



**BLUE RIVER BOARD OF TRUSTEES MEETING
MONTH**

Tuesday, August 19, 2025

5:00 PM

0110 Whispering Pines Circle, Blue River, CO

Agenda

The public is welcome to attend the meeting either in person or via Zoom.

The Zoom link is available on the Town website:

<https://townofblueriver.colorado.gov/board-of-trustees>

Please note that seating at Town Hall is limited.

Call to Order, Roll Call

Work Session

This Work Session is to discuss

Approval of Consent Agenda

- I. Minutes
- II. Approval of Bills

Communications to Trustees

Citizens are welcome to provide in person comments on non-agenda items. Comments are limited to 5-minutes per speaker. Written communications for any non-agenda items have been distributed separately to the Board of Trustees.

- III. Written Communications

New Business

- IV. Discussion with Muller Engineering & Columbine Hills Construction on Spruce Creek Road Addendums

Resolutions

- V. Resolution 2025-12 Resolution Approving an MOU to establish a Regional Transit Authority
- VI. Resolution 2025-13 Resolution Approving the 2025-2026 Snow Plow Contract

VII. Resolution 2025-14 Resolution Approving Interim Manager Position S. Rabe

Reports

VIII. Mayor & Trustee Reports

IX. Attorney Report

X. Staff Reports

Other Matters Brought Before the Trustees

Adjourn



BLUE RIVER BOARD OF TRUSTEES MEETING MONTH

Thursday, August 7, 2025

1:00 PM

0110 Whispering Pines Circle, Blue River, CO

Minutes

The public is welcome to attend the meeting either in person or via Zoom.

The Zoom link is available on the Town website:

<https://townofblueriver.colorado.gov/board-of-trustees>

Please note that seating at Town Hall is limited.

Call to Order, Roll Call

Mayor Decicco called the special meeting to order at 1:00 p.m. held via Zoom.

PRESENT: Mayor Nick Decicco
Trustee Jonathon Heckman
Trustee Noah Hopkins
Trustee Ted Slaughter
Trustee Barrie Stimson
Trustee Ben Stuckey
Trustee Jodie Willey

Also present: Town Manager Michelle Eddy; Town Attorney Bob Widner

New Business

- A.** Executive Session pursuant to C.R.S. Section 24-6-402(4)(b) to receive legal advice on specific questions concerning the terms of a proposed separation agreement and the transition of duties following separation.

Mayor Decicco moved to enter into executive session pursuant to C.R.S. Section 24-6-402(4)(b) to receive legal advice on specific questions concerning the terms of a proposed separation agreement and the transition of duties following separation. Trustee Slaughter seconded at 1:08 p.m. Motion passed unanimously.

Trustee Hopkins moved and Trustee Willey seconded to adjourn out of executive session at 1:23 p.m. Motion passed unanimously.

- B.** Resolution 2025-10 Consideration of Approval of Separation Agreement

Trustee Hopkins moved and Trustee Willey seconded to approve Resolution 2025-10 Consideration of Approval of Separation Agreement. Motion passed. Trustee Heckman

voted no.

- C.** Resolution 2025-11 A Resolution Ratifying the Mayor's Execution of a Temporary Agreement for Public Access to the Goose Pasture Tarn
Trustee Willey moved and Trustee Stimson seconded to approve Resolution 2025-11 Resolution Ratifying the Mayor's Execution of a Temporary Agreement for Public Access to the Goose Pasture Tarn. Motion passed unanimously.

Adjourn

Trustee Hopkins moved and Trustee Stimson seconded to adjourn the special meeting at 1;28 p.m. Motion passed unanimously.

Respectfully Submitted:

Michelle Eddy, MMC
Town Clerk



BLUE RIVER BOARD OF TRUSTEES MEETING JULY 30, 2025

Wednesday, July 30, 2025

10:00 AM

Via Zoom Only

Minutes

The public is welcome to attend the meeting either in person or via Zoom.

The Zoom link is available on the Town website:

<https://townofblueriver.colorado.gov/board-of-trustees>

Please note that seating at Town Hall is limited.

Call to Order, Roll Call

Mayor Decicco called the special meeting to order at 10:00 a.m. Attendees were all in attendance via zoom.

PRESENT: Mayor Nick Decicco

Trustee Jonathon Heckman

Trustee Noah Hopkins

Trustee Ted Slaughter

Trustee Barrie Stimson

Trustee Ben Stuckey

Trustee Jodie Willey

Also present: Town Manager Michelle Eddy; Town Attorney Bob Widner

New Business

- A.** Executive Session pursuant to C.R.S. Section 24-6-402(4)(b) to receive legal advice on specific questions concerning the terms of a proposed separation agreement and the transition of duties following separation.

Mayor Decicco moved to enter into executive session pursuant to C.R.S. Section 24-6-402(4)(b) to receive legal advice on specific questions concerning the terms of a proposed separation agreement and the transition of duties following separation at 10:06 a.m. Seconded by Trustee Slaughter. Motion Passed unanimously.

Mayor Decicco moved and Trustee Slaughter seconded to adjourn out of executive session at 11:18 a.m. Motion passed unanimously.

- B.** Resolution 2025-10 Consideration of Approval of Separation Agreement

Trustee Willey moved and Mayor Decicco seconded to continue the discussion of Resolution 2025-10 Consideration of Approval of Separation Agreement. Motion passed

unanimously.

C. Discussion of Delegation of Authority to Trustee for Transition Issues

Trustee Stimson moved and Trustee Slaughter seconded to appoint Trustee Willey as the liaison to the Town Manager during the transition.

Mayor Decicco moved and Trustee Slaughter seconded to adjourn the special meeting at 11:22 a.m. Motion passed unanimously.

Respectfully Submitted:

Michelle Eddy, MMC
Town Clerk



**BLUE RIVER BOARD OF TRUSTEES MEETING
MONTH**

Tuesday, July 15, 2025

5:00 PM

0110 Whispering Pines Circle, Blue River, CO

Minutes

The public is welcome to attend the meeting either in person or via Zoom.

The Zoom link is available on the Town website:

<https://townofblueriver.colorado.gov/board-of-trustees>

Please note that seating at Town Hall is limited.

Call to Order, Roll Call

Mayor Decicco called the meeting to order at 5:00 p.m.

PRESENT: Mayor Nick Decicco

Trustee Jonathon Heckman

Trustee Noah Hopkins

Trustee Ted Slaughter via Zoom

Trustee Barrie Stimson

Trustee Ben Stuckey via Zoom

Trustee Jodie Willey via Zoom

Also present: Town Manager Michelle Eddy; Town Attorney Bob Widner; Chief David Close;

Deputy Clerk John DeBee

Work Session

This Work Session is to discuss

I. Short-term Rental Regulation Review and Discussion

Manager Eddy presented the memo and information included in the packet with recommendation for changes to the Town's short-term rental regulations. She noted the Trustees were looking for recommendations to balance full-time residents with the visitor experience.

Fees; It was recommended to raise the annual license to \$200 per bedroom annually. Discussed whether to adopt the new fee structure but also look into the software used by Breckenridge for enforcement. The fees will work to offset the administrative cost. Decision to raise the fees as recommended.

Property Owner owning multiple short-term rental license: Discussion to limit one license to one license no matter how many properties are owned. Discussion to look at Gilpin's model.

Discussion of the various recommendations. Discussion to adopt the revocation, renewal, noise ordinance change. Suggestion to add responsible party to live license list. Discussion to include much of what is recommended. Discussion on occupancy limits and whether or not to allow for "special events." Discussion on the fire pit recommendations. Suggestion to issue signs to be displayed in the windows with STR license and contact information. Discussion that the enforcement piece could be challenge. Suggestion to allow photographic or video evidence to support complaint. Discussion on enforcement and how to report.

Suggestion to develop an ordinance with the recommendations. Recommend to limit fire pits May-October for short-term rentals only. Suggestion to develop a tier system for licenses limiting use. The ordinance should include fire pit recommendation limitation; occupancy; fees; etc. and list to add on contact information.

Approval of Consent Agenda

Decicco moved and Heckman seconded to approve the consent agenda. Motion passed unanimously.

II. Minutes

III. Approval of Bills-\$368,762.15

Communications to Trustees

Citizens are welcome to provide in person comments on non-agenda items. Comments are limited to 5-minutes per speaker. Written communications for any non-agenda items have been distributed separately to the Board of Trustees.

Mayor Decicco moved to allow Trustee Stuckey seconded to appoint Trustee Heckman as the Board Liaison with the Theobalds to resolve the issues at the Tarn. Motion passed.

Dan Cleary-Rustic Terrace: Thanked the PD for their assistance and their work. He inquired about the closure of the Tarn and the lack of enforcement. He spoke on the short-term rental special event .

Barbara Vonderheid-Lakeshore Loop: Spoke on the lack of enforcement at the Tarn.

Jill Block-Starlit: Discussed the lack of enforcement at the Tarn.

Mark Vonderheid-Lakeshore Loop: Stated code enforcement isn't happening and issues with short-term rentals are ongoing and not addressed.

Trustee Heckman noted the property owner is on vacation and he will meet with them next week.

Chris Daly-Lakeshore Loop: Spoke on the code enforcement and short-term rental issues. He

suggested the Town hire a host compliance company to enforce the rules.

Martie Semmer-Blue Grouse: Echoed comments on the Tarn. Asked about the Trails document not being on the website. She asked about the road maintenance application. She commented on magchloride application.

Tom Fitzgerald-Rustic Terrace: Agreed with the comments on the Tarn and short-term rentals. He spoke on the appeal hearing for 0016 Rustic Terrace.

Chuck Creen-Calle de Platta: Spoke concerning the Tarn.

Manager Eddy noted a memo is available with the timeline of communications with the landowner.

Public Hearing

Citizen Comments will be limited to 5 minutes per speaker. Written comments on Public Hearing items may be sent to the Town Clerk at info@townofblueriver.org

IV. Ordinance 2025-08 1041 Regulations Amendment

Mayor Decicco opened the public hearing at 6:39 p.m.
Attorney Widner provided information on the proposed ordinance.

Public comments

No comments were received

Mayor Decicco closed the public hearing at 6:41 p.m.

V. Appeal of Planning & Zoning Commission Decision for 0016 Rustic Terrace-New Construction

Mayor Decicco opened the public hearing at 6:43 p.m.

- Mayor Decicco reviewed the process for the public hearing and the appeal.
- Attorney Danny Theodoru for Brian Muszynski discussed the reason for the appeal referring to his memo included in the packet.
- Brian Muszynski presented his project and reason for the appeal.

Written public comments were received and recorded in the meeting packet.

Public Comments

- Dan Cleary-Rustic Terrace: Referred to the Land Use Code in asking to uphold the denial of the proposed project. He believes the decision on the easement should be up to the easement holders.
- Kristopher Carlsted-Hwy 9: He referred to 16B-4-30 for the reason he believes the project should be denied.
- Tom Fitzgerald-Rustic Terrace: referred to the previous court case with Mr. Muszynski as well as the Land Use Code as reason the project should be denied.

Applicant rebuttal/closing;

- Danny Theodoru responded to the comments made. He emphasized the review is an administrative review and referred to the Land Use Code.
- Brian Muszynski noted the proposed structure is not on or in the easement but is cantilevered over the easement and should be allowed.

Mayor Decicco closed the public hearing at 7:37 p.m. and took a short recess.
Meeting reconvened at 7:51 p.m.

Board Discussion:

- Trustee Stimson discussed that the terms in or within are important to consider as well as the intent of the easement. He stated he didn't feel this meets the intent of the easement.
- Trustee Heckman noted it doesn't appear there would be a way to construct without impacting the easement. He asked for clarification on how this will be mitigation.
 - The response was it would be protected the same as wetlands would be.
- Trustee Heckman noted it is not in the character of the town and does not believe there won't be impact on the easement. He recommended to deny.
- Trustee Slaughter stated agreement with Trustees Heckmand and Stimson. He would be in favor of denial.
- Trustee Willey noted agreement with Trustee Heckman and in favor of denial.
- Mayor Decicco noted a concern with the flood plain and in favor of denial.
- Trustee Stuckey asked about a roof-line dripping into the easement. He noted that the cantilever does affect the surface and doesn't meet the requirements.
- Trustee Hopkins commented on the need to match intent and behavior. He noted that the intent would say not to allow but the words do not support.

Trustee Stimson moved to deny the application and Trustee Heckman seconded.
Trustee Hopkins voted no.

Public Comments

New Business

VI. 2024 Audit Report

The auditor had to leave the meeting due to timing. He will attend at a later date.
Manager Eddy noted it was a clean audit.

VII. Draft Liquor License Ordinance

Attorney Widner presented a draft liquor license ordinance. If the Lodge by the Blue applies for annexation to the Town, it will be necessary for the Town to have liquor licensing. Discussion of the need and that it is a simplified code.

Ordinance Consideration for Approval

The public is invited to provide comments on Ordinances introduced to the Board of Trustees. Public comments may be provided in person or may be submitted in writing by the second Tuesday of the month by 5:00 p.m. Speakers are limited to no more than 5 minutes per speaker and only during the public hearing portion of the discussion.

VIII. ORDINANCE 2025-08 AN ORDINANCE AMENDING SUBSECTION (n) OF SECTION 22-5-50 OF CHAPTER 22 OF THE BLUE RIVER MUNICIPAL CODE (*TOWN OF BLUE RIVER AREAS AND ACTIVITIES OF STATE INTEREST*)

Trustee Hopkins moved and Trustee Heckman seconded to adopt Ordinance 2025-08 1041 Regulations Amendment. Motion passed unanimously.

Resolutions

IX. Resolution 2025-08 Amendment to Nicotine Tax Intergovernmental Agreement 6-10-25 Adding the Town of Keystone

Manager Eddy noted this doesn't effect the Town directly as it does not collect nicotine tax, however the Town is partners with the other municipalities in Summit County.

Mayor Decicco moved and Trustee Hopkins seconded to approve Resolution 2025-08 Amendment to Nicotine Tax Intergovernmental Agreement 6-10-25 Adding the Town of Keystone. Motion passed unanimously.

X. Resolution 2025-09 Mountain Community Coalition Intergovernmental Agreement

Manager Eddy noted this is the coalition working together on Xcel's request to the PUC. The cost to the Town is just over \$1,800.

Discussion of the need to join.

Mayor Decicco moved and Trustee Hopkins seconded to approve Resolution 2025-09 Mountain Community Coalition Intergovernmental Agreement. Motion passed unanimously.

Reports

XI. Mayor & Trustee Reports

Trustee Slaughter noted the Blue River East project is underway.

XII. Attorney Report

No report.

XIII. Staff Reports

Chief Close reported on the speed cart reports for Crown Drive. There were 220 cars a day with 92% at or under the speed limit averaging 13.87 mph. He noted the cart is now over on Lakeshore. Discussion of adding additional solar reader signs.

Other Matters Brought Before the Trustees

September Board of Trustees Meeting

This discussion did not happen.

Executive Session

Mayor Decicco moved to hold an executive session pursuant to C.R.S. Section 24-6-402(4) (b) and (f) to discuss a personnel matter for which the employee has consented to the executive session and to receive legal advice concerning the law governing a personnel matter and contract and Trustee Stimson seconded at 8:24 p.m.

Mayor Decicco moved and Trustee Hopkins seconded to adjourn the executive session at 9:44 p.m.

Mayor Decicco moved and Trustee Hopkins seconded to adjourn the meeting at 9:46 p.m.

Adjourn

Respectfully Submitted:

Michelle Eddy, MMC
Town Clerk

A/P Aging Summary Report

Town of Blue River

As of August 31, 2025

VENDOR	CURRENT	1 - 30	31 - 60	61 - 90	91 AND OVER	TOTAL
Charles Abbott Associates		17,065.07				17,065.07
Colorado Building Supply		213.00				213.00
Columbine Hills Concrete, Inc		139,050.17				139,050.17
Finn Buck %Ann Dowling		1,500.00				1,500.00
Layman Tree Service		2,825.00				2,825.00
McMahan & Associates LLC		10,650.00				10,650.00
Roger Cardoza		1,000.00				1,000.00
Steven Havera					150.00	150.00
Town of Blue River					-25,821.00	-25,821.00
TSH Tree Service		1,575.00				1,575.00
Widner Juran LLP		14,177.50				14,177.50
TOTAL	0	188,055.74	0	0	-25,671.00	\$162,384.74



Town of Blue River is an adjusting journal entry from the auditor.

July 31, 2025

Dear Town of Blue River Trustees:

Having reviewed the July 2025 Town of Blue River Trustee Meeting materials and video, and after subsequent town events, I would like to formally make a request regarding the discussion surrounding any future changes to Short-Term Rental rules, regulations, or laws (STR Rules).

I request that the Trustees temporarily delay any changes to the STR Rules in the Town of Blue River and instead pose their questions and concerns to the Town of Blue River Planning and Zoning Committee for input before any future changes are made. I make this request as both a full-time town resident and a member of the Town of Blue Rive Planning and Zoning Committee.

I appreciate your consideration,

Gordon Manin
810 Whispering Pines Circle
Blue River, CO
(610-608-5713)

Michelle, please forward this email to the board of trustees, copy me please.

Dear Board of Trustees,

I am submitting this email to the Board, via Michelle.

As a resident of Blue River (28 Lodestone Trail), I am very unimpressed with the level of Town ownership towards remedying issues that have occurred on my property. Michelle and I have gone back and forth on my concerns, and unfortunately the responses continue to be repetitive, and not proactive with taking care of a resident's concerns. I will state one more time, I understand that there is no intent by the Town of Blue River to create the displacement of road gravel/road base upon my property. But, the reality of the situation is that regardless of weather, easement, melting, etc., it has no bearing on the Town's accountability to not return my property to its pre-existing condition. The gravel does not belong to me, nor did I ask the Town to place the gravel within my personal property. It should be a quick and easy decision by the Town to remedy the current situation that exists, and take care of its residents and their properties. It is the Town's responsibility to remove the gravel/road base from my property. I have included pictures of two specific areas that have been impacted. If I do not expect a municipality to assume ownership of this occurrence, then I'm submitting to accepting that my yard will become a dumping ground for road debris, gravel, and road base over the years. Leaving my property in an unacceptable condition, as it is now.

The fact that I need to spend time, and send 5+ emails expressing my position on this, is unacceptable, the action by the Town should be to immediately fix this issue, and once again return my property to its original condition. If others possibly don't care about their properties being impacted in the same manner, then that is their prerogative, but- I care, as I would gather that each of you would care.

Please indicate how you plan to handle this clean-up, as it baffles me that I am having to continue to convey my position on this.

thanks

Mike Cruickshank







Memorandum

Project: Spruce Creek Road Improvements
To: Michelle Eddy – Town Manager
From: Jeff Wulliman, PE
Date: August 14, 2025
Subject: Spruce Creek Road Project – Remaining Construction Items

This memorandum has been prepared to recommend the incorporation of additional construction elements for the Spruce Creek Road Improvements Project, which is currently in the final stages of construction. The project reached substantial completion in accordance with the original design, and recent observations following a storm event have identified additional elements we recommend performing as part of the project. We're looking forward to discussing these recommendations and the original design intent in these areas at the August 19th board meeting.

Concrete Cross Pan at Spruce Creek Road and CO 9

Observation: At the intersection of CO 9 and Spruce Creek Road, standing water has been observed near the bottom of the slope in addition to cars cutting the northern corner and driving on the road base shoulder. Road shoulder damage from vehicles was observed at the low point of Spruce Creek Road where the shoulder was wet.

Recommendation: Remove approximately eight feet of the existing asphalt and replace with a shallow 2-inch-deep concrete cross pan designed to channel stormwater runoff northward at a gradual slope. Further grade-out the north ditch to accommodate drainage and discourage corner-cutting. This cross pan will help prevent ponding and reduce damage from corner-cutters by extending it into the shoulder.

Riprap and Ditch Grading at Miners Court and Spruce Creek Road

Observation: At the Miners Court and Spruce Creek Road intersection, runoff from Miners Court has caused rill erosion on the shoulder of Miners Court and sediment build-up on Spruce Creek Road.

Recommendation: Install a shallow rock-lined drainage ditch along the southern edge of the intersection, connecting to the newly constructed culvert outfall to convey surface water and reduce rill erosion at the shoulder/asphalt transition.

Timing and Cost

The estimated cost for the additional improvements increases the original baseline cost by an estimated \$7,000, not including the previously approved remaining culvert lining work (\$37,000). Columbine Hills Construction is evaluating potential traffic control cost savings for the culvert lining which may reduce the need for additional flagging and reduce the overall additional costs.

Memorandum
August 14, 2025

Spruce Creek Road Improvements
Spruce Creek Road Project – Remaining Construction Items

To minimize impacts to recreation access and to allow time for the utility pole to be removed, the concrete cross pan and riprap/ditch grading work is proposed to begin after Labor Day, and would require an estimated 1-week closure of Spruce Creek Road to install. The remaining pipe lining work would be performed in late September, staggered with the cross pan work to maintain local resident access at all times.

CONSTRUCTION PLANS FOR SPRUCE CREEK ROAD IMPROVEMENTS PROJECT

LOCATED IN THE
TOWN OF BLUE RIVER
SUMMIT COUNTY, COLORADO
MARCH 21ST, 2025

LEGEND

	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED CENTERLINE
	PROPOSED DRAINAGE FLOWLINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING PROPERTY
	EXISTING CDOT ROW
	EXISTING FENCE
	EXISTING ROADWAY EASEMENT
	EXISTING WETLANDS
	EXISTING SANITARY SEWER
	EXISTING GAS LINE
	EXISTING ELECTRIC LINE
	EXISTING STORM SEWER
	EXISTING TELEPHONE LINE
	EXISTING ELECTRIC OVERHEAD LINE
	EXISTING SIGN
	EXISTING ELECTRIC POLE
	EXISTING GUY WIRE
	EXISTING CABLE PEDESTAL
	EXISTING SEPTIC CLEANOUT
	EXISTING ROADWAY



VICINITY MAP

1" = 1000'

DRAWING INDEX

SHEET NO.	TITLE
1	COVER SHEET
2-4	GENERAL NOTES
5	TYPICAL SECTION
6	SUMMARY OF APPROXIMATE QUANTITIES
7-8	GEOMETRY PLAN
9-10	SITE PLAN
11-12	ROADWAY PROFILE
13	CONSTRUCTION TRAFFIC CONTROL NOTES AND TABULATION
14-15	TRAFFIC CONTROL PLAN
16-17	EROSION CONTROL PLAN
18-24	EROSION CONTROL DETAILS

ABBREVIATIONS

ABC	AGGREGATE BASE COURSE	EOR	EDGE OF ROADWAY	MIN	MINIMUM	TOC	TOP OF CURB
BOC	BACK OF CONCRETE	EOS	EDGE OF SHOULDER	MH	MANHOLE	TOW	TOP OF WALL
BF	BACK FACE	EX	EXISTING	NF	NEAR FACE	TS	TUBULAR STEEL
CBC	CONCRETE BOX CULVERT	EXP	EXPANSION	NIC	NOT IN CONTRACT	TYP	TYPICAL
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION	FES	FLARED END SECTION	O.C.	ON CENTER	U/S	UPSTREAM
CIP	CAST IN PLACE	FG	FINISHED GRADE	O.D.	OUTSIDE DIAMETER	WWF	WELDED WIRE FABRIC
CJ	CONSTRUCTION JOINT	FL	FLOW LINE	PCR	POINT OF CURVE RETURN	TH	TEST HOLE
CL	CENTERLINE	HDPE	HIGH DENSITY POLYETHYLENE PIPE	PERF	PERFORATED		
CLR	CLEAR	HE	HORIZONTAL ELLIPTICAL	PSI	POUNDS PER SQUARE INCH		
CMP	CORRUGATED METAL PIPE	HGL	HYDRAULIC GRADE LINE	PT	POINT OF TANGENT		
DBL	DOUBLE	HP	HIGH POINT	PVC	POLYVINYL CHLORIDE PIPE		
DIA	DIAMETER	INV	INVERT	R	RADIUS		
D/S	DOWNSTREAM	IRR	IRRIGATION	RCP	REINFORCED CONCRETE PIPE		
DWG	DRAWING	LBS	POUNDS	REQ'D	REQUIRED		
EA	EACH	LF	LINEAR FEET	ROW	RIGHT-OF-WAY		
EF	EACH FACE	LP	LOW POINT	SAN	SANITARY		
EL	ELEVATION	MATL	MATERIAL	SPEC	SPECIFICATION		
EMB	EMBEDDED	MAX	MAXIMUM	STA	STATION		
		MFR	MANUFACTURER	STM	STORM		



777 S. WADSWORTH BLVD. 4-100
LAKEWOOD, COLORADO 80226

PREPARED BY:

MULLER ENGINEERING COMPANY INC.

DATE

TOWN OF BLUE RIVER
DRAWING REVIEW
REVIEW IS FOR GENERAL COMPLIANCE WITH
TOWN STANDARDS. NO RESPONSIBILITY IS
ASSUMED FOR CORRECTNESS OF DESIGN.

BY: _____ DATE: _____



PLOTTED: 3/21/2025 4:47:08 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD CAD/DRAWINGS/11-008.20_COVER.DWG

DESIGNED: LRN DRAWN: BTG CHECKED: LRN	<h2>FINAL PLANS</h2> <p>PROJECT NO. 11-008.20</p>	SHEET REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>			NO.	DATE	DESCRIPTION	BY																	 777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226	 TOWN OF BLUE RIVER	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
		NO.	DATE	DESCRIPTION	BY																							
COVER SHEET	DRAWING NO. G-1																											
1 OF 24	SHEET NO. 1 OF 24																											

GENERAL NOTES:

1. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE THE TOWN ENGINEER 24 HOURS ADVANCED NOTICE. PHONE (303) 988-4939.
2. THE TOWN OF BLUE RIVER SHALL NOT BE RESPONSIBLE FOR OPERATION, MAINTENANCE OR REPAIR OF STORM DRAINAGE FACILITIES LOCATED ON PRIVATE PROPERTY.
3. THE CONTRACTOR SHALL MAINTAIN ONE (1) SET OF "REDLINED" PRINTS OF THE CONSTRUCTION PLANS. THE "REDLINED" PRINTS SHALL BE KEPT CURRENT TO ACCURATELY REPRESENT THE DIMENSIONS AND LOCATIONS OF ALL WORK PERFORMED BY THE CONTRACTOR. PRIOR TO FINAL PAYMENT, THE CONTRACTOR MUST PRESENT THE "REDLINED" PRINTS TO THE TOWN ENGINEER FOR PREPARATION OF A SET OF REPRODUCIBLE "RECORD DRAWINGS" WHICH SHALL BE SUBMITTED TO THE TOWN WITHIN 30 DAYS OF CONSTRUCTION ACCEPTANCE OF THE PROJECT BY THE TOWN ENGINEER.
4. THE CONTRACTOR SHALL PERFORM ALL WORK ACCORDING TO ALL TOWN, COUNTY, STATE AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR, THE TRENCHING AND OPEN EXCAVATION OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
5. ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE STATE OF COLORADO PERMITTING PROCESS FOR "STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY". FOR INFORMATION, CONTACT THE COLORADO DEPARTMENT OF HEALTH, WATER QUALITY CONTROL DIVISION, WQCD-PE-B2, 4300 CHERRY CREEK DRIVE SOUTH, DENVER, CO 80222-1530. ATTENTION: PERMITS AND ENFORCEMENT SECTION. PHONE (303) 692-3590.
6. ALL TRAFFIC CONTROL DEVICES, STRIPING AND SIGNING MUST BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
7. THE TYPE, SIZE, LOCATION, AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY.
8. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES TO COORDINATE SCHEDULES.
9. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION THAT WILL AFFECT TRAFFIC SIGNS OF ANY TYPE, THE CONTRACTOR SHALL CONTACT THE TOWN ENGINEER. PHONE (303) 988-4939.
10. THE CONTRACTOR SHALL PROVIDE AND IMPLEMENT A "TRAFFIC CONTROL PLAN" RELATED TO ALL CONSTRUCTION ACTIVITIES FOR THIS PROJECT.
11. ALL ROAD CONSTRUCTION IN AREAS DESIGNATED AS WILDFIRE HAZARD AREAS SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION CRITERIA AS ESTABLISHED IN THE WILDFIRE HAZARD AREA MITIGATION REGULATIONS IN FORCE AT THE TIME OF FINAL APPROVAL.
12. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE ENGINEER FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.
13. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE ENGINEER SHALL BE CONTACTED IMMEDIATELY.
14. UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE PLANS.
15. THE CONTRACTOR SHALL NOTIFY THE TOWN ENGINEER OF ANY PROBLEM IN CONFORMING TO THE APPROVED PLANS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO ITS CONSTRUCTION.
16. FOR PLAN QUANTITIES OF PAVEMENT MATERIALS, THE FOLLOWING RATES OF APPLICATIONS WERE USED:
 - AGGREGATE BASE COURSE @ 133 LBS. PER CU. FT.
 - HOT MIX ASPHALT @ 110 LBS. PER SQ. YD./INCH
 - TACK COAT DILUTED EMULSIFIED ASPHALT (SLOW-SETTING) @ 0.1 GALS. PER SQ. YD. (DILUTED)

17. FOR PLAN QUANTITIES OF AGGREGATE BASE COURSE, IT IS ASSUMED THAT ONSITE AGGREGATE MATERIALS ARE SUFFICIENT FOR 3-INCHES OF THE REQUIRED ABC DEPTH. CONTRACTOR WILL IMPORT ABC IN VOLUME TO ACCOUNT FOR REMAINING 1-INCH DEPTH FOR REGRADING OF ROAD AS NEEDED.
18. A TACK COAT OF EMULSIFIED ASPHALT (SLOW SETTING) IS TO BE APPLIED TO IMPROVE BOND AT THE FOLLOWING LOCATIONS:
 - BEFORE PLACING NEW PAVEMENT OVER EXISTING PAVEMENT
 - ALONG THE FACE OF ALL CURBS, GUTTERS, MANHOLES, ADJACENT EXISTING PAVEMENT, AND OTHER SURFACES AGAINST WHICH ASPHALT WILL BE PLACED
 - BETWEEN PAVEMENT COURSES WHEN ORDERED BY THE ENGINEER.
19. TACK COAT (DILUTED) FOR THIS PROJECT SHALL BE ONE PART EMULSIFIED ASPHALT (SLOW SETTING) AND ONE PART WATER. RATES OF APPLICATION SHALL BE AS DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION.
20. ASPHALT JOINTS SHALL FALL ON LANE LINES OR MEDIAN LINES, EXCEPT WHERE STATED IN THE PLANS.
21. PRIOR TO PLACING HOT MIX ASPHALT PAVEMENT, THE PAVED SURFACE SHALL BE SWEEPED AND CLEANED. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE HOT MIX ASPHALT PAVEMENT ITEMS.
22. ANY LAYER OF HOT MIX ASPHALT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER IS PLACED.
23. PRIOR TO PAVING, THE PAVEMENT SUBGRADE SHALL BE PROOF ROLLED WITH A PNEUMATIC TIRED VEHICLE LOADED TO AT LEAST 18 KIPS PER AXLE. AREAS WHICH DEFORM EXCESSIVELY (> 1/8 INCH) UNDER THE WHEEL LOADS SHALL BE REMOVED AND REPLACED PRIOR TO PAVING. IT IS ESTIMATED THAT **17 HOURS OF ITEM 203-01100 PROOFROLLING** WILL BE REQUIRED. UPON APPROVAL OF PROOFROLLING, INITIAL PAVEMENT SHALL BE PLACED WITHIN 48 HOURS, UNLESS THE CONDITION OF THE SUBGRADE CHANGES DUE TO WEATHER, IN WHICH CASE PROOFROLLING AND CORRECTION SHALL BE PERFORMED AGAIN AS DIRECTED BY THE ENGINEER. ADDITIONAL PROOFROLLING RELATED TO WEATHER SHALL NOT BE PAID FOR SEPARATELY.
24. WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK ON-SITE FOR DUST CONTROL. LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER. WATER SHALL NOT BE PAID FOR SEPARATELY.
25. DEPTH OF MOISTURE-DENSITY CONTROL FOR THIS PROJECT SHALL BE AS FOLLOWS:
 - FULL DEPTH OF ALL EMBANKMENTS
 - FULL DEPTH FOR AGGREGATE BASE COURSE
 - 6 INCHES FOR BASES OF CUTS AND FILLS
26. EXCAVATION REQUIRED FOR COMPACTION OF BASES OF CUTS AND FILLS WILL BE CONSIDERED AS SUBSIDIARY TO THAT OPERATION AND WILL NOT BE PAID FOR SEPARATELY.
27. THE TYPES OF COMPACTION FOR THIS PROJECT SHALL BE T-180 FOR EMBANKMENT AND FOR AGGREGATE BASE COURSE.
28. THE CONTRACTOR SHALL KEEP THE WORK AREA DRY OF STANDING WATER AND SHALL KEEP THE EXCAVATION AREAS FREE FROM STORM RUN-OFF.
29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCEPTANCE AND CONTROL OF ALL SURFACE AND SUBSURFACE DRAINAGE AND GROUNDWATER ENTERING THE PROJECT AREA.
30. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE SHOWN ON THE PLANS. ANY DISTURBANCE BEYOND THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONSTRUCTION ACTIVITIES IN ADDITION TO NORMAL CONSTRUCTION PROCEDURE SHALL INCLUDE THE PARKING OF VEHICLES OR EQUIPMENT, DISPOSAL OF LITTER, AND ANY OTHER ACTION WHICH WOULD ALTER EXISTING CONDITIONS.
31. ANY DAMAGE TO PRESENT HIGHWAY FACILITIES SHALL BE REPAIRED IMMEDIATELY AND PRIOR TO CONTINUING OTHER WORK. ANY MUD OR OTHER MATERIAL TRACKED OR OTHERWISE DEPOSITED ON THE ROADWAY AND SIDEWALK SHALL BE REMOVED DAILY OR AS ORDERED BY THE INSPECTOR.
32. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OVERNIGHT WITHIN THE CLEAR ZONE LIMITS.
33. CONTRACTOR IS RESPONSIBLE FOR DETERMINING AND OBTAINING A SUITABLE STAGING AREA.



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- 34. PRIVATE DRIVEWAYS AND PARKING LOTS SHALL NOT BE USED AS TURNAROUNDS UNLESS WRITTEN PERMISSION IS OBTAINED FROM THE APPROPRIATE LAND OWNER BY THE CONTRACTOR.
- 35. ALL EXISTING SURVEY MONUMENTATION DESIGNATED TO REMAIN SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR DURING CONSTRUCTION OPERATIONS. ANY MONUMENTS DISTURBED BY THE CONTRACTOR THAT ARE NOT DESIGNATED FOR RELOCATION, SHALL BE RESET AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR AND ENGINEER SHALL NOTE THOSE MONUMENTS IN THE FIELD PRIOR TO CONSTRUCTION.
- 36. IT IS ESTIMATED THAT THE FOLLOWING ITEMS WILL BE REQUIRED:

ITEM NO. 201-00000 CLEARING AND GRUBBING	1 (LUMP SUM)
ITEM NO. 620-00020 SANITARY FACILITY	1 (EACH)
ITEM NO. 625-00000 CONSTRUCTION SURVEYING	1 (LUMP SUM)
ITEM NO. 626-00000 MOBILIZATION	1 (LUMP SUM)

MAINTENANCE OF THE SANITARY FACILITY SHALL INCLUDE CLEANING AT LEAST TWICE A WEEK.

NOTE: ALL ITEMS LISTED AND DESCRIBED HEREIN AS REQUIRED FOR THE COMPLETION OF THE PROJECT SHALL BE PLACED AS DIRECTED BY THE PROJECT ENGINEER.

UTILITY GENERAL NOTES:

UTILITY LINES AS SHOWN ON THE PLAN SHEETS ARE PLOTTED FROM THE BEST AVAILABLE INFORMATION. (ASCE STANDARD QUALITY LEVEL D). THE CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTION 105.11 OF THE STANDARD SPECIFICATIONS CONCERNING UTILITIES.

THE CONTRACTOR SHALL COMPLY WITH ARTICLE 1.5 OF TITLE 9, CRS ("EXCAVATION REQUIREMENTS") WHEN EXCAVATING OR GRADING IS PLANNED IN THE AREA OF UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL NOTIFY ALL AFFECTED UTILITIES AT LEAST TWO (2) BUSINESS DAYS, NOT INCLUDING THE ACTUAL DAY OF NOTICE, PRIOR TO COMMENCING SUCH OPERATIONS. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 811 TO HAVE LOCATIONS OF UNCC REGISTERED LINES MARKED BY MEMBER COMPANIES. ALL OTHER UNDERGROUND FACILITIES SHALL BE LOCATED BY CONTACTING THE RESPECTIVE OWNER. UTILITY SERVICE LATERALS SHALL ALSO BE LOCATED PRIOR TO BEGINNING EXCAVATION OR GRADING.

KNOWN UTILITIES ARE:

CDOT	SIGNALS AND FIBER OPTIC
CENTURY LINK/LUMEN	TELEPHONE/FIBER OPTIC
XCEL ENERGY	ELECTRIC DISTRIBUTION
COLORADO NATURAL GAS	GAS

SEE THE UTILITY SPECIFICATION FOR CONTACT INFORMATION.

- 1. THE CONTRACTOR ASSUMES RESPONSIBILITY FOR THE PROTECTION OF ALL UTILITIES DURING THE WORK. REPAIR OF DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. PRIOR TO ANY EXCAVATION, CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 811 AT LEAST TWO WORKING DAYS PRIOR TO DIGGING.
- 2. THE INFORMATION SHOWN ON THESE PLANS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. SOME UTILITIES MAY HAVE BEEN ADDED OR RELOCATED PRIOR TO CONSTRUCTION. ALSO, SERVICES TO INDIVIDUAL RESIDENCES, PLACES OF BUSINESS, AND OTHER PRIVATELY-OWNED UTILITY LINES ARE NORMALLY NOT SHOWN ON THE DRAWINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS OF EXISTING STRUCTURES AND UTILITIES SHOWN ON THE DRAWINGS AND TO ASCERTAIN WHETHER ANY OTHER STRUCTURES AND UTILITIES MAY EXIST. EVERY REASONABLE MEANS SHALL BE USED, INCLUDING FIELD LOCATION OF THE UTILITY USING WHATEVER PROSPECTING MEANS ARE NECESSARY.
- 3. PROSPECTING FOR EXISTING UTILITIES WILL BE PAID FOR AS POTHOLING. USE OF THE TERM "POTHOLING" SHALL NOT BE CONSTRUED TO IMPLY ANY PARTICULAR METHOD OF PROSPECTING. IT IS ESTIMATED THAT **20 HOURS OF ITEM 203-01597 POTHOLING** WILL BE NEEDED AS PART OF THIS PROJECT. POTHOLING OF AN AREA SHALL TAKE PLACE AT LEAST 10 DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS IN THAT AREA. HOURS APPROVED FOR PAYMENT UNDER THIS PAY ITEM SHALL BE AT THE DISCRETION OF THE ENGINEER.



- 4. THE CONTRACTOR SHALL LOCATE AND POTHOLE ALL POTENTIAL CONFLICTS BETWEEN EXISTING BURIED UTILITY FACILITIES AND THE PROPOSED CONSTRUCTION AS SHOWN ON THE PLANS OR BY FIELD LOCATION MARKINGS. IF CONFLICTS EXIST, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY TO IDENTIFY AN APPROPRIATE COURSE OF ACTION BEFORE ANY WORK AT THIS CONFLICT CAN RESUME.
- 6. THE CONTRACTOR SHALL VERIFY AND DOCUMENT THE CONDITION OF EXISTING UTILITIES (VISIBLE FACILITIES) WITH THE ENGINEER AND REPRESENTATIVES FROM THE UTILITY COMPANIES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 7. WITH NOTIFICATION OF THE RESPECTIVE OWNER, ADJUST RIMS OF ALL MANHOLES, CLEANOUTS, VALVE BOXES AND SURVEY MONUMENTS TO FINISH GRADE AND PATCH AFTER FINAL LIFT PAVING.
- 8. THE CONTRACTOR SHALL SUBMIT AN XCEL ENERGY BUILDER'S CALL LINE APPLICATION FOR EVERY XCEL ENERGY WORK ELEMENT THAT IS TO BE COORDINATED WITH THE PROJECT. THE REQUEST IS TO BE PROCESSED THROUGH XCEL ENERGY-BUILDER'S CALL LINE AT 1-800-628-2121.
- 9. THE CONTRACTOR SHALL REFER TO THE UTILITY SPECIFICATION AND UTILITY PLANS FOR COORDINATION REQUIRED FOR UTILITY RELOCATIONS.

TREE PROTECTION NOTES:

- 1. EXISTING TREES NOTED FOR PROTECTION AND PRESERVATION SHALL NOT BE REMOVED.
- 2. ALL PROTECTED EXISTING TREES SHALL BE PRUNED ACCORDING TO THE MOST CURRENT STANDARDS AND GUIDELINES DEVELOPED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA).
- 3. PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (1/2) OF THE DRIP LINE, WHICHEVER IS GREATER. THE SPACING OF STAKES SHALL BE TEN (10) FEET. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS, OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
- 4. DURING CONSTRUCTION, THE CONTRACTOR SHALL PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL, OR THE STORAGE OF WASTE MATERIAL SUCH AS PAINTS, OILS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OIL, OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF A TREE, WITHIN THE DRIP LINE OF ANY PROTECTED TREE OR GROUP OF TREES.
- 5. NO DAMAGING ATTACHMENT, WIRES, SIGNS, OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.
- 6. ALL TREES TO BE REMOVED SHALL BE CONFIRMED WITH THE TOWN PRIOR TO REMOVAL.

WETLAND PROTECTION NOTES:

- 1. THE CONTRACTOR SHALL EMPLOY EROSION CONTROL MEASURES WHICH MUST REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETE AND DISTURBED AREAS ARE A MINIMUM OF 80% REVEGETATED.
- 2. ORANGE CONSTRUCTION FENCING SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF WORK. THE FENCING SHALL BE INSTALLED TO DELINEATE THE WETLAND BOUNDARY AND PREVENT INADVERTENT DAMAGE TO WETLANDS.
- 3. STORMWATER AND SNOW MELT SHALL BE DIVERTED AWAY FROM CULVERTS DURING CONSTRUCTION OPERATION. THIS WILL FURTHER PROTECT THE WATER QUALITY OF THE BLUE RIVER.
- 4. IF A TEMPORARY INTRUSION ONTO WETLANDS IS UNAVOIDABLE, VEGETATION SHOULD BE TRIMMED TO NEAR GROUND LEVEL PRIOR TO PLACEMENT OF PROTECTIVE MATS. ALL TEMPORARY INTRUSIONS SHALL BE CONFIRMED WITH THE TOWN PRIOR TO THE INTRUSION.

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SUMMIT COUNTY STANDARD NOTES FOR CONSTRUCTION PLANS:

1. ALL WORK AND MATERIALS SHALL BE IN CONFORMANCE WITH ALL CURRENTLY APPLICABLE STANDARDS IN THE "SUMMIT COUNTY LAND USE AND DEVELOPMENT CODE."
2. LOCATIONS OF EXISTING UTILITIES SHOWN IN PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES. ANY CONFLICTING UTILITIES SHALL BE RELOCATED PRIOR TO CONSTRUCTION OF ROAD AND DRAINAGE FACILITIES ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER.
3. THE CONTRACTOR IS REQUIRED TO HAVE A COMPLETE SET OF APPROVED CONSTRUCTION PLANS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
4. IF THE CONTRACTOR DISCOVERS ANY DISCREPANCIES BETWEEN THE PLANS AND EXISTING CONDITIONS ENCOUNTERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER AND THE TOWN OF BLUE RIVER.
5. ONSITE GRADING SHALL BE IN ACCORDANCE WITH THE APPROVED GRADING PLAN AND EROSION CONTROL PLAN. ANY IMPORT OR EXPORT OF MATERIAL SHALL BE FROM A PRE-APPROVED SOURCE / DESTINATION. GRADING ON THIS SITE OR ANY OTHER SITE MUST COMPLY WITH ALL DEVELOPMENT REGULATIONS INCLUDING, BUT NOT LIMITED TO, GRADING PERMITS, STATE OF COLORADO WATER QUALITY/DISCHARGE PERMITS, NATIONAL ENVIRONMENTAL PROTECTION AGENCY REVIEW, TIMBER HARVEST PERMITS, ARMY CORPS OF ENGINEERS PERMITS AND REQUIREMENTS, FLOOD PLAINS, DESIGNATED DRAINAGE WAYS, ETC.

SUMMIT COUNTY, COLORADO EROSION/SEDIMENT CONTROL (ESC) NOTES:

1. THE MOST EFFECTIVE ESC BEST MANAGEMENT PRACTICE (BMP) IS NON-DISTURBANCE. GIVEN THAT LAND DEVELOPMENT INVARIABLY INVOLVES EARTH DISTURBING ACTIVITIES, THE FIRST STEP IN RESPONSIBLE STEWARDSHIP IS TO LIMIT THE AMOUNT OF DISTURBANCE REQUIRED FOR SITE DEVELOPMENT. AFTER ALL DESIGN AND PLANNING CONSIDERATIONS HAVE BEEN EVALUATED AND A MINIMAL AMOUNT OF DISTURBANCE AS DESIGNED UPON, THE ATTACHED DETAILS AND NOTES SHALL BE APPLIED WHEREVER THEY MAY BE APPROPRIATE TO PREVENT EROSION AND/OR SEDIMENT DISCHARGE ON/FROM YOUR PROJECT SITE.
2. EROSION CONTROL BMP'S AS SHOWN HEREON AND INDICATED ON YOUR SITE PLAN MUST BE INSTALLED AND APPROVED PRIOR TO ISSUANCE OF A GRADING PERMIT, INCLUDING YOUR VEHICLE TRACKING CONTROL PAD AND CONCRETE WASHOUT AREA.
3. THE CONTRACTOR SHALL NOT DO ANY CLEARING AND GRUBBING OR EARTHWORK BEFORE THE EROSION CONTROL INSTALLATIONS HAVE BEEN APPROVED BY THE TOWN ENGINEER.
4. EROSION CONTROL: CONTROLLING POLLUTION, EROSION, RUN-OFF, AND RELATED DAMAGE MAY REQUIRE THE CONTRACTOR TO PERFORM TEMPORARY WORK ITEMS INCLUDING BUT NOT LIMITED TO:
 - A. INSTALLING DITCHES, BERMS, CULVERTS, AND OTHER MEASURES TO CONTROL SURFACE WATER.
 - B. BUILDING DAMS, SETTING BASINS, ENERGY DISSIPATERS, AND OTHER MEASURES, TO CONTROL DOWNSTREAM FLOWS.
 - C. CONTROLLING GROUNDWATER FOUND DURING CONSTRUCTION.
 - D. COVERING OR OTHERWISE PROTECTING SLOPES UNTIL PERMANENT EROSION CONTROL MEASURES ARE WORKING.
5. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR TEMPORARY WATER POLLUTION CONTROL IN ALL SOURCES OF MATERIAL, DISPOSAL SITES, AND HAUL ROADS. NO STORM WATER, GROUND WATER, OR WATER OF ANY KIND SHALL BE PUMPED, DRAINED, OR OTHERWISE DISPERSED INTO DOWNSTREAM WATERS WITHOUT APPROPRIATE CONTROLS AND REQUIRED PERMITS.
6. APPROVAL OF THE ESC PLAN DOES NOT CONSTITUTE APPROVAL OF ANY OF THE PROPOSED ROAD, STORM, DRAINAGE, GRADING, OR UTILITY DESIGN ELEMENTS SHOWN ON THE ESC PLAN.

7. THE EROSION/SEDIMENTATION CONTROL MEASURES SHOWN ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONDITIONS. THE CONTRACTOR SHALL INSPECT AND MAINTAIN THESE ESC MEASURES DAILY, AND SHALL MAINTAIN AND UPGRADE THESE MEASURES AS NECESSARY TO PREVENT SEDIMENT-LADEN WATER FROM EITHER FLOWING OFF THE SITE, OR INTO NEW/EXISTING STORM DRAINAGE FACILITIES, SUCH AS DRY WELLS, CULVERTS, OR GRAVEL GALLERIES.
8. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ROCK CONSTRUCTION ENTRIES AT ANY AND ALL LOCATIONS USED TO ENTER OR EXIT THE PROJECT SITE. THESE MUST BE INSPECTED AND APPROVED ALONG WITH OTHER BMP'S USED AT YOUR SITE, AND SHALL BE REMOVED BEFORE PLACING ROAD SURFACE.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, INSPECTION AND MAINTENANCE OF ALL TEMPORARY EROSION CONTROL MEASURES.
10. SEDIMENT BARRIERS SHALL BE INSPECTED, CLEANED AND REPAIRED AFTER EACH RUNOFF EVENT. REMOVE ALL SEDIMENT AND DEPOSIT ON SITE AFTER SEDIMENT BARRIERS ARE NO LONGER REQUIRED.
11. CONTRACTOR SHALL NOT REMOVE TEMPORARY ESC MEASURES UNTIL 30 DAYS AFTER THE SITE IS STABILIZED. ALL DISTURBED SOIL SHALL BE PERMANENTLY STABILIZED EITHER THROUGH REVEGETATION, RIP-RAP, PAVING, OR OTHER PRE-APPROVED METHOD(S).
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING DIRT, MUD AND OTHER CONSTRUCTION DEBRIS WHICH MAY ACCUMULATE ON PAVED STREETS ADJACENT TO THE SITE AS A RESULT OF CONSTRUCTION ACTIVITY. CLEANING SHALL BE ON AN "AS NEEDED" BASIS USING WATER UNDER PRESSURE. SWEEPING AND WATER SHALL BE USED WHEN WATER PRESSURE ALONE WILL NOT WASH THE CONSTRUCTION DEBRIS FROM THE STREET.
13. GEOTEXTILE FABRIC IS TO BE PLACED ON RIMS OF DRYWELLS, CATCH BASINS, AND INLETS UNTIL SUCH TIME THE VEGETATION ON THE SITE IS ESTABLISHED AND THREAT OF SEDIMENT DEPOSITION INTO THE DRAINAGE SYSTEM IS MITIGATED.

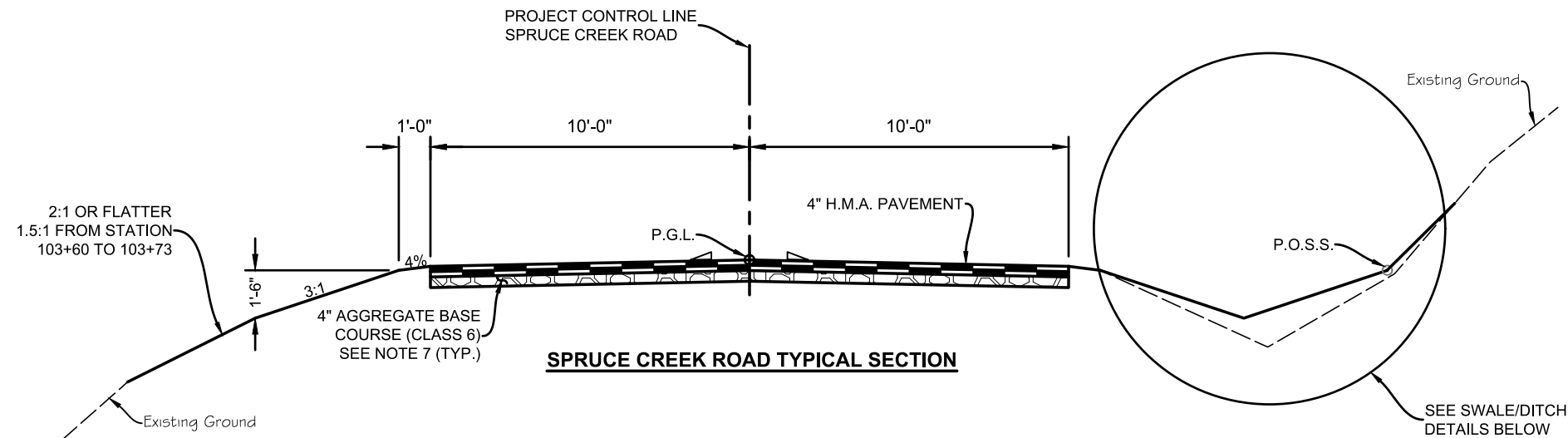
ENVIRONMENTAL NOTES:

1. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE CONDITIONS DEFINED IN THE MIGRATORY BIRD TREATY ACT (MBTA) AND BALD AND GOLDEN EAGLE PROTECTION ACT.
2. ARCHAEOLOGICAL AND PALEONTOLOGICAL MATERIALS ENCOUNTERED DURING THE WORK SHALL BE HANDLED PER CDOT SPECIFICATION 107.
3. IF HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, CDOT SPECIFICATION 250 - ENVIRONMENTAL HEALTH AND SAFETY MANAGEMENT - SHALL BE FOLLOWED.

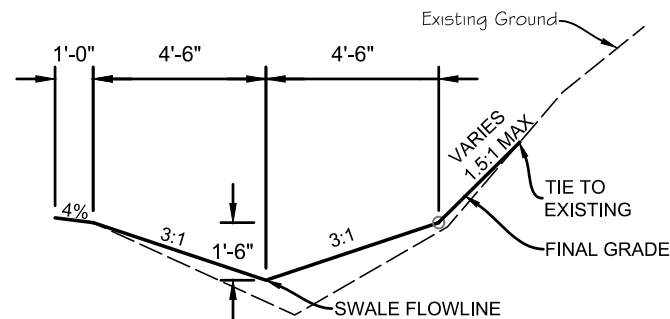


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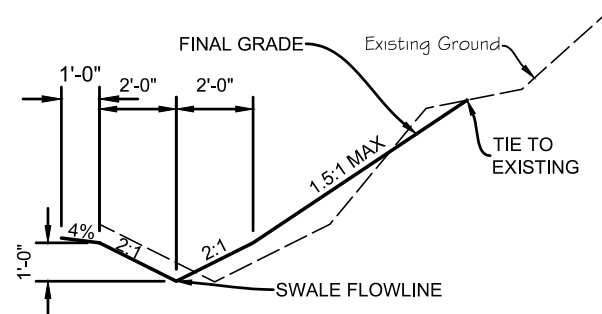


SPRUCE CREEK ROAD TYPICAL SECTION



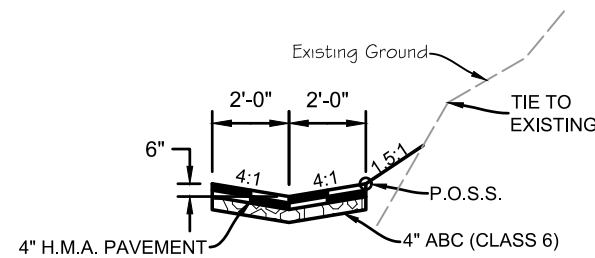
SWALE A TYPICAL SECTION

STA. 104+99 TO 105+63
(RIGHT SIDE)
STA. 105+13 TO 106+29
STA. 106+59 TO 107+36
(LEFT SIDE)



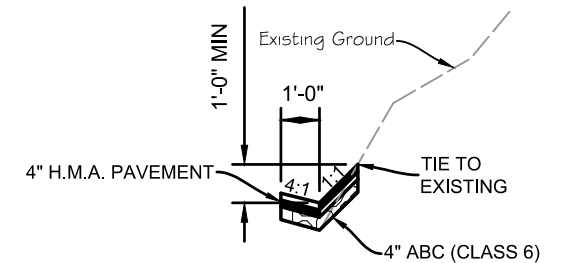
SWALE B TYPICAL SECTION

STA. 106+50 TO 107+45
(RIGHT SIDE)



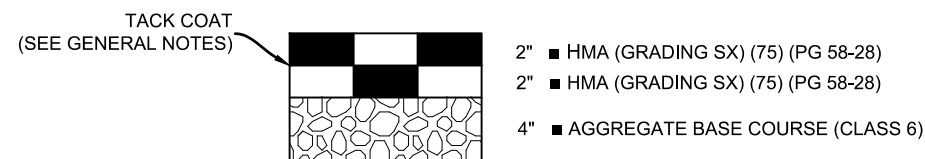
DITCH A: PAVED DITCH

STA. 102+00 TO 102+50
STA. 103+25 TO 104+30
(RIGHT SIDE)



DITCH B: MINIMAL DITCH

STA. 102+50 TO 103+25
(RIGHT SIDE)



**SPRUCE CREEK ROAD
FULL DEPTH PAVEMENT DETAIL**

NOTES:

1. ○ P.G.L. - PROFILE GRADE LINE
2. H.M.A. - HOT MIX ASPHALT
3. ○ P.O.S.S. - POINT OF SLOPE SELECTION
4. ▽ 2% ROADWAY CROSS SLOPE (TYPICAL). FOR SPECIFIC CROSS SLOPES AND SUPERELEVATION LIMITS SEE PROFILE SHEETS.
5. H.M.A FOR ROADWAY SHALL BE PAID AS HOT MIX ASPHALT (GRADING SX) (75) (PG 58-28) ROADWAY PAVING
6. H.M.A FOR DITCH A & DITCH B SHALL BE PAID FOR AS HOT MIX ASPHALT (GRADING SX) (75) (PG 58-28) DITCH PAVING
7. WITH APPROVAL OF ENGINEER ONSITE MATERIAL MAY BE RECONDITIONED AND USED AS AGGREGATE BASE COURSE AS AVAILABLE AND PAID FOR AS [AGGREGATE BASE COURSE CLASS 6 (SPECIAL)], IMPORT OF AGGREGATE BASE COURSE AS NEEDED TO SUPPLEMENT WILL BE PAID FOR AS [AGGREGATE BASE COURSE (CLASS 6)]. TO BE MEASURED AND PAID FOR AS PLACED IN THE FIELD AND APPROVED BY ENGINEER



PLOTTED: 3/21/2025 4:47:46 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD\CAD\DRAWINGS\11-008.20_TYPICALS.DWG

DESIGNED: LRN DRAWN: BTG CHECKED: LRN	FINAL PLANS PROJECT NO. 11-008.20	SHEET REVISIONS			 777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226		TOWN OF BLUE RIVER	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
		NO. DATE DESCRIPTION BY	TYPICAL SECTION	DRAWING NO. G-5					
								SHEET NO. 5 OF 24	Page 25 of 87

SUMMARY OF APPROXIMATE QUANTITIES

CONTRACT ITEM NO.	CONTRACT ITEM	UNIT	ROADWAY		PROJECT TOTALS		SPEED HUMP BID ALT ¹	
			PLAN	AS CONST.	TOTAL	AS CONST.	PLAN	AS CONST.
1	CLEARING AND GRUBBING	L S	1		1			
2	REMOVAL OF PIPE	LF	35		35			
3	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY	1,073		1,073		14	
4	PROOF ROLLING	HOURL	17		17			
5	POTHOLING	HOURL	20		20			
6	TOPSOIL (REMOVE AND REPLACE)	CY	222		222			
7	EROSION LOG TYPE 1 (12 INCH)	LF	350		350			
8	ROCK CHECK DAM	EACH	6		6			
9	VEHICLE TRACKING PAD	EACH	1		1			
10	EROSION CONTROL MANAGEMENT	DAY	7		7			
11	SEEDING (NATIVE)	ACRE	0		0			
12	SOIL RETENTION BLANKET (STRAW/COCONUT)	SY	1,333		1,333			
13	AGGREGATE BASE COURSE (CLASS 6)	CY	59		59		3	
14	AGGREGATE BASE COURSE (CLASS 6) (SPECIAL)	CY	177		177		9	
15	AGGREGATE BASE COURSE (SHOULDER MATERIAL)	LF	1,500		1,500		92	
16	HOT MIX ASPHALT (GRADING SX) (75) (PG 58-28) ROADWAY PAVING	TON	561		561		36	
17	HOT MIX ASPHALT (GRADING SX) (75) (PG 58-28) DITCH PAVING	TON	26		26			
18	EMULSIFIED ASPHALT (SLOW SETTING)	GAL	106		106		6	
19	RIPRAP (TYPE L) (WITH BEDDING TYPE II)	CY	6		6			
20	18 INCH EQUIVALENT REINFORCED CONCRETE END SECTION HORIZONTAL ELLIPTICAL	EACH	4		4			
21	18 INCH EQUIVALENT REINFORCED CONCRETE PIPE HORIZONTAL ELLIPTICAL	LF	88		88			
22	SANITARY FACILITY	EACH	1		1			
23	CONSTRUCTION SURVEYING	L S	1		1			
24	MOBILIZATION	L S	1		1			
25	FLAGGING	HOURL	200		200			
26	TRAFFIC CONTROL INSPECTION	DAY	8		8			
27	TRAFFIC CONTROL MANAGEMENT	DAY	20		20			
28	BARRICADE (TYPE 3 M-B) (TEMPORARY)	EA	3		3			
29	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A)	EA	9		9			
30	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B)	EA	4		4			
31	PORTABLE MESSAGE SIGN PANEL	EA	2		2			
32	DRUM CHANNELIZING DEVICE	EA	40		40			
33	DRUM CHANNELIZING DEVICE (WITH LIGHT) (STEADY BURN)	EA	5		5			
34	TRAFFIC CONE	EA	50		50			
35	FENCE (PLASTIC)	LF	100		100			

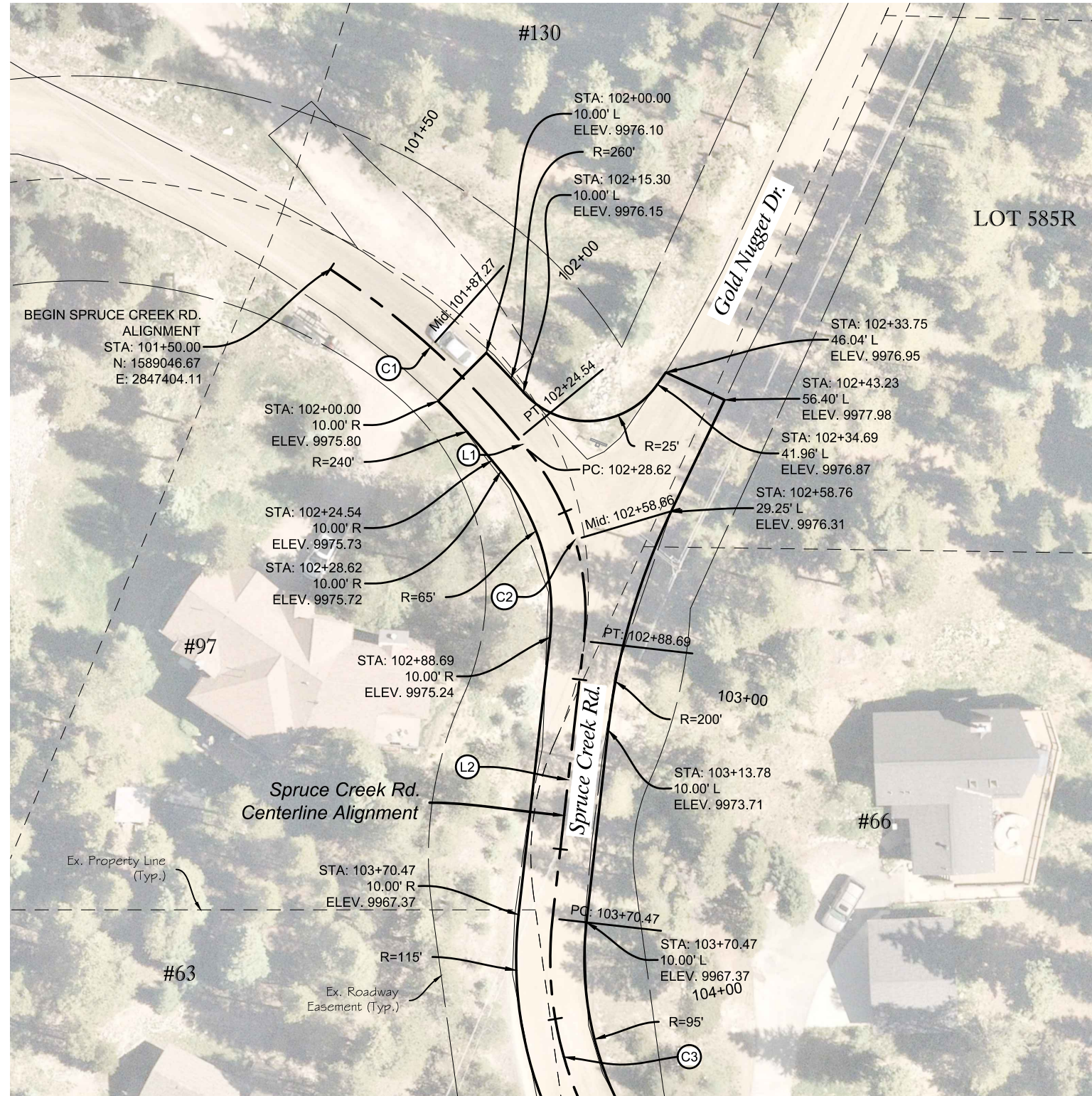
NOTES:

- BID ALTERNATIVE - PAVEMENT SECTION SHALL BE EXTENDED TO STATION 101+54 AND A SPEED HUMP SHALL BE INSTALLED AT STATION 102+06 PER SUMMIT COUNTY SPEED HUMP GUIDELINES (JANUARY 4, 2012). SPEED HUMP SHALL BE PAID FOR AS HOT MIX ASPHALT (GRADING SX) (75) (PG 58-28) (ROADWAY PAVING).

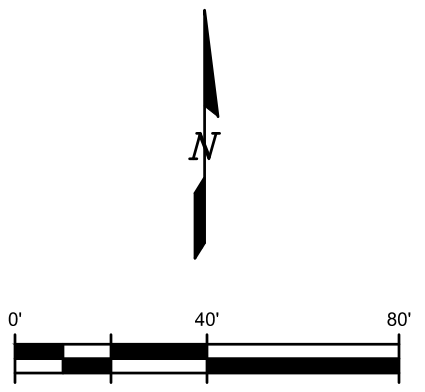


PLOTTED: 3/21/2025 4:47:53 PM NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_GENERAL NOTES.DWG

PREPARED UNDER THE SUPERVISION OF DESIGNED: LRN DRAWN: BTG CHECKED: LRN	FINAL PLANS PROJECT NO. 11-008.20	SHEET REVISIONS			 777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226		TOWN OF BLUE RIVER	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
		NO. DATE DESCRIPTION BY	SUMMARY OF APPROXIMATE QUANTITIES	DRAWING NO. G-6					
								SHEET NO. 6 OF 24	Page 26 of 87



ROADWAY HORIZONTAL CONTROL TABLE									
Number	Length	Radius	Line/Chord Direction	Start Station	End Station	Start Northing	Start Easting	End Northing	End Easting
C1	74.54	250.00	S47° 57' 59.56"E	101+50.00	102+24.54	1589046.67	2847404.11	1588996.95	2847459.26
L1	4.09		S39° 25' 31.44"E	102+24.54	102+28.62	1588996.95	2847459.26	1588993.80	2847461.86
C2	60.07	75.00	S16° 28' 50.55"E	102+28.62	102+88.69	1588993.80	2847461.86	1588937.72	2847478.45
L2	81.78		S06° 27' 50.34"W	102+88.69	103+70.47	1588937.72	2847478.45	1588856.47	2847469.24
C3	131.09	105.00	S29° 18' 10.47"E	103+70.47	105+01.56	1588856.47	2847469.24	1588749.43	2847529.32



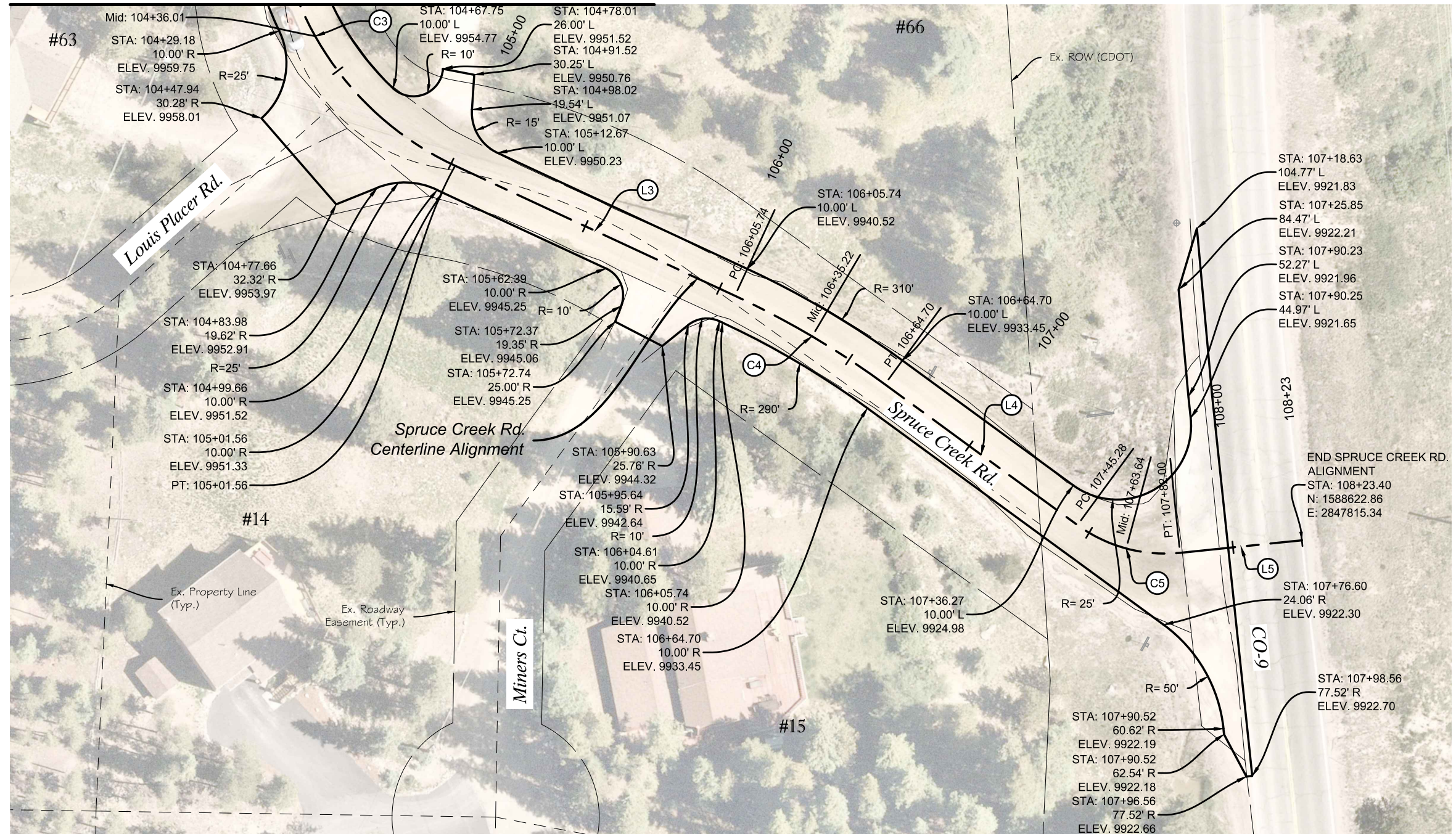
MATCHLINE SEE NEXT SHEET



PLOTTED: 3/21/2025 4:48:30 PM
 NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_GEO PLANS.DWG

PREPARED UNDER THE SUPERVISION OF DESIGNED: LRN DRAWN: BTG CHECKED: LRN	<h2 style="margin: 0;">FINAL PLANS</h2> <p style="margin: 0;">PROJECT NO. 11-008.20</p>	SHEET REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 10%;">DATE</th> <th style="width: 60%;">DESCRIPTION</th> <th style="width: 25%;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>			NO.	DATE	DESCRIPTION	BY																					 MULLER ENGINEERING COMPANY <small>777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226</small>	 TOWN OF BLUE RIVER	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT GEOMETRY PLAN (SHEET 1 OF 2)	DATE 3/21/2025 DRAWING NO. R-1 SHEET NO. 7 OF 24
		NO.	DATE	DESCRIPTION	BY																											

MATCH LINE SEE PREVIOUS SHEET



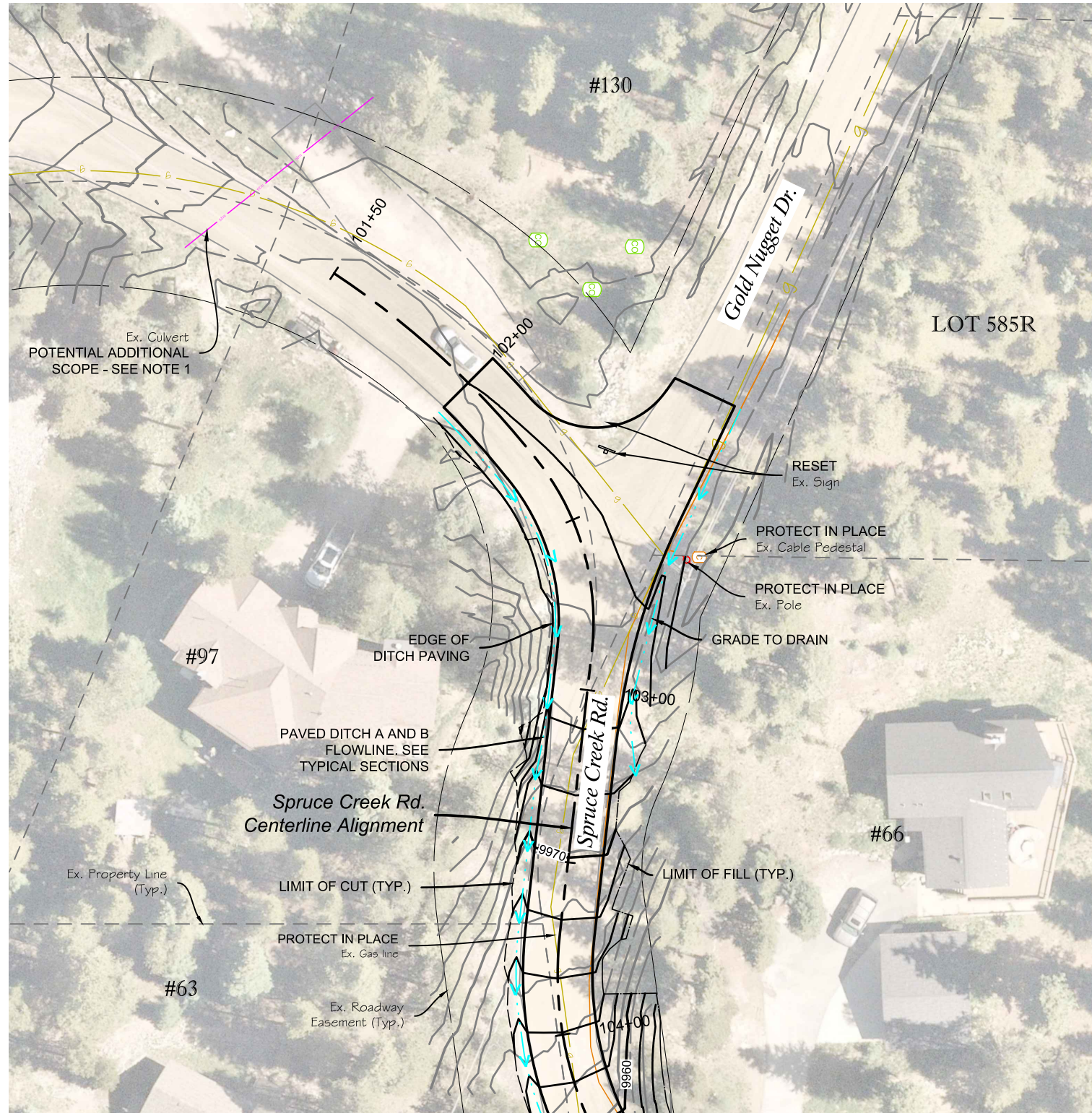
ROADWAY HORIZONTAL CONTROL TABLE

Number	Length	Radius	Line/Chord Direction	Start Station	End Station	Start Northing	Start Easting	End Northing	End Easting
C3	131.09	105.00	S29° 18' 10.47"E	103+70.47	105+01.56	1588856.47	2847469.24	1588749.43	2847529.32
L3	104.18		S65° 04' 11.27"E	105+01.56	106+05.74	1588749.43	2847529.32	1588705.52	2847623.78
C4	58.97	300.00	S59° 26' 19.87"E	106+05.74	106+64.70	1588705.52	2847623.78	1588675.58	2847674.48
L4	80.58		S53° 48' 28.47"E	106+64.70	107+45.28	1588675.58	2847674.48	1588628.00	2847739.51
C5	36.71	50.00	S74° 50' 36.81"E	107+45.28	107+82.00	1588628.00	2847739.51	1588618.62	2847774.16
L5	41.40		N84° 07' 15.09"E	107+82.00	108+23.40	1588618.62	2847774.16	1588622.86	2847815.34



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 NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD CAD/DRAWINGS/11-008.20_GEO PLANS.DWG

DESIGNED: LRN DRAWN: BTG CHECKED: LRN	<h2 style="margin: 0;">FINAL PLANS</h2> <p style="margin: 0;">PROJECT NO. 11-008.20</p>	SHEET REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 10%;">DATE</th> <th style="width: 75%;">DESCRIPTION</th> <th style="width: 10%;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY																	 MULLER ENGINEERING COMPANY <small>777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226</small>	 TOWN OF BLUE RIVER	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT <h3 style="margin: 0;">GEOMETRY PLAN (SHEET 2 OF 2)</h3>	DATE 3/21/2025 DRAWING NO. R-2 SHEET NO. 8 OF 24
		NO.	DATE	DESCRIPTION	BY																					
					DATE 3/21/2025																					
					DRAWING NO. R-2																					



NOTE:

1. POTENTIAL ADDITIONAL SCOPE. EXISTING CULVERT TO BE ASSESSED FOR REPLACEMENT BY ENGINEER PRIOR TO CONSTRUCTION AND AFTER SNOWMELT. IF APPLICABLE, ADDITIONAL SCOPE WILL BE NEGOTIATED BETWEEN OWNER AND CONTRACTOR AS A CHANGE ORDER. EXISTING CULVERT LOCATION SHOWN AS APPROXIMATE.
2. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2' MINOR AND 10' MAJOR CONTOUR INTERVALS.

MATCHLINE SEE NEXT SHEET



PLOTTED: 3/21/2025 4:49:06 PM
 NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20 ROAD PLANS.DWG

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	CHECKED: LRN

FINAL PLANS

PROJECT NO. 11-008.20

SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY



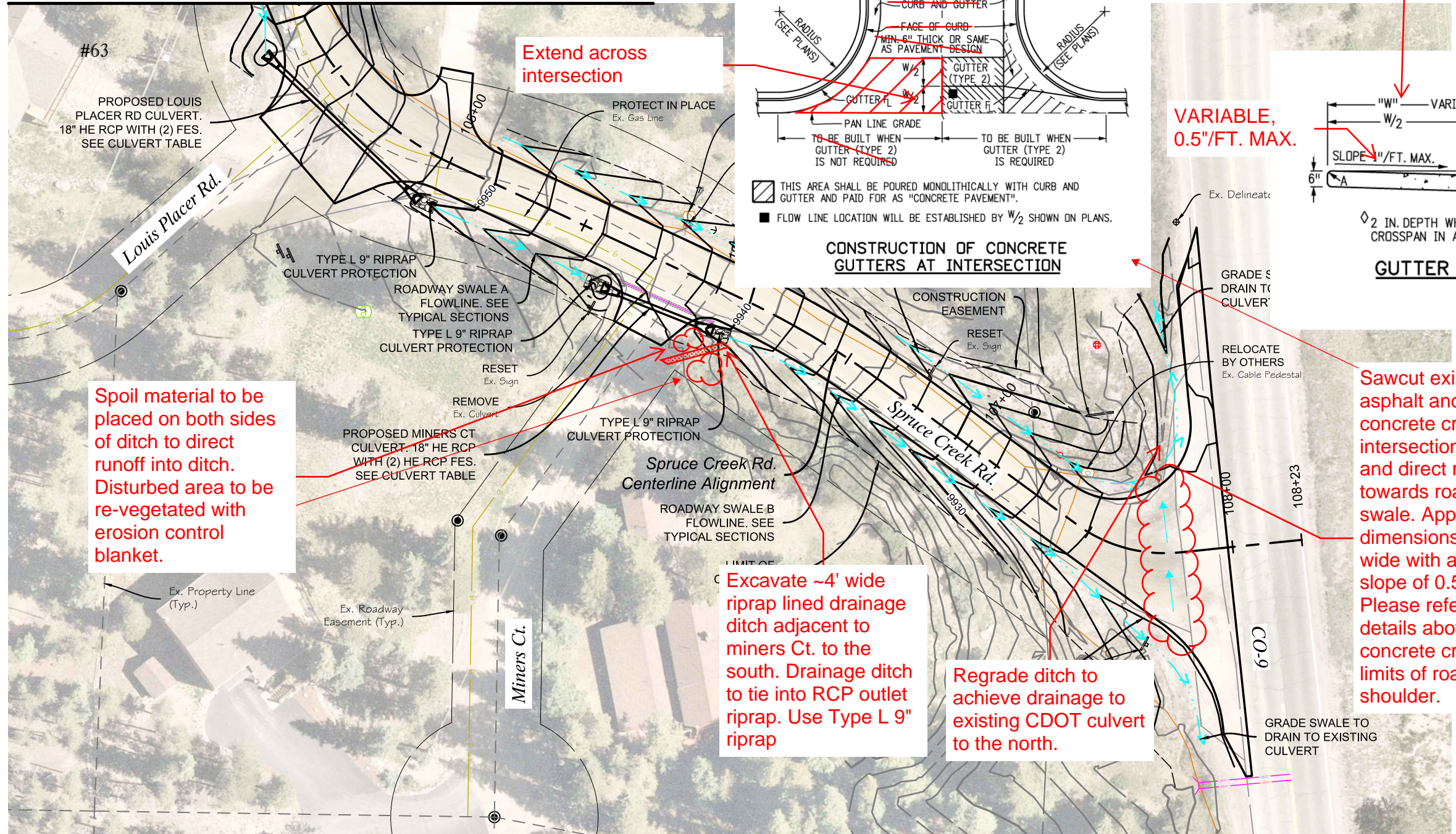
TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT

SITE PLAN (SHEET 1 OF 2)

DATE	3/21/2025
DRAWING NO.	R-3
SHEET NO.	9 OF 24

MATCH LINE SEE PREVIOUS SHEET



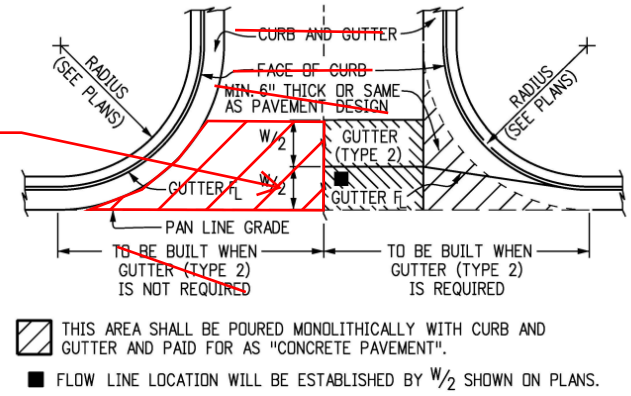
Extend across intersection

Spoil material to be placed on both sides of ditch to direct runoff into ditch. Disturbed area to be re-vegetated with erosion control blanket.

Excavate ~4' wide riprap lined drainage ditch adjacent to miners Ct. to the south. Drainage ditch to tie into RCP outlet riprap. Use Type L 9" riprap

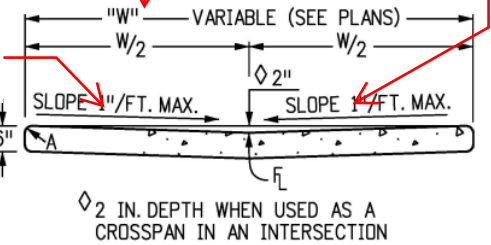
Regrade ditch to achieve drainage to existing CDOT culvert to the north.

Sawcut existing asphalt and install concrete crosspan at intersection to collect and direct runoff north towards roadway swale. Approximate dimensions are 8' wide with a variable slope of 0.5"/FT MAX. Please refer to the details above. Extend concrete crosspan to limits of road base shoulder.

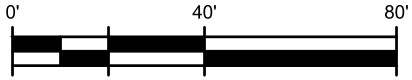


CONSTRUCTION OF CONCRETE GUTTERS AT INTERSECTION

VARIABLE, 0.5"/FT. MAX.



GUTTER TYPE 2



Proposed Culvert Table

Location	Diameter (in)	Type	Length (LF)	Slope	Pipe Invert		Station, Offset	
					Start	End	Start	End
Louis Placer Rd	18" Equiv	HE RCP	72	9%	9956.7	9950.2	104+34, 17.3'	104+97, 16.0'
Miners Ct	18" Equiv	HE RCP	40	7%	9942.8	9940.0	105+64, 16.4'	106+04, 14.0'

NOTES:

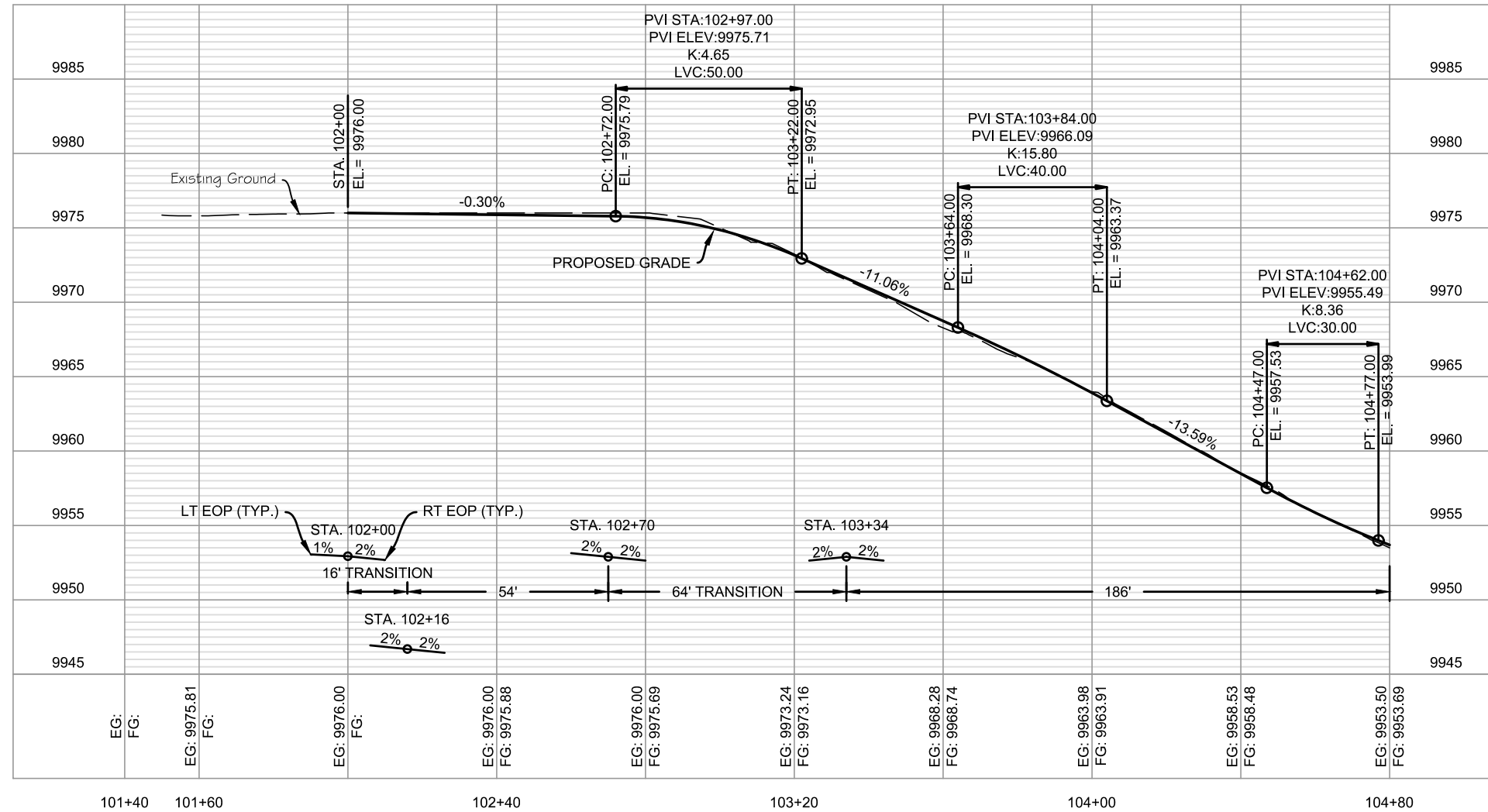
- CONTRACTOR SHALL HAND GRADE AROUND CULVERT ENDS AND GRADE DITCH TO DRAIN.
- HORIZONTAL ELLIPTICAL RCP SHALL BE CLASS III, HAVE TONGUE AND GROOVE JOINTS AND BE INSTALLED PER CDOT STANDARD DETAIL M-603-2.
- RIPRAP CULVERT PROTECTION SHALL BE 9" RIPRAP, 18" THICK WITH 9" OF BEDDING (TYPE II). RIPRAP SHALL BE 6' LONG BY 4.5' WIDE AND SHALL WRAP AROUND FES A MINIMUM OF 1.5'.
- EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2' MINOR AND 10' MAJOR CONTOUR INTERVALS.



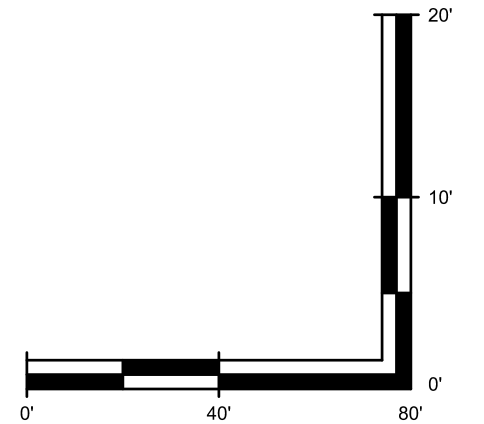
PLOTTED: 3/21/2025 4:48:11 PM NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_ROAD_PLANS.DWG

DESIGNED: LRN DRAWN: BTG CHECKED: LRN	<h2>FINAL PLANS</h2> <p>PROJECT NO. 11-008.20</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">SHEET REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	SHEET REVISIONS				NO.	DATE	DESCRIPTION	BY																	<p>MULLER ENGINEERING COMPANY 777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226</p>	<p>TOWN OF BLUE RIVER</p>	<p>SPRUCE CREEK ROAD IMPROVEMENTS PROJECT</p> <p>SITE PLAN (SHEET 2 OF 2)</p>	DATE 3/21/2025 DRAWING NO. R-4 SHEET NO. 10 OF 24
SHEET REVISIONS																														
NO.	DATE	DESCRIPTION	BY																											

PLOTTED: 3/21/2025 4:48:34 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_ROADWAY_PROFILES.DWG



SPRUCE CREEK ROAD CENTERLINE ALIGNMENT



DESIGNED: LRN	FINAL PLANS
DRAWN: BTG	
CHECKED: LRN	

PROJECT NO. 11-008.20

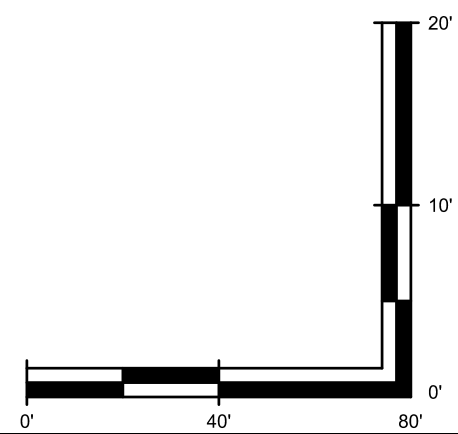
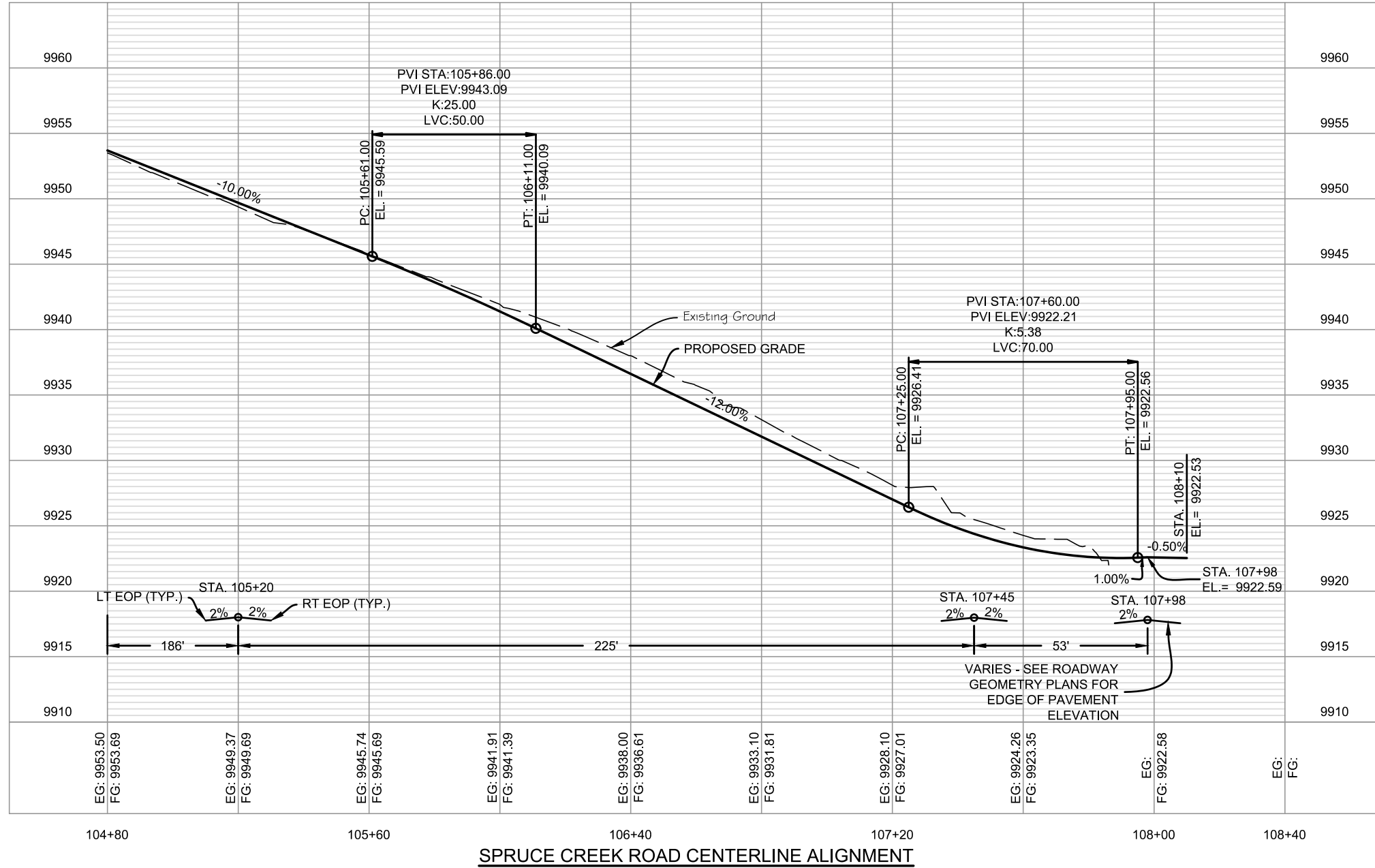
SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY

MULLER ENGINEERING COMPANY
777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226


TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
ROADWAY PROFILE (SHEET 1 OF 2)	DRAWING NO. R-5
	SHEET NO. 11 OF 24

PLOTTED: 3/21/2025 4:48:40 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_ROADWAY_PROFILES.DWG



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CHECKED:	LRN

FINAL PLANS
PROJECT NO. 11-008.20

SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY



TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
ROADWAY PROFILE (SHEET 2 OF 2)	DRAWING NO. R-6
	SHEET NO. 12 OF 24

CONSTRUCTION TRAFFIC CONTROL NOTES

1. IT IS THE INTENT OF THE TRAFFIC CONTROL NOTES TO CONVEY TO THE CONTRACTOR THE GENERAL, BUT ESSENTIAL, DESIGN ELEMENTS REQUIRED TO CONSTRUCT THE PROJECT. OTHER MINI-PHASES (NOT INDICATED IN THE PLAN SET) USING TEMPORARY LANE CLOSURES MAY BE NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL SUBMIT TO CDOT AND BLUE RIVER FOR REVIEW AND APPROVAL, A METHOD OF HANDLING TRAFFIC (MHT) CONFORMING TO CDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND M&S STANDARDS TWO WEEKS PRIOR TO RELATED CONSTRUCTION ACTIVITY.
2. ALL CONSTRUCTION TRAFFIC CONTROL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION, AND APPLICABLE STANDARDS IN THE 2023 COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT VERSION OF THE COLORADO DEPARTMENT OF TRANSPORTATION M&S STANDARD PLANS.
3. REFER TO CDOT M&S STANDARD PLAN S-630-1, CURRENT VERSION, FOR STANDARD TRAFFIC CONTROL CASES THAT WILL BE REQUIRED TO IMPLEMENT PHASES AND OTHER TRAFFIC CONTROL CONDITIONS. ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE CONSTRUCTION TRAFFIC CONTROL PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION, AND CDOT M&S STANDARD PLAN S-630-1.
4. THE CONTRACTOR SHALL BEAR RESPONSIBILITY AND EXPENSE FOR MAINTAINING ADEQUATE DRAINAGE AND SAFE DRIVING CONDITIONS AT ALL TIMES. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF RELATED WORK.
5. APPROPRIATE ADVANCE WARNING SIGNS SHALL BE PLACED AS NEEDED. THESE SHALL BE SHOWN IN THE MHT TO BE APPROVED BY THE ENGINEER.
6. 11' MINIMUM WIDTH FOR LANES ON CO 9 SHALL BE MAINTAINED AT ALL TIMES UNLESS APPROVED BY THE ENGINEER.
7. A MINIMUM SHOULDER WIDTH OF 2 FEET SHALL BE PROVIDED BETWEEN THE CHANNELIZING DEVICE AND EDGE OF CO 9 TRAVEL LANE AT ALL TIMES.
8. UNLESS OTHERWISE NOTED, MINIMUM REDIRECT TAPER RATES FOR CO 9 SHALL BE 30:1.
9. SLOPES WITHIN THE CLEAR ZONE SHALL BE 3:1 OR FLATTER UNLESS PROTECTED BY CONCRETE BARRIER (TEMPORARY). CONCRETE BARRIER (TEMPORARY) SHALL HAVE BOTH ENDS PROTECTED WITH AN IMPACT ATTENUATOR (TEMPORARY) IF BARRIER IS WITHIN CLEAR ZONE.
10. CONTRACTOR SHALL MAINTAIN SAFE AND REASONABLE ACCESS TO PRIVATE PROPERTIES AT ALL TIMES, UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE PROPERTY OWNER IN WRITING. ADDITIONALLY, THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE SITE FOR RECREATIONAL TRAFFIC FROM THURSDAY THROUGH SUNDAY.
11. EXISTING SIGNS IN CONFLICT WITH THE TEMPORARY LANES SHALL BE COVERED OR RESET AS CONDITIONS REQUIRE FOR EACH CONSTRUCTION PHASE AND AS DIRECTED BY THE ENGINEER. MASKING OF EXISTING SIGNS, INCLUDING THE COVERING MATERIALS AND FASTENING DEVICES, WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
12. THE CONTRACTOR SHALL REFER TO THE LATEST EDITION OF CDOT REGION 3 *LANE CLOSURE STRATEGY* FOR LANE CLOSURE RESTRICTIONS AND GUIDANCE FOR CO 9 UNLESS OTHERWISE NOTED.

SUGGESTED CONSTRUCTION PHASING WORK ITEMS

PHASE 1:

- INSTALL TRAFFIC CONTROL DEVICES ON SPRUCE CREEK ROAD AND CO 9.
- DETOUR SPRUCE CREEK TRAILHEAD TRAFFIC TO USE CROWN DRIVE.
- CONSTRUCT DRAINAGE AND ROADWAY IMPROVEMENTS ON THE NORTHBOUND LANE OF SPRUCE CREEK RD. MAINTAIN RESIDENTIAL TRAFFIC USING SOUTHBOUND LANE.

PHASE 2:

- SHIFT TRAFFIC CONTROL DEVICES TO CLOSE THE SOUTHBOUND LANE OF SPRUCE CREEK ROAD. SHIFT RESIDENTIAL TRAFFIC TO NORTHBOUND LANE.
- CONSTRUCT DRAINAGE AND ROADWAY IMPROVEMENTS ON THE SOUTHBOUND LANE OF SPRUCE CREEK RD.
- REMOVE TRAFFIC CONTROL DEVICES ON SPRUCE CREEK ROAD AND CO 9.

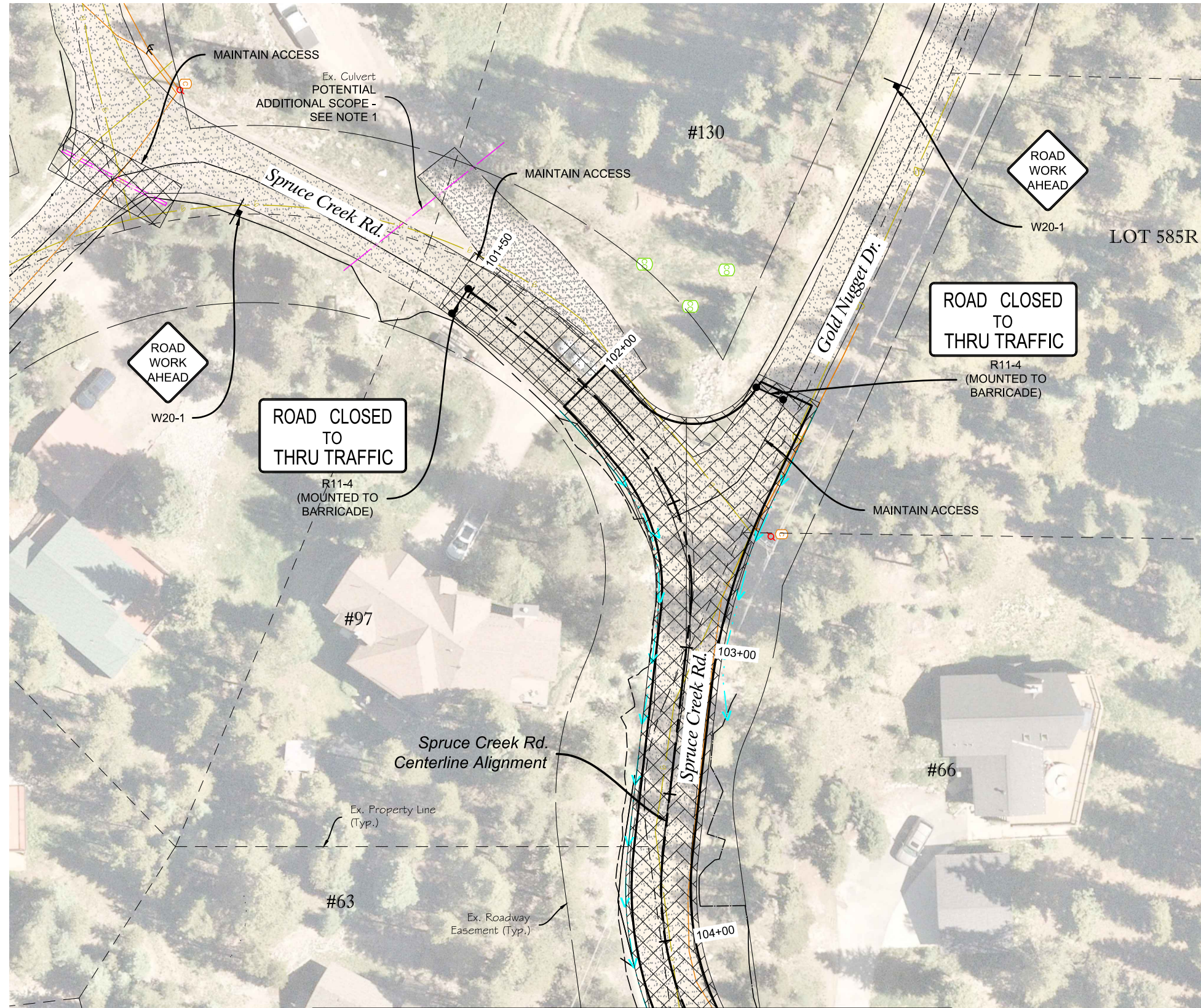
TABULATION OF CONSTRUCTION TRAFFIC CONTROL DEVICES

ITEM NO.	ITEM	UNIT	TOTALS
630-00000	FLAGGING	HOUR	200
630-00007	TRAFFIC CONTROL INSPECTION	DAY	8
630-00012	TRAFFIC CONTROL MANAGEMENT	DAY	20
630-80336	BARRICADE (TYPE 3 M-B) (TEMPORARY)	EA	3
630-80341	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A)	EA	9
630-80342	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B)	EA	4
630-80355	PORTABLE MESSAGE SIGN PANEL	EA	2
630-80360	DRUM CHANNELIZING DEVICE	EA	40
630-80364	DRUM CHANNELIZING DEVICE (WITH LIGHT) (STEADY BURN)	EA	5
630-80380	TRAFFIC CONE	EA	50



PLOTTED: 3/21/2025 4:50:10 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_TRAFFIC PLANS.DWG

DESIGNED: NAB DRAWN: BTG CHECKED: AL2	<h3>FINAL PLANS</h3> <p>PROJECT NO. 11-008.20</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: center;">SHEET REVISIONS</th> </tr> <tr> <th style="text-align: center;">NO.</th> <th style="text-align: center;">DATE</th> <th style="text-align: center;">DESCRIPTION</th> <th style="text-align: center;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	SHEET REVISIONS				NO.	DATE	DESCRIPTION	BY																									<p>777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226</p>	<p>TOWN OF BLUE RIVER</p>	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT CONSTRUCTION TRAFFIC CONTROL NOTES AND TABULATION	DATE 3/21/2025 DRAWING NO. T-1 SHEET NO. 13 of 24
SHEET REVISIONS																																						
NO.	DATE	DESCRIPTION	BY																																			



LEGEND

- CHANNELIZING DRUM
- BARRICADE (TYPE 3 M-B)
- ▨ PHASE 1
- ▩ PHASE 2

NOTE:

1. ADJUSTMENT TO TRAFFIC CONTROL DUE TO CULVERT REPLACEMENT WILL BE COORDINATED AFTER ENGINEER'S ASSESSMENT. EXISTING CULVERT LOCATION SHOWN AS APPROXIMATE. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

MATCHLINE SEE NEXT SHEET



PLOTTED: 3/21/2025 4:50:28 PM
 NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_TRAFFIC PLANS.DWG

PREPARED UNDER THE SUPERVISION OF	DESIGNED: NAB
	DRAWN: BTG
	CHECKED: AL2

FINAL PLANS

PROJECT NO. 11-008.20

SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY



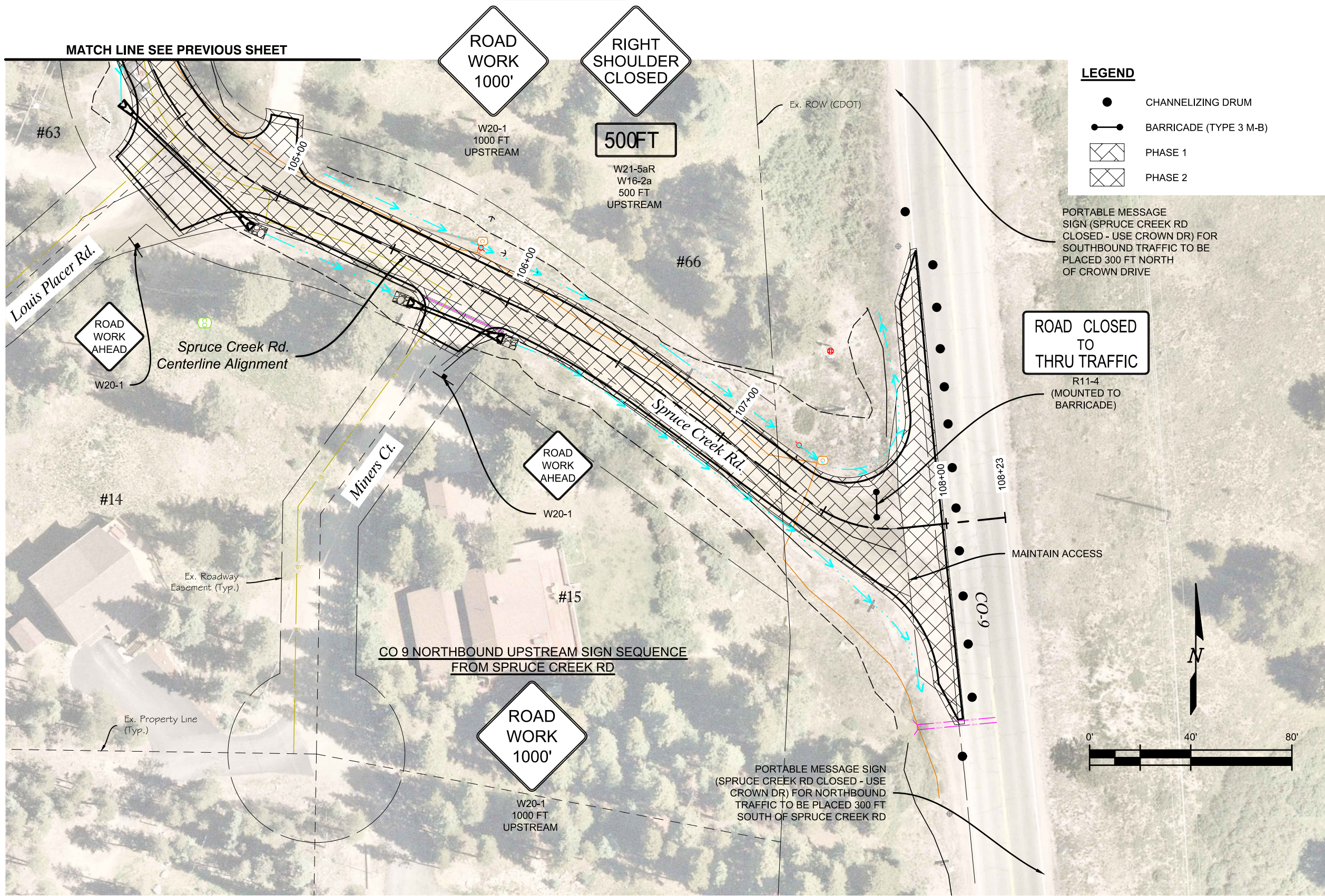
TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT

TRAFFIC CONTROL PLAN (SHEET 1 OF 2)

DATE	3/21/2025
DRAWING NO.	T-2
SHEET NO.	14 OF 24

CO 9 SOUTHBOUND UPSTREAM SIGN SEQUENCE FROM
SPRUCE CREEK RD



PLOTTED: 3/21/2025 4:50:54 PM
NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_TRAFFIC PLANS.DWG

DESIGNED:	NAB
DRAWN:	BTG
CHECKED:	AL2

FINAL PLANS

PROJECT NO. 11-008.20

SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY

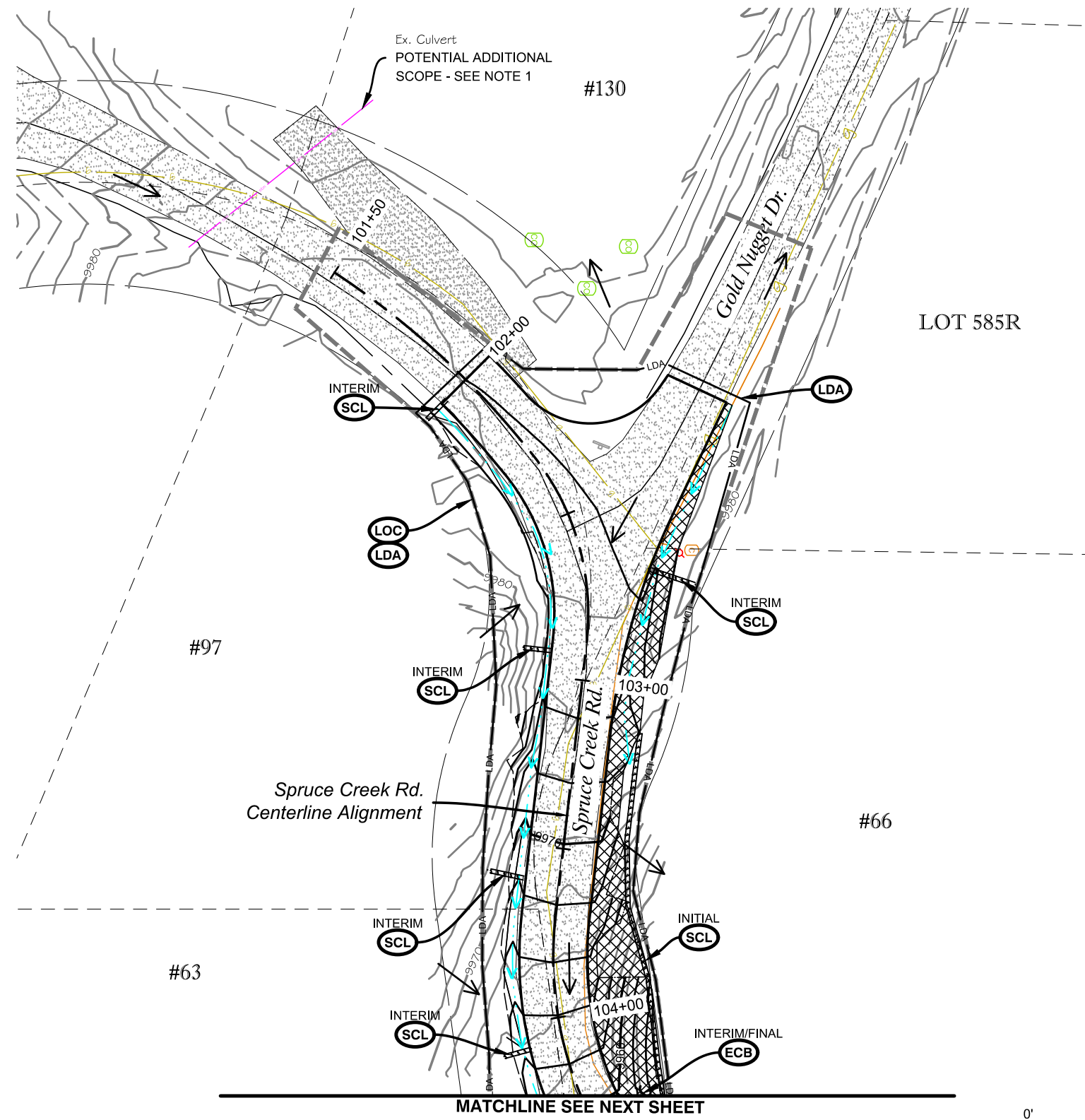


TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT

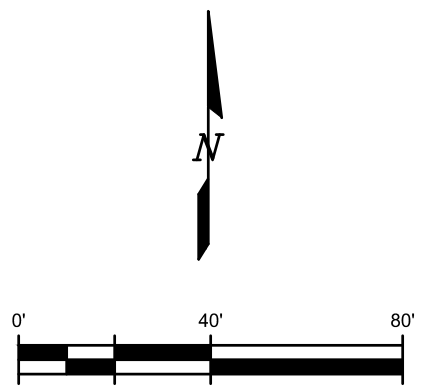
TRAFFIC CONTROL PLAN (SHEET 2 OF 2)

DATE	3/21/2025
DRAWING NO.	T-3
SHEET NO.	15 OF 24



- EROSION CONTROL LEGEND:**
- ECB** EROSION CONTROL BLANKET WITH SEEDING
 - VTC** VEHICLE TRACKING CONTROL
 - RCD** ROCK CHECK DAM
 - CF** CONSTRUCTION FENCE
 - FLOW DIRECTION ARROW
 - SCL** SEDIMENT CONTROL LOG
 - IP** STORM DRAIN INLET PROTECTION
 - TREE PROTECTION
 - LDA** LIMITS OF DISTURBANCE
 - LOC** LIMITS OF CONSTRUCTION
 - PHASE : INITIAL, INTERIM, FINAL
 - XXX** BMP IDENTIFICATION

- NOTES:**
- ADJUSTMENT TO EROSION CONTROL DUE TO CULVERT REPLACEMENT WILL BE COORDINATED AFTER ENGINEER'S ASSESSMENT. EXISTING CULVERT LOCATION SHOWN AS APPROXIMATE. SEE SITE PLAN FOR ADDITIONAL INFORMATION.
 - EROSION CONTROL BLANKET SHALL BE A STRAW/COCONUT MIX OR APPROVED EQUAL AND INSTALLED PER CDOT M-216-1.



MATCHLINE SEE NEXT SHEET

PLOTTED: 3/21/2025 4:51:19 PM
 NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD/CAD/DRAWINGS/11-008.20_GESC PLANS.DWG

PREPARED UNDER THE SUPERVISION OF	DESIGNED: WMG
	DRAWN: BTG
	CHECKED: ALR

FINAL PLANS

PROJECT NO. 11-008.20

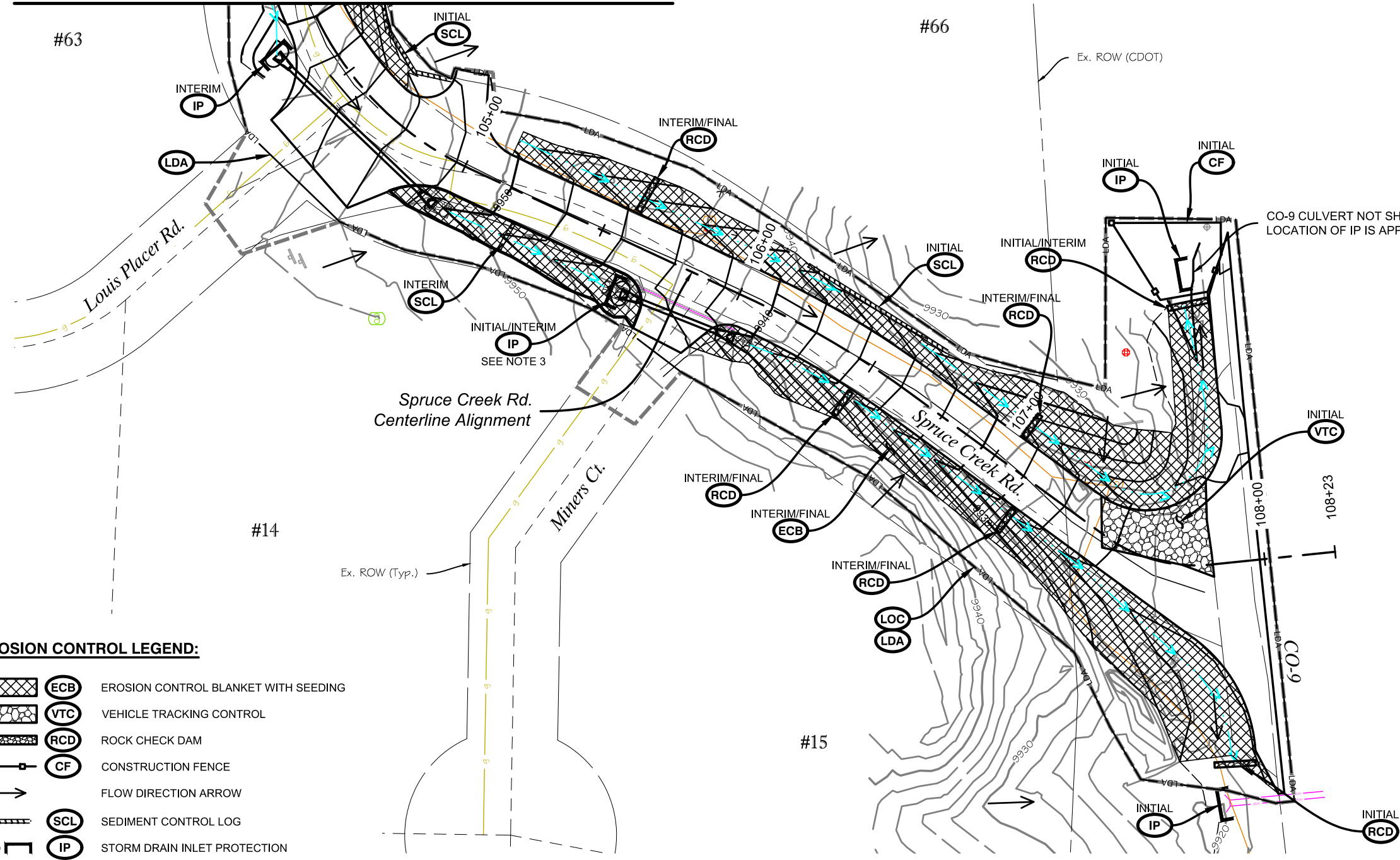
SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY



TOWN OF BLUE RIVER

SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE: 3/21/2025
EROSION CONTROL PLAN (SHEET 1 OF 2)	DRAWING NO.: EC-1
	SHEET NO.: 16 OF 24

MATCH LINE SEE PREVIOUS SHEET



CO-9 CULVERT NOT SHOWN. LOCATION OF IP IS APPROXIMATE.

EROSION CONTROL LEGEND:

- ECB EROSION CONTROL BLANKET WITH SEEDING
- VTC VEHICLE TRACKING CONTROL
- RCD ROCK CHECK DAM
- CF CONSTRUCTION FENCE
- FLOW DIRECTION ARROW
- SCL SEDIMENT CONTROL LOG
- IP STORM DRAIN INLET PROTECTION
- TREE PROTECTION
- LDA LIMITS OF DISTURBANCE
- LOC LIMITS OF CONSTRUCTION
- PHASE — PHASE : INITIAL, INTERIM, FINAL
- BMP IDENTIFICATION

NOTES:

1. EROSION CONTROL BLANKET SHALL BE A STRAW/COCONUT MIX OR APPROVED EQUAL AND INSTALLED PER CDOT M-216-1.
2. ROCK CHECK DAMS MARKED AS FINAL SHALL REMAIN IN PLACE AFTER CONSTRUCTION
3. INLET PROTECTION IS REQUIRED FOR EXISTING AND PROPOSED CULVERTS. MOVE INLET PROTECTION TO PROPOSED CULVERT AFTER REMOVAL OF EXISTING CULVERT.



PLOTTED: 3/21/2025 4:51:25 PM NAME: P:11-008.20 BLUE RIVER - SPRUCE CREEK ROAD CAD/DRAWINGS/11-008.20_GESC_PLANS.DWG

PREPARED UNDER THE SUPERVISION OF DESIGNED: WMG DRAWN: BTG CHECKED: ALR	<h2 style="margin: 0;">FINAL PLANS</h2> <p style="margin: 0;">PROJECT NO. 11-008.20</p>	SHEET REVISIONS		<p style="margin: 0;">MULLER ENGINEERING COMPANY <small>777 S. WADSWORTH BLVD. 4-100 LAKEWOOD, COLORADO 80226</small></p>	<p style="margin: 0;">TOWN OF BLUE RIVER</p>	SPRUCE CREEK ROAD IMPROVEMENTS PROJECT	DATE 3/21/2025
						EROSION CONTROL PLAN (SHEET 2 OF 2)	

FIELD ORDER FORM

Spruce Creek Road Improvements Project, Blue River Colorado

Field Order No.: 4

CONTRACTOR: Columbine Hills Construction

CONTRACTOR is hereby directed to execute promptly this FIELD ORDER, which interprets the CONTRACT DOCUMENTS or orders minor changes in the WORK without change in the CONTRACT PRICE or the CONTRACT TIME.

If CONTRACTOR considers that a change in the CONTRACT PRICE or the CONTRACT TIME is required, CONTRACTOR shall submit a CHANGE ORDER request to ENGINEER immediately and prior to proceeding with this WORK.

Description of interpretation of or change made to the CONTRACT DOCUMENTS (use attachment if necessary):

1. Intersection of Spruce Creek Road and CO 9 – Ponding Issue:

Standing water has been observed near the toe of the slope at the intersection. To address this, a width of ~ 8' of asphalt will be saw-cut, and a shallow (2" deep) concrete crosspan will be installed. The crosspan will be field-fit to collect and direct runoff northward, promoting positive drainage away from the intersection at a max slope of 0.5"/FT. The Crosspan will extend to the limits of road base shoulder to discourage vehicles from cutting the corner. Traffic control will be required with a closure of Spruce Creek Road in addition to a shoulder closure of CO 9. Notification and coordination with CDOT will be required to revise or receive a new CDOT Access Permit. Notification and coordination with the Town of Blue River will be required to update the residents of the anticipated road closure.

2. Runoff at Miners Court and Spruce Creek Road –Erosion and Sediment Deposition:

Surface water from Miners Court is channelizing along the edge of the asphalt along the south side of the Miners Court and Spruce Creek Road intersection, resulting in soil and gravel being deposited onto Spruce Creek Road. A shallow, riprap-lined drainage ditch will be excavated at the southern edge of the Miners Court/Spruce Creek intersection. The ditch will connect to the existing Miners Court culvert outfall to allow for effective conveyance. Type L 9" riprap shall be used with an approximate width of 4'. Spoil material shall be placed on both sides of the ditch to direct runoff. Disturbed areas adjacent to ditch will be revegetated with erosion control blanket.

Schedule:

Traffic control should be combined to the extent possible between the construction of the drainage improvements described above, the outstanding Snowbridge culvert lining, and the drainage ditch excavation adjacent to the previous utility pole to limit road closure time and cost. CDOT and the Town of Blue River should be notified with the approximate dates of shoulder and road closures.

Kevin Van Hine

(ENGINEER, CONSTRUCTION MANAGER, or OWNER)

07/24/2025

DATE

(CONTRACTOR)

DATE

Copies:

Owner

Engineer

Local Sponsor

**SECTION 00 51 00
NOTICE OF AWARD**

Date:

Project:	Spruce Creek Road Improvements
Owner:	Town of Blue River
Bidder:	Columbine Hills Construction LLC
Bidder's Address:	252 Warren Ave Suite 203, Silverthorne, CO 80498
	PO Box 2369, Silverthorne, CO 80498

You are notified that your Bid dated 4/03/2025 for the above Contract has been considered. You are the Successful Bidder and are awarded a Contract for provision and installation of all items as described in the contract documents.

The Contract Price of your Contract is Five Hundred and Nineteen Twenty
Thousand, One Hundred and Nine Dollars (\$ 519,129.00).

Four copies of the proposed Contract Documents (except Drawings) accompany this Notice of Award.

Four sets of the Drawings will be delivered separately or otherwise made available to you immediately.


You must comply with the following conditions precedent within 10 days of the date you receive this Notice of Award.

1. Deliver to the Owner four fully executed counterparts of the Contract Documents.
2. Deliver with the executed Contract Documents the Contract Security and Insurance as specified in the Instructions to Bidders (Article 20), General Conditions (Paragraph 5.01), and Supplementary Conditions (Paragraph SC-5.01).
3. Other conditions precedent:

Failure to comply with these conditions within the time specified will entitle Owner to consider you in default, annul this Notice of Award, and declare your Bid security forfeited.

Within ten days after you comply with the above conditions, Owner will return to you one fully executed counterpart of the Contract Documents.

TOWN OF BLUE RIVER

By: 
Nick Decico (May 8, 2025 15:11 MDT)

Mayor






00 51 00_NOTICE_OF_AWARD

Final Audit Report

2025-05-08

Created:	2025-05-08
By:	Michelle Eddy (michelle@townofblueriver.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAJbQ_lhh0DYV6buXVn3TYfCiTZ_bz7khq

"00 51 00_NOTICE_OF_AWARD" History

-  Document created by Michelle Eddy (michelle@townofblueriver.org)
2025-05-08 - 7:41:45 PM GMT
-  Document emailed to Nick Decicco (ndecicco@townofblueriver.org) for signature
2025-05-08 - 7:41:48 PM GMT
-  Email viewed by Nick Decicco (ndecicco@townofblueriver.org)
2025-05-08 - 9:11:06 PM GMT
-  Document e-signed by Nick Decicco (ndecicco@townofblueriver.org)
Signature Date: 2025-05-08 - 9:11:32 PM GMT - Time Source: server
-  Agreement completed.
2025-05-08 - 9:11:32 PM GMT



**BLUE RIVER BOARD OF TRUSTEES MEETING
MONTH**

Tuesday, June 17, 2025

5:00 PM

0110 Whispering Pines Circle, Blue River, CO

Minutes

The public is welcome to attend the meeting either in person or via Zoom.

The Zoom link is available on the Town website:

<https://townofblueriver.colorado.gov/board-of-trustees>

Please note that seating at Town Hall is limited.

Call to Order, Roll Call

Mayor Decicco called the regular meeting of the Blue River Board of Trustees to order at 5:00 p.m.

PRESENT: Mayor Nick Decicco
Trustee Jonathon Heckman
Trustee Noah Hopkins
Trustee Ted Slaughter
Trustee Barrie Stimson
Trustee Ben Stuckey-arrived at 5:03 p.m.
EXCUSED: Jodie Wiley

Also present: Town Manager Michelle Eddy; Town Attorney Bob Widner via Zoom

Approval of Consent Agenda

Heckman moved and Stuckey seconded to approve the consent agenda. Motion passed unanimously.

- I. Minutes
- II. Approval of Bills-\$51,537.39

Communications to Trustees

Citizens are welcome to provide in person comments on non-agenda items. Comments are limited to 5-minutes per speaker. Written communications for any non-agenda items have been distributed separately to the Board of Trustees.

Mayor Decicco noted the communications included to the Trustees.

III. Communications

- Gordon Manin, Whispering Pines Circle-remarked on letter sent to the Trustees about a Blue River safety committee request and concerns along Hwy 9.
- Dan Cleary, Rustic Terrace-requested a change in the public comment process to allow non-agenda written comments in the public comments. He remarked there are no patrols at the Tarn and asked why. It was noted there is not currently a land use agreement to enforce the regulations. He remarked on the hazard mitigation plan and the wetlands setbacks.

New Business

IV. Hazard Mitigation Staff Report

Manager Eddy presented the Hazard Mitigation report with recommendations for the Trustees to consider. Discussion of the different points and recommendations.

V. Approval of Spruce Creek Road Addendum for Culvert Repair-\$32,000

Manager Eddy noted this addendum had been noted during the bidding process as additional work that would be bid later. The work is to repair the cross road culvert that has eroded over time. Manager Eddy read from the contractor and engineer reports. Cost is expected to be around \$32,000.

Final pricing is in the works. This is the cheaper option vs open trench, with less disturbance, and less work days with the road closed. The product is a CIPP (Cured in Place Pipe) Liner. The process is 2 days long. First day is prep which includes grinding down sharp edges inside the pipe and filling the holes in the bottom of the pipe with an aggregate. The second day the liner which starts out flexible is pulled through like unrolling an inside-out sock. Once that is complete, it is inflated with air to stretch to take the pipe shape. Then a machine is pulled through the pipe that hits the liner with UV light and causes a chemical reaction to harden the liner. The other benefit of this type of liner is it does not leach chemicals into sensitive areas when the process is complete compared to other types of liners. There is a lead time of around 6 weeks, so the earliest would be August for install. But it could be done under flagging and there really isn't much disturbance except for a few feet on each pipe end. the lining option was evaluated along with several other options. Ultimately, the lining option from Snowbridge is both the least expensive and least invasive approach. We also highly prefer the lining option because it mitigates the risk associated with crossing/exposing a gas line, private septic line, and excavation near a 10ft-12ft private retaining wall. Traffic Control, as Andy said, can be done with a flagger and wouldn't require full closure of Spruce Creek Road.

Trustee Slaughter moved and Mayor Decicco seconded to expend an additional \$32,000 to repair the cross culvert on Spruce Creek Road. Motion passed unanimously.

Reports

VI. Mayor & Trustee Reports

No reports.

VII. Attorney Report
No report.

VIII. Staff Reports

Chief Close noted increased patrols on Crown during construction and criminal mischief at Crown and Town Park.

Roads contractor provided an update on road maintenance and future projects to improve maintenance on the roads. Discussion of mobile speed bumps and what would be the best practice for the dirt roads. Recommendation to move the speed cart up to Crown and bring back statics for July.

Other Matters Brought Before the Trustees

Executive Session

No executive session was held.

Adjourn

Heckman moved and Stuckey seconded to adjourn the regular meeting at 5:57 p.m. Motion passed unanimously.

Respectfully Submitted:

Michelle Eddy, MMC
Town Clerk

TOWN OF BLUE RIVER, COLORADO

RESOLUTION 2025-12

A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING CREATING A COMMITTEE TO RESEARCH AND PROPOSE A STRUCTURE FOR A POTENTIAL COUNTYWIDE REGIONAL TRANSPORTATION AUTHORITY

WHEREAS, pursuant to title 29, article 1, part 2, Colorado Revised Statutes, as amended (the "Intergovernmental Relations Statute"), and Article XIV, Section 18 of the State Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service or facility; and

WHEREAS, subject to compliance with the Regional Transportation Authority Law, C.R.S. §§ 43-4-601 et seq., the Town of Blue River ("Town") is authorized to participate in the creation of a regional transportation authority ("RTA"); and

WHEREAS, municipalities within Summit County and the government of Summit County desire to jointly research and evaluate the possible formation of an RTA, which formation will require approval of the voters within the boundaries of any proposed RTA; and

WHEREAS, the specific provisions of a memorandum of understanding for the possible formation of an RTA are not presently clearly articulated and, although a draft of a memorandum of understanding has been prepared, it is likely that the memorandum will be revised or replaced before final approval of the parties.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BLUE RIVER, THAT,

1. The Board of Trustees hereby approves the attached Memorandum of Understanding Establishing a Regional Transportation Authority Formation Committee ("MOU").

2. The Board of Trustees understands that the MOU will likely be revised or replaced before final approval of all the participants and, therefore, the Board grants authority to the Mayor or Mayor pro tem to sign a final MOU provided that:

- a. The final MOU does not commit the Town to any financial expenditure; and
- b. The final MOU does not impose any obligations on the Town other than to participate as a committee member in the research and evaluation of a potential RTA; and
- c. The final MOU provides that the Town may unilaterally terminate its participation in the committee with thirty (30) or fewer days' notice; and
- d. The final MOU will be the same version of the MOU that will be presented and approved by all other participants. .

3. This Resolution shall be effective immediately upon approval.

ADOPTED at a regular meeting of the Board of Trustees on the _____ day of _____,
2025.

Mayor

ATTEST:

Town Clerk or Deputy

ATTACHMENT TO RESOLUTION

MEMORANDUM OF UNDERSTANDING ESTABLISHING A REGIONAL TRANSPORTATION AUTHORITY FORMATION COMMITTEE

STATEMENT OF PURPOSE

This Memorandum of Understanding ("MOU") formalizes an effort by the local governments of Summit County, Colorado to create a Regional Transportation Authority Formation Committee ("RTA Formation Committee") for the purpose of researching and proposing a structure for a potential Regional Transportation Authority covering the jurisdictional boundaries of each of the local governments to serve the community pursuant to C.R.S. §43-4-601 *et seq.*

PARTIES

The Parties to this MOU are:

- Town of Breckenridge
- Town of Keystone
- Town of Frisco
- Town of Silverthorne
- Town of Dillon
- Town of Montezuma
- Summit County Government

Additional Parties may be added to the MOU by written amendment.

WHEREAS, each of the Parties have identified the creation of a Regional Transit Authority ("RTA") as a desirable way to plan, finance, implement and operate a regional public transportation system that better meets the needs of residents, visitors, and businesses in Summit County; and

WHEREAS, an RTA is an organization, enabled by Colorado state statute, that can be formed by agreement between political subdivisions of the state, subject to the approval of a majority of voters within the geographic boundaries of a proposed RTA.

WHEREAS, each of the Parties desire to improve transit options for getting to work, school and activities; they desire greater transportation connections for Summit County's workforce; they seek to reduce traffic, parking and environmental pressures from transportation; they seek

improved and safer roadway conditions; and they desire improved pedestrian access to bus stops with improved amenities.

WHEREAS, there is a collective desire amongst the Parties to have an independent entity that can plan and implement a regional transportation system that serves Summit County, and may also serve communities in adjacent Counties.

WHEREAS, the Parties desire to proceed with preparation of a proposed intergovernmental agreement (“IGA”) to create an RTA, a carry out a comprehensive community engagement process, and move forward with the intention to refer one or more ballot questions for the formation of a RTA and a potential funding question to the November 2026 general election.

NOW, THEREFORE, the parties to this MOU agree as follows:

1. NO LEGAL OBLIGATIONS. This MOU is only a statement of intentions to facilitate coordination among parties and shall not be construed to create, and shall not in fact create, any financial or other obligations or liabilities for any party to this MOU.
2. ELIGIBLE PARTIES TO THIS MOU. The Parties to this MOU are limited to those entities identified in §43-4-602, C.R.S., as entities authorized to create a RTA.
3. RTA FORMATION COMMITTEE. The RTA Formation Committee shall consist of one representative of each party to this MOU. Each representative shall have one vote in matters considered by the Committee. Each party may designate a primary representative and one alternate which shall be limited to elected officials and full-time staff persons. The RTA Formation Committee shall also have the following organizational duties:
 - a. Select a chair and vice chair;
 - b. Establish a meeting schedule and timeline for completion of activities;
 - c. Provide parameters for staff support for the RTA Formation Committee provided by participating entities;
 - d. Establish a schedule for communications and meetings with municipal/county staff and elected officials to inform them on status and upcoming developments;
 - e. Determine the details of a proposed RTA, including but not limited to:
 - i. Determine the name and purpose of the RTA, including an explanation of all regional transportation systems to be provided and preliminary expectations regarding types and service levels;
 - ii. Determine geographic boundaries, districting, and rules for modification of a regional public transportation authority;

- iii. Determine the form of governance and board representation on the RTA;
 - iv. Recommend an initial organizational structure and staffing for the RTA;
 - v. Recommend the structure of the relationship with existing transit systems, including recommendations related to the transfer of assets, liabilities, or personnel;
 - vi. Analyze potential dedicated funding sources and structures for public transportation and make recommendations regarding type and level;
 - vii. Develop a proposed IGA, meeting the requirements of C.R.S. § 43-4-601, for signature by interested and eligible entities.
- f. Determine the details and wording on any ballot measures to be referred to the voters for the formation of an RTA; and
 - g. Provide legal, financial, marketing and political support for a potential future ballot measure.
4. RTA TECHNICAL ADVISORY COMMITTEE. The RTA Technical Advisory Committee will be an advisory body to the RTA Formation Committee and is created for the purpose of sharing information, analyzing costs, and submitting feedback associated with various proposals for regional transit enhancement generated by the RTA Formation Committee, as well as making recommendations on such proposals to the RTA Formation Committee. In addition, the RTA Technical Advisory Committee will assist in identifying operational issues related to proposed structures that may require additional consideration by the RTA Formation Committee. The RTA Formation Committee may change, amend, supplement, fill vacancies or remove any person on the RTA Technical Committee without notice or cause. The RTA Formation Committee may invite or add other persons or representation from other entities that may provide relevant technical advice and information.
- a. The RTA Technical Advisory Committee shall initially consist of the following members unless and until changed by the RTA Formation Committee:
 - i. Chris Lubbers, Transit Director, Summit Stage
 - ii. County/town/district managers
 - iii. Resort representatives
 - iv. Business/nonprofit/community leaders
 - b. Members of the RTA Technical Advisory Committee serve at the pleasure of the RTA Formation Committee and appointments to the committee do not constitute contractual obligations of the RTA Formation Committee or of any of its representative entities. The RTA Technical Advisory Committee shall terminate upon establishment of an RTA as a separate legal entity pursuant to C.R.S. § 43-4-601, *et seq.*

5. RTA COMMUNITY STAKEHOLDERS COMMITTEE. The RTA Formation Committee may request the convening of a Community Stakeholders Committee to consist of all interested local governments that are not parties to this MOU, interested nonprofit or community organizations, and interested private business entities that desire to participate on the RTA Community Stakeholder Committee. The purpose of the RTA Community Stakeholder Committee would be to facilitate the community engagement process, including the sharing and dissemination of information related to the RTA, facilitate broader understanding of the RTA formation process and the technical and financial aspects of proposed RTA operations, and facilitate providing broad community input to the RTA Formation Committee. The scheduling, organization and conduct of RTA Community Stakeholder Committee meetings shall be facilitated by the RTA's consultant as contemplated in this MOU.
6. CONTEMPLATED ROLES OF AN RTA. The specific roles of an RTA would be researched and determined during the study and community engagement process. The following list describes the potential roles of an RTA that are being contemplated at the time of execution of this MOU. Parties to the MOU acknowledge and agree that the roles of a RTA set forth herein are expected to be revised and refined through the community engagement process and may differ from what is ultimately agreed to in an IGA and referred to the voters as a ballot measure.
 - a. Assume some or all operations, assets and functions of Summit Stage and/or other transportation systems of participating entities;
 - b. Continue planning and development for the enhancement and operation of regional transportation system into and out of Summit County, to include operation and/or financial support for multimodal surface transportation;
 - c. Study, design, financially support and implement, with partnerships as appropriate, first and last mile improvements to enhance transit ridership, including but not limited to the development of park and ride facilities, bus stops, and pedestrian crossings;
 - d. Study, design, financially support and implement, with partnerships as appropriate, improvements to the regional transit system to support, advance and achieve climate action goals, including but not limited to conversion of bus fleet to zero or reduced greenhouse gas emission rolling stock, zero or reduced greenhouse gas emission transit facilities, and increase of transit ridership that reduces passenger vehicle miles travelled;
 - e. Study and identify transportation improvements to neighboring communities—including Grand, Lake and Park counties and the nearby municipalities in those counties—and how to engage those elected representatives in the RTA process;
 - f. Identify any other transportation improvements impacting Summit County,

- including road improvements and capacity increases;
 - g. Coordinate with the Colorado Department of Transportation ("CDOT") and federal governing agencies to enhance regional transit, including but not limited to improvements to connections to the RTA area via Bustang and other statewide bus programs;
 - h. Represent the Summit County RTA area with regard to state and federal legislation affecting available funding to support regional transit operations and with regard to legislation affecting operations; and
 - i. Study, design, financially support and implement, other regional transportation and mobility programs and operations.
7. **RETAINING THIRD PARTY FACILITATORS AND CONSULTANTS.** Summit County and the Summit Stage have already retained third party facilitators and consultants to assist with the administrative, legal, and technical details in the formation of an RTA, assist with the community engagement process, and assist with determining consensus and community support for any ballot issues which may be referred to the voters. Third party facilitators and consultants will be retained by Summit County pursuant to such contract terms as may be approved by the County, in its sole discretion. Summit County will administer such contracts as it deems appropriate in its sole and absolute discretion, and shall accept no responsibility for or liability associated with the product or services provided by such third party facilitators and consultants
8. **FUNDING CONTRIBUTION.** At this point, Phase 1 funding for this project is being done through Summit Stage. The consultants and Summit Stage are working to identify grant opportunities to assist with the overall project cost. If additional funding is necessary, the signatories to the Formation Committee may be asked to consider a shared, pro-rated funding request. The Formation Committee may also ask non-Summit County jurisdictions wanting to participate in the RTA to contribute to the effort.
9. **ADMINISTRATIVE SUPPORT.** Summit Stage as a department of Summit County Government and the current cross-jurisdictional transportation provider, has been engaged in the planning, design, and development of a regional transit system for the County. Summit Stage will provide administrative, technical and planning assistance to the RTA Formation Committee until the establishment of a statutory RTA, with assistance from other entities as may be mutually agreed. Summit Stage's responsibilities may include the following:
- a. Assist the RTA Formation Committee in engaging professional and consulting services to manage the work of the RTA Formation Committee;
 - b. Act as the fiscal agent of funds received for the formation process;
 - c. Disperse appropriate payments of funds for services rendered specifically to the RTA Formation Committee, including those of contracted consultants;

- d. Serve as the applicant for any appropriate grant funding opportunities for which the RTA Formation Committee may be eligible for its work;

10. TERM. The term of this MOU shall end on November 1, 2026 unless the parties to this MOU extend the term of this MOU by written agreement. All committees created by this MOU shall be deemed disbanded upon termination of the MOU.

11. TERMINATION. Any party may terminate its participation in this MOU by delivering fourteen (14) days written notice to the elected board or council for the other participating entities.

12. TABOR. This MOU shall not create any multi-year fiscal obligation of any party to this MOU and any funding contribution or other financial commitment shall be subject to annual budget and appropriation of each party.

SUMMIT COUNTY, COLORADO

By: _____
Eric Mamula, Chair

ATTEST:

By: _____
Taryn Power, Clerk and Recorder

TOWN OF BLUE RIVER

By: _____
Nick Decicco, Mayor

ATTEST:

By: _____
Town Clerk

TOWN OF BRECKENRIDGE

By: _____
Kelly Owens, Mayor

ATTEST:

By: _____
Town Clerk

ATTEST:

By: _____
Town Clerk

ATTEST:

By: _____
Town Clerk

ATTEST:

By: _____
Town Clerk

ATTEST:

TOWN OF DILLON

By: _____
Carolyn Skowyra, Mayor

TOWN OF FRISCO

By: _____
Rick Ihnken, Mayor

TOWN OF MONTEZUMA

By: _____
Leslie Davis, Mayor

TOWN OF SILVERTHORNE

By: _____
Ann-Marie Sandquist, Mayor

By: _____
Town Clerk

TOWN OF KEYSTONE

By: _____
Ken Riley, Mayor

ATTEST:

By: _____
Town Clerk

MEMORANDUM OF UNDERSTANDING

ESTABLISHING A REGIONAL TRANSIT AUTHORITY FORMATION COMMITTEE

STATEMENT OF PURPOSE - This Memorandum of Understanding ("MOU") formalizes an effort by the local government within the contemplated boundaries of a Regional Transit Authority ("RTA") in Summit County on the commitment of staff and financial resources to a Regional Transit Authority Formation Committee ("RTA Formation Committee") for the purpose of researching and proposing the structure of an RTA to serve the Summit County community pursuant to CRS §43-4-601 Regional Transportation Authority Law.

WHEREAS, each of these groups have identified the creation of a Regional Transit Authority ("RTA") as a desirable way to plan, finance, implement and operate a regional public transportation system that better meets the needs of residents, visitors, and businesses in Summit County; and

WHEREAS, No. 2; and

WHEREAS, No. 3; and

WHEREAS, the local government entities now desire to proceed with preparation of a proposed RTA and comprehensive community engagement process with the intention to refer one or more ballot questions for the formation of a RTA and a potential funding question to the November 2026 general election.

NOW, THEREFORE, the parties to this MOU agree as follows:

1. **NO LEGAL OBLIGATIONS.** This MOU is only a statement of intentions to facilitate coordination among parties and shall not be construed to create, and shall not in fact create, any financial or other obligations or liabilities for any party to this MOU.
2. **ELIGIBLE PARTIES TO THIS MOU.** Local government entities ... this is where we would address the resorts and any other non-governmental parties.
3. **RTA FORMATION COMMITTEE.** The RTA Formation Committee shall consist of one representative of each party to this MOU. Each representative shall have one vote in matters considered by the Committee. Each party may designate a primary representative and alternates in its discretion which shall be limited to elected officials and full-time staff persons. The RTA Formation Committee shall also have the following

organizational duties:

- a. Select a chair and vice chair;
 - b. Establish a meeting schedule and timeline for completion of activities;
 - c. Provide parameters for staff support for the RTA Formation Committee provided by participating entities;
 - d. Establish a schedule for communications and meetings with municipal staff and elected officials to inform them on status and upcoming developments;
 - e. Determine the details of a proposed RTA, including but not limited to:
 - i. Determine the name and purpose of the RTA, including an explanation of all regional transportation systems to be provided and preliminary expectations regarding types and service levels;
 - ii. Determine geographic boundaries, districting, and rules for modification of a regional public transportation authority;
 - iii. Determine the form of governance and board representation on the RTA;
 - iv. Recommend an initial organizational structure and staffing for the RTA;
 - v. Recommend the structure of the relationship with existing transit systems, including recommendations related to the transfer of assets, liabilities, or personnel;
 - vi. Analyze potential dedicated funding sources and structures for public transportation and make recommendations regarding type and level;
 - vii. Develop a proposed IGA, meeting the requirements of C.R.S. § 43-4-601, for signature by interested and eligible entities.
 - f. Determine the details and wording on any ballot measures to be referred to the voters for the formation of an RTA; and
 - g. Provide legal, financial, marketing and political support for a potential future ballot measure.
4. RTA TECHNICAL ADVISORY COMMITTEE. The RTA Technical Advisory Committee will be an advisory body to the RTA Formation Committee and will continue for the purpose of sharing information, analyzing costs, and submitting feedback associated with various proposals for regional transit enhancement generated by the RTA Formation Committee, and making recommendations to the RTA Formation Committee. In addition, they will assist in identifying operational issues related to proposed structures that may require additional consideration by the RTA Formation Committee. The RTA Formation Committee may change, amend, supplement, fill vacancies or remove any person on the RTA Technical Committee without notice or cause. The RTA Formation Committee may invite or add other persons or representation from other entities that may provide relevant technical advice and information. The RTA Technical Advisory

Committee shall consist of the following members unless and until changed by the RTA Formation Committee:

- a. Chris Lubbers, Transit Director, Summit Stage
 - b. County/town/district managers
 - c. Resort representatives
 - d. Business/nonprofit/community leaders
 - e. Members of the RTA Technical Advisory Committee serve at the pleasure of the RTA Formation Committee and appointments to the committee do not constitute contractual obligations of the RTA Formation Committee or of any of its representative entities. The RTA Technical Advisory Committee shall terminate upon establishment of an RTA as a separate legal entity pursuant to C.R.S. § 43-4-601, et. seq.
5. RTA COMMUNITY STAKEHOLDERS COMMITTEE. The RTA Formation Committee may request the convening of a Community Stakeholders Committee to consist of all interested local governments that are not parties to this MOU, interested nonprofit or community organizations, and interested private business entities that desire to participate on the RTA Community Stakeholder Committee. The purpose of the RTA Community Stakeholder Committee would be to facilitate the community engagement process, including the sharing and dissemination of information related to the RTA, facilitate broader understanding of the RTA formation process and the technical and financial aspects of proposed RTA operations, and facilitate providing broad community input to the RTA Formation Committee. The scheduling, organization and conduct of RTA Community Stakeholder Committee meetings shall be facilitated by the RTA's consultant as contemplated in this MOU.
6. CONTEMPLATED ROLES OF AN RTA. The specific roles of an RTA would be researched and determined during the study and community engagement process. The following list describes the potential roles of an RTA that are being contemplated at the time of executing this MOU. Parties to the MOU acknowledge and agree that the roles of a RTA as may be ultimately referred to election are expected to be revised and refined through the community engagement process.
- a. Assume some or all operations, assets and functions of Summit Stage and/or other transportation systems of participating entities;
 - b. Continue planning and development for the enhancement and operation of regional transportation system into and out of Summit County, to include operation and/or financial support for multimodal surface transportation;
 - c. Study, design, financially support and implement, with partnerships as appropriate, first and last mile improvements to enhance transit ridership, including but not limited to the development of park and ride facilities, bus

- stops, and pedestrian crossings;
 - d. Study, design, financially support and implement, with partnerships as appropriate, improvements to the regional transit system to support, advance and achieve climate action goals, including but not limited to conversion of bus fleet to zero or reduced greenhouse gas emission rolling stock, zero or reduced greenhouse gas emission transit facilities, and increase of transit ridership that reduces passenger vehicle miles travelled;
 - e. Study and identify transportation improvements to neighboring communities—including Grand, Lake and Park counties and the nearby municipalities in those counties—and how to engage those elected representatives in the RTA process;
 - f. Identify any other transportation improvements impacting Summit County, including road improvements and capacity increases;
 - g. Coordinate with the Colorado Department of Transportation ("CDOT") and federal governing agencies to enhance regional transit, including but not limited to improvements to connections to the RTA area via Bustang and other statewide bus programs;
 - h. Represent the Summit County RTA area with regard to state and federal legislation affecting available funding to support regional transit operations and with regard to legislation affecting operations; and
 - i. Study, design, financially support and implement, other regional transportation and mobility programs and operations.
7. **RETAINING THIRD PARTY FACILITATORS AND CONSULTANTS.** Summit County and Summit Stage has already retained third party facilitators and consultants to assist with the administrative, legal, and technical details in the formation of an RTA, assist with the community engagement process, and assist with determining consensus and community support for any ballot issues which may be referred to the voters. Third party facilitators and consultants will be retained by Summit County pursuant to such contract terms as may be approved by the County, in its sole discretion. Summit County will administer such contracts as it deems appropriate in its sole and absolute discretion, and shall accept no responsibility for or liability associated with the product or services provided by such third party facilitators and consultants
8. **FUNDING CONTRIBUTION.** At this point, Phase 1 funding for this project is being done through Summit Stage. The consultants and Summit Stage are working to identify grant opportunities to assist with the overall project cost. If additional funding is necessary, the signatories to the Formation Committee may be asked to consider a shared, pro-rated funding request. The Formation Committee may also ask non-Summit County jurisdictions wanting to participate in the RTA to contribute to the effort.
9. **ADMINISTRATIVE SUPPORT.** Summit Stage as a department of Summit County

Government and the current transportation provider, has been engaged in the planning, design, and development of a regional transit system for the County. Summit Stage will provide administrative, technical and planning assistance to the RTA Formation Committee until the establishment of a statutory RTA, with assistance from other entities as may be mutually agreed. ECRTA's responsibilities may include the following:

- a. Assist the RTA Formation Committee in engaging professional and consulting services to manage the work of the RTA Formation Committee;
 - b. Act as the fiscal agent of funds received for the formation process;
 - c. Disperse appropriate payments of funds for services rendered specifically to the RTA Formation Committee, including those of contracted consultants;
 - d. Serve as the applicant for any appropriate grant funding opportunities for which the RTA Formation Committee may be eligible for its work;
10. **TERM.** The term of this MOU shall end on November 1, 2026 unless the parties to this MOU extend the term of this MOU by written agreement. All committees created by this MOU shall be deemed disbanded upon termination of the MOU.
11. **TERMINATION.** Any party may terminate its participation in this MOU by delivering fourteen (14) days written notice to the elected board or council for the other participating entities.
12. **TABOR.** This MOU shall not create any multi-year fiscal obligation of any party to this MOU and any funding contribution or other financial commitment shall be subject to annual budget and appropriation of each party.

Summit County RTA Formation Process

What is an RTA?

- A Regional Transportation Authority (RTA) is an organization, enabled by Colorado state statute, that can be formed with the approval of a majority of voters within the clearly defined geographic boundaries of the proposed RTA. The "authority" is essentially an agreement between at least two governmental entities that forms a third governmental entity that administers the transportation system.
- Once approved, the RTA can plan, finance, implement, and operate a regional transportation system within the RTA boundaries.
- The transportation system can include transit, bicycle, pedestrian, roadway, airport ground transportation, air service, and railway transportation services / infrastructure.

Why does an RTA make sense economically?

- Grant funding opportunities are available both at the federal and state level for operational and capital projects, which decrease the local burden on the transportation system. These funding opportunities often can favor regional entities that serve larger populations with shared visions.
 - Clean Transit Enterprise (CTE) supports public transit vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing from the passing of recent bills SB21-260 and SB24-230.
 - Multimodal Transportation and Mitigation Options Fund (MMOF) funds multimodal transportation projects, including fixed route and on-demand transit.
 - Office of Innovative Mobility (OIM) funds projects that fill an essential role in transportation demand management.
 - Various federal funding programs like:
 - Better Utilizing Investments to Leverage Development (BUILD)
 - Grants for Buses and Bus Facilities Formula Program (5339)
 - Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
 - Surface Transportation Block Grant Program
 - Carbon Reduction Program
- Streamlined processes can save resources through shared facilities, vehicles, and maintenance.

Why does an RTA make sense politically?

- Improved regional coordination to improve the regional transportation network.
- Long-term alignment on a transportation vision ensures alignment in planning and implementation of more near- and mid-term plans.
- Shared representation of the community on regional transportation issues. Typically, an RTA Board of Directors includes one elected official from each member jurisdiction, giving an equal voice to both smaller and larger communities.

Why would a voter support an RTA?

- Improving transit options for getting to work, school, and activities.
- Greater transportation connections for Summit County's workforce.
- Reduced traffic, parking, and environmental pressures.
- Improved and safer roadway conditions.

Summit County RTA Formation Consulting Team

Project Facilitation:

Bill Ray

303-885-1881

bill@wr-communications.com

Transportation Planning:

Fehr & Peers:

Jason Miller

720-420-1204

j.miller@fehrandpeers.com

Mikhail Kaminer

720-539-7239

m.kaminer@fehrandpeers.com

- More recreational and commuter opportunities on regional amenities (such as the Transit to Trails program).
- Improved pedestrian access to bus stops with improved amenities.

What potential projects could this RTA accomplish?

- More frequent service on existing routes.
- New transit services to connect to unserved areas (such as to Kremmling).
- New transit services to provide more direct connections (such as between Frisco and Dillon).
- New and upgraded bus stops.
- Roadway safety improvements.
- Pedestrian and bicycle transportation improvements.

How is an RTA funded?

By Colorado law, the local funding mechanism for an RTA can be established in multiple ways. RTAs across the state have employed different combinations of these financing strategies to best serve their communities.

- **Sales Tax** of no more than 2% on every transaction (excluding groceries and utilities).
- **Annual Motor Vehicle Registration Fee** of no more than \$10 per vehicle.
- **Visitor Benefit Tax** of no more than 2% of the price of an accommodation.
- **Property Tax Mill Levy** of no more than 5 mills on taxable property.
- **RTA Enterprises** owned by an RTA through bonds and contracts with other governmental/private entities.
- **Bonds** issued by the RTA.
- **Federal and State Grants** as applied by the RTA.
- **Fares and User Fees** paid by the users of the RTA.
- **Public-Private Partnerships** with interested institutions, corporations, and other private entities.

Examples of other RTAs in Colorado

Core Transit (Eagle Valley)

Established in 2022, Core Transit's main focus is on providing user-friendly multimodal transportation to navigate Eagle County safely, easily, and affordably. The RTA supports regional transit improvements, transit-related facilities (housing and maintenance), local air service minimum revenue guarantees, and first/last mile transit related bike and pedestrian facilities.

SMART (San Miguel County)

Established in 2016, the San Miguel Authority for Regional Transportation (SMART) strives to deliver safe and reliable transit services and to consistently advocate and promote the use of multimodal transit systems. The RTA provides commuter fixed route, off-season fixed route, local shuttles, and bike path support.

GVRTA (Gunnison Valley)

Established in 2002, the Gunnison Valley Regional Transportation Authority (GVRTA) mission is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor, and to provide senior and human service transportation in Gunnison County. As a result, the RTA provides a commuter free bus, senior bus service, and air service.

RFTA (Roaring Fork Valley)

Established in 2000, the Roaring Fork Transportation Authority (RFTA) connect the region with transit and trails. Their services include commuter bus service, intra-city service, ski shuttle service, and other seasonal services. The RTA also manages a large portion of the Rio Grande Trail.

TOWN OF BLUE RIVER, COLORADO

RESOLUTION 2025-13

**A RESOLUTION APPROVING A SNOW PLOW CONTRACT FOR THE
2025-2028 SEASONS**

WHEREAS, the Town of Blue River (the “Town”) is a statutory town duly organized and existing under Colorado law; and

WHEREAS, the Town is authorized to enter into contracts for services necessary to protect the health, safety, and welfare of its citizens, including the maintenance of Town roads.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BLUE RIVER, THAT,

1. The Board of Trustees of the Town of Blue River hereby approves the attached contract for Snow Plow services for the 2025 -2028 seasons.

2. This Resolution shall be effective immediately upon approval.

ADOPTED at a regular meeting of the Board of Trustees the 19 day of August, 2025.

Mayor

ATTEST:

Town Clerk or Deputy

AGREEMENT
FOR WINTER SNOW REMOVAL AND ROAD MAINTENANCE
ANNUALLY RENEWAL CONTRACT

THIS AGREEMENT (“Agreement”) may be annually renewed by mutual written consent of the parties for any “Snow Year” which shall mean a six (6) consecutive month period commencing a 12:00 a.m. on November 1 of the designated Snow Year and terminating at 11:59 p.m. on April 30 of the following year. For example, the “2025-2028 Snow Year” commences at 12:00 a.m. on November 1, 2025 and terminates at 11:59 p.m. on April 30, 2028.

DESIGNATED SNOW YEAR: 2025-2026

This agreement is and entered into this 19th day of August 2025, of the Snow Year by and between the **TOWN OF BLUE RIVER**, a Colorado municipal corporation, whose address is P.O. Box 1784, Breckenridge, Colorado 80424 (hereinafter referred to as the “Town”), and Highland Galloway whose address is P.O. Box 1646, Gypsum, Colorado 81637 (hereinafter referred to as the “Contractor”).

WITNESSETH:

WHEREAS, the Town seeks to retain the services of a Contractor for the purpose of snow removal and sanding of the roads within the Town during the winter months; and

WHEREAS, the Contractor submitted to the Town a proposal for performance of winter and spring snow removal within the Town; and

WHEREAS, the Town has accepted Contractor’s proposal for winter and spring snow removal; and

WHEREAS, the Town and Contractor desire to enter into an agreement setting forth the terms and conditions of their agreement with respect to winter snow removal within the Town;

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, the Town and the Contractor agree as follows:

A. Term. The term of this Agreement shall be six (6) months, commencing at 12:00 a.m. on November 1, of the designated Snow Year and terminating at 11:59 p.m. on April 30, 2028.

B. Contractor’s Obligations for Winter and Spring Snow Removal.

1. **General.** The Contractor agrees to remove snow from all roads and streets within the Town, and to apply sand as indicated herein, the boundaries of which are identified on the list attached here to as Exhibit “A”, and incorporated here by reference, during the winter and spring which, for the purposed of this Agreement, commences on November 1, of the Snow Year and concludes on April 30, of the following year. The Contractor should be aware that Exhibit “A” might not accurately identify all roads within the Town. The Contractor shall become familiar with all roads and streets within the Town prior to winter and spring and shall be responsible for maintenance thereof.

For purposes of this Agreement, to “remove snow” or “plow, “plowed,” or “plowing” shall mean that the Contractor uses vehicles and equipment specifically designed for the purpose of snow and ice removal and that the road is made reasonably passable for the common passenger vehicle.

2. **Additional Roads or Abandoned Roads**. In the event roads within the Town are abandoned or new roads are constructed within the Town, the Town shall notify Contractor in writing and any addition or reduction in costs for snowplowing and maintenance will be determined on a linear distance pro rata basis, or as otherwise agreed upon by both parties prior to each deletion and/or addition.
3. **Plowing Scheduling**. Under the terms of this Agreement it is the responsibility of the Contractor to ensure that all identified and known roads are completely plowed to the full extent of the roadways each and every day that plowing is required. During the designated Snow Year, plowing shall be required each and every time snow, or any additional snow, has accumulated to a total depth of four inches (4”) from the previous plowing. It is understood that no more than one (1) plowing per 24-hour day (12:00 a.m.-11:59 p.m.) will be required. That one (1) plowing shall be considered a normal maintenance plowing. Additional plowing requested by the Town Manager, or her designee, shall be considered an extra plowing. Extra plowings will be compensated at the rate stated in the Bid Schedule attached hereto as Exhibit “B” and incorporated herein by reference and shall be paid to the Contractor in accordance with this Agreement.
4. **Road Blockage**. In the event of a partial or complete blockage of roads within the Town including, but not limited to, by avalanche, snow slide, drifting snow, fallen trees, rocks or other debris, Contractor will clear such blockage upon notification by the Town Manager, or her designee. Additional compensation of for each incident shall be at the rate stated in the Bid Schedule attached hereto as Exhibit “B” and incorporated herein by reference and shall be paid to the Contractor.
5. **Additional Plowing Schedule**. In addition to the foregoing schedule, the Town Manager, or their designee, may require additional plowing as may be necessary. Such additional plowing shall be considered an extra plow and shall be compensated at the rate stated for extra maintenance, all roads or hourly, whichever is less, in the Bid Schedule attached hereto as Exhibit “B” and incorporated herein by reference and shall be paid to the Contractor in accordance with the terms of this Agreement.
6. **Plowing**
 - a) Prior to the establishment of a snowpack on the roads and after breaking up of snowpack and where road gravel is evident in the roadway, the Contractor shall use its best efforts not to remove any of the existing road gravel. However, the Contractor cannot guarantee that some existing road gravel will not be removed during the normal course of plowing.

- b) Need for plowing shall be determined by a **four (4")** inch accumulation of snow evaluated at Town Hall, which site shall not be sheltered by trees nor particularly susceptible to drifting snow. The Contractor shall, in addition to the measurement at Town Hall be responsible for evaluating different areas of town Contractor shall be responsible for daily measurement of snowfall. However, the Town Manager or, in the Manager's absence, the Manager's designee, shall be the final arbitrator as to the determination of snow depth, and the Manager's determination shall be binding in all respects.
- c) Determine the need for plowing shall be made any time between the hours of 1:00 a.m. and 3:00 p.m. MDT. Removal operations shall begin within 1 hour of determination of need for plowing
- d) Failure to commence plowing within 2 hours of when there is a need for plowing as described above shall be considered Failure to Respond.
- e) The Contractor shall use its best efforts to avoid the pushing and piling of snow into or onto residents' driveways in a manner that will prevent a common passenger vehicle from exiting or entering the driveway without additional efforts to remove the accumulation of snow. The Contractor shall also use its best efforts to keep from damaging trees and other property along the roadways and turnarounds.

7. Snowbanks.

- a) The Contractor shall maintain, clear, and push back the snowbanks as often and to the extent necessary to keep the roads plowed to the full width of the roadways and turnarounds. Affected driveways shall be cleared at the same time.
- b) Snowbanks at road intersections shall be maintained and cleared to enable full visibility for traffic ingress and egress.
- c) Contractor shall take care to ensure that snow storage areas are selected to avoid damage to trees and other property and to minimize the impact upon Town property owners.

- d) In the event that snowbanks exceed ten feet (10') or snow storage areas become full, Contractor will remove excess snow through the use of dump trucks to be deposited at a pre-determined location approved by the Town. Cost for excess removal listed in the bid schedule Exhibit "B".
- e) No additional compensation shall be paid to contractor for pushbacks. A pushback is the action of relocating and stacking snow by the use of a snowplow blade or other equipment blade, scoop, or bucket inserted or pushed into snow and the lifting or stacking of the snow in order to gain height for improved storage capacity.

8. Snowpack.

- a) Any time that the snowpack builds up to more than **six (6) inches**, the Contractor shall remove the build-up by cutting or scraping. The Town Manager or her designee shall determine the need for such removal. Removal operations will be performed only between the hours of 8:00 a.m. and 4:00 p.m. MDT. Effected driveways shall be cleared at the same time. No additional compensation will be paid to Contractor for the clearing of snowpack. Contractor is responsible for identifying and clearing of snowpack as needed. **The contractor is expected to complete two snowpack removals per year.** The first in late January, early February and the second to be determined prior to Spring.
- b) If, during spring melt or warm weather, in the reasonable opinion of the Town Manager, or her designee, the accumulation of slush renders any road or any part of a road impassable to normal vehicular traffic, or creates a driving hazard, slush removal operations will be required. Slush removal will be required only during the period that slush removal operations are effective, normally between noon and 4:00 p.m. MDT. No additional compensation will be paid for the clearing of slush.
- c) It shall be mandatory for the snowpack and slush be removed from all Town roads between March 1 and March 15.

9. Road Sanding.

- a) Areas to be routinely sanded will be designated by the Town Manager in consultation with the Contractor. For bidding purposes, it can be assumed that approximately 1.5 lane miles of road throughout Town will need to be sanded.
- b) The Contractor shall supply sand spreading equipment and necessary sand to routinely sand certain segments of Town roads.
- c) Areas to be routinely sanded shall be addressed daily on an as-needed basis determined by the Town, during the designated Snow Year, except that it is understood that no more than one sanding per road/day will be required. One sanding per day shall be considered a normal maintenance sanding. Additional sanding shall be considered an extra sanding and

will be compensated at the rate stated in the Bid Schedule attached hereto as Exhibit "B" and incorporated herein by reference and shall be paid to the Contractor in accordance with the terms of this Agreement.

- d) Town Manager or her designee shall determine the need for additional sanding.

- 10. **Obstruction by Vehicles.** In the event any road is partially or completely obstructed by a parked, stalled or abandoned vehicle, the Contractor shall make every effort to plow around the vehicle without damaging the vehicle. If this effort will create additional hazards, maintenance problems and/or visibility problems, the Contractor shall not be required to plow past the obstruction, provided, however, the Contractor shall notify, first the Town Marshal, and second, if the Town Police Chief cannot be reached, the Town Manager, as soon as possible, but not later than two (2) hours from Contractor's discovery of the situation so that it can be remedied. If the Town requests that the Contractor return to plow areas where vehicles have been moved, the Contractor shall be compensated at the hourly rate set forth on Exhibit "B". Notwithstanding any provision to the contrary, the Town shall not indemnify or hold the Contractor harmless for any Contractor caused damage to vehicles during the performance of the services under this Agreement.

C. Contractor's Responsibilities.

- 1. Contractor represents that it is fully experienced, properly qualified, licensed, equipped, organized and financed to perform the work under this Agreement.
- 2. Contractor shall furnish all equipment, supplies, labor and material necessary to carry out the work hereunder, which equipment and manpower is shown as Exhibit "C" attached hereto and incorporated herein by reference.
- 3. Contractor shall ensure that its employees and agents are fully trained in the operation of equipment to be utilized and will provide specific orientation/training with regard to the roads within the Town.
- 4. Contractor shall maintain Worker's Compensation Insurance, as required by law, on each and every employee of Contractor.
- 5. Contractor is responsible for monitoring snow fall and shall commence plowing when snow fall has accumulated to a total depth of four (4") inches from the previous plowing.

D. Contract Price.

- 1. **Winter and Spring Road Maintenance.** The Town hereby agrees to pay the Contractor a contracted price of \$304,242 paid in six (6) fixed monthly payments of **Fifty Thousand, Five Hundred dollars and no cents \$50,707** for all performance under this Agreement. These six (6) payments represent the total lump sum price for winter

snow removal for the entire designated Snow Year. Contractor is responsible for submitting monthly invoices on or before the 10th of each month beginning November 1st. The final lump sum payment shall be promptly made on or within a reasonable time on the last day of the designated Snow Year. Invoices are usually paid on the third Tuesday of each month but are paid in accordance with the Town's monthly invoice processing practices. In addition to the base amount agreed upon, a fuel charge of **\$250 per plow** may be assessed based on number of plows conducted in a single month.

2. **Disputes In Performance and Payment.** In the event the Town Manager disputes the services provided hereunder and notifies the Town Board prior to the first of the month, payment to the Contractor shall be delayed until such time that the dispute can be resolved. All payments will be paid for work performed; no amounts will be paid in advance. The lump sum price shall be inclusive of all labor, materials and equipment necessary to perform Contractor's obligations hereunder.
- E. Payment.** The Contractor shall invoice monthly for the pro-rata portion of any lump-sum items due as well as all extra work performed during the month. Invoice shall detail all work performed during the month, whether lump sum or extra. Detail shall include specific work performed, location, time started, time completed as well as the date and name of the individual authorizing any extra work on behalf of the Town. Invoices are due by the 10th of each month.
- F. Penalty.** If at any time the Contractor fails to perform his obligations within the time or times set forth herein, then the Contractor shall be penalized an amount as indicated in this Agreement, which shall be withheld from payments to the Contractor until such time as the failure has been corrected. The Contractor may appeal the imposition of any penalty to the discretion of the Board of Trustees.
- G. Assignments.** Contractor shall not assign any of this Agreement, or its rights hereunder, without prior written approval from the Town.
- H. Suspension or Termination for Convenience.** The Town reserves the right to suspend or terminate this Agreement. Notification of such suspension or termination will be made by the Town to the Contractor in writing and may include the whole or any specified part of the Agreement. If this Agreement, or a specified part hereof, is suspended or terminated by the Town, the Contractor will be paid a pro rata portion of the Contract Price, as determined by the Town based upon the part of the Agreement terminated and the percent of the work completed.
- I. Damage to Public or Private Property.**
1. If the Contractor damages public or private property, the Contractor will be responsible for its repair and or replacement within 30 days or within a reasonable time depending upon seasonal conditions.
 2. If the Contractor damages traffic control devices such that they no longer perform their intended function, the Contractor shall immediately notice the Town Manager and Town Police Chief and shall be responsible for all costs of repair. Where repairs involve actions capable of correction within 24 hours, the Contractor shall perform

and reasonable attorneys' fees and costs.

- P. Construction of Language.** The language used in this Agreement, and all parts thereof, shall be construed as a whole according to its plain meaning, and not strictly for or against any party. All parties have equally participated in the preparation of this Agreement.
- Q. Section Headings.** The section or paragraph headings contained within this Agreement are inserted for convenience only and shall not be construed to vary or add to the meaning of the Agreement.
- R. Severability.** If any covenant, term, condition, or provision contained in this Agreement is held by a court of competent jurisdiction to be invalid, illegal, or unenforceable in any respect, such covenant, term, condition, or provision shall be severed or modified to the extent necessary to make it enforceable, and the resulting Agreement shall remain in full force and effect.
- S. Complete Agreement.** This Agreement embodies the entire agreement between Town and Contractor. Contractor represents that, in entering into this Agreement, it does not rely on any previous oral, written, or implied representation, inducement of understanding of any kind or nature.
- T. Subject to Annual Appropriation.** Consistent with Article X, Sec 20 of the Colorado Constitution, any financial obligation of the Town not performed during the fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

IN WITNESS WHEREOF, the parties execute this Contract Agreement on the day and year set forth above.

TOWN OF BLUE RIVER, COLORADO

By: _____
Nick Decicco, Mayor

ATTEST:

Town Clerk

CONTRACTOR HIGHLAND GALLOWAY

By: _____

TOWN OF BLUE RIVER

EXHIBIT "A"

Road Name	Other Comments	Length	Road Name	Other Comments	Length
Starlit Lane		0.225	Blue Rock Drive		0.190
97 Circle		0.653	Rock Springs Road		0.143
Aspen Meadows		0.159	Snowy Court	Dirt only	0.045
Kerrigan Court	No Summer Maintenance	0.060	Lakeshore Loop		0.419
Timber Court	No Summer Maintenance	0.050	Burntwood Lane		0.100
Cooney Court	No Summer Maintenance	0.040	Lakecrest Drive		0.100
Whispering Pines Circle	No Summer Maintenance	1.013	Twilight Trail		0.130
Fire Station	No Summer Maintenance	0.010	Tarn Trail		0.061
Town Hall	No Summer Maintenance	0.020	Trapper Place		0.090
Silverheels Road		0.140	Rivershore Drive	No Maintenance	0.185
Davis Court	No Summer Maintenance	0.359	Wagon Road		0.160
Fredonia Gulch Road	No Maintenance	0.120	Indiana Creek Road	No Summer Maintenance	1.397
Calle De Plata		0.165	Spruce Valley Drive	No Summer Maintenance	1.054
New Eldorado Lane	No Maintenance	0.057	Tarnwood Drive	No Summer Maintenance	0.294
Red Mountain Trail		0.120	Tarnwood Court	No Summer Maintenance	0.031
Sherwood Lane		0.266	Mt. Argentine Road	No Summer Maintenance	0.689
Blue Grouse Trail	Dirt only	0.220	Alpenview Road		0.220
Mountain View Trail		0.531	Crown Drive		0.560
Wilderness Drive		0.540	Gold Nugget Drive		0.380
Backland Court	Dirt only	0.070	Nugget Lane		0.060
Hinterland Trail	Dirt only	0.201	Spruce Creek Drive (CR800)		0.580
Grey Squirrel Lane		0.159	Golden Crown Lane		0.218
Creekside Drive		0.225	Lodestone Trail		0.050
Placer Trail	Dirt only	0.110	County 801	No Maintenance	
Royal Drive		0.230	Bryce Estates Road	Dirt only	0.165
Regal Circle		0.340	Tesemini Lane		0.143
Coronet Drive		0.680	Louise Placer Road		0.108
Bonanza Trail	Dirt only	0.130	Miners Court	Dirt only	0.037
Holly Lane	Dirt only	0.250	Conifer Drive	No Maintenance	0.066
Pennsylvania Creek Trail	Dirt only	0.150	Leap Year Trail		0.130
Blue River Road		0.890	Rio Azul	To Lot 1 Only	0.090
No-name Circle	Dirt only	0.020	Blue River Road Cistern	Clear to allow maintenance And Emergency Use	0.010
Mariposa Place		0.053			
Rustic Terrace #1		0.060			
Rustic Terrace #2		0.020			
				Total Mileage:	16.241

EXHIBIT "B"

BID SCHEDULE

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY.</u>	<u>UNIT</u>	<u>UNIT PRICE</u>
1)	Winter Maintenance (All Roads)	Yr.	Lump-sum	_____
2)	Extra Maintenance Plowing (All Roads)	Ea.	Lump-sum	_____
3)	Extra Maintenance (Hourly)	Ea.	Hour	_____
4)	Sanding (Call-out)	Ea.	Occurrence	_____
5)	Road Blockage (Call-out)	Ea.	Occurrence	_____

EQUIPMENT RATES - CHANGED OR EXTRA WORK

<u>EQUIPMENT DESCRIPTION</u>	<u>HOURLY RATE</u>	<u>DAILY RATE</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

HOURLY LABOR RATES - CHANGED OR EXTRA WORK

<u>CLASSIFICATION</u>	<u>STRAIGHT TIME</u>	<u>OVERTIME</u>
_____	_____	_____
_____	_____	_____

EXHIBIT "C"

EQUIPMENT LIST AND MANPOWER FOR USE UNDER CONTRACT (Attach additional pages as necessary)

MANPOWER

LIST OF EQUIPMENT FOR USE UNDER CONTRACT (OWNED)

<u>Year:</u>	<u>Make:</u>	<u>Model:</u>	<u>Description & Additional Equipment:</u>
			(e.g. # of tire chains, 3 rd valve, Hydraulic Angle Blade, Wing Plow Etc.)

EQUIPMENT LIST (LEASED) (Attach name and contact information of lien holder)

<u>Year:</u>	<u>Make:</u>	<u>Model:</u>	<u>Description & Additional Equipment:</u>
			(e.g. # of tire chains, 3 rd valve, Hydraulic Angle Blade, Wing Plow Etc.)

EXHIBIT "D"

WINTER SNOW REMOVAL AND ROAD MAINTENANCE METHODOLOGY

NARRATIVE:

(Please briefly describe below or on attachment methodology for: plowing, snow bank removal, pack removal and road sanding. Please including but not limited to: equipment and manpower to be used, where equipment will be stored, where and when work will commence and general manner in which it will proceed.)

Exhibit "E"

The undersigned ("Contractor"), a party to the contract entered into on August ____, 2014 with the Town of Blue River ("Agreement") hereby agrees to comply with the requirements of this Addendum as a requirement of the Agreement.

Illegal Alien Workers. Contractor shall not knowingly employ or contract with an illegal alien to perform work under the Agreement or contract with a sub-contractor who knowingly employs or contracts with an illegal alien to perform work under the Agreement. Execution of this Addendum by Contractor shall constitute a certification by Contractor that it does not knowingly employ or contract with an illegal alien and that the Contractor has participated or attempted to participate in the Basic Pilot Employment Verification Program administered by the United States Department of Homeland Security, ("Basic Pilot Program") in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States.

1. Contractor shall comply with the following:

(a) Contractor shall confirm or attempt to confirm the employment eligibility of all employees who are newly hired for employment in the United States through participation in the Basic Pilot Program. Contractor shall apply to participate in the Basic Pilot Program every three months until all Contractor requirements under this Agreement are completed or until Contractor is accepted into the Basic Pilot Program, whichever occurs earlier.

(b) Contractor shall not utilize the Basic Pilot Program procedures to independently undertake pre-employment screening of job applicants.

(c) Contractor shall require each subcontractor to certify that subcontractor will not knowingly employ or contract with an illegal alien to perform work under the Agreement. If Contractor obtains actual knowledge that a subcontractor performing work under the Agreement knowingly employs or contracts with an illegal alien the Contractor shall be required to:

i. Notify the subcontractor and the Town within three (3) days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and

ii. Terminate the subcontract with the subcontractor if within three (3) days of receiving notice from the Contractor, the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

(d) Contractor shall comply with any reasonable request by the Department of Labor and Employment ("Department") made in the course of an investigation by the Department.

2. If Contractor violates any provision of this Addendum, Town may terminate the Agreement immediately and Contractor shall be liable to Town for actual and consequential damages of Town resulting from such termination and Town shall report such violation by Contractor to the Colorado Secretary of State as required by law.

Executed this ____ day of _____, 20__.

CONTRACTOR

BY: _____

TOWN OF BLUE RIVER, COLORADO

RESOLUTION 2025-14

**A RESOLUTION APPROVING A CONTRACT FOR APPOINTMENT OF
AN INTERIM TOWN MANAGER**

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF
THE TOWN OF BLUE RIVER, THAT,**

1. The Board of Trustees hereby approves the attached Professional Services Agreement Consultant for the appointment of Steven Rabe as an Interim Town Manager.
2. This Resolution shall be effective immediately upon approval.

ADOPTED at a regular meeting of the Board of Trustees the ____ day of _____, 2025.

Mayor

ATTEST:

Town Clerk or Deputy

PROFESSIONAL SERVICES AGREEMENT
CONSULTANT

THIS AGREEMENT between the Town of Blue River, a municipal corporation of the State of Colorado, hereinafter referred to as "Town", acting through its Board of Trustees, and Steven G. Rabe, 1614 Ash Street, Cañon City, CO 81212, hereinafter referred to as "Consultant".

WHEREAS, the Town is in need of the services of Consultant to facilitate the hiring process for a permanent Town Manager as well as other professional services, as may be determined from time-to-time, including acting as Interim Town Manager; and

WHEREAS, the Board of Trustees, hereinafter referred to as "Board", of the Town of Blue River appoint the Town Manager of the Town; and,

WHEREAS, the Board desires to retain the services of Steven G. Rabe as an independent contractor to perform the duties of Consultant upon the terms and conditions as set forth herein; and,

WHEREAS, Steven G. Rabe desires to serve as Consultant and as the Interim Town Manager of the Town upon the terms set forth herein.

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL COVENANTS SET FORTH HEREIN, THE PARTIES AGREE AS FOLLOWS:

Section 1 – Appointment

Town retains Steven G. Rabe, an independent contractor, and appoints him as Interim Town Manager of the Town of Blue River, subject to the terms and conditions set forth herein.

Section 2 – Hours in Office

Consultant shall make himself available and be present "on-site," generally two (2) days per week at Town Hall or other locations on those days on Town business. In addition, Consultant shall make himself available to prepare for and participate in meetings called by the Board. If the Board determines that his presence is required for more days in a particular week, and Consultant determines that he is available to be present, then Consultant shall increase the time he is present accordingly. The Board and Consultant shall mutually agree to some flexibility in this schedule in order to accommodate the needs of both Consultant and the Town.

Section 3 – Scope of Services

As Interim Town Manager, Consultant shall perform, but not be limited to, the following:

- A. Day-to-day operation and management duties in accordance with the job description and any ordinances, laws and policies that govern the position;

- B. An "on-site" work schedule of generally not less than 12 hours nor more than 18 hours per week;
- C. Telephone/email availability to the Mayor, members of the Board, and key employees on a "24/7" basis;
- D. Comprehensive assessment of all the Town's programs, policies, departments and operations;
- E. Special projects, duties and assignments, as approved by a majority of the Board of Trustees, with said projects sometimes requiring additional time and resources beyond the 18-hour per week limitation;
- F. Attendance at all Board meetings (which are in addition to the 18 hours per week limitation); and
- G. Assist the Board in the search, assessment and retention of a full-time Town Manager who will serve in the best interests of the Town, as determined by the Board.

Section 4 – Term

This Agreement shall commence on or around September 2, 2025 and extend until March 30, 2026 or until a new Town Manager is hired. This Agreement may be terminated by either party with or without cause upon thirty (30) days written notice. During the period after any notice is given, the Board, at their discretion, may adjust Consultant's work hours.

Section 5 – Compensation

In consideration of the services to be rendered by Consultant, the Town shall pay Consultant \$75.00 per hour for those days during which Consultant is "on-site" at Town Hall or at other locations on the designated days on Town business pursuant to Section 2. Consultant shall also be paid \$60.00 per hour for time spent on the telephone or otherwise engaged in Town business when Consultant is not physically in Town Hall and not otherwise receiving compensation provided for herein. Consultant shall also be paid \$25.00 per hour, not including time spent commuting back and forth for lodging or dining purposes, for any travel time. Consultant shall submit an invoice in accordance with the deadline established by the Town for time spent which details the services performed and other expenses. These statements will be due and payable by the Town within thirty (30) days after submission.

Section 6 – Expenses

Consultant shall be entitled to reimbursement of expenses while engaged with the Town for business purposes related to this Agreement consisting of: 1) reimbursement for mileage at the current Federal mileage rate (\$.70 as of 1/1/2025); 2) reimbursement for meals or food purchased for consumption; 3) reimbursement for the cost of lodging plus taxes and other fees, in a place

acceptable to Consultant if so requested by Consultant; and/or 4) use of Town-owned residential property free-of-charge in the event other lodging is unavailable or the cost is prohibitive. Other expenses not included above shall also be reimbursed, provided however, that prior approval of the Mayor shall be obtained prior to such expenses.

Section 7 – Independent Contractor Status

It is expressly agreed and understood by and between the parties that Consultant is an independent contractor, and as such, Consultant is not a Town employee and is not entitled to payment or compensation from the Town or to any fringe benefits to which other Town employees are entitled other than as set forth herein. As an independent contractor, Consultant further acknowledges that he is solely responsible for the payment of any and all income taxes, FICA, withholding, unemployment insurance, or other taxes due and owing any governmental entity whatsoever as a result of this Agreement. As an independent contractor, Consultant will not make any claim, demand of application to or for any right or privilege applicable to any officer or employee of the Town, including but not limited to worker's compensation coverage, unemployment insurance benefits, social security coverage or retirement.

Section 8 – Professional Responsibility

Consultant is obligated to comply with applicable standards of professional care in the performance of all Services. Consultant shall comply with the rules, policies and laws of the Town of Blue River and, when not in conflict, with the laws of the State of Colorado.

Section 9 – Indemnification

For the purposes of protecting the Town, the Town will be responsible to provide and pay for all appropriate bonding and liability coverage, if any, for actions taken by Consultant when performed within the scope of his services as Consultant. Further, the Town agrees to pay all reasonable litigation expenses of Consultant throughout the pendency of any litigation to which Consultant is a witness for or advisor to the Town or a party in any matter in which Consultant is sued based upon his performing duties to the Town pursuant to this Agreement. Such expense payments shall continue beyond the Consultant's service to the Town as long as litigation is pending. Further, the Town agrees to pay Consultant reasonable consulting fees and travel expenses when Consultant serves as a witness, advisor or consultant to the Town regarding pending litigation.

Section 10 - Entire Agreement

The text of this Agreement constitutes the entire agreement between the parties. Any representations, statements, promises or understanding not contained herein shall be of no continued force, effect or validity. All prior agreements between the parties hereto, whether written or oral, shall be superseded by this agreement, which shall not be modified except by written agreement, signed by the parties to be bound thereby.

Section 11 – Severability

The invalidity in whole or in part of any provision hereof shall not affect the validity of any other provisions hereof and this Agreement shall remain in full force and effect except as to such invalid provision.

PASSED, APPROVED AND ADOPTED by the Board of Trustees of the Town of Blue River this _____ day of _____, 2025.

Nick Decicco, Mayor

ATTEST:

John DeBee, Deputy Town Clerk

Steven G. Rabe, Consultant

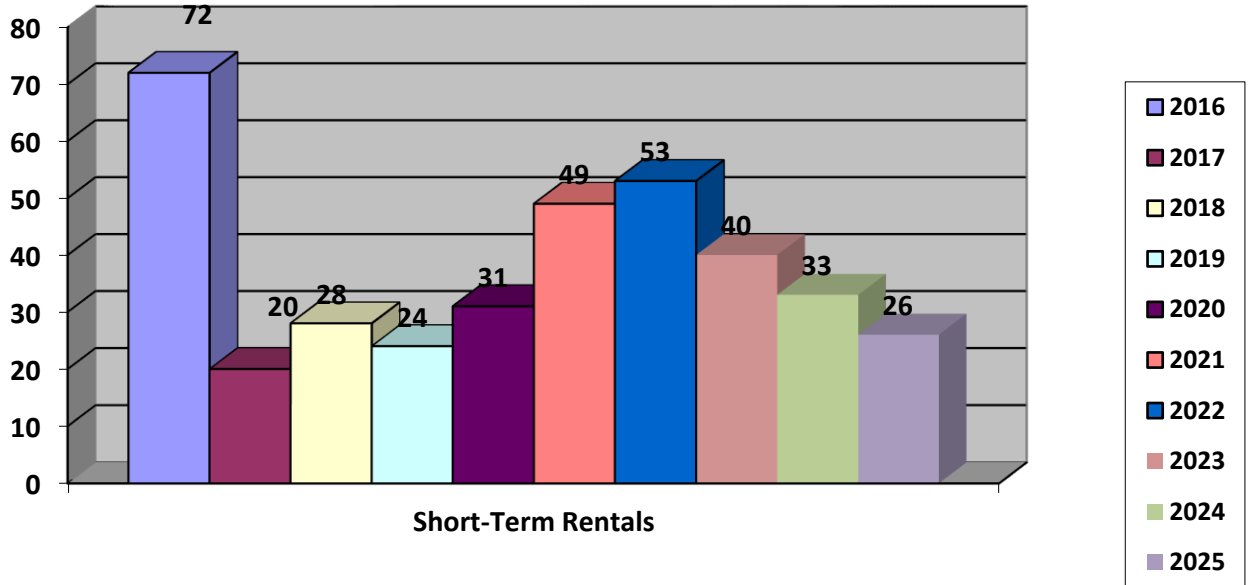
Date



Blue River Manager Report

August 2025

Submitted by: Town Manager Michelle Eddy



Town Statistics
 Facebook Page Likes
 Town-1,400
 Police Department-1,100
 Instagram-1,280 followers
 Threads-227
 Residents on Email List-1,077
 Blue River News-1,263
 TextMyGov-168
 Business Licenses-279
 Lodging Registrations Issued-228

Building Statistics-July 2025
 Permits Issued: 28
 YTD Total: 115
 Inspections: 78
 YTD Total: 362
 New Construction YTD: 4
 Certificate of Occupancy YTD: 11

Financial Summary Report

Prepared by: Michelle Eddy, Town Manager

Month Ending July 31, 2025

Quarterly revenues are currently up 9.89% to budget primarily under the building permits, lodging taxes, and lodging registrations. Expenses are ahead of budget by 20.38%. This is primarily due to increase cost of utilities and timing of certain line items.

Reserve Accounts

Unrestricted

Reserve accounts Alpine Bank:	\$1,514,270.01
Colorado Trust Assigned to Capital:	\$2,617,541.82
Colorado Trust Assigned to Broadband:	\$321,096.70
Colorado Trust Assigned to General:	\$291,089.15
CSAFE:	\$100.00
Illiquid Trust Funds:	\$1,187.42
Total Unrestricted	\$4,745,293.10

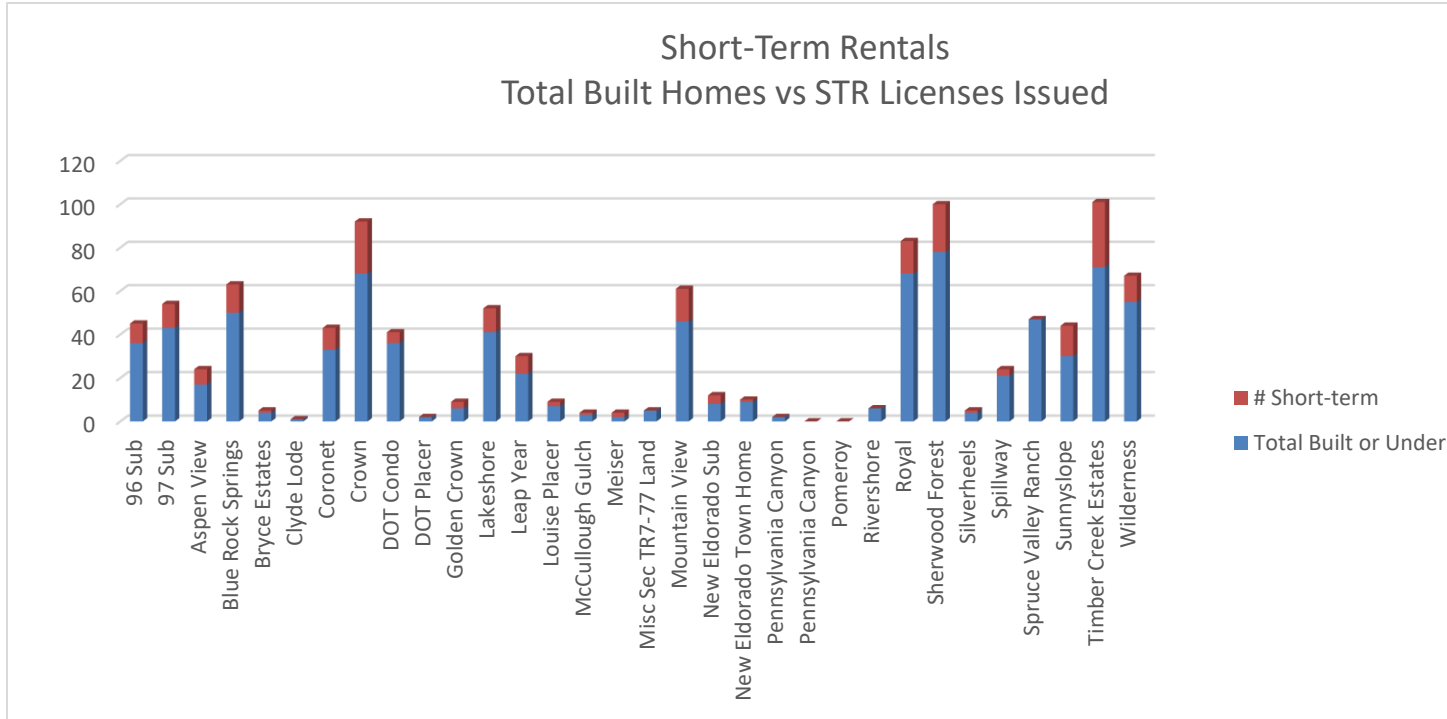
Restricted

American Rescue Plan Funds:	\$190,200.48
Conservation Trust:	\$178,464.40
Total Reserves Restricted	\$368,664.88

Annual Revenue

Year	Sales Tax	Lodging Tax
2016	\$264,757.05	\$123,742.00
2017	\$237,468.92	\$126,585.55
2018	\$286,968.54	\$155,511.07
2019	\$425,616.72	\$166,883.33
2020	\$842,141.13	\$176,339.81
2021	\$844,558.23	\$228,743.34
2022	\$1,002,256.27	\$327,762.62
2023	\$996,818.50	\$303,230.72
2024	\$1,064,654.64	\$383,711.68
2025	\$631,294.37	\$243,016.48

Short-term Rental Locations





End of Month Report: July 2025

Calls for Service

Total number of a calls: 172

Top 10 calls as follows:

Traffic Stop	38
Information Request	29
Extra Watch Request	23
Animal Complaint	7
Other Agency Backup	6
Other Law Calls	6
Motorist Assist	5
Suspicious Person/Veh	5
Reckless Driver	5
Wildland Fire	3

Summary: July presented a change from typical calls for service with higher than usual frequency of non-typical call types. The department had to focus its resources on more demanding incidents. Public safety concerns were higher than usual on Hwy. 9 with 3 crashes and 2 intoxicated driving incidents.

Arrests: 6 = 4 – misdemeanor, 2 - felony
 Motor Vehicle Crash: 3
 DUI: 2

Citations Issued

Municipal = 12
 County = 5

Current Administrative Focus

- Code Enforcement – reviewing current policies and structure.
- Patrols – maintaining community patrols.

Report prepared by:
 Chief, David Close