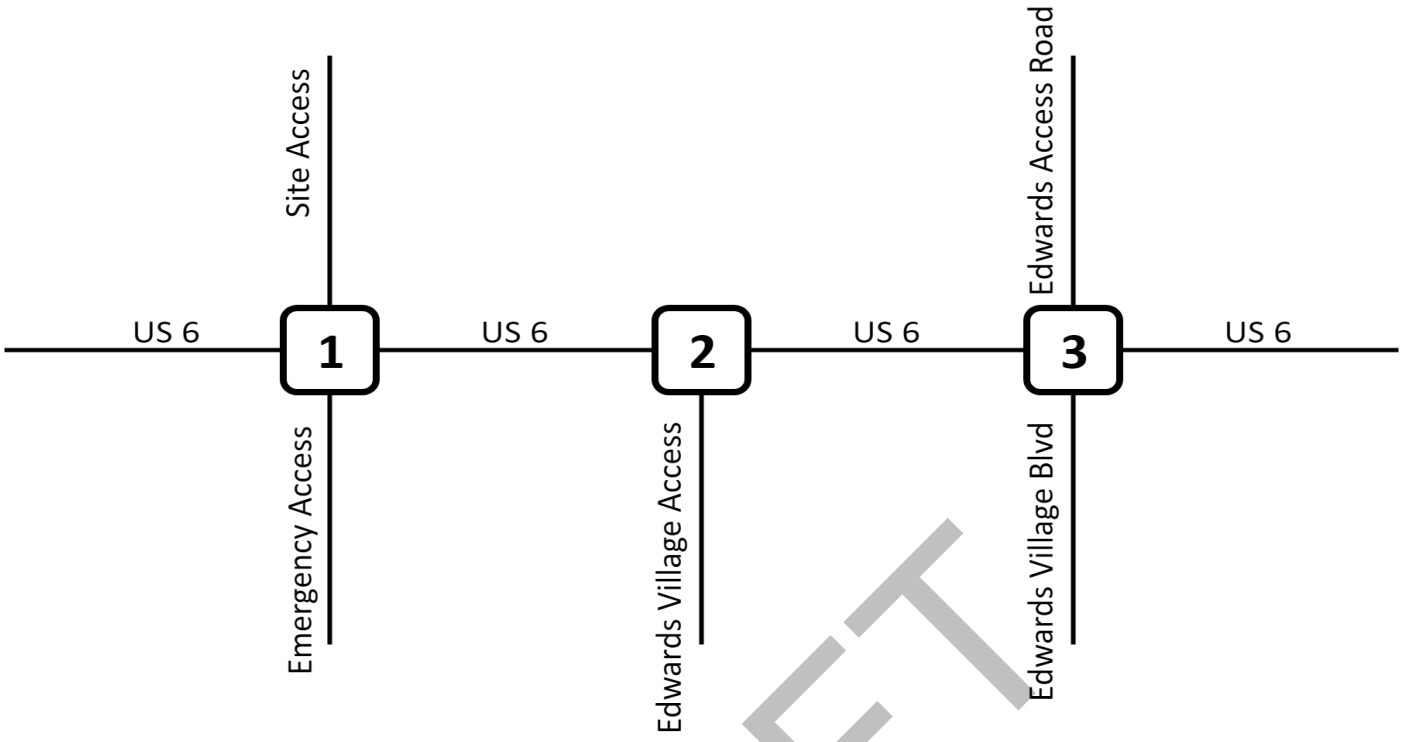
[2] DU = Dwelling Units, kSF GFA = 1,000 Square Feet Gross Floor Area

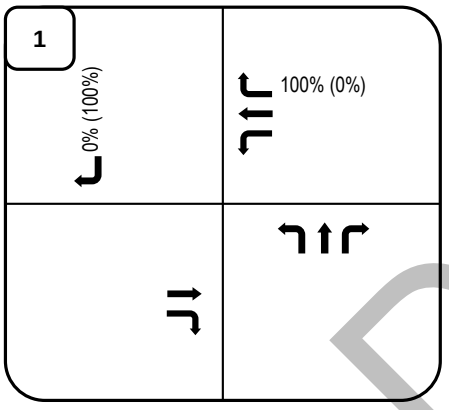
[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

[4] Automated Car Wash - Custom Rate is based upon manufacturer literature for automated car wash that sets wash time to 5-6 minutes/vehicle (10-12vph outbound). Assumes 50% greater inbound rate.

DRAFT

Figure A-1: Project Generated Traffic Distribution (RIRO Access)





DRAFT

LEGEND:
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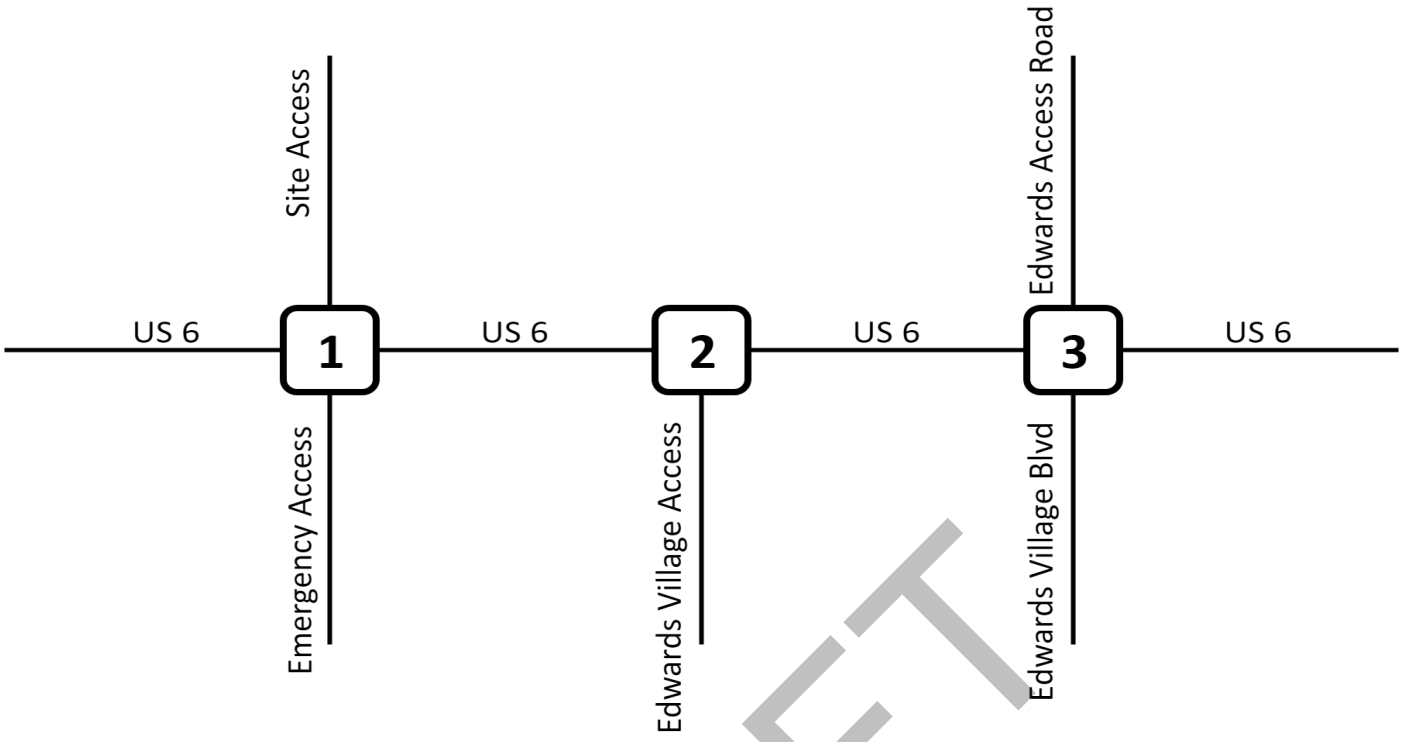
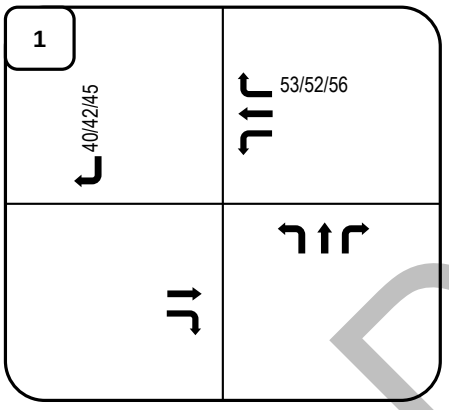
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS

Figure A-2: Project Generated Traffic Assignment (RIRO Access)





DRAFT

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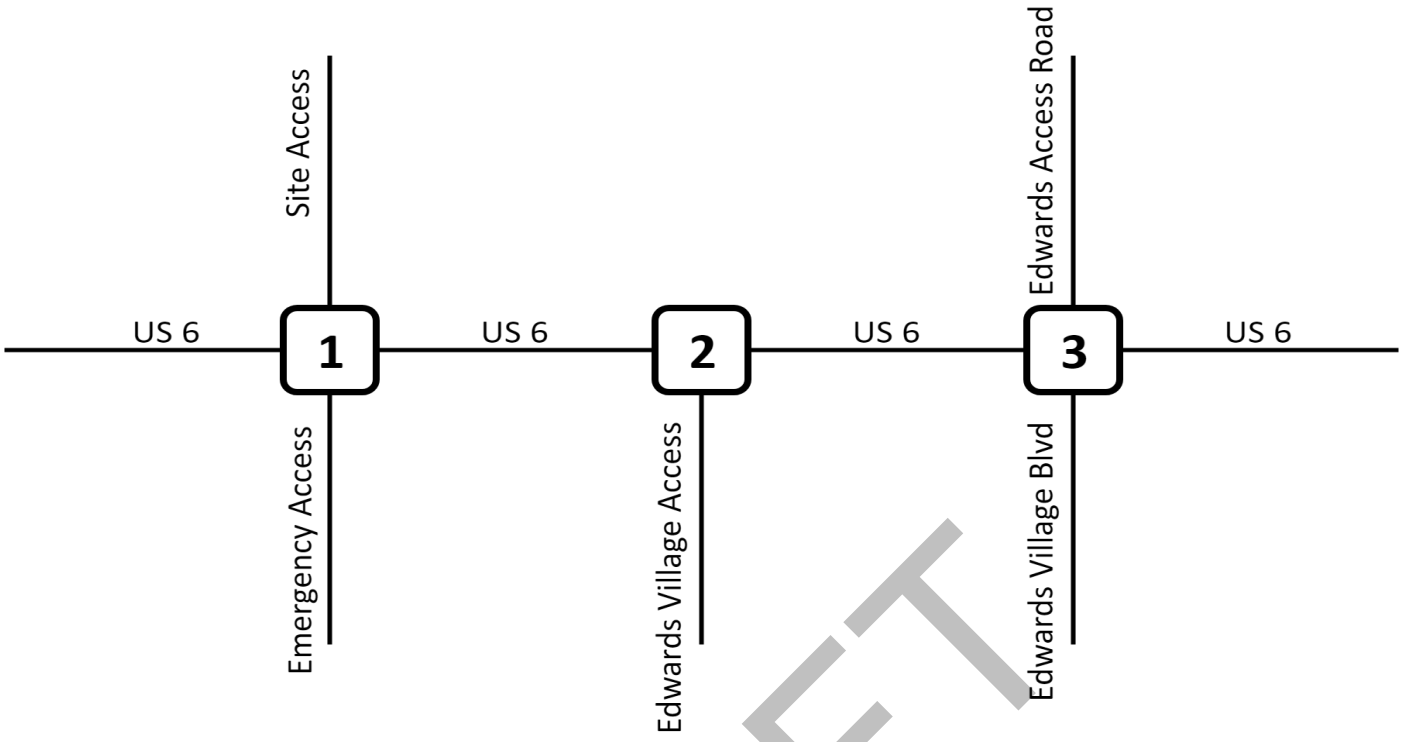
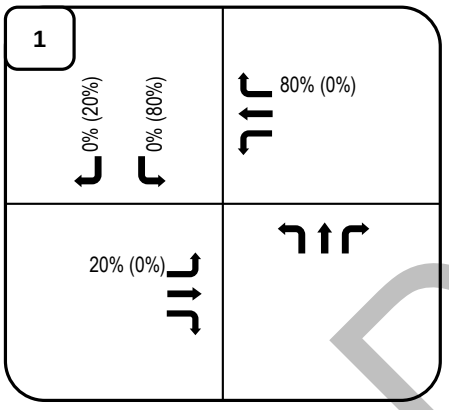
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1494
Prepared By	GWS

Figure B-1: Project Generated Traffic Distribution (Full Movement Access)





DRAFT

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

LEGEND:
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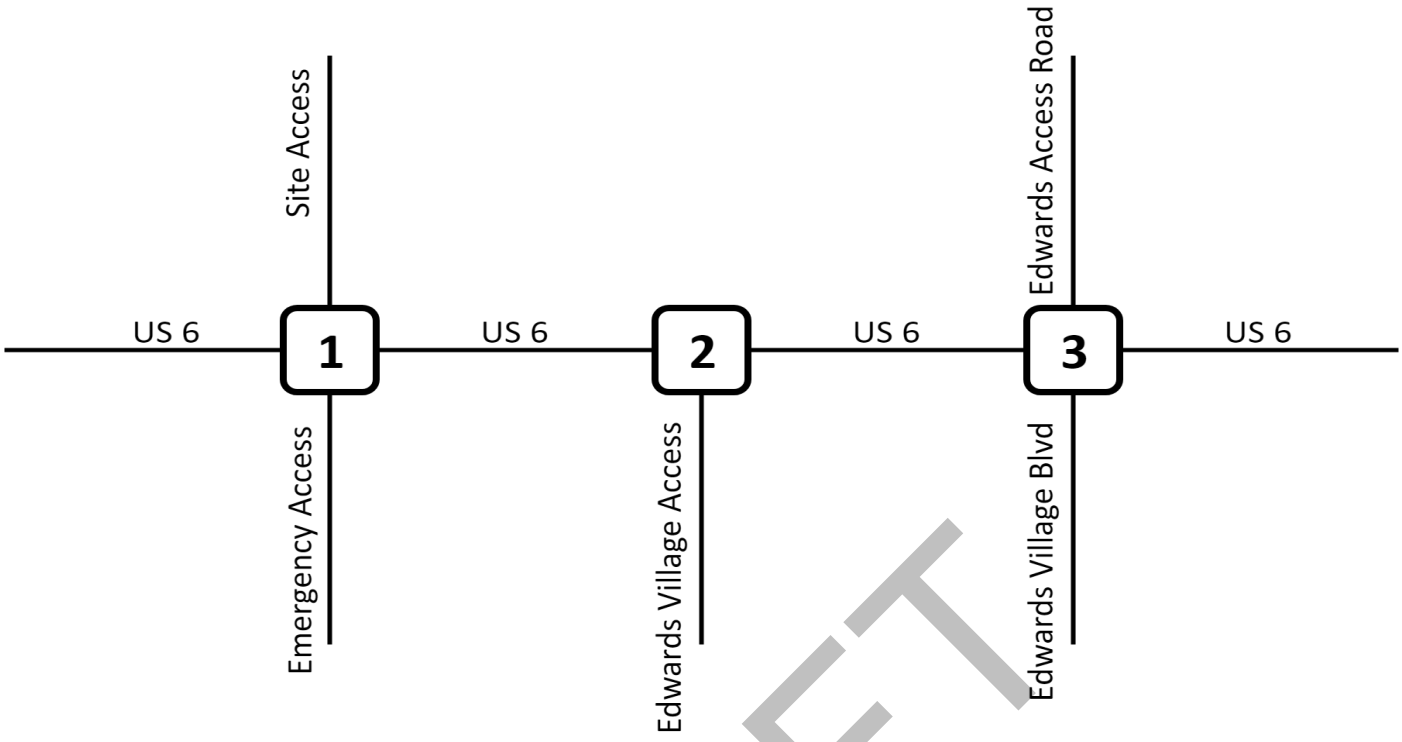
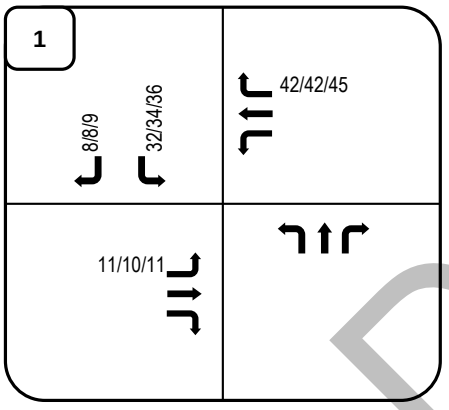
Turning Movements

Project Number	M1494
Prepared By	GWS

Figure B-2: Project Generated Traffic Assignment (Full Movement Access)





DRAFT

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1494
Prepared By	GWS

Gmail

Scot Hunn <scot@hunnplanning.com>

Wizard of Auto Eco Park - TIS and SHAP Application - US6 Edwards, CO

Killian - CDOT, Brian <brian.killian@state.co.us> Tue, Jan 25, 2022 at 6:58 AM
To: Greg Schroeder <greg@mcdowelleng.com>
Cc: Ben Gerdes <ben.gerdes@eaglecounty.us>, Scot Hunn <scot@hunnplanning.com>, Ross Blankenship <rossblankenship@gmail.com>, Kari Schroeder <kari@mcdowelleng.com>, Mandy Edeen <mandy@mcdowelleng.com>

Greg,

I apologize for not asking for this sooner, but we will need a signature authority for JLT Valley LLC, Ross Blankenship (attached) and a warranty deed for proof of ownership. The permit is ready, we just need this information to process the application.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety

COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

On Mon, Jul 26, 2021 at 9:46 AM Greg Schroeder <greg@mcdowelleng.com> wrote:
[Quoted text hidden]

statement-of-authority.pdf
11K

STATEMENT OF AUTHORITY

1. This Statement of Authority relates to an entity[1] named JLT Valley LLC, and is executed on behalf of the entity pursuant to the provisions of Section 38-30-172, C.R.S.

2. The type of entity is a:

☐ trust	☐ registered limited liability partnership
☐ nonprofit corporation	☐ registered limited liability limited partnership
☒ limited liability company	☐ limited partnership association
☐ general partnership	☐ government or governmental subdivision or agency
☐ limited partnership	☐ corporation

☐ _____

3. The entity is formed under the laws of Colorado

4. The mailing address for the entity is 56 Edwards Village Blvd, Ste 124, Edwards, CO 81632

5. The ☒ name ☒ position of each person authorized to execute instruments conveying, encumbering, or otherwise affecting title to real property on behalf of the entity is Ross D. Blankenship, CEO.

6.[2] The authority of the foregoing person (s) to bind the entity is ☒ not limited ☐ limited as follows: _____.

7. Other matters concerning the manner in which the entity deals with interests in real property:

_____

Executed this _____.

_____
Signature

_____
Signature

STATE OF COLORADO
COUNTY OF EAGLE } SS:

The foregoing instrument was acknowledged before me this 25 day of Jan., by Ross Blankenship.

Witness my hand and official seal.

_____
Notary Public

My commission expires: 2/5/25

[1]This form should not be used unless the entity is capable of holding title to real property.
[2]The absence of any limitation shall be prima facie evidence that no such limitation exists.
[3]The statement of authority must be recorded to obtain the benefits of the statute.

RAYMOND MCCARTHY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174001168
MY COMMISSION EXPIRES FEBRUARY 5, 2025

Exhibit M: Kerrigan Engineering, Inc. Response to Sufficiency Comments and Environmental Impacts

KERRIGAN engineering

July 27, 2021

Eagle County Government
Planning Department
P.O. Box 179
500 Broadway
Eagle, Colorado 81631

Attn: Michael Sylvester

Re: Subdivision Exemption Plat Application
Proposed Wizard of Auto Eco Park Development at
33975 U.S. Highway 6, Edwards, CO;
(Parcel located in the east half of section 5, township 5 south, range 82 west of the sixth principal meridian, County of Eagle, State of Colorado)

I understand Eagle County Planning Departments request to provide additional information for the above named application. Specifically requested is a response that addresses consideration items h and j in ECLUR Section 4-460.E.2.

"Item h: By requiring any waste treatment cooling, or settlement pond, or requiring transportation of solid or liquid wastes to a treatment or disposal site."

"Item j: By increasing the demand on existing or planned sewage disposal, storm drainage, or other utility systems to a level which is likely to cause an adverse impact on the environment."

Response:

As this consideration relates to storm water treatment, the proposed development storm water plan allows for removal of storm-water pollutants and sediment using vegetative swales and dry detention ponds. The generation of sediment and pollutants from this site will be reduced from the current condition because the existing gravel yard surface (heavily ladened with fine particulates) will be eliminated by a combination of revegetation and displaced by a building and pavement. The off-site, up-stream stormwater from the south is detained and treated in an existing sediment pond south of Highway 6 before discharging to our property via a culvert under Highway 6. This water is received relatively clean and will be routed via vegetative swale so as not to increase pollutants. Refer to the attached storm water concept plans C-3 and C-3A.

Considering the impact of the carwash facility on waste water treatment, the proposed facility plans the following:

- Use of a water recycling system that reclaims 69% of the water used in the car wash.
- Waste water discharged from the car wash facility will be routed through a sand and oil interceptor prior to discharging to Eagle River Water and Sanitation District's sanitary sewer system.

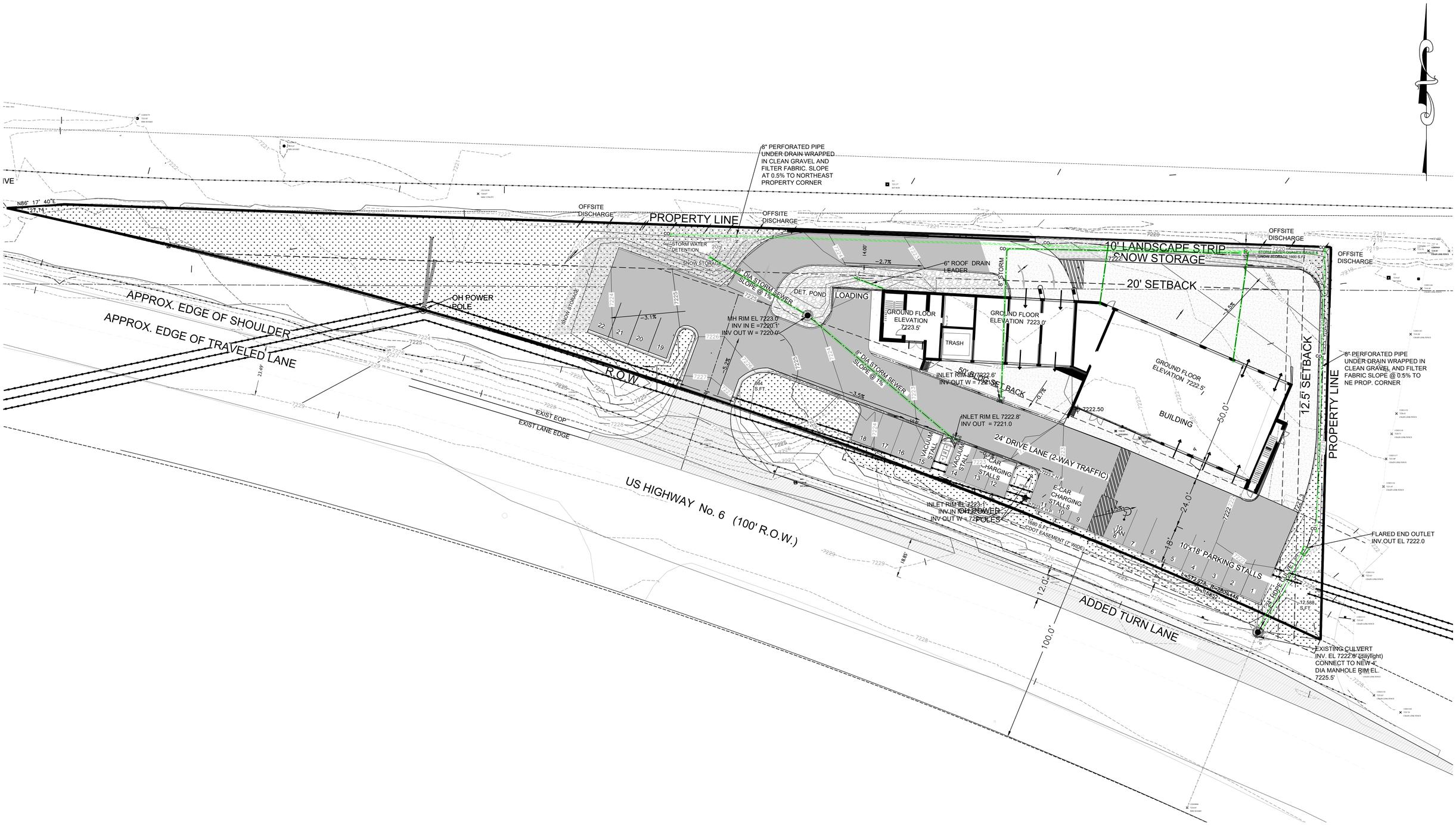
- The carwash facility is planned to be enclosed with doors that remain closed during carwash operation. The floors slope to interior drains to facilitate recycling of the carwash water.
- The connection of waste water discharge requires a service connection agreement with the District. We have been in discussion with the District about this project. They are aware of projected waste water flows for from the carwash facility and will commit to serve this project upon a signed legal agreement and payment of their fee. Eagle County's acceptance of the exemption plat is also a condition of the agreement with the District. Based on the discussions with the District there has been no concern expressed regarding the capacity to receive and treat the carwash facility waste water.

I believe that the proposed development can be constructed to conform to the Eagle County's Land Use Regulations. Upon approval of the exemption plat, the design team intends to prepare more detailed construction drawing set of the site and building in order to apply for a building permit.

Sincerely,

W. Sean Kerrigan, P.E.
Kerrigan Engineering, Inc.

Cc: Jack Hunn, Hunn Consulting
Scott Hunn, Project Planning Consultant
Ross Blankenship, JLT Valley, LLC – Property Owner



GRADING AND DRAINAGE PLAN

20 0 10 20 40 80

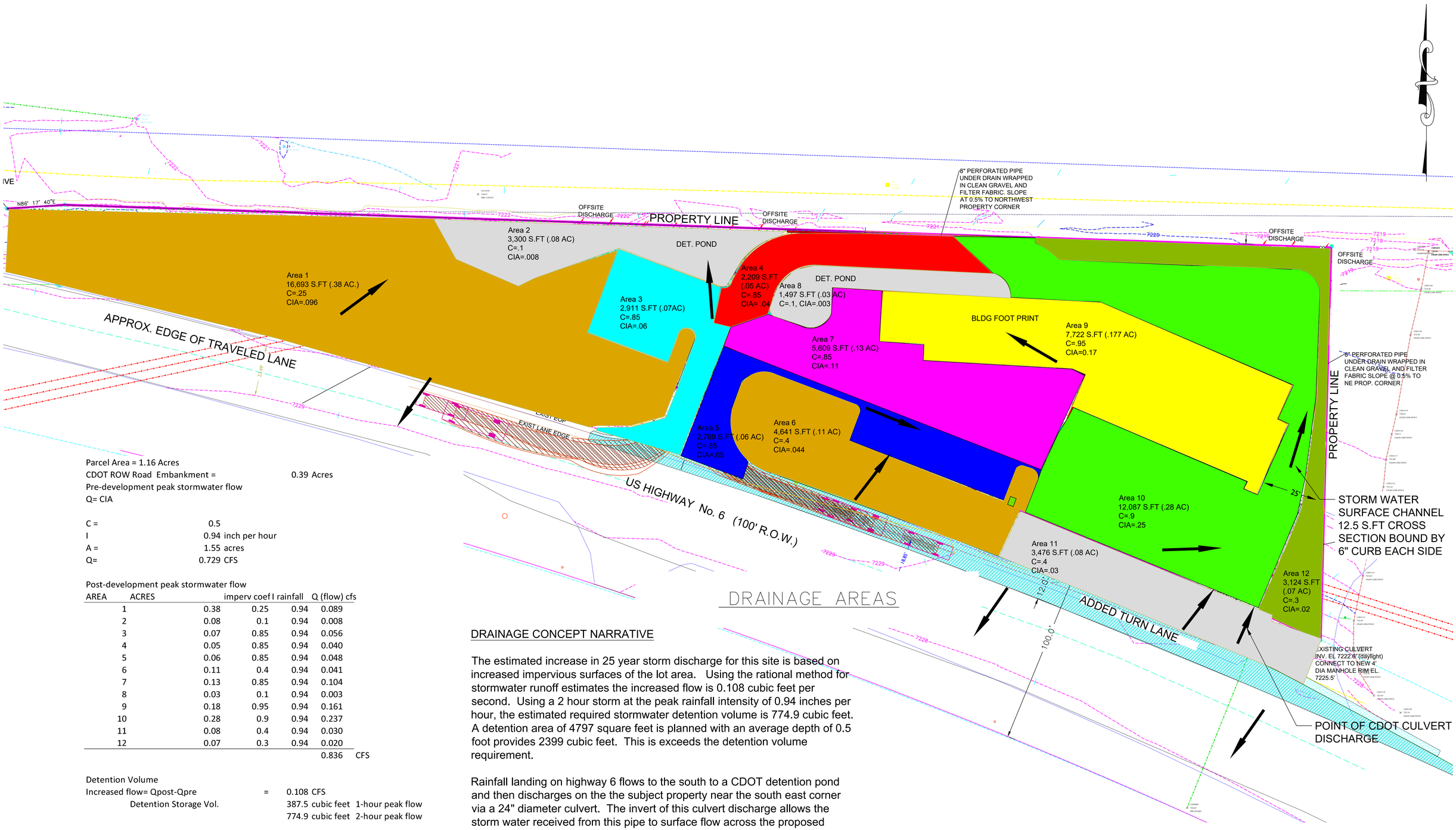
1 INCH = 20 FEET

KERRIGAN engineering
P.O. Box 3032 • Eagle, Colorado 81631

PROJECT: The Wizard of Auto Eco-Park EDWARDS LOCATION SITE ASSESSMENT SITE GRADING & DRAINAGE	JURISDICTION: EAGLE COUNTY, CO	SHEET NO. C-3

ISSUE NO.	DATE	REASON FOR ISSUING THIS DRAWING
A	7.27.21	ISSUED FOR REVIEW

JOB NO. 21010



DRAINAGE AREAS

Parcel Area = 1.16 Acres
CDOT ROW Road Embankment = 0.39 Acres
Pre-development peak stormwater flow
Q= CIA

C =	0.5	
I	0.94	inch per hour
A =	1.55	acres
Q=	0.729	CFS

Post-development peak stormwater flow

AREA	ACRES	imperv coef	I rainfall	Q (flow) cfs
1	0.38	0.25	0.94	0.089
2	0.08	0.1	0.94	0.008
3	0.07	0.85	0.94	0.056
4	0.05	0.85	0.94	0.040
5	0.06	0.85	0.94	0.048
6	0.11	0.4	0.94	0.041
7	0.13	0.85	0.94	0.104
8	0.03	0.1	0.94	0.003
9	0.18	0.95	0.94	0.161
10	0.28	0.9	0.94	0.237
11	0.08	0.4	0.94	0.030
12	0.07	0.3	0.94	0.020
				0.836 CFS

Detention Volume
Increased flow= Qpost-Qpre = 0.108 CFS
Detention Storage Vol. 387.5 cubic feet 1-hour peak flow
774.9 cubic feet 2-hour peak flow

DRAINAGE CONCEPT NARRATIVE

The estimated increase in 25 year storm discharge for this site is based on increased impervious surfaces of the lot area. Using the rational method for stormwater runoff estimates the increased flow is 0.108 cubic feet per second. Using a 2 hour storm at the peak rainfall intensity of 0.94 inches per hour, the estimated required stormwater detention volume is 774.9 cubic feet. A detention area of 4797 square feet is planned with an average depth of 0.5 foot provides 2399 cubic feet. This is exceeds the detention volume requirement.

Rainfall landing on highway 6 flows to the south to a CDOT detention pond and then discharges on the the subject property near the south east corner via a 24" diameter culvert. The invert of this culvert discharge allows the storm water received from this pipe to surface flow across the proposed development. The cross section area of the surface flow channel is significantly larger than the 2' culvert. This surface channel will also convey the 100 year storm through the site. A vegetative swale and depression area an the northeast corner of the lot is provided to drop sediment before exiting the site.

20 0 10 20 40 80
1 INCH = 20 FEET

COLORADO REGISTERED PROFESSIONAL ENGINEER
JEAN KERRIGAN
35084
7.27.2021

KERRIGAN engineering
P.O. Box 3032 • Eagle, Colorado 81631

PROJECT: The Wizard of Auto Eco-Park
EDWARDS LOCATION SITE ASSESSMENT
SITE GRADING & DRAINAGE
DETENTION STORAGE VOLUME CALCULATIONS

JURISDICTION: EAGLE COUNTY, CO

SHEET NO. C-3A

ISSUE NO.	DATE	REASON FOR ISSUING THIS DRAWING
A	7.27.21	ISSUED FOR REVIEW

JOB NO. 21010