

FEBRUARY 22, 2021



GUNNISON RISING GOVERNMENT CAMPUS FINAL PLAT UTILITIES PLAN



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1 EXECUTIVE SUMMARY

The Government Campus is located on the south side of U.S. Highway 50 on the east side of the Gunnison Rising development area. The campus consists of 7 lots accessed by U.S. Highway 50 by an approved CDOT access which is in the CDOT Access Plan identified as Access E on the Gunnison Rising Master Plan. The Plat has been updated to reflect the recent survey completed by Del-Mont, Consultants, Inc. Dated 9-1-2020.

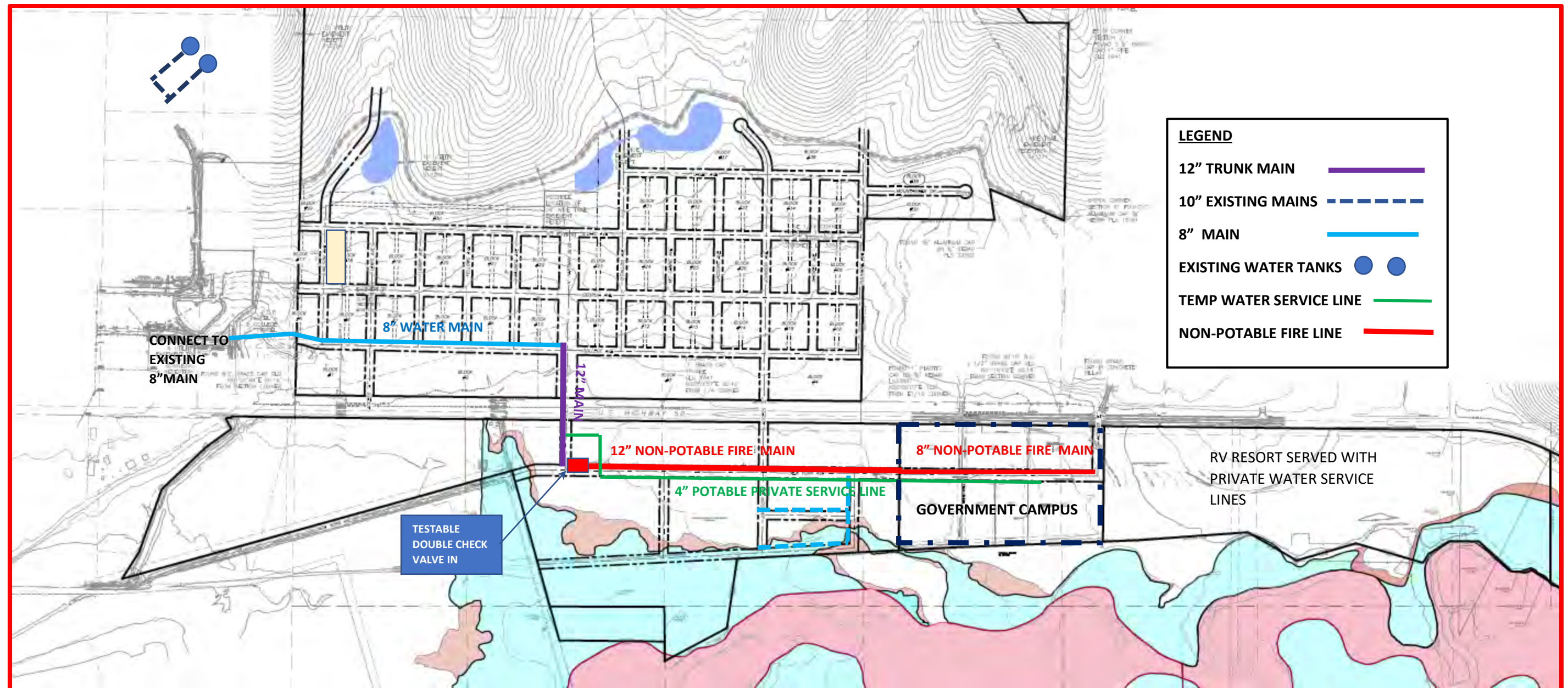
The campus will be served with City of Gunnison water and sewer. Natural gas will be supplied by Atmos Energy. Electric will be served by the City of Gunnison electric utility. Internet and Phone will be provided by either Spectrum or CenturyLink.

2 WATER SERVICE

Water service will be provided by connection to the City of Gunnison water system. The water plan is provided in the exhibit shows the plan for extension of water mains and services to the Government Campus.

The Government Campus water main initial connection will be to the existing water 8-inch main on College Avenue, this main will be extended to the GR property boundary and along College Avenue in the GR property to Hartman Blvd. where it will connect to a new 12-inch main which will extend via a highway bore to New York Avenue on the south side of U.S. Highway 50. Domestic water will be temporarily supplied to the Government Campus via a 4-inch private service line from the intersection of New York Avenue and Hartman Blvd. until there is sufficient water demand to allow for the use of the permanent water main. This private domestic service line will serve potable water to the BLM building. At Hartman and New York Avenue, a testable double check valve will be installed in an underground vault outside of the street drive lanes and traffic areas. This valve will connect to a new 12-inch fire supply water main to the Government Campus west boundary where it will transition to an new 8-inch fire supply main. This main will service the subdivision fire hydrants and the BLM building fire sprinkler service line. When there is sufficient water demand as determined by the City Engineer, the fire main will become a municipal water main serving both domestic and fire flow requirements. At that time, the double check valve will be removed, the main will be disinfected, tested and put into domestic service per the directions of the City Engineer. The private service line will be disconnected from the main and the BLM domestic service line and abandoned in place. The service line from the municipal main will be connected to the BLM building at that time. Until the fire line is accepted as a City water main, it and the private service line will be maintained by the developer/Metro District.

Exhibit B: Gunnison Rising Government Campus Water Distribution System



3 SEWER COLLECTION SYSTEM

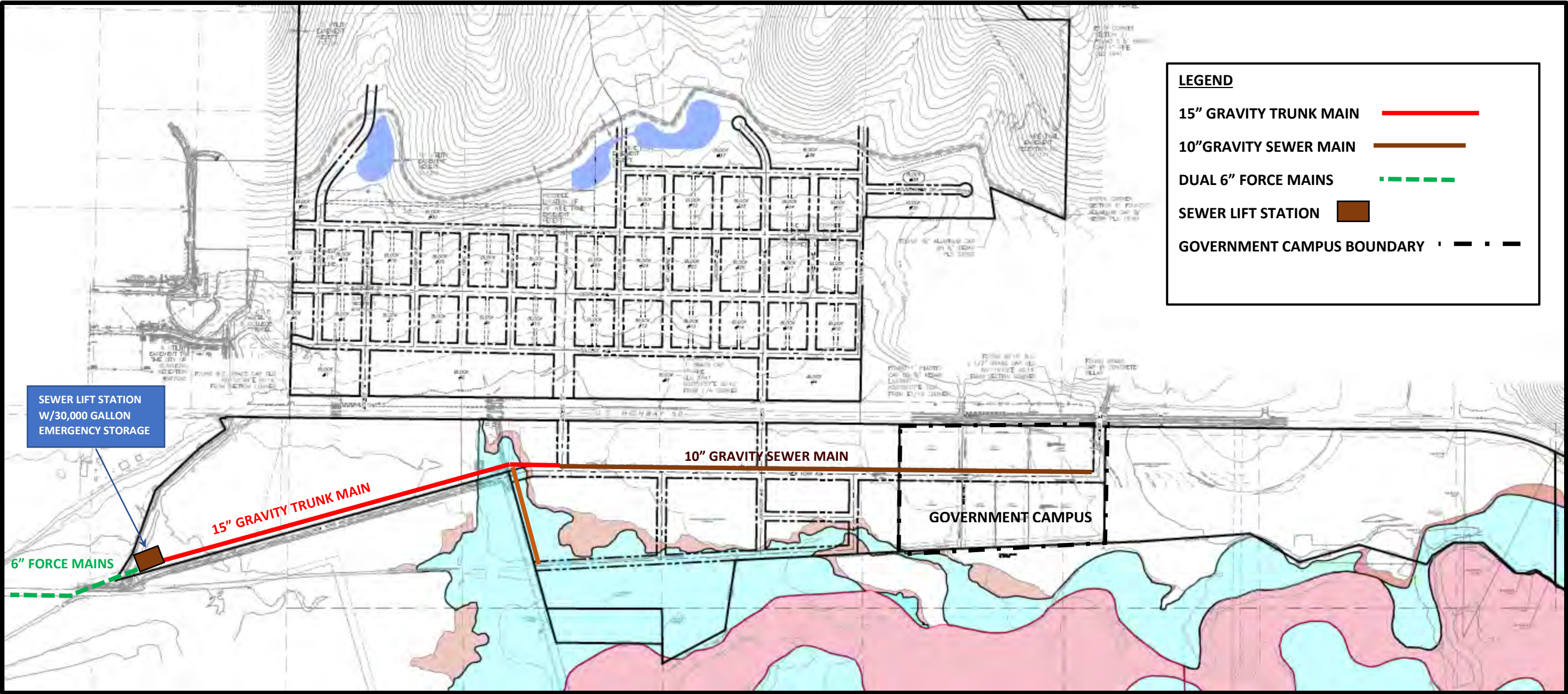
The sewer collection system will be a new 10-inch gravity main from Ute Lane South at the intersection of New York Avenue along New York Avenue to Access B where the main will intersect with a new 15-inch main which will run along County Road 49 to the GR sewer lift station.

Gunnison Rising has submitted and received Site Approval and Preliminary Design approval on December 23, 2020 from the CDPHE for a lift station with the capacity to handle the full build-out of the project with phased upgrades for capacity increases. The lift station is required due to topographical constraints and Airport restrictions which prohibit a gravity main. The lift station will pump effluent in two 6-inch force mains from the station to a new manhole with odor control connected to the existing 15-inch sewer main at manhole 6-5 near San Juan Avenue. The lift station has been relocated to a new location on GR property from the original proposed location that was in a flood zone and drainage way. The new location will allow GR to dedicate a larger area for the lift station. The lift station approved capacity will be 500 gpm and will include 100% redundancy in pump capacity and a one-hour emergency storage 30,000-gallon tank.

The 15-inch sewer main downstream of manhole 6-5 is currently at a capacity range of d/D of 0.4-0.6 based on the technical study commissioned by the City and completed by Lamp Ryneerson dated May 2019. At approximately 30% build-out, the downstream sewer main will require replacement with a larger main in the existing street right of way as d/D approaches 0.8. The Government Campus at full build out will constitute less than 2% of the GR build-out and thus the capacity of the 15-inch main is not an issue for this subdivision.

The developer/Metro District will enter into an agreement with the City to fund the operation and maintenance of the lift station.

EXHIBIT A: GR Government Campus Sewer Collection System



4 NATURAL GAS SERVICE

An Atmos Energy tap from the Xcel Energy transmission line exists on the south side of the highway across from Tomichi Village. The project has obtained a preliminary quote for extension of natural gas from this tap to serve the Government Campus. Atmos Energy will not issue a contract for the installation or finalize design until a final plat is filed. The line will follow the 50-foot Excel Main easement until it reaches Access E and then will be installed in Ute Lane South and New York Avenue within the right of way.

5 ELECTRIC SERVICE

Electric service will be supplied by the City of Gunnison. A permanent electric cable in a 6-inch conduit will be extended from San Juan Avenue to the Government Campus east boundary of the subdivision. Electric service via this cable will be initially limited to the Lift station and the BLM building until the electrical upgrades and infrastructure are completed as defined in the paragraph below. This cable in the long term will provide a redundant connection into the City electrical grid, with the primary connection as described in the paragraph below.

Gunnison Rising is funding an upgrade to the North Substation for a new transformer which will provide the capacity for the full build-out of the PUD. This upgrade will include a new transmission line from the substation to the development north west boundary. The path and design of the transmission line is being determined and designed by the City Consultant ESC. GR will extend the transmission line per the City/ESC design within the PUD to Hartman Blvd. and south on Hartman Blvd via a highway bore to New York Avenue where it will connect with a switch/distribution cabinet to the electric cable and conduit described in the first paragraph of this section. At that time the service restriction limit to the lift station and BLM building only will be lifted.

6 PHONE/INTERNET

Phone and Internet will be provided by one of the major service providers. CenturyLink has responded to the project's inquiries. CGI is familiar with CenturyLink policies, which require a developer of commercial to install the conduit for the services. CGI is adding the conduit design to the final construction drawings. Spectrum and other providers are also being contacted for potential service.

7 CDOT HIGHWAY ACCESS PERMIT (ACCESS E) EAST NEW YORK AVENUE

LSC Transportation Consultants have completed a traffic study for Access E for the projected phased build-out of the Government Campus eastern portion of the Maker District. LSC submitted the traffic study and permit application to CDOT for Access E (Ute Lane) and an emergency access for Access F. CDOT has issued an access permit for Access E (Ute Lane) Permit No. 320085 and Emergency Access F Permit No. 320086 which are included in this package. A temporary Construction Access permit will be applied for during the construction phase for Ute Lane South and a temporary construction access across Lot 7 to Lot 1 for BLM building construction which will be concurrent to the subdivision utilities and street infrastructure construction. County Road 49 at U.S. Highway 50 will also be used as a construction access for the infrastructure.

8 FIRE ACCESS

Fire access will be via the Highway 50 Access E. A fire code compliant turn around in the form of a hammerhead or a cul-de-sac will be provided on the campus for the largest fire apparatus on New York Avenue. Hugo has provided CGI with specifications for the apparatus and will show a turning template on the final engineering drawings.

9 SUMMARY

The consensus of the meetings with City Staff and the updated design is:

- Consider the costs to the City, with respect to maintenance, aging of infrastructure without use, replacement cost and capital inventory impacts regarding the installation of infrastructure too early in the project build-out.
- Install infrastructure only when it can meet State and City operational standards.
- Collaborate and communicate efficiently and effectively to prevent mistakes, surprises and missed opportunities.

- Consider operational issues such as snow storage, trash removal, maintenance, and water quality.
- Consider and plan for transitions to the permanent long-term infrastructure with identified trigger points

10 TRAFFIC STUDY



LSC TRANSPORTATION CONSULTANTS, INC.

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May 22, 2020

Mr. Byron Chrisman
Gunnison Valley Properties, LLC
864 W. South Boulder Road
Louisville, CO 80027

Re: Gunnison Rising Government
Campus Subdivision
Gunnison, CO
LSC #191121

Dear Mr. Chrisman:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis (CDOT Level III traffic study) for the proposed Gunnison Rising Government Campus Subdivision. As shown on Figure 1, the site is located south of US Highway (US) 50 near the intersection with Ute Lane West (CR 72) in Gunnison, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site; the short-term and long-term assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts. The scope of work is consistent with the attached TIS Methodology Form approved by CDOT with the exception of the addition of the proposed RV Campground to the site.

LAND USE AND ACCESS

The site is proposed to include a government office campus with about 157,500 square feet of office space and an RV Campground with about 350 sites. Access is proposed to US 50 aligning with Ute Lane West (CR 72) as shown in the site plan in Figure 2. Emergency only access is proposed to US 50 aligning with Ute Lane East (CR 72). A preliminary plat for the office space portion of the site is attached for reference.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **US Highway 50 (US 50)** is an east-west, two-lane US highway north of the site. It is designated R-A (Regional Highway) by CDOT per the attached CDOT Straight Line Diagram. The intersection with Ute Lane West (CR 72) is stop-sign controlled and shown as a full movement intersection in the *US 50 Access Control Plan* (ACP). An excerpt from the ACP is attached for reference. The posted speed limit in the vicinity of the site is 65 mph.
- **Ute Lane West (CR 72)** is a two-lane county roadway east of the site. The intersection with US 50 is stop-sign controlled. The posted speed limit in the vicinity of the site is 25 mph.

Existing Sight Distance

There is very good sight distance in each direction of US 50 from the proposed access location aligning with Ute Lane West (CR 72).

Existing Traffic Conditions

Figure 3a shows the existing weekday traffic volumes, existing lane geometry and the existing traffic controls in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in February, 2020.

Figure 3b shows the estimated July traffic volumes based on a seasonal adjustment factor of 2.27 for US 50 traffic and a conservative 1.50 factor for Ute Lane West (CR 72).

2025 and 2040 Background Traffic

Figure 4 shows the estimated 2025 background traffic and Figure 5 shows the estimated 2040 background traffic. The background traffic volumes on SH 50 assume an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04 per the approved TIS methodology. Little or no growth was assumed for side street traffic as any future development will be required to prepare its own traffic impact analysis.

Existing, 2025, and 2040 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for unsignalized intersections.

The intersections in the study area were analyzed to determine the existing, 2025, and 2040 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **US 50/Ute Lane West (CR 72):** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2040.

TRIP GENERATION

Table 2 shows the estimated average daily, weekday morning peak-hour, and weekday afternoon peak-hour trip generation potential for the proposed site based on the rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 5,824 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 325 vehicles would enter and about 84 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 199 vehicles would enter and about 339 vehicles would exit.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; the site's proposed land use; and on the approved TIS methodology form. The RV Campground was added after the form was approved - the assumed directional distribution for the campground is half to the west and half to the east.

TRIP ASSIGNMENT

Figure 7 shows the assignment of site-generated traffic volumes for the site based on the directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

2025 AND 2040 TOTAL TRAFFIC

Figure 8 shows the 2025 total traffic which is the sum of the 2025 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 7). Figure 8 also shows the recommended 2025 lane geometry and traffic control.

Figure 9 shows the 2040 total traffic which is the sum of the 2040 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7). Figure 9 also shows the recommended 2040 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the 2025 and 2040 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **US 50/Ute Lane West (SH 72):** All movements at this stop-sign controlled intersection are expected to operate at LOS "C" or better in both peak-hours through 2040 with the following exception: The northbound left/through movement is expected to operate at LOS "F" in the afternoon peak-hour at site buildout with the recommended improvements. The intersection would operate at an overall LOS "B" or better in both peak-hours through 2040 with traffic signal control.

TRAFFIC SIGNAL WARRANT ANALYSIS

Figures 10a and 10b show the peak-hour volumes for 2025 and 2040 total traffic plotted on a four-hour and peak-hour traffic signal warrant chart. A peak-hour warrant will clearly be met and a four-hour warrant could be met considering how far the afternoon peak-hour volumes exceed the threshold. Per the *State Highway Access Code*, a traffic signal warrant would need to be met to allow traffic signal installation in the future.

95TH PERCENTILE QUEUE LENGTHS

Table 3 shows the estimated 95th percentile queue lengths for the signalized scenarios. The recommended northbound right-turn lane should be about 275 feet to avoid being blocked by queued vehicles waiting to turn left or proceed straight across US 50.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 5,824 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 325 vehicles would enter and about 84 vehicles would exit the site. During the afternoon peak-hour, about 199 vehicles would enter and about 339 vehicles would exit.

Projected Levels of Service

2. All movements at the unsignalized US 50/Ute Lane West (CR 72) intersection are expected to operate at LOS "C" or better through 2040 with the following exception: The northbound left/through movement is expected to operate at LOS "F" in the afternoon peak-hour at site buildout with the recommended improvements. The intersection will operate at an overall LOS "B" or better in both peak-hours through 2040 with traffic signal control.

Conclusions

3. The impact of the Gunnison Rising Government Campus Subdivision can be accommodated by the existing and proposed roadway network with the following recommendations.

Recommendations

4. The applicant should construct an eastbound right-turn deceleration lane on US 50 approaching the site access intersection. An appropriate length for the 65 mph posted speed limit would be a 500-foot lane plus a 300-foot transition taper.
5. The applicant should stripe a westbound left-turn deceleration lane on US 50 approaching the site access intersection. An appropriate length for the 65 mph posted speed limit would be 575 feet (500 feet for deceleration plus 75 feet for vehicle storage) and a 300-foot transition taper.

6. The applicant should construct a northbound to eastbound acceleration lane on US 50 heading east from the site access intersection. An appropriate length for the 65 mph posted speed limit would be 1,080 feet plus a 300-foot transition taper.
7. The applicant should construct a dedicated northbound right-turn lane along with a shared through/left lane. The length of the right-turn lane should be about 275 feet to avoid being blocked by queued vehicles waiting to turn left or proceed straight across US 50.
8. Traffic signal control may be needed over time.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Gunnison Rising Government Campus Subdivision. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By



Christopher S. McGranahan, PE, PTOE
Principal

CSM/wc

5-22-20

Enclosures: Tables 1 - 3
Figures 1 - 10b
Approved TIS Methodology Form
Preliminary Plat for Office Portion of the site
CDOT Straight Line Diagram
CDOT *US 50 Access Control Plan* Excerpt
Traffic Count Reports
Level of Service Definitions
Level of Service Reports
Queuing Reports

Table 1
Intersection Levels of Service Analysis
Gunnison Rising Government Campus Subdivision
Gunnison, CO
LSC #191121; May, 2020

Intersection Location	Traffic Control	Existing Traffic		2025 Background Traffic		2025 Total Traffic ⁽¹⁾		2040 Background Traffic		2040 Total Traffic ⁽¹⁾	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<u>US Highway 50/Ute Lane/Site Access</u>	TWSC										
NB Left/Through		--	--	--	--	C	F	--	--	C	F
NB Right		--	--	--	--	B	B	--	--	B	B
EB Left		A	A	A	A	A	A	A	A	A	A
WB Left		--	--	--	--	A	A	--	--	A	A
SB Approach		B	B	B	B	B	B	B	B	B	B
Critical Movement Delay		10.4	11.0	10.3	10.9	22.0	125.9	10.4	11.0	22.5	140.7
	Signalized										
EB Left							A				A
EB Through							A				A
EB Right							A				A
WB Left							A				A
WB Through/Right							A				A
NB Left/Through							D				D
NB Right							A				A
SB Approach							A				A
Entire Intersection Delay (sec./veh.)							17.9				17.8
Entire Intersection LOS							B				B

Note:

(1) This intersection may require traffic signal control by site buildout in 2025. The site access intersection aligning with Ute Lane (west) is shown as a full movement intersection in the *US 50 Access Control Plan*.

Table 2
ESTIMATED TRAFFIC GENERATION
Gunnison Rising Government Campus Subdivision
Gunnison, CO
LSC #191121; May, 2020

Trip Generating Category	Quantity	Trip Generation Rates ⁽¹⁾						Vehicle-Trips Generated					
		Average Weekday	of Adjacent Street Traffic				Average Weekday	of Adjacent Street Traffic					
			AM Peak-Hour		PM Peak-Hour			AM Peak-Hour		PM Peak-Hour			
			In	Out	In	Out		In	Out	In	Out		
CURRENTLY PROPOSED LAND USE													
Government Office ⁽²⁾	157.5 KSF ⁽³⁾	33.98	1.896	0.234	0.874	1.946	5,352	299	37	138	306		
RV Campground ⁽⁴⁾	350 OC ⁽⁵⁾	1.35	0.076	0.134	0.176	0.095	473	26	47	61	33		
Total =							5,824	325	84	199	339		

Notes:

- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2017.
- (2) ITE Land Use No. 733 - Government Office Complex
- (3) KSF = 1,000 square feet
- (4) ITE Land Use No. 416 - Campground/Recreational Vehicle Park: no weekday rate so 5x PM Peak Rate was used
- (5) OC = occupied campsites

Table 3
95th Percentile Queue Lengths
Gunnison Rising Government Campus Subdivision
Gunnison, CO
LSC #191121; May, 2020

Intersection No. & Location	2025 Total	2040 Total
	PM Peak (feet)	PM Peak (feet)
<u>Highway 50/Ute Lane/Site Access</u>		
EB Left	12	12
EB Through	122	126
EB Right	22	22
WB Left	33	33
WB Through	135	140
NB Left/Through	272	272
NB Right	34	34
SB Approach	11	11

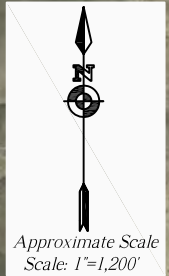


Figure 1

Vicinity Map

Gunnison Rising Government Campus Subdivision (LSC #191121)

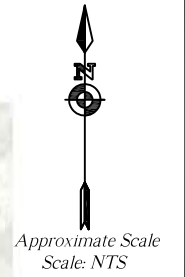
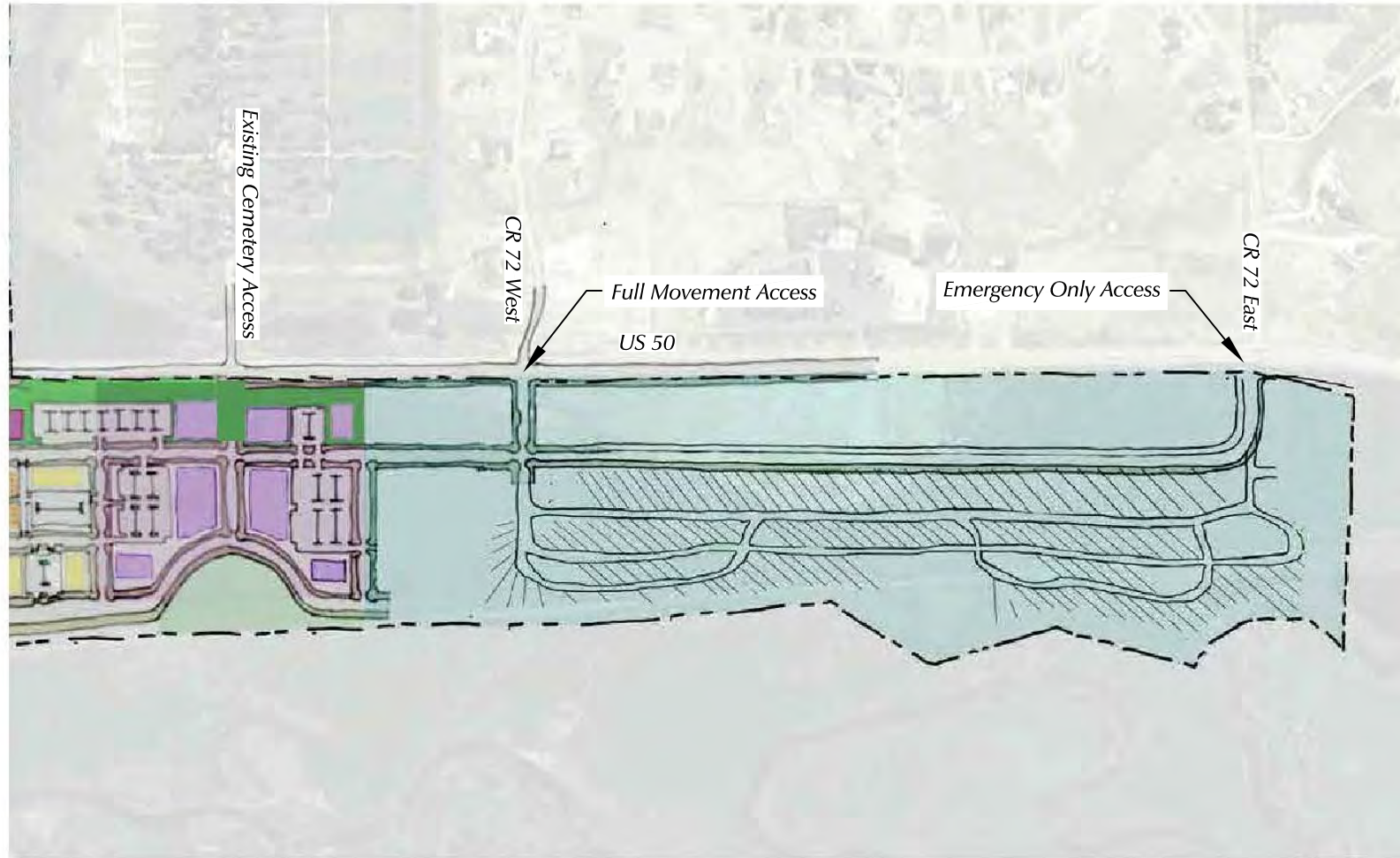
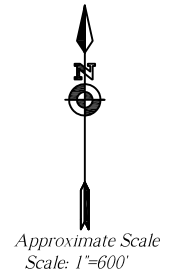
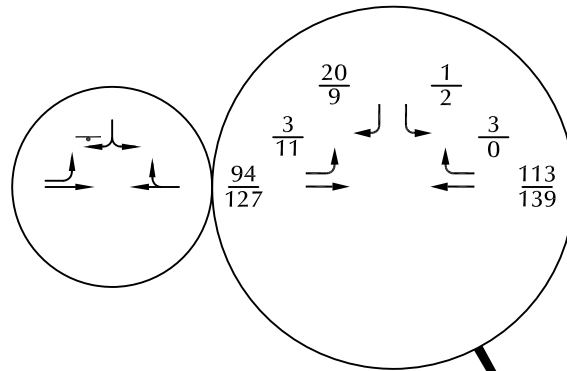


Figure 2

Site Plan

Gunnison Rising Government Campus Subdivision (LSC #191121)



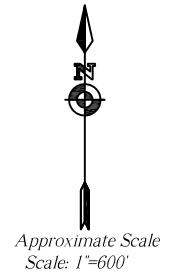
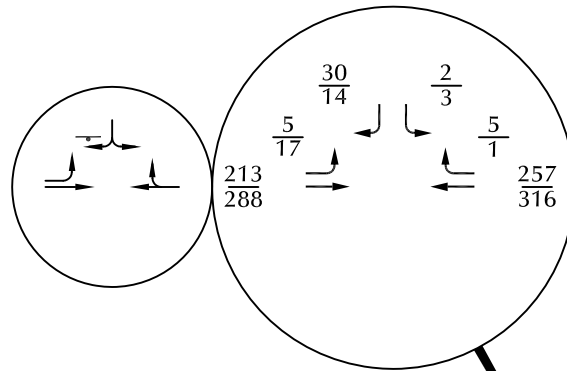
LEGEND:

- \downarrow = Stop Sign
- $\textcircled{65}$ = Speed Limit
- $\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic
- 2,500 = Average Daily Traffic

Figure 3a

Existing Traffic, Lane Geometry and Traffic Control

Gunnison Rising Government Campus Subdivision (LSC #191121)



Note: These volumes were adjusted from February to July by using a seasonal adjustment factor of 2.27 for US 50 through traffic. The side road volumes were factored by 1.50 to be conservative

LEGEND:



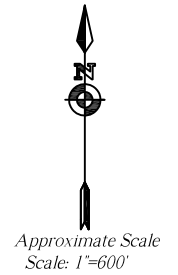
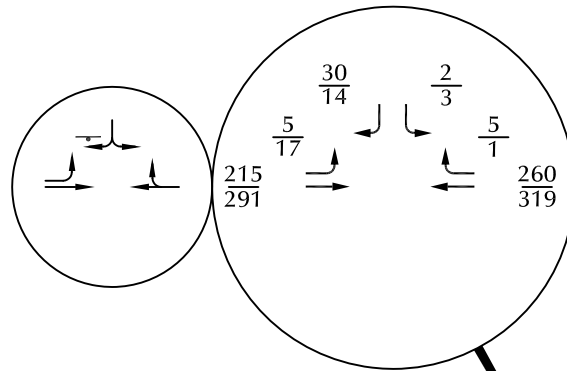
-  = Stop Sign
-  = Speed Limit
- $\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic
- 2,500 = Average Daily Traffic

Figure 3b

July Adjusted Existing Traffic, Lane Geometry and Traffic Control

Gunnison Rising Government Campus Subdivision (LSC #191121)



Note: Assumes an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04.

LEGEND:

┆ = Stop Sign

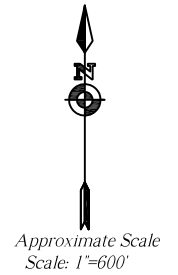
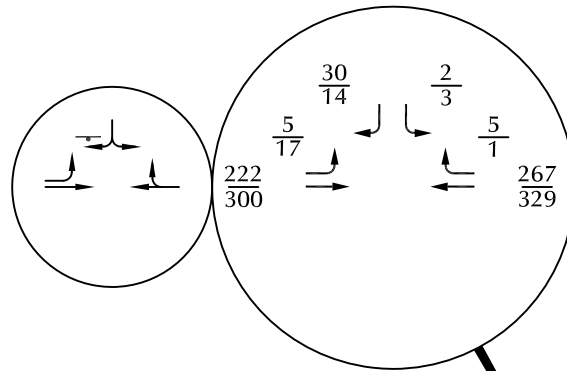
$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

2,500 = Average Daily Traffic

Figure 4

Year 2025 Background Traffic, Lane Geometry and Traffic Control

Gunnison Rising Government Campus Subdivision (LSC #191121)



Note: Assumes an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04.

LEGEND:

┆ = Stop Sign

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

2,500 = Average Daily Traffic

Figure 5

Year 2040 Background Traffic, Lane Geometry and Traffic Control

Gunnison Rising Government Campus Subdivision (LSC #191121)



Approximate Scale
Scale: 1"=1,200'

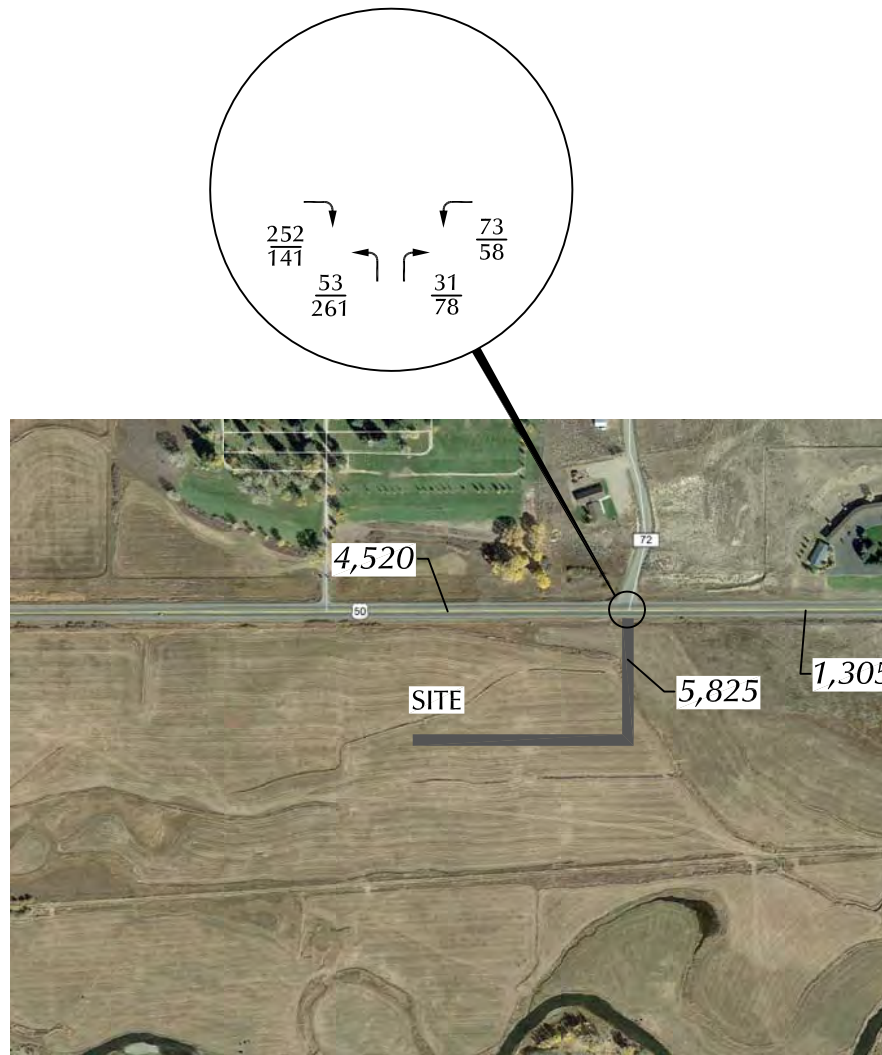
LEGEND:

$\frac{5\%}{5\%}$ = $\frac{\text{Percent Directional Distribution Office Vehicle Traffic}}{\text{Percent Directional Distribution RV Campground Vehicle Traffic}}$

Figure 6

Directional Distribution of Site-Generated Traffic

Gunnison Rising Government Campus Subdivision (LSC #191121)



LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
PM Peak Hour Traffic

2,500 = Average Daily Traffic

Figure 7

Assignment of Site-Generated Traffic

Gunnison Rising Government Campus Subdivision (LSC #191121)

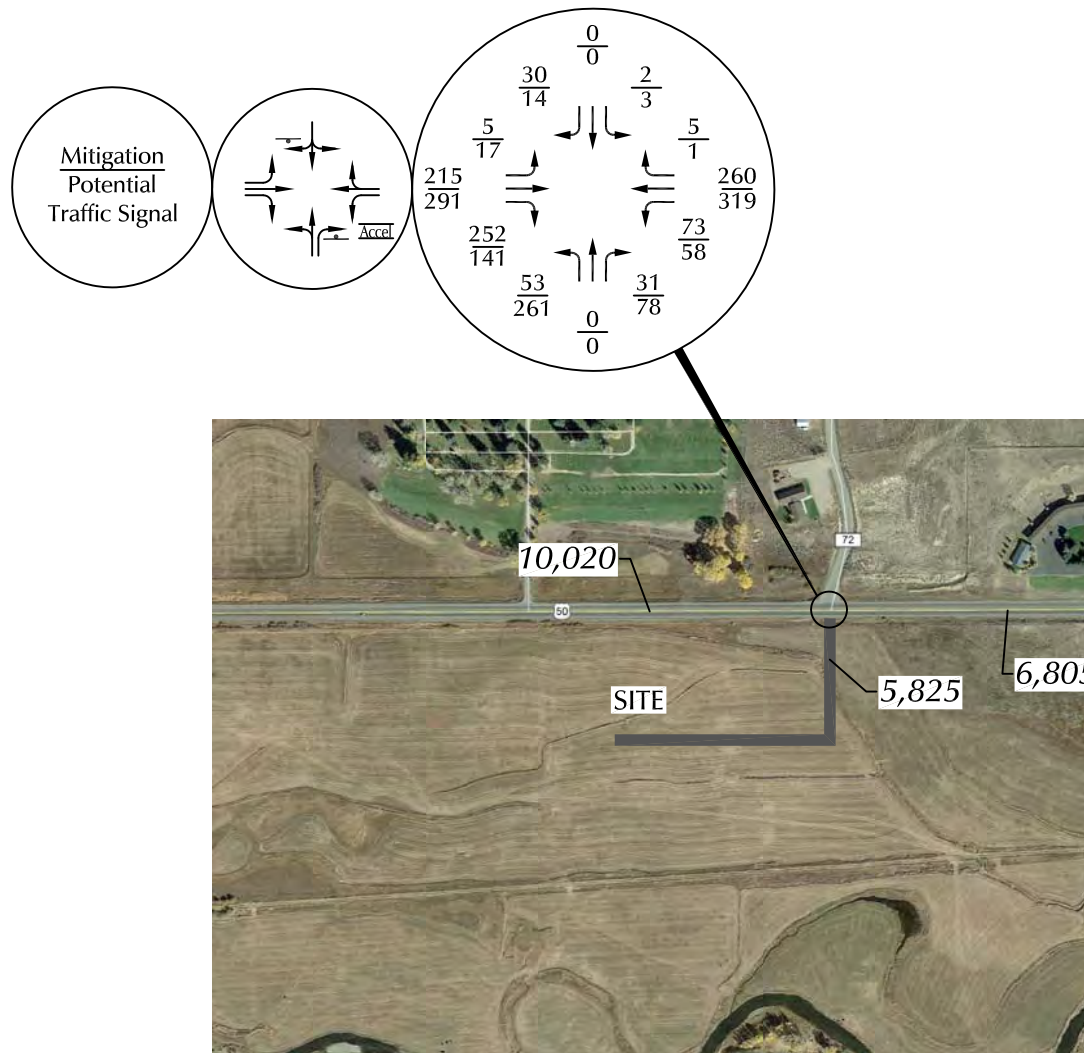


Figure 8
*Year 2025 Total Traffic,
Lane Geometry and Traffic Control*
Gunnison Rising Government Campus Subdivision (LSC #191121)

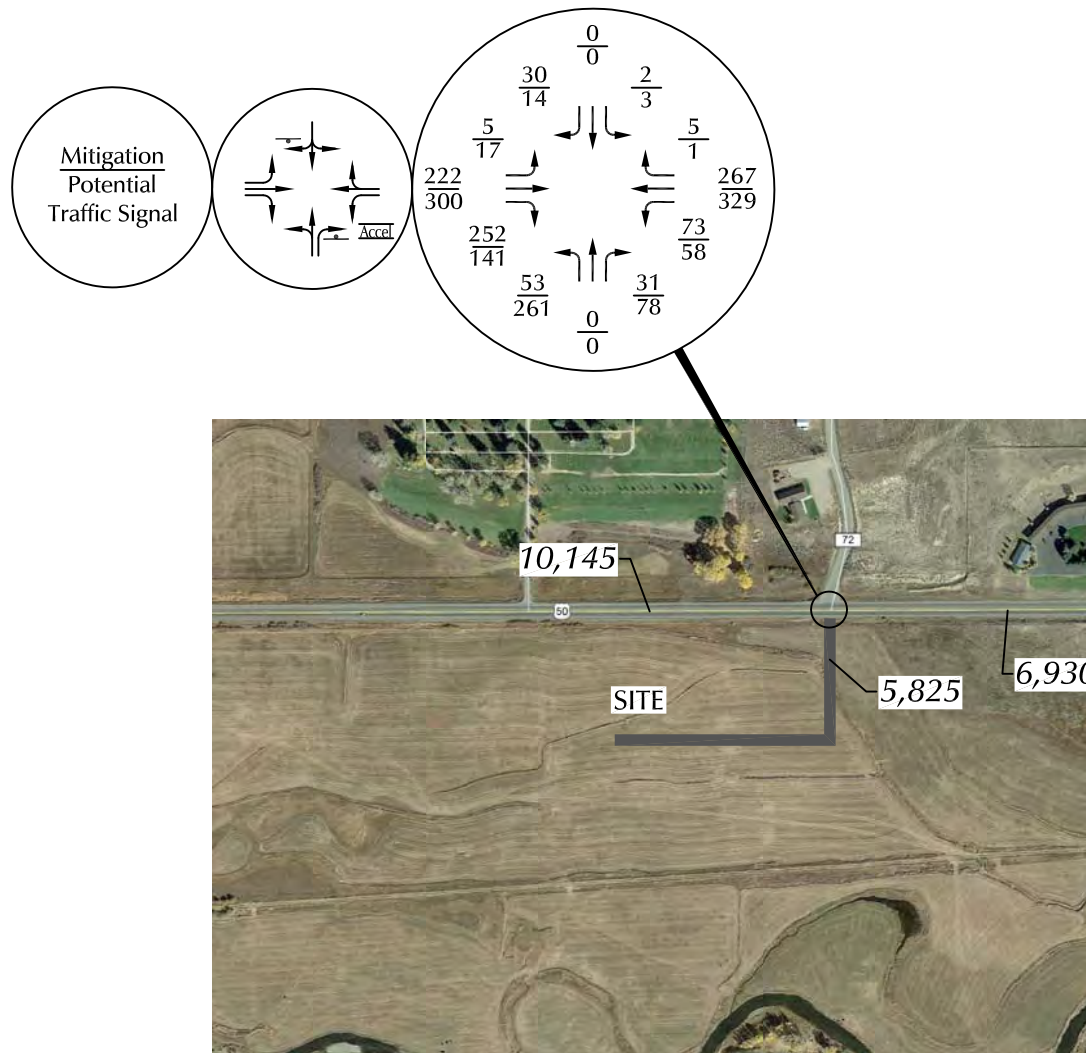
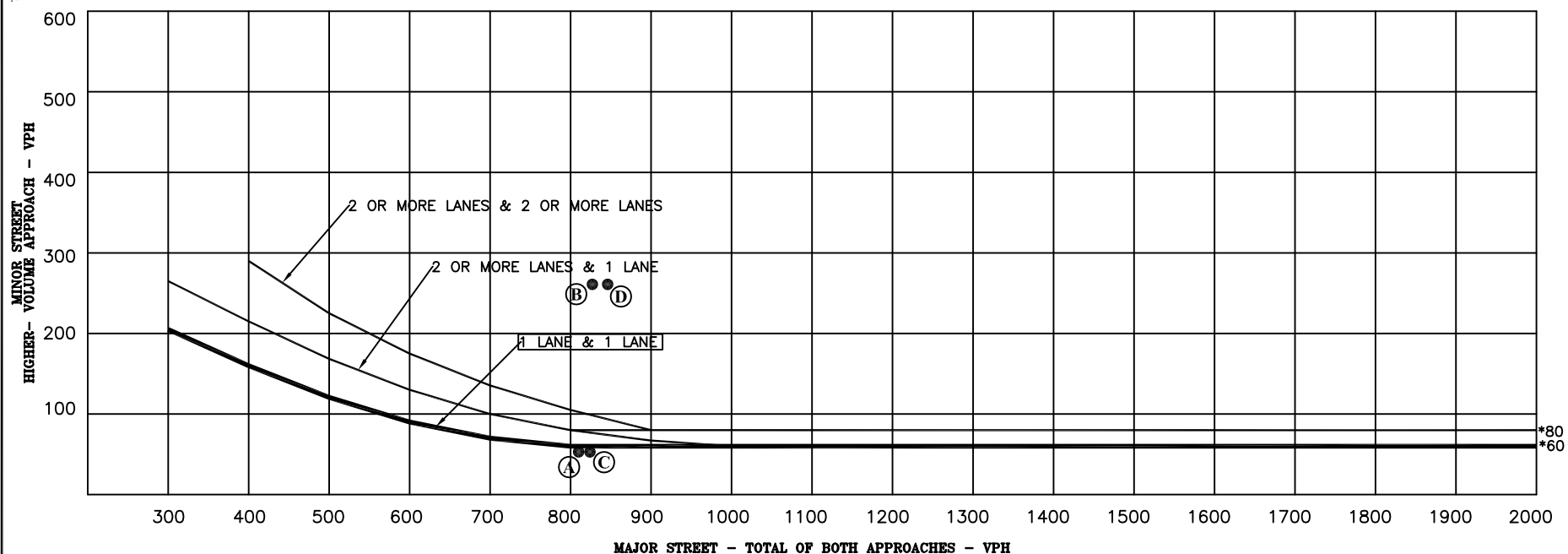


Figure 9
**Year 2040 Total Traffic,
Lane Geometry and Traffic Control**
Gunnison Rising Government Campus Subdivision (LSC #191121)

Figure 4C-2. Warrant 2 Four-Hour Vehicular Volume (70% Factor)

(Community Less than 10,000 population or above 40 mph on Major Street)



* Note: 80 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

2025 Total Traffic

- Ⓐ AM Peak Hour = (810,53)
- Ⓑ PM Peak Hour = (827,261)

2040 Total Traffic

- Ⓒ AM Peak Hour = (824,53)
- Ⓓ PM Peak Hour = (846,261)

Note: Major street volume includes EB LT, EB through, EB RT, WB LT, WB through and WB RT. Minor street volume includes only the NB LT and NB through.

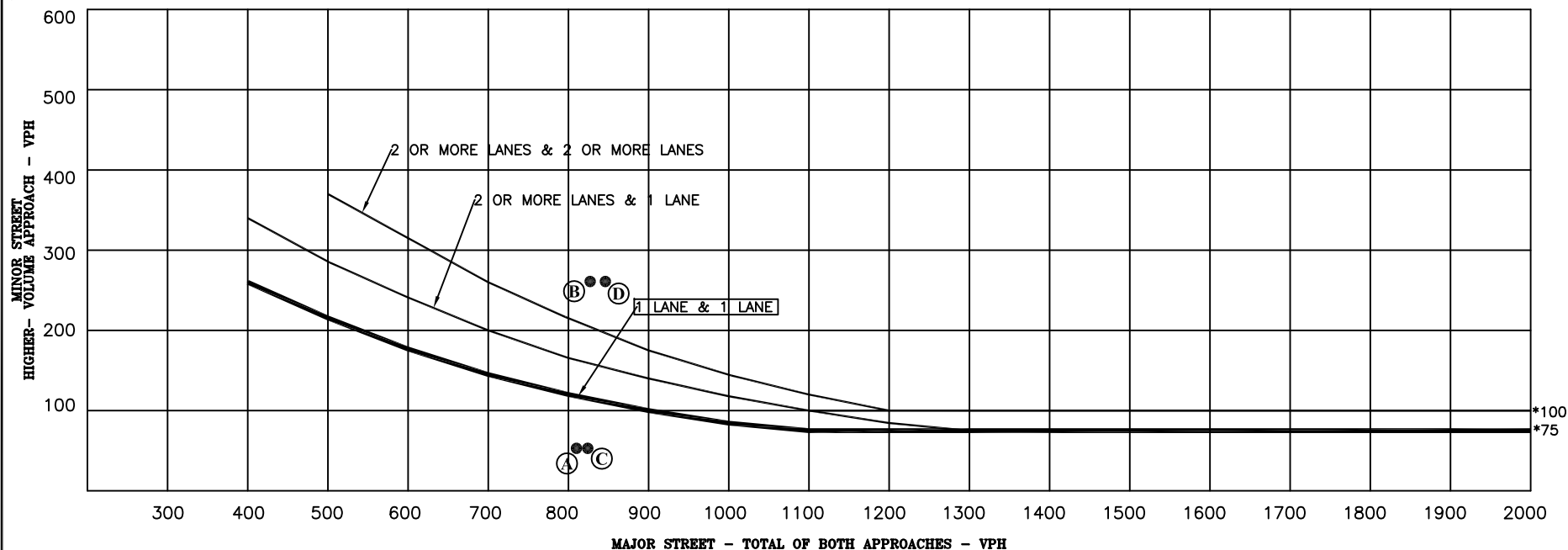
Figure 10a

Warrant 2 - Four-Hour Vehicular Volume

US Highway 50/Site Access

Gunnison Rising Government Campus Subdivision (LSC #191121)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less than 10,000 population or above 40 mph on Major Street)



*Note: 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2025 Total Traffic

- Ⓐ AM Peak Hour = (810,53)
- Ⓑ PM Peak Hour = (827,261)

2040 Total Traffic

- Ⓒ AM Peak Hour = (824,53)
- Ⓓ PM Peak Hour = (846,261)

Note: Major street volume includes EB LT, EB through, EB RT, WB LT, WB through and WB RT. Minor street volume includes only the NB LT and NB through.

Figure 10b

Warrant 3 - Peak-Hour Vehicular Volume

US Highway 50/Site Access

Gunnison Rising Government Campus Subdivision (LSC #191121)



Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study. [Form submitted to CDOT 02/05/2020.](#)

CONTACT INFORMATION	
Consultant:	Name: _____
	Telephone: _____
	Email: _____
	Developer/Owner Name: _____

PROJECT INFORMATION	
Project Name	
Project Location	
Project Description <i>(Attached proposed site plan)</i>	
State Highway	
County	
Mile Post	
Posted Speed Limit	

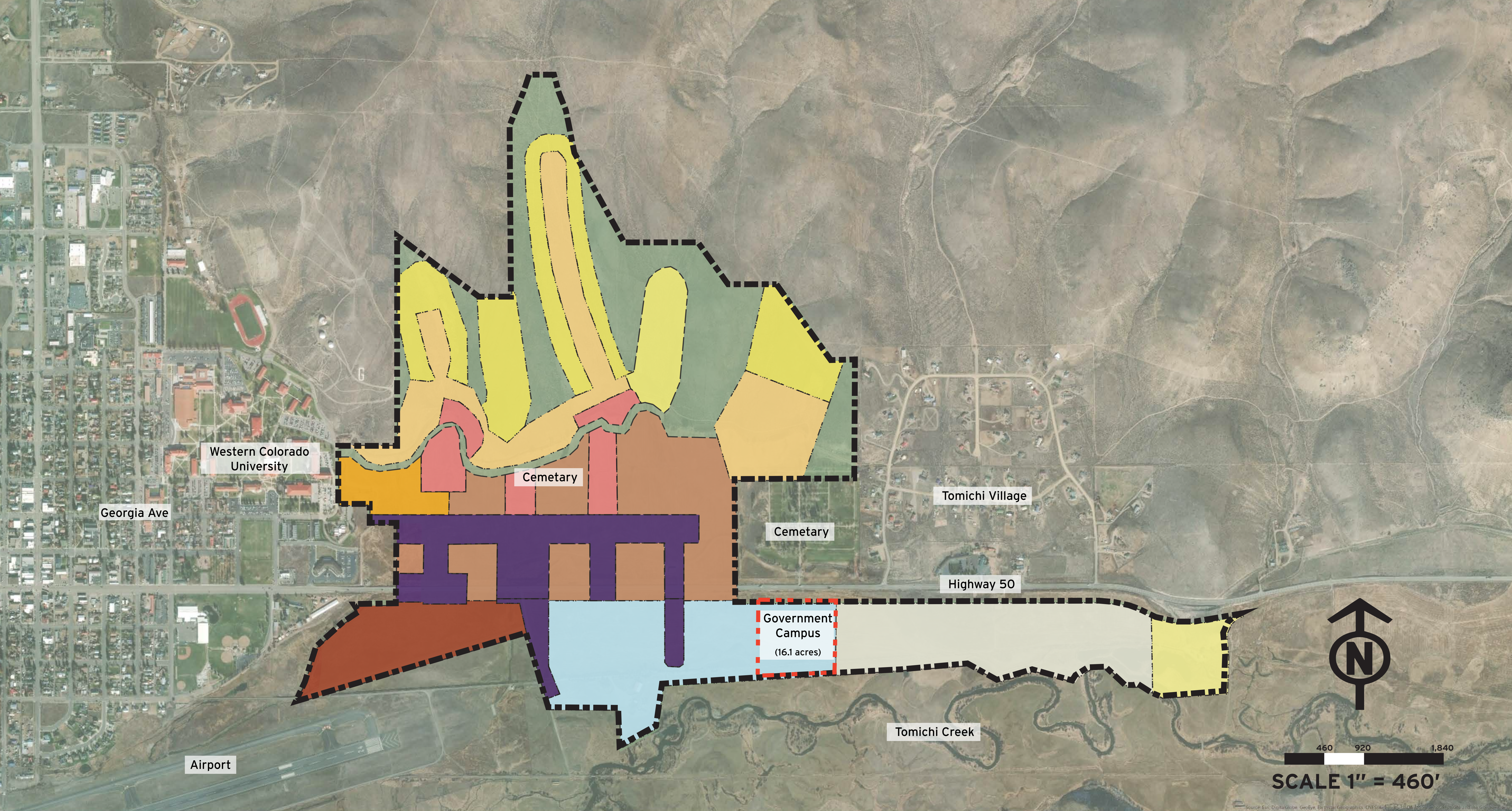
TIS ASSUMPTIONS			
Study Years	Current Year:	Buildout Year:	Long Term Year:
Traffic Assessment Level <i>(Provide justification)</i>			
Study Intersections	1.	6.	
	2.	7.	
	3.	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	<input type="checkbox"/> OTIS	<input type="checkbox"/> Regional TDM	<input type="checkbox"/> Other
Seasonal Adjustment Factor			



COLORADO
Department of Transportation
 Region 3

ASSUMPTIONS CONTINUED			
Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)			
Trip Reduction Percentage	Internal Capture:		Pass By:
	Multi-Modal:		Other:
Study Time Periods	<input type="checkbox"/> AM (7-9)	<input type="checkbox"/> PM (4-6)	<input type="checkbox"/> Weekday
(Check all that apply)	<input type="checkbox"/> SAT (Midday)	<input type="checkbox"/> Other	
Existing and Proposed ITE Trip Generation Land Use			
Analysis Methods (Check all that apply)	<input type="checkbox"/> Synchro or <input type="checkbox"/> HCS (isolated intersections only)		<input type="checkbox"/> SimTraffic or <input type="checkbox"/> Other (closely spaced intersections or when known/expected queuing issue)
	<input type="checkbox"/> Signal Warrants		<input type="checkbox"/> Pedestrian/Transit/Bicycle
	<input type="checkbox"/> Safety/Sight Distance		<input type="checkbox"/> Queuing and Storage
	<input type="checkbox"/> Other		
Notes and Other Assumptions			
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.		
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.		

CDOT INTERNAL USE ONLY	
Review Comments	
<input type="checkbox"/> Revise and Resubmit	
Engineer Signature/Date	<input type="checkbox"/> Approved <i>Rebecca Atkins</i>



- | | | | |
|----------------------------|-----------------------|--------------------------|-------------|
| Canal Trail | Open Space | Missing Middle | Multifamily |
| Government Campus Boundary | Large Lot Residential | Traditional Neighborhood | Maker Space |
| Gunnison PUD Boundary | Low Residential | Main Street | RV Park |
| | Medium Residential | Event + Conference | |

GOVERNMENT CAMPUS
Site Vicinity Map
January 2020

Lot	Lot Area (sq ft / ac)	Building Gross Floor Area (sq ft)
1	93,225 / 2.14 ac	14,500 - 29,000
2	95,400 / 2.19 ac	15,500 - 31,000
3	190,800 / 4.38 ac	32,000 - 64,000
4	125,900 / 2.89 ac	21,000 - 42,000
5	119,800 / 2.75 ac	22,000 - 44,000
Total	625,125 / 14.35 ac	105,000 - 210,000



 Government Campus Boundary

 Proposed Trail

 Future Trail Connection

 Proposed Road

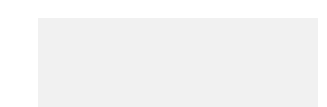
 Future Street Connection

 Landscaping / Open Space

 Building

 Landscaping / Plaza

 Workyard / Storage

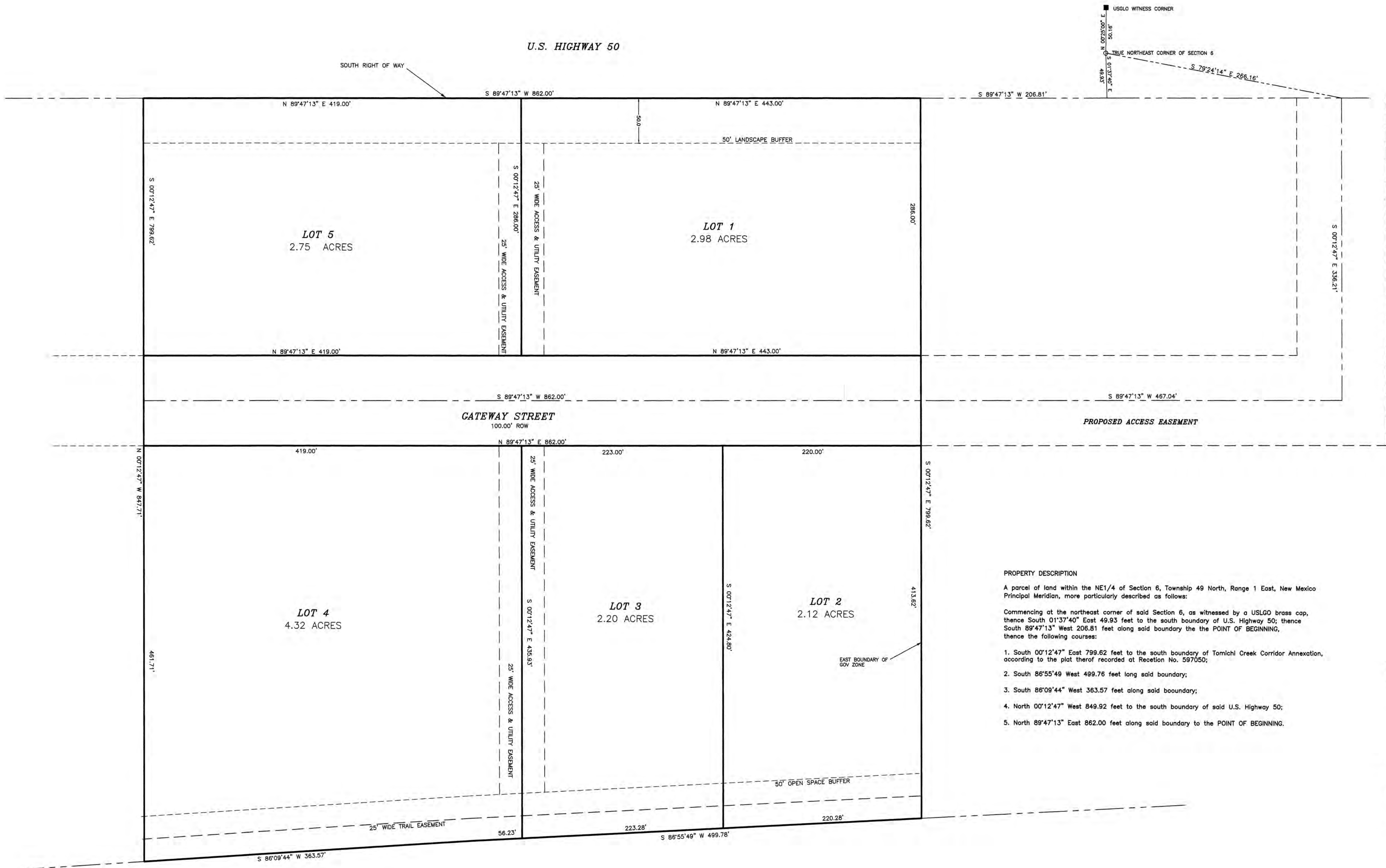
 Parking

 Snow Storage

GOVERNMENT CAMPUS

(Conceptual Site Plan)

January 2020



CERTIFICATE OF STREET AND UTILITY MAINTENANCE

Public notice is hereby given that neither the dedicated roads nor the public utilities shown on this plat will be maintained by the City of Gunnison until and unless the subdivider constructs the streets and roads and utilities in accordance with the subdivision agreement, if any, and the subdivision regulations in effect at the date of the recording of this plat and approval of the City has been issued to that effect. When the City approves a street or utility for maintenance, the street or utility shall become public in all senses of the word and the subdivider has no further obligations in regards to that particular street or utility.

LEGEND

- Found USGLO brass cap witness corner
- Rebar with plastic cap "LS 34979" - to be set

NOTES:

1. Property located by field measurements to found monuments shown. Basis of bearings is the north line of Section 6 being S 89°46'00" W.
2. Boundaries of the GOV Zone were obtained from information shown on Gunnison Rising PUD Zoning Plan Map, dated 7-30-09, which was provided by the City of Gunnison Community Development office.
3. This survey is based partly on an ALTA / ASCM Land Title survey, dated 11-01-05, prepared by Del-Mont Consultants, which was provided by client.

SURVEYOR'S CERTIFICATE

I, Timothy E. Pearson, a registered land surveyor in the State of Colorado, certify that this plat and the survey referred to herein were made under my direction and control and that both are true and correct to the best of my knowledge.

Dated this ____ day of _____, 2020.

Timothy E. Pearson
Colorado L.S. No. 34979

PLANNING AND ZONING COMMISSION APPROVAL

This plat is approved by the City of Gunnison Planning and Zoning Commission this ____ day of _____, 2020.

Chairman

CITY COUNCIL APPROVAL

This plat is approved for filing and the City hereby accepts the dedication of the streets and roads shown hereon subject to the provisions in "Street Maintenance" set forth above, and further accepts the dedication of the easements shown hereon.

Signed this ____ day of _____, 2020.

CITY OF GUNNISON

BY: _____

Mayor

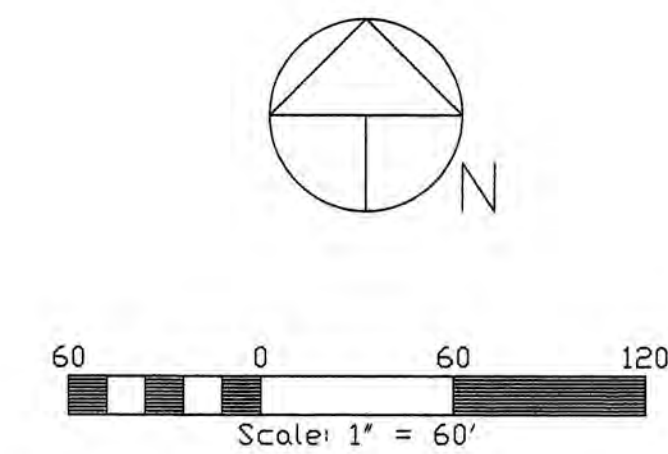
RECORDER'S CERTIFICATE

This plat was filed for record in the office of the County Clerk and Recorder of Gunnison County at ____ M on the ____ day of _____, 2020, Reception No. _____.

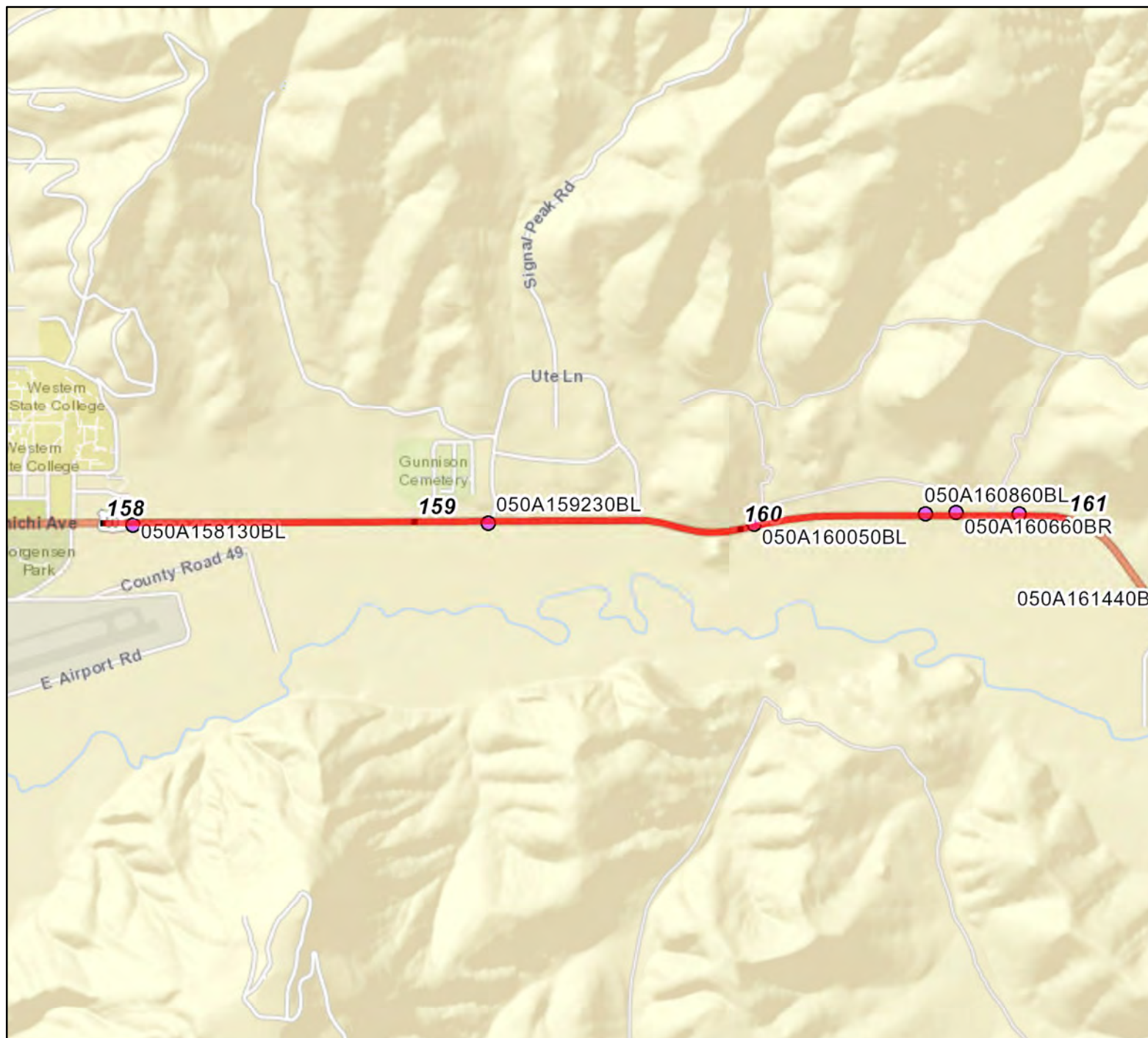
County Clerk and Recorder

BY: _____
Deputy

GOVERNMENT CAMPUS SUBDIVISION	
within THE NE1/4 OF SECTION 6, T49N, R1E, N.M.P.M. also within	
TOMICHI CREEK CORRIDOR ANNEXATION, REC. NO. 597050 CITY OF GUNNISON, GUNNISON COUNTY, COLORADO	
PEARSON SURVEYING P.O. BOX 652 GUNNISON, CO 81230 970-641-2910 PROJECT # 20-1-1	DATE : 3/11/20 LATEST REVISION DATE : SHEET 1 OF 1



Route 050A From 158 to 161



Legend

Route

Milepoint

Structures

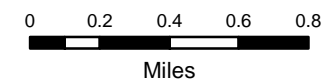
Major Structure

Minor Structure

Created:

Date: 3/25/2020

Time: 1:15:41 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 050A
From 158 To 161

◇ Ramps
 T Overpass
 T Underpass
 • Structures

158 159 160 161

Co Rd 52 Co Rd 72 Co Rd 72b Co Rd 72c Co Rd 72

CLASSIFICATION

Access Control	R-A: Regional Highway
Highway Designation	U.S.

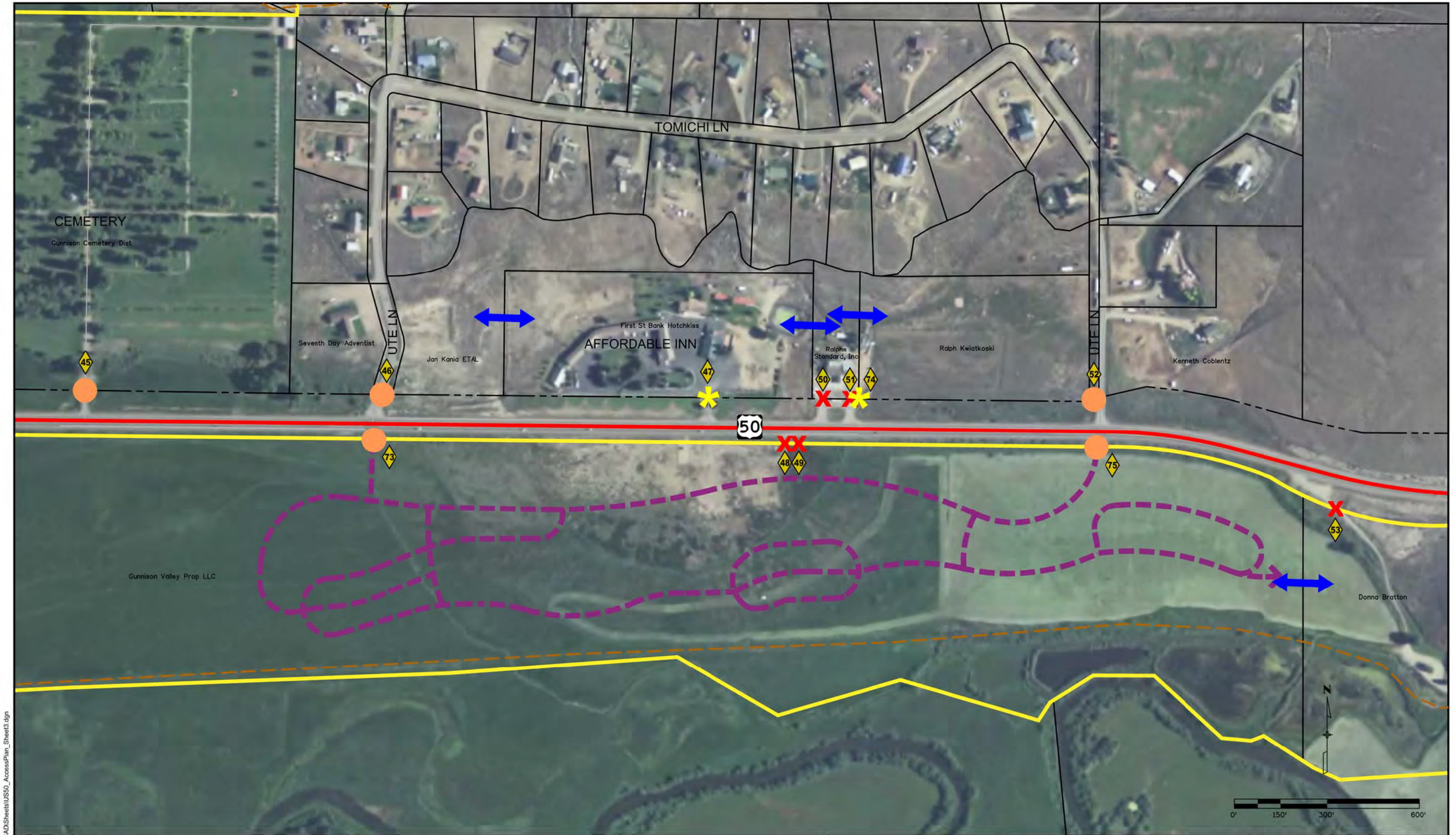
SAFETY

Primary Speed Limit	35	55	65
---------------------	----	----	----

TRAFFIC

AADT	5400
V/C Ratio 20	0.45
Year 20 Factor	1.04

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



Michelle 9:57:26 AM P:\12026\CAD\Sheets\US50_AccessPlan_Sheet3.dgn

LEGEND:

- | | | |
|--------------------------------------|-----------------------------|-------------------------|
| Access Point | Right-In, Right-Out | City Boundary |
| Full Movement | 3/4 Movement Left-In | Parcel Line |
| Right-In | Close Existing Access Point | Proposed Street Network |
| Cross Access for Shared Access Point | Trail Network | |



Gunnison County
COLORADO



Stolfus associates
INC.

US 50 ACCESS EXHIBIT
3 OF 5

FIGURE 5C

PAGE 30

COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: UTE LANE
E/W STREET: HWY-50
CITY: GUNNISON
COUNTY: GUNNISON

File Name : UTEHWY50
Site Code : 00000015
Start Date : 2/18/2020
Page No : 1

Groups Printed- VEHICLES

	UTE LANE Southbound				HWY-50 Westbound				Northbound				HWY-50 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	4	0	0	10	0	0	0	0	0	0	0	16	0	0	30
06:45 AM	0	0	5	0	0	19	0	0	0	0	0	0	1	16	0	0	41
Total	0	0	9	0	0	29	0	0	0	0	0	0	1	32	0	0	71
07:00 AM	0	0	2	0	0	20	0	0	0	0	0	0	0	10	0	0	32
07:15 AM	0	0	5	0	0	22	0	0	0	0	0	0	0	11	0	0	38
07:30 AM	0	0	6	0	0	22	0	0	0	0	0	0	0	22	0	0	50
07:45 AM	1	0	10	0	0	34	3	0	0	0	0	0	1	24	0	0	73
Total	1	0	23	0	0	98	3	0	0	0	0	0	1	67	0	0	193
08:00 AM	0	0	1	0	0	28	0	0	0	0	0	0	0	22	0	0	51
08:15 AM	0	0	3	0	0	29	0	0	0	0	0	0	2	26	0	0	60
Total	0	0	4	0	0	57	0	0	0	0	0	0	2	48	0	0	111
04:00 PM	1	0	4	0	0	29	0	0	0	0	0	0	2	34	0	0	70
04:15 PM	0	0	2	0	0	36	0	0	0	0	0	0	2	21	0	0	61
04:30 PM	0	0	2	0	0	28	0	0	0	0	0	0	1	39	0	0	70
04:45 PM	1	0	1	0	0	46	0	0	0	0	0	0	6	33	0	0	87
Total	2	0	9	0	0	139	0	0	0	0	0	0	11	127	0	0	288
05:00 PM	0	0	3	0	0	25	0	0	0	0	0	0	7	34	0	0	69
05:15 PM	1	0	4	0	0	19	0	0	0	0	0	0	4	29	0	0	57
05:30 PM	0	0	3	0	0	25	1	0	0	0	0	0	1	29	0	0	59
05:45 PM	0	0	5	0	0	25	0	0	0	0	0	0	6	33	0	0	69
Total	1	0	15	0	0	94	1	0	0	0	0	0	18	125	0	0	254
Grand Total	4	0	60	0	0	417	4	0	0	0	0	0	33	399	0	0	917
Apprch %	6.3	0.0	93.8	0.0	0.0	99.0	1.0	0.0	0.0	0.0	0.0	0.0	7.6	92.4	0.0	0.0	
Total %	0.4	0.0	6.5	0.0	0.0	45.5	0.4	0.0	0.0	0.0	0.0	0.0	3.6	43.5	0.0	0.0	

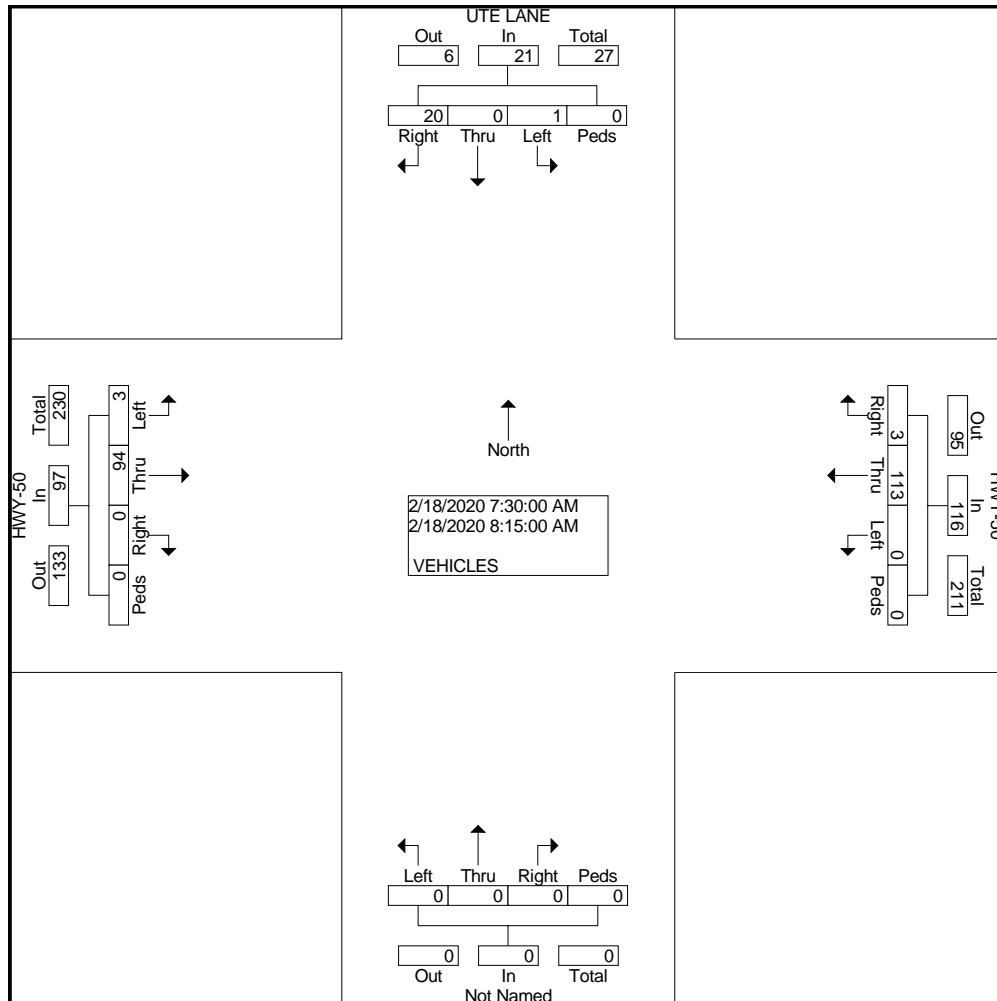
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: UTE LANE
E/W STREET: HWY-50
CITY: GUNNISON
COUNTY: GUNNISON

File Name : UTEHWY50
Site Code : 00000015
Start Date : 2/18/2020
Page No : 2

	UTE LANE Southbound					HWY-50 Westbound					Northbound					HWY-50 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1	07:30 AM																				
Intersection	07:30 AM																				
Volume	1	0	20	0	21	0	113	3	0	116	0	0	0	0	0	3	94	0	0	97	234
Percent	4.8	0.0	95.2	0.0		0.0	97.4	2.6	0.0		0.0	0.0	0.0	0.0		3.1	96.9	0.0	0.0		
07:45																					
Volume	1	0	10	0	11	0	34	3	0	37	0	0	0	0	0	1	24	0	0	25	73
Peak Factor																					0.801
High Int.	07:45 AM					07:45 AM					6:15:00 AM					08:15 AM					
Volume	1	0	10	0	11	0	34	3	0	37	0	0	0	0	0	2	26	0	0	28	
Peak Factor	0.477					0.784										0.866					



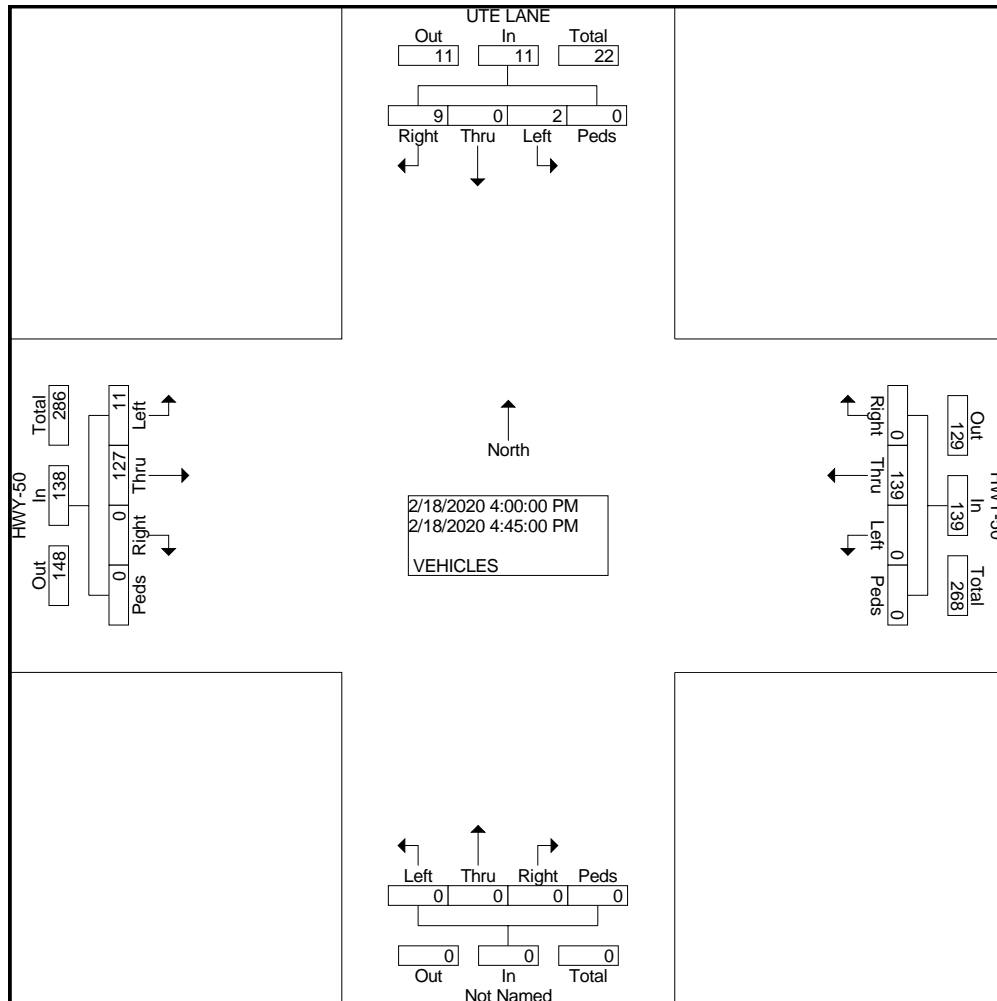
COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: UTE LANE
E/W STREET: HWY-50
CITY: GUNNISON
COUNTY: GUNNISON

File Name : UTEHWY50
Site Code : 00000015
Start Date : 2/18/2020
Page No : 2

	UTE LANE Southbound					HWY-50 Westbound					Northbound					HWY-50 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	2	0	9	0	11	0	139	0	0	139	0	0	0	0	0	11	127	0	0	138	288
Percent	18.2	0.0	81.8	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		8.0	92.0	0.0	0.0		
04:45																					
Volume	1	0	1	0	2	0	46	0	0	46	0	0	0	0	0	6	33	0	0	39	87
Peak Factor																					0.828
High Int.	04:00 PM					04:45 PM										04:30 PM					
Volume	1	0	4	0	5	0	46	0	0	46	0	0	0	0	0	1	39	0	0	40	
Peak Factor	0.550					0.755										0.863					



LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

<u>LOS</u>	<u>Average Vehicle Delay</u> sec/vehicle	<u>Operational Characteristics</u>
A	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
F	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition





UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. <u>The delay could be up to 15 seconds.</u> Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. <u>Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.</u>
D	25 to 35 seconds	<u>This is the point at which a traffic signal may be warranted for this intersection.</u> The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.





HCM 6th TWSC 3: Highway 50 & Ute Lane

Existing
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	213	257	5	2	30
Future Vol, veh/h	5	213	257	5	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	266	321	6	3	38
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	327	0	-	0	602	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	463	717
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	461	717
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	769	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1233	-	-	-	704	
HCM Lane V/C Ratio	0.005	-	-	-	0.057	
HCM Control Delay (s)	7.9	-	-	-	10.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC 3: Highway 50 & Ute Lane





Existing
PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	288	316	1	3	14
Future Vol, veh/h	17	288	316	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	347	381	1	4	17
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	382	0	-	0	769	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1176	-	-	-	369	665
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	363	665
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	686	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		11		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1176	-	-	-	622	
HCM Lane V/C Ratio	0.017	-	-	-	0.033	
HCM Control Delay (s)	8.1	-	-	-	11	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC

3: Highway 50 & Ute Lane





2025 Background
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	215	260	5	2	31
Future Vol, veh/h	5	215	260	5	2	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	256	310	6	2	37
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	316	0	-	0	581	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1244	-	-	-	476	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1244	-	-	-	474	727
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	777	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1244	-	-	-	714	
HCM Lane V/C Ratio	0.005	-	-	-	0.055	
HCM Control Delay (s)	7.9	-	-	-	10.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC










3: Highway 50 & Ute Lane

2025 Background
PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	291	319	1	3	14
Future Vol, veh/h	17	291	319	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	338	371	1	3	16
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	372	0	-	0	750	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1186	-	-	-	379	674
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1186	-	-	-	373	674
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	693	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.4		0		10.9	
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1186	-	-	-	631	
HCM Lane V/C Ratio	0.017	-	-	-	0.031	
HCM Control Delay (s)	8.1	-	-	-	10.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
3: Site Access/Ute Lane & Highway 50

2025 Total
AM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	215	252	73	260	5	53	0	31	2	0	30
Future Vol, veh/h	5	215	252	73	260	5	53	0	31	2	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	18	2	2	45	2	75	2	2	2
Mvmt Flow	5	234	274	79	283	5	58	0	34	2	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	508	0	0	704	690	234	842	962	286
Stage 1	-	-	-	-	-	-	244	244	-	444	444	-
Stage 2	-	-	-	-	-	-	460	446	-	398	518	-
Critical Hdwy	4.12	-	-	4.28	-	-	7.55	6.52	6.95	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.362	-	-	3.905	4.018	3.975	3.518	4.018	3.318
Pot Cap-1 Maneuver	1274	-	-	980	-	-	301	368	654	284	256	753
Stage 1	-	-	-	-	-	-	673	704	-	593	575	-
Stage 2	-	-	-	-	-	-	507	574	-	628	533	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1274	-	-	980	-	-	269	337	654	252	234	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	337	-	252	234	-
Stage 1	-	-	-	-	-	-	670	701	-	591	528	-
Stage 2	-	-	-	-	-	-	446	528	-	593	531	-









Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.9			17.9			10.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	654	1274	-	-	980	-	-	670
HCM Lane V/C Ratio	0.214	0.052	0.004	-	-	0.081	-	-	0.052
HCM Control Delay (s)	22	10.8	7.8	-	-	9	-	-	10.7
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.2	0	-	-	0.3	-	-	0.2

HCM 6th TWSC



















3: Site Access/Ute Lane & Highway 50

2025 Total
PM Peak

Intersection												
Int Delay, s/veh	29.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	291	141	58	319	1	261	0	78	3	0	14
Future Vol, veh/h	17	291	141	58	319	1	261	0	78	3	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	22	53	2	2	6	2	21	2	2	2
Mvmt Flow	18	316	153	63	347	1	284	0	85	3	0	15
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	469	0	0	833	826	316	945	979	348
Stage 1	-	-	-	-	-	-	352	352	-	474	474	-
Stage 2	-	-	-	-	-	-	481	474	-	471	505	-
Critical Hdwy	4.12	-	-	4.63	-	-	7.16	6.52	6.41	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.677	-	-	3.554	4.018	3.489	3.518	4.018	3.318
Pot Cap-1 Maneuver	1211	-	-	871	-	-	~ 283	307	682	242	250	695
Stage 1	-	-	-	-	-	-	657	632	-	571	558	-
Stage 2	-	-	-	-	-	-	559	558	-	573	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1211	-	-	871	-	-	~ 259	281	682	198	229	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 259	281	-	198	229	-
Stage 1	-	-	-	-	-	-	647	623	-	562	518	-
Stage 2	-	-	-	-	-	-	507	518	-	494	532	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.5			99.5			12.8		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	259 682		1211	-	-	871	-	-	482			
HCM Lane V/C Ratio	1.095 0.124		0.015	-	-	0.072	-	-	0.038			
HCM Control Delay (s)	125.9 11		8	-	-	9.5	-	-	12.8			
HCM Lane LOS	F B		A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	12 0.4		0	-	-	0.2	-	-	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings 3: Site Access/Ute Lane & Highway 50

2025 Total
PM Peak - signal

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	17	291	141	58	319	261	0	78	3	0
Future Volume (vph)	17	291	141	58	319	261	0	78	3	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4			8		2			6
Permitted Phases	4		4	8		2		2	6	
Detector Phase	4	4	4	8	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.0	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0		5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	54.9	54.9	54.9	54.9	54.9		21.9	21.9		21.9
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63		0.25	0.25		0.25
v/c Ratio	0.03	0.27	0.17	0.15	0.30		0.85	0.21		0.04
Control Delay	7.3	8.5	1.8	8.6	8.8		54.8	7.4		5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	7.3	8.5	1.8	8.6	8.8		54.8	7.4		5.6
LOS	A	A	A	A	A		D	A		A
Approach Delay		6.4			8.8		43.9			5.6
Approach LOS		A			A		D			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.3

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 17.9

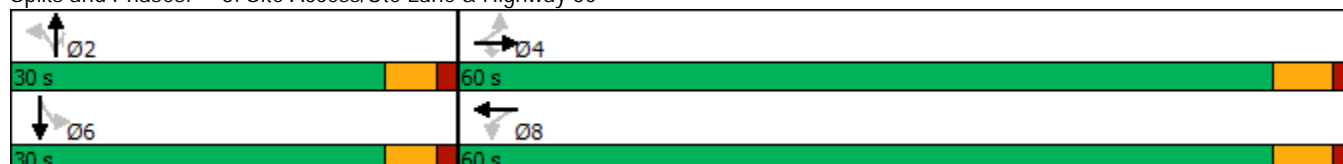
Intersection LOS: B

Intersection Capacity Utilization 55.5%

ICU Level of Service B





Analysis Period (min) 15

Splits and Phases: 3: Site Access/Ute Lane & Highway 50







HCM 6th TWSC 3: Highway 50 & Ute Lane

2040 Background
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	222	267	5	2	30
Future Vol, veh/h	5	222	267	5	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	264	318	6	2	36
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	324	0	-	0	597	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1236	-	-	-	466	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	464	720
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	771	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1236	-	-	-	707	
HCM Lane V/C Ratio	0.005	-	-	-	0.054	
HCM Control Delay (s)	7.9	-	-	-	10.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	










HCM 6th TWSC 3: Highway 50 & Ute Lane

2040 Background
PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	300	329	1	3	14
Future Vol, veh/h	17	300	329	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	349	383	1	3	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	384	0	-	0	773	384
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1174	-	-	-	367	664
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	361	664
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	685	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1174	-	-	-	620	
HCM Lane V/C Ratio	0.017	-	-	-	0.032	
HCM Control Delay (s)	8.1	-	-	-	11	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
3: Site Access/Ute Lane & Highway 50









2040 Total
AM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	222	252	73	267	5	53	0	31	2	0	30
Future Vol, veh/h	5	222	252	73	267	5	53	0	31	2	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	18	2	2	45	2	75	2	2	2
Mvmt Flow	5	241	274	79	290	5	58	0	34	2	0	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	515	0	0	718	704	241	856	976	293
Stage 1	-	-	-	-	-	-	251	251	-	451	451	-
Stage 2	-	-	-	-	-	-	467	453	-	405	525	-
Critical Hdwy	4.12	-	-	4.28	-	-	7.55	6.52	6.95	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.362	-	-	3.905	4.018	3.975	3.518	4.018	3.318
Pot Cap-1 Maneuver	1266	-	-	974	-	-	294	361	648	278	251	746
Stage 1	-	-	-	-	-	-	667	699	-	588	571	-
Stage 2	-	-	-	-	-	-	502	570	-	622	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	974	-	-	263	330	648	247	230	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	330	-	247	230	-
Stage 1	-	-	-	-	-	-	664	696	-	586	525	-
Stage 2	-	-	-	-	-	-	441	524	-	587	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.9			18.2			10.7		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	263		648	1266	-	-	974	-	-	662		
HCM Lane V/C Ratio	0.219		0.052	0.004	-	-	0.081	-	-	0.053		
HCM Control Delay (s)	22.5		10.9	7.9	-	-	9	-	-	10.7		
HCM Lane LOS	C		B	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	0.8		0.2	0	-	-	0.3	-	-	0.2		

HCM 6th TWSC



















3: Site Access/Ute Lane & Highway 50

2040 Total
PM Peak

Intersection												
Int Delay, s/veh	32											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	300	141	58	329	1	261	0	78	3	0	14
Future Vol, veh/h	17	300	141	58	329	1	261	0	78	3	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	22	53	2	2	6	2	21	2	2	2
Mvmt Flow	18	326	153	63	358	1	284	0	85	3	0	15
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	479	0	0	854	847	326	966	1000	359
Stage 1	-	-	-	-	-	-	362	362	-	485	485	-
Stage 2	-	-	-	-	-	-	492	485	-	481	515	-
Critical Hdwy	4.12	-	-	4.63	-	-	7.16	6.52	6.41	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.677	-	-	3.554	4.018	3.489	3.518	4.018	3.318
Pot Cap-1 Maneuver	1200	-	-	863	-	-	~ 274	299	673	234	243	685
Stage 1	-	-	-	-	-	-	648	625	-	563	552	-
Stage 2	-	-	-	-	-	-	551	552	-	566	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	863	-	-	~ 250	273	673	191	222	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 250	273	-	191	222	-
Stage 1	-	-	-	-	-	-	638	616	-	555	512	-
Stage 2	-	-	-	-	-	-	499	512	-	487	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.4			110.9			13		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	250		673	1200	-	-	863	-	-	470		
HCM Lane V/C Ratio	1.135		0.126	0.015	-	-	0.073	-	-	0.039		
HCM Control Delay (s)	140.7		11.1	8	-	-	9.5	-	-	13		
HCM Lane LOS	F		B	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	12.6		0.4	0	-	-	0.2	-	-	0.1		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Timings 3: Site Access/Ute Lane & Highway 50

2040 Total
PM Peak - signal

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	17	300	141	58	329	261	0	78	3	0
Future Volume (vph)	17	300	141	58	329	261	0	78	3	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4			8		2			6
Permitted Phases	4		4	8		2		2	6	
Detector Phase	4	4	4	8	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.0	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0		5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	54.9	54.9	54.9	54.9	54.9		21.9	21.9		21.9
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63		0.25	0.25		0.25
v/c Ratio	0.03	0.28	0.17	0.15	0.31		0.85	0.21		0.04
Control Delay	7.3	8.6	1.8	8.7	8.9		54.8	7.4		5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	7.3	8.6	1.8	8.7	8.9		54.8	7.4		5.6
LOS	A	A	A	A	A		D	A		A
Approach Delay		6.5			8.8		43.9			5.6
Approach LOS		A			A		D			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.3

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 17.8

Intersection LOS: B

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Site Access/Ute Lane & Highway 50



Queues

2025 Total

3: Site Access/Ute Lane & Highway 50

PM Peak - signal



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	18	316	153	63	348	284	85	18
v/c Ratio	0.03	0.27	0.17	0.15	0.30	0.85	0.21	0.04
Control Delay	7.3	8.5	1.8	8.6	8.8	54.8	7.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	8.5	1.8	8.6	8.8	54.8	7.4	5.6
Queue Length 50th (ft)	4	77	0	14	87	148	0	0
Queue Length 95th (ft)	12	122	22	33	135	#272	34	11
Internal Link Dist (ft)		1410			1385	856		1190
Turn Bay Length (ft)	140		100	100				
Base Capacity (vph)	619	1172	890	432	1172	383	443	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.27	0.17	0.15	0.30	0.74	0.19	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

2040 Total

3: Site Access/Ute Lane & Highway 50

PM Peak - signal



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	18	326	153	63	359	284	85	18
v/c Ratio	0.03	0.28	0.17	0.15	0.31	0.85	0.21	0.04
Control Delay	7.3	8.6	1.8	8.7	8.9	54.8	7.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	8.6	1.8	8.7	8.9	54.8	7.4	5.6
Queue Length 50th (ft)	4	80	0	14	90	148	0	0
Queue Length 95th (ft)	12	126	22	33	140	#272	34	11
Internal Link Dist (ft)		1410			1385	856		1190
Turn Bay Length (ft)	140		100	100				
Base Capacity (vph)	610	1172	890	426	1172	383	443	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.28	0.17	0.15	0.31	0.74	0.19	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

11 CDOT ACCESS E PERMIT & ACCESS F PERMIT



COLORADO

Department of Transportation

Region 3

R3 Traffic Section, Access Unit
222 S 6th St, Rm 100
Grand Junction, CO 81501
PH (970) 683-6284 FAX (970) 683-6290

<<<<< e-mailed >>>>>

September 24, 2020

Permit No. 320085

Gunnison Valley Properties
864 W. South Boulder Rd. Ste. 200
Louisville, Colorado 80027

Dear Permittee:

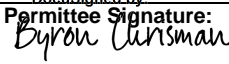
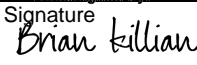
1. Please review the attached State Highway Access Permit (Form #101) and all enclosed attachments.
2. If you choose NOT to act on the permit, please return the permit unsigned.
3. If you ACCEPT the Permit and its Terms and Conditions (and are authorized to sign as legal owner of the property, or as an authorized representative), please sign and date the Access Permit form on the line marked "PERMITTEE" within 60 days of the transmittal date on the permit. Your signature confirms your agreement to all the listed Terms and Conditions.
4. If you fail to sign and return the attached Access Permit within 60 days of the permit transmittal date, the Colorado Department of Transportation (CDOT) will consider this permit withdrawn.
5. You must return the signed Access Permit hard copies with original signature(s), including all pages of terms and conditions and all attachments, with your payment to the Colorado Department of Transportation (CDOT) at the address noted below. The Department will return an executed copy of this permit. You may retain this cover letter for your records.
6. Provide a check or money order made payable to "CDOT" for the total amount due of \$300.00.
7. If you wish to APPEAL the Terms and Conditions of the permit, please refer to the attached Form 101, Pages 2 and 3 for an explanation of the appeal procedures.
8. As described in the additional attached Terms and Conditions, you must make a written request to obtain a Notice to Proceed. DO NOT begin any work within the State Highway Right-of-Way without a validated Access Permit and Notice to Proceed. Use of this permit without the Colorado Department of Transportation's validation shall be considered a violation of State Law.

If you have any questions please call Kandis Aggen, Access Coordinator, at (970) 683-6270 or Brian Killian, Region 3 Permit Manager, at the number above.

Please return Access Permit and attachments to: Region 3 Access Unit
Attn: Kandis Aggen, Access Coordinator
222 S 6th St, Rm 100
Grand Junction, CO 81501

COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT			CDOT Permit No. 320085
			State Highway No / Mp / Side 050A / 159.239 / Left
Permit Fee \$300.00	Date of Transmittal 09/24/2020	Region / Section / Patrol / Name 3 / 02 / 2L25 Gary "Heath" Smith	Local Jurisdiction Gunnison

The Permittee(s): Gunnison Valley Properties 864 W. South Boulder Rd. Ste. 200 Louisville, Colorado 80027 (970) 641-4531	The Applicant(s): LSC Transportation Consultants, Inc 1889 York St Denver, Colorado 80206 (303) 333-1105															
is hereby granted permission to have an access to the state highway at the location noted below. The access shall be constructed, maintained and used in accordance with this permit, including the State Highway Access Code and any attachments, terms, conditions and exhibits. This permit may be revoked by the Issuing Authority if at any time the permitted access and its use violate any parts of this permit. The issuing authority, the Department and their duly appointed agents and employees shall be held harmless against any action for personal injury or property damage sustained by reason of the exercise of the permit.																
Location: Located on the south side of Hwy 050 A approximately 1260 feet east of MP 159 and aligned with Ute Lane / CR 72 West on the north side																
<table border="1"> <thead> <tr> <th>Access to Provide Service to: (Land Use Code)</th> <th>(Size)</th> <th>(Units)</th> </tr> </thead> <tbody> <tr> <td>730 - Government Office Building 20 ksf</td> <td></td> <td></td> </tr> <tr> <td>110 - General Light Industrial 8 ksf</td> <td></td> <td></td> </tr> <tr> <td>853 - Convenience Market with Gasoline Pumps 5 ksf</td> <td></td> <td></td> </tr> <tr> <td>Total Volume</td> <td>283</td> <td>DHV</td> </tr> </tbody> </table>		Access to Provide Service to: (Land Use Code)	(Size)	(Units)	730 - Government Office Building 20 ksf			110 - General Light Industrial 8 ksf			853 - Convenience Market with Gasoline Pumps 5 ksf			Total Volume	283	DHV
Access to Provide Service to: (Land Use Code)	(Size)	(Units)														
730 - Government Office Building 20 ksf																
110 - General Light Industrial 8 ksf																
853 - Convenience Market with Gasoline Pumps 5 ksf																
Total Volume	283	DHV														
Additional Information:																

MUNICIPALITY OR COUNTY APPROVAL Required only when the appropriate local authority retains issuing authority.			
Signature	Print Name	Date	Title
Upon the signing of this permit the permittee agrees to the terms and conditions and referenced attachments contained herein. All construction shall be completed in an expeditious and safe manner and shall be finished within 45 days from Initiation. The permitted access shall be completed in accordance with the terms and conditions of the permit prior to being used. The permittee shall notify Justin Mangum 2L4 with the Colorado Department of Transportation, at (970) 596-2542 at least 48 hours prior to commencing construction within the State Highway right-of-way. The person signing as the permittee must be the owner or legal representative of the property served by the permitted access and have full authority to accept the permit and its terms and conditions.			
DocuSigned by: Permittee Signature: 	Print Name Byron Chrisman	Date 10/15/2020 4:05 PM MDT	
Co-Permittee Signature: (if applicable)	Print Name	Date	
This permit is not valid until signed by a duly authorized representative of the Department.			
COLORADO DEPARTMENT OF TRANSPORTATION			
DocuSigned by: 	Print Name Brian Killian	Title Access Manager	Date (of issue) 10/15/2020 4:06 PM MDT

Copy Distribution:

Required:

- 1.Region
- 2.Applicant

- 3.Staff Access Section
- 4.Central Files

Make copies as necessary for:

- | | |
|-----------------|------------------|
| Local Authority | Inspector |
| MTCE Patrol | Traffic Engineer |

Previous editions are obsolete and may not be used

Page 1 of 3 CDOT Form #101 5/07

State Highway Access Permit Form 101, Page 2

The following paragraphs are excerpts of the State Highway Access Code. These are provided for your convenience but do not alleviate compliance with all sections of the Access Code. A copy of the State Highway Access Code is available from your local issuing authority (local government) or the Colorado Department of Transportation (Department). When this permit was issued, the issuing authority made its decision based in part on information submitted by the applicant, on the access category which is assigned to the highway, what alternative access to other public roads and streets is available, and safety and design standards. Changes in use or design not approved by the permit or the issuing authority may cause the revocation or suspension of the permit.

APPEALS

1. Should the permittee or applicant object to the denial of a permit application by the Department or object to any of the terms or conditions of a permit placed there by the Department, the applicant and permittee (appellant) have a right to appeal the decision to the [Transportation] Commission [of Colorado]. To appeal a decision, submit a request for administrative hearing to the Transportation Commission of Colorado within 60 days of transmittal of notice of denial or transmittal of the permit for signature. Submit the request to the Transportation Commission of Colorado, 4201 East Arkansas Avenue, Denver, Colorado 80222-3400. The request shall include reasons for the appeal and may include changes, revisions, or conditions that would be acceptable to the permittee or applicant.

2. Any appeal by the applicant or permittee of action by a local issuing authority shall be filed with the local authority and be consistent with the appeal procedures of the local authority.

3. In submitting the request for administrative hearing, the appellant has the option of including within the appeal a request for a review by the Department's internal administrative review committee pursuant to [Code] subsection 2.10. When such committee review is requested, processing of the appeal for formal administrative hearing, 2.9(5) and (6), shall be suspended until the appellant notifies the Commission to proceed with the administrative hearing, or the appellant submits a request to the Commission or the administrative law judge to withdraw the appeal. The two administrative processes, the internal administrative review committee, and the administrative hearing, may not run concurrently.

4. Regardless of any communications, meetings, administrative reviews or negotiations with the Department or the internal administrative review Committee regarding revisions or objections to the permit or a denial, if the permittee or applicant wishes to appeal the Department's decision to the Commission for a hearing, the appeal must be brought to the Commission within 60 days of transmittal of notice of denial or transmittal of the permit.

PERMIT EXPIRATION

1. A permit shall be considered expired if the access is not under construction within one year of the permit issue date or before the expiration of any authorized extension. When the permittee is unable to commence construction within one year after the permit issue date, the permittee may request a one year extension from the issuing authority. No more than two one-year extensions may be granted under any circumstances. If the access is not under construction within three years from date of issue the permit will be considered expired. Any request for an extension must be in writing and submitted to the issuing authority before the permit expires. The request should state the reasons why the extension is necessary, when construction is anticipated, and include a copy of page 1 (face of permit) of the access permit. Extension approvals shall be in writing. The local issuing authority shall obtain the concurrence of the Department prior to the approval of an extension, and shall notify the Department of all denied extensions within ten days. Any person wishing to reestablish an access permit that has expired may begin again with the application procedures. An approved Notice to Proceed, automatically renews the access permit for the period of the Notice to Proceed.

CONSTRUCTION

1. Construction may not begin until a Notice to Proceed is approved. (Code subsection 2.4)

2. The construction of the access and its appurtenances as required by the terms and conditions of the permit shall be completed at the expense of the permittee except as provided in subsection 2.14. All materials used in the construction of the access within the highway right-of-way or on permanent easements, become public property. Any materials removed from the highway right-of-way will be disposed of only as directed by the Department. All fencing, guard rail, traffic control devices and other equipment and materials removed in the course of access construction shall be given to the Department unless otherwise instructed by the permit or the Department inspector.

3. The permittee shall notify the individual or the office specified on the permit or Notice to Proceed at least two working days prior to any construction within state highway right-of-way. Construction of the access shall not proceed until both the access permit and the Notice to Proceed are issued. The access shall be completed in an expeditious and safe manner and shall be finished within 45 days from initiation of construction within the highway right-of-way. A construction time extension not to exceed 30 working days may be requested from the individual or office specified on the permit.

4. The issuing authority and the Department may inspect the access during construction and upon completion of the access to ensure that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state right-of-way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.

5. Prior to using the access, the permittee is required to complete the construction according to the terms and conditions of the permit. Failure by the permittee to abide by all permit terms and conditions shall be sufficient cause for the Department or issuing authority to initiate action to suspend or revoke the permit and close the access. If in the determination of the Department or issuing authority the failure to comply with or complete the construction requirements of the permit create a highway safety hazard, such shall be sufficient cause for the summary suspension of the permit. If the permittee wishes to use the access prior to completion, arrangements must be approved by the issuing authority and Department and included in the permit. The Department or issuing authority may order a halt to any unauthorized use of the access pursuant to statutory and regulatory powers. Reconstruction or improvement of the access may be required when the permittee has failed to meet required specifications of design or materials. If any construction element fails within two years due to improper construction or material specifications, the permittee shall be responsible for all repairs. Failure to make such repairs may result in suspension of the permit and closure of the access.

6. The permittee shall provide construction traffic control devices at all times during access construction, in conformance with the M.U.T.C.D. as required by section 42-4-104, C.R.S., as amended.

7. A utility permit shall be obtained for any utility work within highway right-of-way. Where necessary to remove, relocate, or repair a traffic control device or public or private utilities for the construction of a permitted access, the relocation, removal or repair shall be accomplished by the permittee without cost to the Department or issuing authority, and at the direction of the Department or utility company. Any damage to the state highway or other public right-of-way beyond that which is allowed in the permit shall be repaired immediately. The permittee is responsible for the repair of any utility damaged in the course of access construction, reconstruction or repair.

8. In the event it becomes necessary to remove any right-of-way fence, the posts on either side of the access shall be securely braced with an approved end post before the fence is cut to prevent any slacking of the remaining fence. All posts and wire removed are Department property and shall be turned over to a representative of the Department.

9. The permittee shall ensure that a copy of the permit is available for review at the construction site at all times. The permit may require the contractor to notify the individual or office specified on the permit at any specified phases in construction to allow the field inspector to inspect various aspects of construction such as concrete forms, subbase, base course compaction, and materials specifications. Minor changes and additions may be ordered by the Department or local authority field inspector to meet unanticipated site conditions.

10. Each access shall be constructed in a manner that shall not cause water to enter onto the roadway or shoulder, and shall not interfere with the existing drainage system on the right-of-way or any adopted municipal system and drainage plan.

11. By accepting the permit, permittee agrees to save, indemnify, and hold harmless to the extent allowed by law, the issuing authority, the Department, its officers, and employees from suits, actions, claims of any type or character brought because of injuries or damage sustained by any person resulting from the permittee's use of the access permit during the construction of the access.

CHANGES IN ACCESS USE AND PERMIT VIOLATIONS

1. It is the responsibility of the property owner and permittee to ensure that the use of the access to the property is not in violation of the Code, permit terms and conditions or the Act. The terms and conditions of any permit are binding upon all assigns, successors-in-interest, heirs and occupants. If any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume and or vehicle type, the permittee or property owner shall contact the local issuing authority or the Department to determine if a new access permit and modifications to the access are required.

2. When an access is constructed or used in violation of the Code, section 43-2-147(5)(c), C.R.S., of the Act applies. The Department or issuing authority may summarily suspend an access permit and immediately order closure of the access when its continued use presents an immediate threat to public health, welfare or safety. Summary suspension shall comply with article 4 of title 24, C.R.S.

MAINTENANCE

1. The permittee, his or her heirs, successors-in-interest, assigns, and occupants of the property serviced by the access shall be responsible for meeting the terms and conditions of the permit, the repair and maintenance of the access beyond the edge of the roadway including any cattle guard and gate, and the removal or clearance of snow or ice upon the access even though deposited on the access in the course of Department snow removal operations. Within unincorporated areas the Department will keep access culverts clean as part of maintenance of the highway drainage system. However, the permittee is responsible for the repair and replacement of any access-related culverts within the right-of-way. Within incorporated areas, drainage responsibilities for municipalities are determined by statute and local ordinance. The Department will maintain the roadway including auxiliary lanes and shoulders, except in those cases where the access installation has failed due to improper access construction and/or failure to follow permit requirements and specifications in which case the permittee shall be responsible for such repair. Any significant repairs such as culvert replacement, resurfacing, or changes in design or specifications, requires authorization from the Department.

**STATE of COLORADO HIGHWAY ACCESS PERMIT
ADDITIONAL TERMS and CONDITIONS**

September 24, 2020

PERMIT No. 320085

Permittee(s): Gunnison Valley Properties

Location: Gunnison County on CO Highway 050A, near Mile Ref. Pt. 159.239 Left

1. This permitted access is only for the use and purpose stated in the Application and Permit. This Permit is issued in accordance with the State Highway Access Code (2 CCR 601-1), and is based in part upon the information submitted by the Permittee. Any subsequent relocation, reconstruction, or modifications to the access or changes in the traffic volume or traffic nature using the access shall be requested for by means of a new application. Any changes causing non-compliance with the Access Code may render this permit void, requiring a new permit.
2. This permit replaces any and all additional access permits that may be in existence for this access.
3. This permit is for ITE land use 730 Government Offices - 20 ksf, ITE land use 110 Light Industrial - 8 ksf, ITE land use 853 Convenience Market with Gas Pumps - 5 ksf.
4. The traffic volume shall be 283 DHV.
5. This access shall have a full turning-movement.
6. Permittee shall design and construct an eastbound right-turn deceleration lane (800-ft long, which includes a 300-ft taper) in accordance with Section 4 of the Access Code (2 CCR 601-1).
7. Permittee shall restripe the two-way-left-turn-lane to a dedicated westbound left-turn deceleration lane (875-ft long, which includes a 300-ft taper and 75-ft storage) in accordance with Section 4 of the Access Code (2 CCR 601-1).
8. Permittee shall design and construct a northbound to eastbound right-turn acceleration lane (1380-ft long, which includes a 300-ft taper) in accordance with Section 4 of the Access Code (2 CCR 601-1).
9. Permittee shall construct the access so that there are three lanes - shared left-turn/thru lane, right-turn lane, and inbound lane. The right-turn lane should extend back at least 200-ft.
10. This access shall be designed and constructed to CDOT's standards.
11. As per the Access Code, Section 4.5 (Section 5) this access shall be improved and be reconstructed no less than 36 feet wide (exclusive of the radii). There shall be, at minimum, a 25' turning radii (or a radii that will accommodate the minimum turning radius of the largest vehicle projected to use the access). A turning template shall be required with the final plan sets for review prior to the issuance of a Notice to Proceed.
12. The horizontal axis of the access to the State Highway shall be constructed perpendicular to the centerline of the highway and extend from the edge of the roadway a minimum distance of 40 feet, or to the property line, whichever is greater. This design shall be in conformance with section 4 of the State Highway Access Code, 2CCR 601-1.
13. Side slopes shall be at a 4:1 slope on the roadway. The roadway shall slope away from the highway at a -2% grade for the first 20 feet of driveway. This design shall be in conformance with section 4 of the State Highway Access Code, 2CCR 601-1.
14. Immediately upon completion of earthwork, and prior to use, this access shall be hard surfaced in accordance with Section 4.7 of the Access.

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15. The access shall be hard-surfaced a minimum distance of 50 feet from the traveled way, or to the CDOT Right-of-Way, whichever is greater. Where the hard surface is to abut the existing pavement, the existing pavement shall be saw cut and removed a minimum of one foot back from the existing edge for bituminous, or until an acceptable existing cross slope is achieved. Surfacing shall meet the Department's specifications with minimum surfacing to be equal to, or greater than, existing highway conditions.
16. The Permittee shall provide a performance bond that will insure completion of the required highway and all related intersection improvements in conformance with all Department standards and specifications. The bond must be at least 110% of the estimated total highway construction cost and the bonding agency must be surety licensed to do business in the State of Colorado. A thorough Construction Cost Estimate sealed by a Colorado Registered Professional Engineer and a draft of the bond must be provided and approved by Department before acceptance of the final bond and before construction is approved to commence.
17. A design meeting is required prior to construction design. Required personnel for this meeting are: Professional Engineer of Record (i.e., the person who shall sign and seal the plan set), Design Engineer, and Permittee. Please contact Devin Drayton 970-683-6286 for scheduling this design meeting.

18. Materials, Placing, and Compaction

For Level 3 projects, the specifications for materials and compaction shall be discussed and determined at the pre-design meeting with the Region 3 Access Project Engineer.

Unless the Applicant has approval from the Access Manager who may state otherwise, the following are requirements for driveway construction:

Hot Mix Asphalt Option (HMA)

Base: 16 inches of class 6 gravel with maximum 6-inch lifts;

Surface: 4 inches of HMA in two, 2-inch lifts;

Compaction of the subgrade, embankments and backfill shall comply with sections 203 & 304 of the Colorado Highway Standard Specifications for Road and Bridge Construction.

Concrete Pavement Option: Portland Cement (PCCP)

Base: 4 inches of class 6 gravel;

Surface: A minimum of 6" of doweled and tied PCCP.

Compaction of the subgrade, embankments and backfill shall comply with sections 203 & 304 of the Colorado Highway Standard Specifications for Road and Bridge Construction.

19. A Notice to Proceed, CDOT Form 1265, must be issued by CDOT before beginning construction on the access or any activity within the highway Right-of-Way.
20. To receive the Notice to Proceed the applicant shall submit a complete packet to CDOT with the following items:

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- (a) Prior to the issuance of any Notice to Proceed, the applicant shall schedule a pre-construction meeting including but not limited to applicant, Engineer of Record, Construction Inspector, construction personnel, Permittee (if other than applicant), CDOT representative and Traffic Control Supervisor.
 - (b) A construction schedule-- required at the pre-construction meeting.
 - (c) A cover letter requesting a Notice to Proceed.
 - (d) Certificate of Insurance Liability as per Section 2.3(11)(i) of the State Highway Access Code, naming CDOT as an additional insured for general liability.
 - (e) A certified Traffic Control Plan in accordance with Section 2.4(6) of the Access Code. The Traffic Control Plan shall provide accessibility features to accommodate all pedestrians including persons with disabilities for all pathways during construction.
 - (f) Four copies of Construction Plans Stamped (11"x 17" with a minimum scale of 1" = 50') by a Colorado Registered Professional Engineer in full compliance with the State Highway Access Code.
 - (g) Signed and sealed Notice to Proceed Checklist.
 - (h) Signed and Approved Performance Bond.
 - (i) Signed and sealed Drainage Report or narrative.
21. No drainage from this site shall enter onto the State Highway travel lanes. The Permittee is required to maintain all drainage in excess of historical flows and time of concentration on site. All existing drainage structures shall be extended, modified or upgraded, as applicable, to accommodate all new construction and safety standards, in accordance with the Department's standard specifications.
22. Open cuts, which are at least 4 inches in depth, within 30 feet of the edge of the State Highway traveled way, will not be left open at night, on weekends, or on holidays, or shall be protected with a suitable barrier per State and Federal Standards.
23. Nothing in this permit shall prohibit the Chief Engineer from exercising the right granted in CRS 43-3-102 Including but not limited to restricting left hand turns by construction of physical medial separations.
24. The Permittee is responsible for obtaining any necessary additional Federal, State and/or City/County permits or clearances required for construction of the access. Approval of this access permit does not constitute verification of this action by the Permittee. Permittee is also responsible for obtaining all necessary utility permits in addition to this access permit.
25. All workers within the State Highway right-of-way shall comply with their employer's safety and health policies/procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations - including, but not limited to the applicable sections of 29 CFR Part 1910 - Occupational Safety and Health Standards and 29 CFR Part 1926 - Safety and Health Regulations for Construction. Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation.

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26. The Permittee shall provide accessibility features to accommodate all pedestrians including persons with disabilities for all pathways during and after construction.
27. The Permittee is required to comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) that have been adopted by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and incorporated by the U.S. Attorney General as a federal standard. These guidelines are defining traversable slope requirements and prescribing the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at: <https://www.codot.gov/business/designsupport/standard-plans> .
28. When it is necessary to remove any highway right-of-way fence, the posts on either side of the access entrance shall be securely braced with approved end posts and in conformance with the Department's M-607-1 standard, before the fence is cut, to prevent slacking of the remaining fence. All materials removed shall be returned to the Department.
29. It shall be the responsibility of the Permittee to maintain adequate sight distance for this driveway. Trimming of vegetation or trees to maintain adequate sight distance is the sole responsibility of the Permittee.
30. The permittee, his or her heirs, successors-in-interest, assigns, and occupants of the property serviced by the access shall be responsible for meeting the terms and conditions of the permit, the repair and maintenance of the access beyond the edge of the roadway including any cattle guard and gate, and the removal or clearance of snow or ice upon the access even though deposited on the access in the course of Department snow removal operations. Within unincorporated areas the Department will keep access culverts clean as part of maintenance of the highway drainage system. However, the permittee is responsible for the repair and replacement of any access-related culverts within the right-of-way. Within incorporated areas, drainage responsibilities for municipalities are determined by statute and local ordinance. The Department will maintain the roadway including auxiliary lanes and shoulders, except in those cases where the access installation has failed due to improper access construction and/or failure to follow permit requirements and specifications in which case the permittee shall be responsible for such repair. Any significant repair such as culvert replacement, resurfacing, or changes in design or specifications, requires authorization from the Department.
31. Any damage to present highway facilities including traffic control devices shall be repaired immediately at no cost to the Department and prior to continuing other work.
32. During access construction, no construction-related, personal vehicles will be permitted to park in the state highway right-of-way.
33. Any mud or other material tracked, or otherwise deposited, on the roadway shall be removed daily or as ordered by the Department inspector. If mud is an obvious condition during site construction, it is recommended that the contractor build a Stabilized Construction Entrance or Scrubber Pad at the intended construction access to aid in the removal of mud and debris from vehicle tires. The details of the Stabilized Construction Entrance can be found in the M & S Standards Plan No. M-208-1.

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34. A fully-executed, complete copy of this permit and the Notice to Proceed must be on the job site with the contractor at all times during the construction. Failure to comply with this or any other construction requirement may result in the immediate suspension of work by order of the Department inspector or the issuing authority.
35. No work will be allowed at night, Saturdays, Sundays and legal holidays without prior authorization from the Department. The Department may also restrict work within the State Highway right-of-way during adverse weather conditions.
36. The access shall be completed in an expeditious and safe manner and shall be completed within 45 days from initiation of construction within State Highway right-of-way or in accordance with written concurrence of the Access Manager. All construction shall be completed in a single season.
37. All costs associated with any type of utility work will be at the sole responsibility and cost of the Permittee and at no cost to CDOT.
38. Areas of roadway and/or right-of-way disturbed during this installation shall be restored to their original conditions to insure proper strength and stability, drainage and erosion control. Restoration shall meet the Department's standard specifications for topsoil, fertilization, mulching, and re-seeding.
39. All construction and inspection work must be under the direction of a Colorado Registered Professional Engineer. The PE's responsibilities include, but are not limited to: The PE shall evaluate compliance with plans and specifications with regard to the roadway improvements within the State right-of-way. The PE shall carefully monitor the contractor's compliance on all aspects of construction, including construction zone traffic control.
40. Engineering Certification: After inspection and before final acceptance, the Engineer shall certify to CDOT in writing that all inspections, materials, materials testing, and construction methods conform to the plans, specifications and purpose of design. Upon completion of the work, that responsible Engineer shall submit an "As Built" plans, showing in detail all approved construction changes, modification.

Construction Completion & Final Acceptance

41. The Permittee shall construct all improvements stated on this permit prior to any use as allowed by this permit. The Permittee shall notify the Permit Manager within 10 working days to request a final inspection. This request shall include signed and sealed certification that all materials and construction have been completed in accordance with all applicable Department Standards and Specifications; and that the access is constructed in conformance with the State Highway Access Code, 2 CCR 601-1, and the terms and conditions included in this permit. The engineer of record shall be present for this inspection. The access serviced by this permit may not be opened to traffic until the CDOT Access Manager provides written initial approval.
42. Following the final inspection, CDOT will prepare an Access Construction Inspection Summary Letter and send it to the applicant, Permittee, and engineer of record. If additional items are required to complete the access construction, a list of these items will be part of the access construction inspection summary letter. All required items and final as-built survey shall be completed within 30 days from receiving the Access Construction Summary Letter. The access serviced by this permit may not be opened to traffic until

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written approval has been given from the CDOT Access Manager. If all work appears to have been done in general close conformity with the above named permit, an initial acceptance letter will be sent to the Permittee and this access may be opened for traffic.

43. The 2-year warrantee period will begin when the initial acceptance letter is issued. In accordance with section 2.5(6) of the State Highway Access Code, if any construction element fails within two-years due to improper construction or material specifications, the Permittee shall be responsible for all repairs. Failure to make such repairs may result in suspension of the permit and closure of the access. The letter of final acceptance will be issued once the access has been inspected and is found to comply with all material and construction in accordance with all applicable Department Standards and Specifications approx. 2 years after initial acceptance.

COLORADO DEPARTMENT OF TRANSPORTATION Environmental

Clearances Information Summary

PURPOSE - This summary is intended to inform entities external to CDOT that may be entering the state highway right-of-way to perform work related to their own facilities (such as Utility, Special Use or Access Permittees), about some of the more commonly encountered environmental permits/clearances that may apply to their activities. This listing is not all-inclusive - additional environmental or cultural resource permits/clearances may be required in certain instances. Appropriate local, state and federal agencies should be contacted for additional information if there is any uncertainty about what permits/clearances are required for a specific activity. **IMPORTANT – Please Review The Following Information Carefully – Failure to Comply With Regulatory Requirements May Result In Suspension or Revocation of Your CDOT Permit, Or Enforcement Actions By Other Agencies.**

CLEARANCE CONTACTS - As indicated in the permit/clearance descriptions listed below, the following individuals or agencies may be contacted for additional information:

- Colorado Department of Public Health and Environment (CDPHE): General Information – (303) 692-2035
Water Quality Control Division (WQCD): (303) 692-3500
Environmental Permitting Website <https://www.colorado.gov/pacific/cdphe/all-permits>
- CDOT Water Quality Program Manager: (303) 757-9343 <https://www.codot.gov/programs/environmental/water-quality>
- CDOT Asbestos Project Manager: Phil Kangas, (303) 512-5519
- Colorado Office of Archaeology and Historic Preservation: (303) 866-5216
- U.S. Army Corps of Engineers, District Regulatory Offices: Omaha District (NE CO), Denver Office (303) 979-4120
<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado.aspx>
- Sacramento Dist. (Western CO), Grand Junction Office (970) 243-1199
<http://www.spk.usace.army.mil/Missions/Regulatory.aspx> Albuquerque
- District (SE CO), Pueblo Office (719)-543-9459
<http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>
- CDOT Utilities, Special Use and Access Permitting: (303) 757-9654 <https://www.codot.gov/business/permits>

Wildlife Resources - Disturbance of wildlife shall be avoided to the maximum extent practicable. Entry into areas of known or suspected threatened or endangered species habitat will require special authorization from the CDOT permitting office. If any threatened or endangered species are encountered during the progress of the permitted work, work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Information about threatened or endangered species may be obtained from the CDOT website, <http://www.codot.gov/programs/environmental/wildlife/guidelines>, or the Colorado Parks and Wildlife (CPW) website, <http://www.cpw.state.co.us/learn/Pages/SOC-ThreatenedEndangeredList.aspx>. Additional guidance may be provided by the appropriate Region Planning and Environmental Manager (RPEM).

Cultural Resources - The applicant must request a file search of the permit area through the Colorado Office of Archaeology and Historic Preservation (OAHP), Denver, to ascertain if historic or archaeological resources have previously been identified (<http://www.historycolorado.org/oaHP/file-search>). Inventory of the permit area by a qualified cultural resources specialist may be necessary, per the recommendation of CDOT. If archaeological sites/artifacts or historic resources are known to exist prior to the initiation of the permitted work or are encountered as the project progresses, all work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Additional guidance may be provided by the Regional Permitting Office and RPEM. **Contact Information:** Contact the OAHP for file searches at (303) 866-5216.

Paleontological Resources - The applicant must request a fossil locality file search through the University of Colorado Museum, Boulder (<https://cumuseum.colorado.edu/research/paleontology/vertebrates/policies>), and the Denver Museum of Nature and Science (<http://www.dmns.org/science/collections/earth-science-collections/>) to ascertain if paleontological resources have been previously identified in or near the permit area. Inventory of the permit area by a qualified paleontologist may be necessary, per the recommendation of CDOT. If fossils are encountered during the permitted work, all work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Additional guidance may be provided by the Regional Permitting Office in the Permit Special Provisions. **Contact Information:** See the museum websites listed above for Paleontological Collections Manager contact information. Contact the CDOT Paleontologist for further information at nicole.peavey@state.co.us or (303) 7579632. The CDOT Paleontologist will not conduct a comprehensive file search independently of the museums.

Hazardous Materials, Solid Waste - The Solid Wastes Disposal Sites and Facilities Act C.R.S. 30-20-100, et al, and Regulations Pertaining to Solid Waste Disposal Sites and Facilities (6 CCR 1007-2), prohibit solid waste disposal without an approved Certificate of Designation (a landfill permit). The Colorado Hazardous Waste Act C.R.S. 25-15-301 et al, and the Colorado Hazardous Waste Regulations (6 CCR 1007-3) prohibit the transfer, storage or disposal (TSD) of hazardous waste except at permitted TSD sites. There are no permitted landfills or TSD sites within the State Highway Right of Way. Therefore, all solid or hazardous wastes that might be generated by the activities of entities entering the State Highway Right of Way must be removed from the ROW and disposed of at a permitted facility or designated collection point (e.g., for solid waste, a utility or construction company's own dumpster). If pre-existing solid waste or hazardous materials contamination (including oil or petroleum contaminated soil, asbestos, chemicals, mine tailings, etc.) is encountered during the performance of work, the permittee shall halt work in the affected area and immediately contact the CDOT Regional Permitting Office for direction as to how to proceed. **Contact Information:** Theresa Santangelo-Dreiling, CDOT Hazardous Materials Management Supervisor: (303) 512-5524.

Asbestos Containing Materials, Asbestos Contaminated Soil - All work on asbestos containing materials (ACM) must comply with the applicable requirements of the CDPHE Air Pollution Control Division's (APCD) Regulation 8. Disposal of ACM, and work done in asbestos-contaminated soil, must comply with the CDPHE Hazardous Materials and Waste Management Division's (HMWMD) Solid

<p>Waste Regulations. The application for any CDOT permit must specifically identify any ACM involved in the work for which the permit is required. Requirements may be specified in the permit special provisions. Contact Information: CDPHE APCD and HMWMD Regulations can be accessed via the CDPHE Environmental Permitting Website listed above. Additional information concerning clearance on CDOT projects is available from the CDOT Asbestos Project Manager (303) 5125519, or Theresa Santangelo-Dreiling, Hazardous Materials Management Supervisor: (303) 512-5524.</p>
<p>Transportation of Hazardous Materials - No person may offer or accept a hazardous material for transportation in commerce unless that person is registered in conformance with the United States Department of Transportation regulations at 49 CFR, Part 171. The hazardous material must be properly classed, described, packaged, marked, labeled, and in condition for shipment as required or authorized by applicable requirements, or an exemption, approval or registration has been issued. Vehicles requiring a placard, must obtain authorization and a State HAZMAT Permit from the Colorado Public Utilities Commission. Contact Information: For authorization and more info call the Federal Motor Safety Carrier Administration, US DOT for inter- and intra-state HAZMAT Registration (303) 969-6748. Colorado Public Utilities Commission: (303) 894-2868.</p>
<p>Discharge of Dredged or Fill Material – 404 Permits Administered By the U.S. Army Corps of Engineers, and Section 401 Water Quality Certifications Issued by the CDPHE WQCD - Corps of Engineers 404 permits are required for the discharge of dredged or fill materials into waters of the United States, including wetlands. There are various types of 404 permits, including nationwide permits, which are issued for activities with relatively minor impacts. For example, there is a nationwide permit for utility line activities (nwp #12). Depending upon the specific circumstances, it is possible that either a "general" or "individual" 404 permit would be required. If an individual 404 permit is required, section 401 water quality certification from the CDPHE WQCD is also required. Contact the appropriate Corps District Regulatory Office for information about what type of 404 permit may be required (contact information above). Contact the CDPHE Water Quality Control Division at (303) 692-3500.</p>
<p>Working on or in any stream or its bank - In order to protect and preserve the state's fish and wildlife resources from actions that may obstruct, diminish, destroy, change, modify, or vary a natural existing stream or its banks or tributaries, it may be necessary to obtain a Senate Bill 40 certification from the Colorado Department of Natural Resources. A stream is defined as 1) represented by a solid blue line on USGS 7.5' quadrangle maps; and/or 2) intermittent streams providing live water beneficial to fish and wildlife; and/or 3) segments of streams supporting 25% or more cover within 100 yards upstream or downstream of the project; and/or 4) segments of streams having wetlands present within 200 yards upstream or downstream of the project measured by valley length. The CPW application, as per guidelines agreed upon by CDOT and CPW, can be accessed at https://www.codot.gov/programs/environmental/wildlife/guidelines.</p>
<p>Stormwater Construction Permit (SCP) and Stormwater Discharge From Industrial Facilities - Discharges of stormwater runoff from construction sites disturbing one acre or more - or certain types of industrial facilities, such as concrete batch plants - require a CDPS Stormwater Permit. Contact Information: Contact the CDPHE Water Quality Control Division at (303) 692-3500. Website: https://www.colorado.gov/pacific/cdphe/wq-construction-general-permits and https://colorado.gov/pacific/cdphe/wq-commerce-and-industry-permits.</p>
<p>Construction Dewatering (Discharge or Infiltration) and Remediation Activities - Discharges of water encountered during excavation or work in wet areas may require a Construction Dewatering or Remediation Activities Discharge Permit. Contact Information: For Construction Dewatering and Remediation Activities Discharge Permits, contact the CDPHE WQCD at (303) 6923500. For Applications and Instructions (CDPHE website): https://www.colorado.gov/pacific/cdphe/wq-construction-general-permits.</p>
<p>Municipal Separate Storm Sewer System (MS4) Discharge Permit - Discharges from the storm sewer systems of larger municipalities, and from the CDOT highway drainage system that lies within those municipalities, are subject to MS4 Permits issued by the CDPHE WQCD. For facilities that lie within the boundaries of a municipality that is subject to an MS4 permit, the owner of such facility should contact the municipality regarding stormwater related clearances that may have been established under that municipality's MS4 permit. All discharges to the CDOT highway drainage system or within the Right of Way (ROW) must comply with the applicable provisions of the Colorado Water Quality Control Act, the Water Quality Control Commission (WQCC) Regulations (https://www.colorado.gov/pacific/cdphe/wqcc-regulations-and-policies-and-water-quality-statutes) and the CDOT MS4 Permit # COS000005 (https://www.codot.gov/programs/environmental/water-quality/documents). Discharges are subject to inspection by CDOT and CDPHE. Contact the CDPHE Water Quality Control Division at (303) 692-3500 for a listing of municipalities required to obtain MS4 Permits, or go to https://www.colorado.gov/pacific/cdphe/wq-municipal-ms4-permits. For CDOT-related MS4 regulations, go to: https://www.codot.gov/programs/environmental/water-quality/stormwater-programs.html.</p>
<p>General Prohibition – Discharges - All discharges are subject to the provisions of the Colorado Water Quality Control Act and the Colorado Discharge Permit Regulations. Prohibited discharges include, but are not limited to, substances such as wash water, paint, automotive fluids, solvents, oils or soaps and sediment. Contact Information: Contact the CDPHE Water Quality Control Division at (303) 692-3500.</p>
<p>General Authorization - Allowable Non-Stormwater Discharges - Unless otherwise identified by CDOT or the WQCD as significant sources of pollutants to the waters of the State, the following discharges to stormwater systems are allowed without a Colorado Discharge Permit System permit: landscape irrigation, diverted stream flows, uncontaminated ground water infiltration to separate storm sewers, discharges from potable water sources, foundation drains, air conditioning condensation, irrigation water, uncontaminated springs, footing drains, water line flushing, flows from riparian habitats and wetlands, and flow from firefighting activities. Allowable non-stormwater discharges can be found under Illicit Discharge PDD at: https://www.codot.gov/programs/environmental/water-quality/stormwater-programs.html. Contact Information: The CDPHE Water Quality Control Division (telephone #'s listed above).</p>
<p>Erosion and Sediment Control Practices - For activities requiring a Stormwater Construction Permit, erosion control requirements will be specified in that permit. In situations where a stormwater permit is not required, all reasonable measures should be taken to minimize erosion and sedimentation according to CDOT Standard Specifications 107.25, 208, 213 and 216 (https://www.codot.gov/business/designsupport/2011-construction-specifications/2011-Specs/2011-specs-book). All disturbances require a stabilization plan, native seeding or landscape design plan according to applicable CDOT Standard Specifications 212-217 and 623. The CDOT Erosion Control and Stormwater Quality Guide (available from the Bid Plans Office at (303) 757-9313) should be used to design erosion controls and restore disturbed vegetation.</p>

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Disposal of Drilling Fluids - Drilling fluids used in operations such as Horizontal Directional Drilling may be classified as “discharges” of Way, and disposed of at permitted facilities that specifically accept such wastes. Disposal of drilling fluids into storm drains, storm sewers, roadside ditches or any other type of man-made or natural waterway is prohibited by Water Quality Control and/or Solid Waste regulations. Small quantities of drilling fluid solids (less than 1 cubic yard of solids) may be left on-site after either being separated from fluids or after infiltration of the water, provided: 1) the drilling fluid consists of only water and bentonite clay, or, if required for proper drilling properties, small quantities of polymer additives that are approved for use in drinking water well drilling; 2) the solids are fully contained in a pit, and are not likely to pose a nuisance to future work in the area, 3) the solids are covered and the area restored as required by CDOT permit requirements (Utility, Special Use, or Access Permits, etc.). **Contact Information:** Contact CDPHE (telephone #'s listed above).

Noxious Weeds and Invasive Species Management Plan – Noxious Weeds and Invasive Species guidance can be found by contacting the Colorado Department of Agriculture (<https://www.colorado.gov/pacific/agconservation/noxiousweeds>) and the Colorado Division of Parks and Wildlife (<http://cpw.state.co.us/aboutus/Pages/RS-NoxiousWeeds.aspx>). In either case, management plans involving the control of noxious weeds associated with the permitted activity and cleaning of equipment will be required.

Concrete Washout - Waste generated from concrete activities shall NOT be allowed to flow into the drainage ways, inlets, receiving waters, or in the CDOT ROW. Concrete waste shall be placed in a temporary concrete washout facility and must be located a minimum of 50 feet from state waters, drainageways, and inlets. Concrete washout shall only be performed as specified by the CDOT Environmental Program and shall be in accordance to CDOT specifications and guidelines. **Contact Information:** Contact CDPHE or find additional information on the CDOT website: <https://www.codot.gov/business/designsupport/2011-constructionspecifications/2011-Specs> and refer to the specifications and their revisions for sections 101, 107 and 208.

Spill Reporting - Spills shall be contained and cleaned up as soon as possible. Spills shall NOT be washed down into the storm drain or buried. All spills shall be reported to the CDOT Illicit Discharge Hotline at (303) 512-4446 (4H2O), as well as the Regional Permitting Office and Regional Maintenance Supervisor. Spills on highways, into waterways, any spill in the highway right-of-way exceeding 25 gallons, or that may otherwise present an immediate danger to the public shall be reported by calling 911, and shall also be reported to the CDPHE at 1-877-518-5608. More information can be found at <https://www.colorado.gov/pacific/cdphe/emergencyreporting-line>.

About This Form - Questions or comments about this Information Summary may be directed to Dan Roussin, Program Administrator, CDOT Access Management Unit, at (303) 757-9841, daniel.roussin@state.co.us



What is stormwater runoff?

Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Impervious surfaces like roads and sidewalks prevent stormwater from naturally soaking into the ground.

Why is stormwater runoff a problem?

Stormwater can pick up debris, chemicals, dirt and other pollutants and flow into CDOT's storm drain system or directly into a stream, river, lake, wetland or reservoir. Anything that enters CDOT's storm drain system is discharged untreated into the waterways we use for fishing, swimming, and providing drinking water.



Dredged spoil, dirt, slurry, solid waste, incinerator residue, sewage, sewage sludge, garbage, trash, chemical waste, biological nutrient, biological material, radioactive material, heat, pH, wrecked or discarded equipment, **rock, sand,** any industrial, municipal, or agricultural waste.

Tips for Reporting an Illicit Discharge

Call the illicit discharge hotline at **(303) 512-4426**. From a safe distance try to estimate the amount of the discharge. Identify characteristics of the discharge (color, odor, algae, etc.). Obtain information on the vehicle dumping the waste (if applicable).

Do not approach!

Call *CSP for illicit dumping.

If possible, take a photo, record a license plate.

REMEMBER:

Never get too close to the illicit discharge, it may be dangerous!!!

For more information on CDOT Utility Permits:

<https://www.codot.gov/business/permits/utilities/specialuse>

For more information on CDOT Access Permits:

<https://www.codot.gov/business/permits/access/permits>

For more information on CDOT Water Quality Program:

Water Quality Program Manager
4201 E. Arkansas Ave.
Shumate Building
Denver, Colorado 80222
303-757-9343

Water Quality Program Industrial Facilities Program

CDOT has a Municipal Separate Storm Sewer System permit, otherwise known as (MS4) from the Colorado Department of Public Health and Environment. The permit states that only stormwater can be discharged from CDOT's storm drain system.



As part of the permit, CDOT has several different programs to prevent pollutants from entering into the storm drain system:

- Construction Site Program
- New Development Redevelopment Program
- Illicit Discharge Program
- Industrial Facilities Program
- Public Education and Outreach Program
- Pollution Prevention and Good Housekeeping Program
- Wet Weather Monitoring Program



COLORADO
Department of
Transportation

Control Measures for Industrial Facilities

Industrial facilities can use control measures (CM) otherwise known as Best Management Practices (BMP) during the construction of a facility and when operating the facility. Control measures are schedules of activities, maintenance procedures, and other management practices to prevent and reduce pollution entering into CDOT's storm drain system. Control Measures also include treatment, operating procedures, and practices to control site run off which can include structural and non-structural controls.

CDOT defines a utility, or utility facility as any privately, publicly, or cooperatively owned line, facility, or system producing, transmitting or distributing the following:

- ✓ Communications
- ✓ Cable television
- ✓ Power
- ✓ Electricity
- ✓ Light
- ✓ Heat Gas
- ✓ Oil
- ✓ Crude Products
- ✓ Water
- ✓ Stream
- ✓ Waste
- ✓ Stormwater not connected with highway drainage
- ✓ Similar Commodity

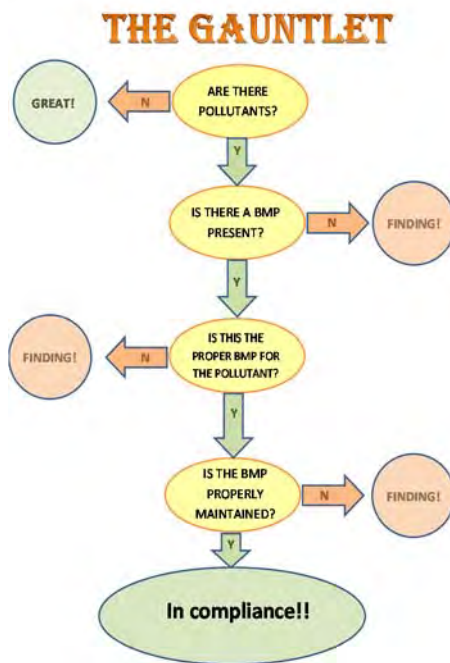
Industrial Facilities Program Elements:

1. Educate and outreach to owners or operators that have potential to contribute substantial pollutant to water.
2. Report and include information on discharge and water quality concerns. Provide written notification within 15 days of discovery to CDPHE.
3. Submit an annual report to CDPHE containing the number of informational brochures distributed; name and title of each individual trained.

Education

There are instances when a utility company or other entity doing work in the state highway right-of-way will require some type of environmental permit or clearance for that work. CDOT has put together an Environmental Clearances Information Summary for those applying for a CDOT Utility and Special Use Permit or Access Permit to obtain all required clearances. This fact sheet is given to each permittee and is available at:

<http://www.coloradodot.info/programs/environmental/resources/guidance-standards/Environmental%20Clearances%20Info%20Summary.pdf>





Tomichi Ln

Tomichi Village

72

Downtown Gunnison

Ute Lane West

Ute Lane East

Earth

COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application
acceptance date:

Instructions:

**Please print
or type**

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

1) Property owner (Permittee) Gunnison Valley Properties, LLC Byron Chrisman		2) Applicant or Agent for permittee (if different from property owner) LSC Transportation Consultants, Inc.	
Street address 864 W. South Boulder Road, Suite 200		Mailing address Chris McGranahan 1889 York Street	
City, state & zip Louisville, CO 80027	Phone # 970-641-4531	City, state & zip Denver, CO 80206	Phone # (required) 303-333-1105
E-mail address byron@chrismanc.com		E-mail address if available chris@lsctrans.com	
3) Address of property to be served by permit (required) 850 County Road 49, Gunnison, CO			
4) Legal description of property: If within jurisdictional limits of Municipality, city and/or County, which one? county Gunnison subdivision _____ block _____ lot _____ section NE 1/4 Section 6 township 49N range 1E			
5) What State Highway are you requesting access from? US 50A		6) What side of the highway? <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	
7) How many feet is the proposed access from the nearest mile post? 1,250 feet <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W from: MP 159		How many feet is the proposed access from the nearest cross street? 0 feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W from: CR 72 (West)	
8) What is the approximate date you intend to begin construction? 5/1/2021			
9) Check here if you are requesting a: <input checked="" type="checkbox"/> new access <input type="checkbox"/> temporary access (duration anticipated: _____) <input type="checkbox"/> improvement to existing access <input type="checkbox"/> change in access use <input type="checkbox"/> removal of access <input type="checkbox"/> relocation of an existing access (provide detail)			
10) Provide existing property use Agricultural			
11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - what are the permit number(s) and provide copies: _____ and/or, permit date: _____			
12) Does the property owner own or have any interests in any adjacent property? <input type="checkbox"/> no <input checked="" type="checkbox"/> yes, if yes - please describe: The property owner controls the overall Gunnison Rising property.			
13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - list them on your plans and indicate the proposed and existing access points.			
14) If you are requesting agricultural field access - how many acres will the access serve? N/A			
15) If you are requesting commercial or industrial access please indicate the types and number of businesses and provide the floor area square footage of each.			
business/land use	square footage	business	square footage
Government Office Campus	28,000		
Convenience/Gas Store	5,000		
16) If you are requesting residential development access, what is the type (single family, apartment, townhouse) and number of units?			
type	number of units	type	number of units
N/A			
17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.			
Indicate if your counts are <input checked="" type="checkbox"/> peak hour volumes or <input type="checkbox"/> average daily volumes.	# of passenger cars and light trucks at peak hour volumes 360	# of multi unit trucks at peak hour volumes 6	
# of single unit vehicles in excess of 30 ft. 40	# of farm vehicles (field equipment) 2	Total count of all vehicles 408	

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

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

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

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

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

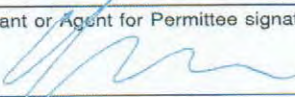

Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

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

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

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

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

Applicant or Agent for Permittee signature 	Print name Chris McGranahan	Date August 26, 2020
If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.		
Property owner signature 	Print name Byron R. CHRISTMAN mgr	Date 8-27-20



COLORADO

Department of Transportation

Region 3

R3 Traffic Section, Access Unit
222 S 6th St, Rm 100
Grand Junction, CO 81501
PH (970) 683-6284 FAX (970) 683-6290

<<<<< e-mailed >>>>>

September 24, 2020

Permit No. 320086

Gunnison Valley Properties
864 W. South Boulder Rd. Ste. 200
Louisville, Colorado 80027

Dear Permittee:

1. Please review the attached State Highway Access Permit (Form #101) and all enclosed attachments.
2. If you choose NOT to act on the permit, please return the permit unsigned.
3. If you ACCEPT the Permit and its Terms and Conditions (and are authorized to sign as legal owner of the property, or as an authorized representative), please sign and date the Access Permit form on the line marked "PERMITTEE" within 60 days of the transmittal date on the permit. Your signature confirms your agreement to all the listed Terms and Conditions.
4. If you fail to sign and return the attached Access Permit within 60 days of the permit transmittal date, the Colorado Department of Transportation (CDOT) will consider this permit withdrawn.
5. You must return the signed Access Permit hard copies with original signature(s), including all pages of terms and conditions and all attachments, with your payment to the Colorado Department of Transportation (CDOT) at the address noted below. The Department will return an executed copy of this permit. You may retain this cover letter for your records.
6. Provide a check or money order made payable to "CDOT" for the total amount due of \$100.00.
7. If you wish to APPEAL the Terms and Conditions of the permit, please refer to the attached Form 101, Pages 2 and 3 for an explanation of the appeal procedures.
8. As described in the additional attached Terms and Conditions, you must make a written request to obtain a Notice to Proceed. DO NOT begin any work within the State Highway Right-of-Way without a validated Access Permit and Notice to Proceed. Use of this permit without the Colorado Department of Transportation's validation shall be considered a violation of State Law.

If you have any questions please call Kandis Aggen, Access Coordinator, at (970) 683-6270 or Brian Killian, Region 3 Permit Manager, at the number above.

Please return Access Permit and attachments to: Region 3 Access Unit
Attn: Kandis Aggen, Access Coordinator
222 S 6th St, Rm 100
Grand Junction, CO 81501

COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT			CDOT Permit No. 320086
			State Highway No / Mp / Side 050A / 159.672 / Left
Permit Fee \$100.00	Date of Transmittal 09/24/2020	Region / Section / Patrol / Name 3 / 02 / 2L25 Gary "Heath" Smith	Local Jurisdiction Gunnison

The Permittee(s): Gunnison Valley Properties 864 W. South Boulder Rd. Ste. 200 Louisville, Colorado 80027 (970) 641-4531	The Applicant(s): LSC Transportation Consultants, Inc 1889 York St Denver, Colorado 80206 (303) 333-1105								
is hereby granted permission to have an access to the state highway at the location noted below. The access shall be constructed, maintained and used in accordance with this permit, including the State Highway Access Code and any attachments, terms, conditions and exhibits. This permit may be revoked by the Issuing Authority if at any time the permitted access and its use violate any parts of this permit. The issuing authority, the Department and their duly appointed agents and employees shall be held harmless against any action for personal injury or property damage sustained by reason of the exercise of the permit.									
Location: Located on the south side of Hwy 050 A approximately 3615 feet east of MP 159 and aligned with Ute Lane / CR 72 East on the north side									
<table border="0"> <tr> <td>Access to Provide Service to:</td> <td>(Land Use Code)</td> <td>(Size)</td> <td>(Units)</td> </tr> <tr> <td>996 - Emergency Services Access</td> <td></td> <td></td> <td>Less than 1 vehicle/day</td> </tr> </table>		Access to Provide Service to:	(Land Use Code)	(Size)	(Units)	996 - Emergency Services Access			Less than 1 vehicle/day
Access to Provide Service to:	(Land Use Code)	(Size)	(Units)						
996 - Emergency Services Access			Less than 1 vehicle/day						
Additional Information: East Access (Emergency Only). This access shall be gated at all times unless used by emergency services.									

MUNICIPALITY OR COUNTY APPROVAL Required only when the appropriate local authority retains issuing authority.			
Signature	Print Name	Date	Title
Upon the signing of this permit the permittee agrees to the terms and conditions and referenced attachments contained herein. All construction shall be completed in an expeditious and safe manner and shall be finished within 45 days from Initiation. The permitted access shall be completed in accordance with the terms and conditions of the permit prior to being used.			
The permittee shall notify Justin Mangum 2L4 with the Colorado Department of Transportation, at (970) 596-2542 at least 48 hours prior to commencing construction within the State Highway right-of-way.			
The person signing as the permittee must be the owner or legal representative of the property served by the permitted access and have full authority to accept the permit and its terms and conditions.			
Permittee Signature:	Print Name	Date	
Co-Permittee Signature: (if applicable)	Print Name	Date	
This permit is not valid until signed by a duly authorized representative of the Department.			
COLORADO DEPARTMENT OF TRANSPORTATION			
Signature	Print Name	Title	Date (of issue)

Copy Distribution:
Required:

 1.Region
 2.Applicant

 3.Staff Access Section
 4.Central Files

Make copies as necessary for:

 Local Authority
 MTCE Patrol
 Inspector
 Traffic Engineer

Previous editions are obsolete and may not be used
Page 1 of 3 CDOT Form #101 5/07

State Highway Access Permit Form 101, Page 2

The following paragraphs are excerpts of the State Highway Access Code. These are provided for your convenience but do not alleviate compliance with all sections of the Access Code. A copy of the State Highway Access Code is available from your local issuing authority (local government) or the Colorado Department of Transportation (Department). When this permit was issued, the issuing authority made its decision based in part on information submitted by the applicant, on the access category which is assigned to the highway, what alternative access to other public roads and streets is available, and safety and design standards. Changes in use or design not approved by the permit or the issuing authority may cause the revocation or suspension of the permit.

APPEALS

1. Should the permittee or applicant object to the denial of a permit application by the Department or object to any of the terms or conditions of a permit placed there by the Department, the applicant and permittee (appellant) have a right to appeal the decision to the [Transportation] Commission [of Colorado]. To appeal a decision, submit a request for administrative hearing to the Transportation Commission of Colorado within 60 days of transmittal of notice of denial or transmittal of the permit for signature. Submit the request to the Transportation Commission of Colorado, 4201 East Arkansas Avenue, Denver, Colorado 80222-3400. The request shall include reasons for the appeal and may include changes, revisions, or conditions that would be acceptable to the permittee or applicant.

2. Any appeal by the applicant or permittee of action by a local issuing authority shall be filed with the local authority and be consistent with the appeal procedures of the local authority.

3. In submitting the request for administrative hearing, the appellant has the option of including within the appeal a request for a review by the Department's internal administrative review committee pursuant to [Code] subsection 2.10. When such committee review is requested, processing of the appeal for formal administrative hearing, 2.9(5) and (6), shall be suspended until the appellant notifies the Commission to proceed with the administrative hearing, or the appellant submits a request to the Commission or the administrative law judge to withdraw the appeal. The two administrative processes, the internal administrative review committee, and the administrative hearing, may not run concurrently.

4. Regardless of any communications, meetings, administrative reviews or negotiations with the Department or the internal administrative review Committee regarding revisions or objections to the permit or a denial, if the permittee or applicant wishes to appeal the Department's decision to the Commission for a hearing, the appeal must be brought to the Commission within 60 days of transmittal of notice of denial or transmittal of the permit.

PERMIT EXPIRATION

1. A permit shall be considered expired if the access is not under construction within one year of the permit issue date or before the expiration of any authorized extension. When the permittee is unable to commence construction within one year after the permit issue date, the permittee may request a one year extension from the issuing authority. No more than two one-year extensions may be granted under any circumstances. If the access is not under construction within three years from date of issue the permit will be considered expired. Any request for an extension must be in writing and submitted to the issuing authority before the permit expires. The request should state the reasons why the extension is necessary, when construction is anticipated, and include a copy of page 1 (face of permit) of the access permit. Extension approvals shall be in writing. The local issuing authority shall obtain the concurrence of the Department prior to the approval of an extension, and shall notify the Department of all denied extensions within ten days. Any person wishing to reestablish an access permit that has expired may begin again with the application procedures. An approved Notice to Proceed, automatically renews the access permit for the period of the Notice to Proceed.

CONSTRUCTION

1. Construction may not begin until a Notice to Proceed is approved. (Code subsection 2.4)

2. The construction of the access and its appurtenances as required by the terms and conditions of the permit shall be completed at the expense of the permittee except as provided in subsection 2.14. All materials used in the construction of the access within the highway right-of-way or on permanent easements, become public property. Any materials removed from the highway right-of-way will be disposed of only as directed by the Department. All fencing, guard rail, traffic control devices and other equipment and materials removed in the course of access construction shall be given to the Department unless otherwise instructed by the permit or the Department inspector.

3. The permittee shall notify the individual or the office specified on the permit or Notice to Proceed at least two working days prior to any construction within state highway right-of-way. Construction of the access shall not proceed until both the access permit and the Notice to Proceed are issued. The access shall be completed in an expeditious and safe manner and shall be finished within 45 days from initiation of construction within the highway right-of-way. A construction time extension not to exceed 30 working days may be requested from the individual or office specified on the permit.

4. The issuing authority and the Department may inspect the access during construction and upon completion of the access to ensure that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state right-of-way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.

5. Prior to using the access, the permittee is required to complete the construction according to the terms and conditions of the permit. Failure by the permittee to abide by all permit terms and conditions shall be sufficient cause for the Department or issuing authority to initiate action to suspend or revoke the permit and close the access. If in the determination of the Department or issuing authority the failure to comply with or complete the construction requirements of the permit create a highway safety hazard, such shall be sufficient cause for the summary suspension of the permit. If the permittee wishes to use the access prior to completion, arrangements must be approved by the issuing authority and Department and included in the permit. The Department or issuing authority may order a halt to any unauthorized use of the access pursuant to statutory and regulatory powers. Reconstruction or improvement of the access may be required when the permittee has failed to meet required specifications of design or materials. If any construction element fails within two years due to improper construction or material specifications, the permittee shall be responsible for all repairs. Failure to make such repairs may result in suspension of the permit and closure of the access.

6. The permittee shall provide construction traffic control devices at all times during access construction, in conformance with the M.U.T.C.D. as required by section 42-4-104, C.R.S., as amended.

7. A utility permit shall be obtained for any utility work within highway right-of-way. Where necessary to remove, relocate, or repair a traffic control device or public or private utilities for the construction of a permitted access, the relocation, removal or repair shall be accomplished by the permittee without cost to the Department or issuing authority, and at the direction of the Department or utility company. Any damage to the state highway or other public right-of-way beyond that which is allowed in the permit shall be repaired immediately. The permittee is responsible for the repair of any utility damaged in the course of access construction, reconstruction or repair.

8. In the event it becomes necessary to remove any right-of-way fence, the posts on either side of the access shall be securely braced with an approved end post before the fence is cut to prevent any slacking of the remaining fence. All posts and wire removed are Department property and shall be turned over to a representative of the Department.

9. The permittee shall ensure that a copy of the permit is available for review at the construction site at all times. The permit may require the contractor to notify the individual or office specified on the permit at any specified phases in construction to allow the field inspector to inspect various aspects of construction such as concrete forms, subbase, base course compaction, and materials specifications. Minor changes and additions may be ordered by the Department or local authority field inspector to meet unanticipated site conditions.

10. Each access shall be constructed in a manner that shall not cause water to enter onto the roadway or shoulder, and shall not interfere with the existing drainage system on the right-of-way or any adopted municipal system and drainage plan.

11. By accepting the permit, permittee agrees to save, indemnify, and hold harmless to the extent allowed by law, the issuing authority, the Department, its officers, and employees from suits, actions, claims of any type or character brought because of injuries or damage sustained by any person resulting from the permittee's use of the access permit during the construction of the access.

CHANGES IN ACCESS USE AND PERMIT VIOLATIONS

1. It is the responsibility of the property owner and permittee to ensure that the use of the access to the property is not in violation of the Code, permit terms and conditions or the Act. The terms and conditions of any permit are binding upon all assigns, successors-in-interest, heirs and occupants. If any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume and or vehicle type, the permittee or property owner shall contact the local issuing authority or the Department to determine if a new access permit and modifications to the access are required.

2. When an access is constructed or used in violation of the Code, section 43-2-147(5)(c), C.R.S., of the Act applies. The Department or issuing authority may summarily suspend an access permit and immediately order closure of the access when its continued use presents an immediate threat to public health, welfare or safety. Summary suspension shall comply with article 4 of title 24, C.R.S.

MAINTENANCE

1. The permittee, his or her heirs, successors-in-interest, assigns, and occupants of the property serviced by the access shall be responsible for meeting the terms and conditions of the permit, the repair and maintenance of the access beyond the edge of the roadway including any cattle guard and gate, and the removal or clearance of snow or ice upon the access even though deposited on the access in the course of Department snow removal operations. Within unincorporated areas the Department will keep access culverts clean as part of maintenance of the highway drainage system. However, the permittee is responsible for the repair and replacement of any access-related culverts within the right-of-way. Within incorporated areas, drainage responsibilities for municipalities are determined by statute and local ordinance. The Department will maintain the roadway including auxiliary lanes and shoulders, except in those cases where the access installation has failed due to improper access construction and/or failure to follow permit requirements and specifications in which case the permittee shall be responsible for such repair. Any significant repairs such as culvert replacement, resurfacing, or changes in design or specifications, requires authorization from the Department.

STATE HIGHWAY ACCESS PERMIT 320086

September 24, 2020

Location: South side of Hwy 050 A approximately 3615 feet east of MP 159 and aligned with Ute Lane / CR 72 East on the north side near State Highway 050. MP:159.672 Side: Left
Permittee (s): Byron Chrisman

TERMS AND CONDITIONS

1. This access shall be constructed 12 – 16 feet wide. This design shall be in conformance with section 4 of the State Highway Access Code, 2CCR 601-1.
2. An emergency access shall have a minimum width to serve one-way traffic and may be less than 16 feet wide. The radii should be eliminated or reduced based upon the assumption that fire equipment may encroach on other travel lanes. The access profile can be individually designed without compromising drainage or vertical curve minimums. Surfacing shall be chosen to minimize its visibility while still providing sufficient strength. **The emergency access shall have a suitable barrier to eliminate non-emergency use and barrier design usually based upon the standards of the local emergency services.** The access shall not be open for non-emergency uses and shall be maintained by the permittee as a closed access except during emergencies. Any barrier shall not be in the state highway right-of-way and will not be maintained by the Department. The access shall remain closed at all times other than when in use for emergency purposes. **The access should be signed for emergency services only.**
3. The access shall be constructed perpendicular to the travel lanes of the State Highway for a minimum distance of 40 feet from the edge of roadway. Side slopes shall be at a 4:1 slope on the roadway and at 6:1 to the approach. The driveway shall slope away from the highway at a -2% grade for the first 20 feet of driveway. This design shall be in conformance with section 4 of the State Highway Access Code, 2CCR 601-1.
4. This permitted access is only for the use and purpose stated in the Application and Permit. This Permit is issued in accordance with the State Highway Access Code (2 CCR 601-1), and is based in part upon the information submitted by the Permittee. Any subsequent relocation, reconstruction or modifications to the access or changes in the traffic volume or traffic nature using the access shall be requested for by means of a new application. Any changes causing non-compliance with the Access Code may render this permit void, requiring a new permit.
5. The Permittee is responsible for obtaining any necessary additional Federal, State and/or City/County permits or clearances required for construction of the access. Approval of this access permit does not constitute verification of this action by the Permittee. Permittee is also responsible for obtaining all necessary utility permits in addition to this access permit.
6. A Notice to Proceed, CDOT Form 1265, is required before beginning construction on the access or any activity within the highway Right-of-Way. To receive the Notice to Proceed the applicant shall submit a complete packet to CDOT with the following items:
 - (a) A cover letter requesting a Notice to Proceed, and the intended date to begin construction.
 - (b) Construction Sketch Plan showing emergency access details as well as barrier details and location in full compliance with the State Highway Access Code.
 - (c) Certificate of Insurance Liability as per Section 2.3(11)(i) of the State Highway Access Code.
 - (d) A certified Traffic Control Plan in accordance with Section 2.4(6) of the Access Code.
7. No drainage from this site shall enter onto the State Highway travel lanes. The Permittee is required to maintain all drainage in excess of historical flows and time of concentration on site. All existing drainage structures shall be extended, modified or upgraded, as applicable, to

STATE HIGHWAY ACCESS PERMIT 320086**September 24, 2020**

Location: South side of Hwy 050 A approximately 3615 feet east of MP 159 and aligned with Ute Lane / CR 72 East on the north side near State Highway 050. MP:159.672 Side: Left
Permittee (s): Byron Chrisman

TERMS AND CONDITIONS (cont.)

accommodate all new construction and safety standards, in accordance with the Department's standard specifications.

8. An 18-inch minimum culvert with protective end treatments shall be required for this access. The culvert shall be kept free of blockage to maintain proper flow and drainage
9. Nothing in this permit shall prohibit the chief engineer from exercising the right granted in CRS 43-3-102 Including but not limited to restricting left hand turns by construction of physical medial separations.
10. All workers within the State Highway right of way shall comply with their employer's safety and health policies/procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations - including, but not limited to the applicable sections of 29 CFR Part 1910 - Occupational Safety and Health Standards and 29 CFR Part 1926 - Safety and Health Regulations for Construction. Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation.
11. The permittee is required to comply with the Americans With Disabilities Act Accessibility Guidelines (ADAAG) that have been adopted by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and incorporated by the U.S. Attorney General as a federal standard. These guidelines are defining traversable slope requirements and prescribing the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at: <http://www.dot.state.co.us/DesignSupport/>, then click on *Design Bulletins*.
12. When it is necessary to remove any highway right-of-way fence, the posts on either side of the access entrance shall be securely braced with approved end posts and in conformance with the Department's M-607-1 standard, before the fence is cut, to prevent slacking of the remaining fence. All materials removed shall be returned to the Department.
13. During access construction no construction personnel vehicles will be permitted to park in the state highway right-of-way.
14. Any damage to present highway facilities including traffic control devices shall be repaired immediately at no cost to the Department and prior to continuing other work. Any mud or other material tracked or otherwise deposited on the roadway shall be removed daily or as ordered by the Department inspector. Restoration shall meet the Department's standard specifications for topsoil, fertilization, mulching, and re-seeding.
15. A fully executed complete copy of this permit must be on the job site with the contractor at all times during the construction. Failure to comply with this or any other construction requirement may result in the immediate suspension of work by order of the Department inspector or the issuing authority.
16. Upon the completion of the access and prior to any use as allowed by this permit, the applicant shall notify the Access Manager by certified mail within 10 days to request a final inspection. This request shall include certification that all materials and construction have been completed in accordance with all applicable Department Standards and Specifications; and that the access is constructed in conformance with the State Highway Access Code, 2 CCR 601-1,

STATE HIGHWAY ACCESS PERMIT 320086**September 24, 2020**

Location: South side of Hwy 050 A approximately 3615 feet east of MP 159 and aligned with Ute Lane / CR 72 East on the north side near State Highway 050. MP:159.672 Side: Left
Permitee (s): Byron Chrisman

TERMS AND CONDITIONS (cont.)

including this permit. The engineer of record as indicated on the construction plans, shall be present for this inspection. The access serviced by this permit may not be opened to traffic until written approval has been given from the CDOT Access Manager.

COLORADO DEPARTMENT OF TRANSPORTATION Environmental

Clearances Information Summary

PURPOSE - This summary is intended to inform entities external to CDOT that may be entering the state highway right-of-way to perform work related to their own facilities (such as Utility, Special Use or Access Permittees), about some of the more commonly encountered environmental permits/clearances that may apply to their activities. This listing is not all-inclusive - additional environmental or cultural resource permits/clearances may be required in certain instances. Appropriate local, state and federal agencies should be contacted for additional information if there is any uncertainty about what permits/clearances are required for a specific activity. **IMPORTANT – Please Review The Following Information Carefully – Failure to Comply With Regulatory Requirements May Result In Suspension or Revocation of Your CDOT Permit, Or Enforcement Actions By Other Agencies.**

CLEARANCE CONTACTS - As indicated in the permit/clearance descriptions listed below, the following individuals or agencies may be contacted for additional information:

- Colorado Department of Public Health and Environment (CDPHE): General Information – (303) 692-2035
Water Quality Control Division (WQCD): (303) 692-3500
Environmental Permitting Website <https://www.colorado.gov/pacific/cdphe/all-permits>
- CDOT Water Quality Program Manager: (303) 757-9343 <https://www.codot.gov/programs/environmental/water-quality>
- CDOT Asbestos Project Manager: Phil Kangas, (303) 512-5519
- Colorado Office of Archaeology and Historic Preservation: (303) 866-5216
- U.S. Army Corps of Engineers, District Regulatory Offices: Omaha District (NE CO), Denver Office (303) 979-4120
<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado.aspx>
Sacramento Dist. (Western CO), Grand Junction Office (970) 243-1199
<http://www.spk.usace.army.mil/Missions/Regulatory.aspx> Albuquerque
District (SE CO), Pueblo Office (719)-543-9459
<http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>
- CDOT Utilities, Special Use and Access Permitting: (303) 757-9654 <https://www.codot.gov/business/permits>

Wildlife Resources - Disturbance of wildlife shall be avoided to the maximum extent practicable. Entry into areas of known or suspected threatened or endangered species habitat will require special authorization from the CDOT permitting office. If any threatened or endangered species are encountered during the progress of the permitted work, work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Information about threatened or endangered species may be obtained from the CDOT website, <http://www.codot.gov/programs/environmental/wildlife/guidelines>, or the Colorado Parks and Wildlife (CPW) website, <http://www.cpw.state.co.us/learn/Pages/SOC-ThreatenedEndangeredList.aspx>. Additional guidance may be provided by the appropriate Region Planning and Environmental Manager (RPEM).

Cultural Resources - The applicant must request a file search of the permit area through the Colorado Office of Archaeology and Historic Preservation (OAHP), Denver, to ascertain if historic or archaeological resources have previously been identified (<http://www.historycolorado.org/oaHP/file-search>). Inventory of the permit area by a qualified cultural resources specialist may be necessary, per the recommendation of CDOT. If archaeological sites/artifacts or historic resources are known to exist prior to the initiation of the permitted work or are encountered as the project progresses, all work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Additional guidance may be provided by the Regional Permitting Office and RPEM. **Contact Information:** Contact the OAHP for file searches at (303) 866-5216.

Paleontological Resources - The applicant must request a fossil locality file search through the University of Colorado Museum, Boulder (<https://cumuseum.colorado.edu/research/paleontology/vertebrates/policies>), and the Denver Museum of Nature and Science (<http://www.dmns.org/science/collections/earth-science-collections/>) to ascertain if paleontological resources have been previously identified in or near the permit area. Inventory of the permit area by a qualified paleontologist may be necessary, per the recommendation of CDOT. If fossils are encountered during the permitted work, all work in the subject area shall be halted and the CDOT Regional Permitting Office and Region Planning and Environmental Manager shall be contacted immediately. Authorization must be provided by CDOT prior to the continuation of work. Additional guidance may be provided by the Regional Permitting Office in the Permit Special Provisions. **Contact Information:** See the museum websites listed above for Paleontological Collections Manager contact information. Contact the CDOT Paleontologist for further information at nicole.peavey@state.co.us or (303) 7579632. The CDOT Paleontologist will not conduct a comprehensive file search independently of the museums.

Hazardous Materials, Solid Waste - The Solid Wastes Disposal Sites and Facilities Act C.R.S. 30-20-100, et al, and Regulations Pertaining to Solid Waste Disposal Sites and Facilities (6 CCR 1007-2), prohibit solid waste disposal without an approved Certificate of Designation (a landfill permit). The Colorado Hazardous Waste Act C.R.S. 25-15-301 et al, and the Colorado Hazardous Waste Regulations (6 CCR 1007-3) prohibit the transfer, storage or disposal (TSD) of hazardous waste except at permitted TSD sites. There are no permitted landfills or TSD sites within the State Highway Right of Way. Therefore, all solid or hazardous wastes that might be generated by the activities of entities entering the State Highway Right of Way must be removed from the ROW and disposed of at a permitted facility or designated collection point (e.g., for solid waste, a utility or construction company's own dumpster). If pre-existing solid waste or hazardous materials contamination (including oil or petroleum contaminated soil, asbestos, chemicals, mine tailings, etc.) is encountered during the performance of work, the permittee shall halt work in the affected area and immediately contact the CDOT Regional Permitting Office for direction as to how to proceed. **Contact Information:** Theresa Santangelo-Dreiling, CDOT Hazardous Materials Management Supervisor: (303) 512-5524.

Asbestos Containing Materials, Asbestos Contaminated Soil - All work on asbestos containing materials (ACM) must comply with the applicable requirements of the CDPHE Air Pollution Control Division's (APCD) Regulation 8. Disposal of ACM, and work done in asbestos-contaminated soil, must comply with the CDPHE Hazardous Materials and Waste Management Division's (HMWMD) Solid

Waste Regulations. The application for any CDOT permit must specifically identify any ACM involved in the work for which authorization is being requested. Additional guidance or requirements may be specified in the permit special provisions. **Contact Info:** CDPHE APCD and HMWMD Regulations can be accessed via the CDPHE Environmental Permitting Website listed above. Additional information **concerning clearance on CDOT projects** is available from the CDOT Asbestos Project Manager (303) 5125519, or Theresa Santangelo-Dreiling, Hazardous Materials Management Supervisor: (303) 512-5524.

Transportation of Hazardous Materials - No person may offer or accept a hazardous material for transportation in commerce unless that person is registered in conformance with the United States Department of Transportation regulations at 49 CFR, Part 171. The hazardous material must be properly classed, described, packaged, marked, labeled, and in condition for shipment as required or authorized by applicable requirements, or an exemption, approval or registration has been issued. Vehicles requiring a placard, must obtain authorization and a State HAZMAT Permit from the Colorado Public Utilities Commission. **Contact Information:** For authorization and more info call the Federal Motor Safety Carrier Administration, US DOT for inter- and intra-state HAZMAT Registration (303) 969-6748. Colorado Public Utilities Commission: (303) 894-2868.

Discharge of Dredged or Fill Material – 404 Permits Administered By the U.S. Army Corps of Engineers, and Section 401

Water Quality Certifications Issued by the CDPHE WQCD - Corps of Engineers 404 permits are required for the discharge of dredged or fill materials into waters of the United States, including wetlands. There are various types of 404 permits, including nationwide permits, which are issued for activities with relatively minor impacts. For example, there is a nationwide permit for utility line activities (nwp #12). Depending upon the specific circumstances, it is possible that either a "general" or "individual" 404 permit would be required. If an individual 404 permit is required, section 401 water quality certification from the CDPHE WQCD is also required. Contact the appropriate Corps District Regulatory Office for information about what type of 404 permit may be required (contact information above). Contact the CDPHE Water Quality Control Division at (303) 692-3500.

Working on or in any stream or its bank - In order to protect and preserve the state's fish and wildlife resources from actions that may obstruct, diminish, destroy, change, modify, or vary a natural existing stream or its banks or tributaries, it may be necessary to obtain a Senate Bill 40 certification from the Colorado Department of Natural Resources. A stream is defined as 1) represented by a solid blue line on USGS 7.5' quadrangle maps; and/or 2) intermittent streams providing live water beneficial to fish and wildlife; and/or 3) segments of streams supporting 25% or more cover within 100 yards upstream or downstream of the project; and/or 4) segments of streams having wetlands present within 200 yards upstream or downstream of the project measured by valley length. The CPW application, as per guidelines agreed upon by CDOT and CPW, can be accessed at <https://www.codot.gov/programs/environmental/wildlife/guidelines>.

Stormwater Construction Permit (SCP) and Stormwater Discharge From Industrial Facilities - Discharges of stormwater runoff from construction sites disturbing one acre or more - or certain types of industrial facilities, such as concrete batch plants - require a CDPS Stormwater Permit. **Contact Information:** Contact the CDPHE Water Quality Control Division at (303) 692-3500. Website: <https://www.colorado.gov/pacific/cdphe/wq-construction-general-permits> and <https://colorado.gov/pacific/cdphe/wq-commerce-andindustry-permits>.

Construction Dewatering (Discharge or Infiltration) and Remediation Activities - Discharges of water encountered during excavation or work in wet areas may require a Construction Dewatering or Remediation Activities Discharge Permit. **Contact Information:** For Construction Dewatering and Remediation Activities Discharge Permits, contact the CDPHE WQCD at (303) 6923500. For Applications and Instructions (CDPHE website): <https://www.colorado.gov/pacific/cdphe/wq-construction-general-permits>.

Municipal Separate Storm Sewer System (MS4) Discharge Permit - Discharges from the storm sewer systems of larger municipalities, and from the CDOT highway drainage system that lies within those municipalities, are subject to MS4 Permits issued by the CDPHE WQCD. For facilities that lie within the boundaries of a municipality that is subject to an MS4 permit, the owner of such facility should contact the municipality regarding stormwater related clearances that may have been established under that municipality's MS4 permit. All discharges to the CDOT highway drainage system or within the Right of Way (ROW) must comply with the applicable provisions of the Colorado Water Quality Control Act, the Water Quality Control Commission (WQCC) Regulations (<https://www.colorado.gov/pacific/cdphe/wqcc-regulations-and-policies-and-water-quality-statutes>) and the CDOT MS4 Permit # COS000005 (<https://www.codot.gov/programs/environmental/water-quality/documents>). Discharges are subject to inspection by CDOT and CDPHE. Contact the CDPHE Water Quality Control Division at (303) 692-3500 for a listing of municipalities required to obtain MS4 Permits, or go to <https://www.colorado.gov/pacific/cdphe/wq-municipal-ms4-permits>. For CDOT-related MS4 regulations, go to: <https://www.codot.gov/programs/environmental/water-quality/stormwater-programs.html>.

General Prohibition – Discharges - All discharges are subject to the provisions of the Colorado Water Quality Control Act and the Colorado Discharge Permit Regulations. Prohibited discharges include, but are not limited to, substances such as wash water, paint, automotive fluids, solvents, oils or soaps and sediment. **Contact Information:** Contact the CDPHE Water Quality Control Division at (303) 692-3500.

General Authorization - Allowable Non-Stormwater Discharges - Unless otherwise identified by CDOT or the WQCD as significant sources of pollutants to the waters of the State, the following discharges to stormwater systems are allowed without a Colorado Discharge Permit System permit: landscape irrigation, diverted stream flows, uncontaminated ground water infiltration to separate storm sewers, discharges from potable water sources, foundation drains, air conditioning condensation, irrigation water, uncontaminated springs, footing drains, water line flushing, flows from riparian habitats and wetlands, and flow from firefighting activities. Allowable non-stormwater discharges can be found under Illicit Discharge PDD at: <https://www.codot.gov/programs/environmental/water-quality/stormwater-programs.html>. **Contact Information:** The CDPHE Water Quality Control Division (telephone #'s listed above).

Erosion and Sediment Control Practices - For activities requiring a Stormwater Construction Permit, erosion control requirements will be specified in that permit. In situations where a stormwater permit is not required, all reasonable measures should be taken to minimize erosion and sedimentation according to CDOT Standard Specifications 107.25, 208, 213 and 216 (<https://www.codot.gov/business/designsupport/2011-construction-specifications/2011-Specs/2011-specs-book>). All disturbances require a stabilization plan, native seeding or landscape design plan according to applicable CDOT Standard Specifications 212-217 and 623. The CDOT Erosion Control and Stormwater Quality Guide (available from the Bid Plans Office at (303) 757-9313) should be used to design erosion controls and restore disturbed vegetation.

Disposal of Drilling Fluids - Drilling fluids used in operations such as Horizontal Directional Drilling may be classified as “discharges” or “solid wastes,” and in general, should be pumped or vacuumed from the construction area, removed from the State Highway Right of Way, and disposed of at permitted facilities that specifically accept such wastes. Disposal of drilling fluids into storm drains, storm sewers, roadside ditches or any other type of man-made or natural waterway is prohibited by Water Quality Control and/or Solid Waste regulations. Small quantities of drilling fluid solids (less than 1 cubic yard of solids) may be left on-site after either being separated from fluids or after infiltration of the water, provided: 1) the drilling fluid consists of only water and bentonite clay, or, if required for proper drilling properties, small quantities of polymer additives that are approved for use in drinking water well drilling; 2) the solids are fully contained in a pit, and are not likely to pose a nuisance to future work in the area, 3) the solids are covered and the area restored as required by CDOT permit requirements (Utility, Special Use, or Access Permits, etc.). **Contact Information:** Contact CDPHE (telephone #'s listed above).

Noxious Weeds and Invasive Species Management Plan – Noxious Weeds and Invasive Species guidance can be found by contacting the Colorado Department of Agriculture (<https://www.colorado.gov/pacific/agconservation/noxiousweeds>) and the Colorado Division of Parks and Wildlife (<http://cpw.state.co.us/aboutus/Pages/RS-NoxiousWeeds.aspx>). In either case, management plans involving the control of noxious weeds associated with the permitted activity and cleaning of equipment will be required.

Concrete Washout - Waste generated from concrete activities shall NOT be allowed to flow into the drainage ways, inlets, receiving waters, or in the CDOT ROW. Concrete waste shall be placed in a temporary concrete washout facility and must be located a minimum of 50 feet from state waters, drainageways, and inlets. Concrete washout shall only be performed as specified by the CDOT Environmental Program and shall be in accordance to CDOT specifications and guidelines. **Contact Information:** Contact CDPHE or find additional information on the CDOT website: <https://www.codot.gov/business/designsupport/2011-construction-specifications/2011-Specs> and refer to the specifications and their revisions for sections 101, 107 and 208.

Spill Reporting - Spills shall be contained and cleaned up as soon as possible. Spills shall NOT be washed down into the storm drain or buried. All spills shall be reported to the CDOT Illicit Discharge Hotline at (303) 512-4446 (4H2O), as well as the Regional Permitting Office and Regional Maintenance Supervisor. Spills on highways, into waterways, any spill in the highway right-of-way exceeding 25 gallons, or that may otherwise present an immediate danger to the public shall be reported by calling 911, and shall also be reported to the CDPHE at 1-877-518-5608. More information can be found at <https://www.colorado.gov/pacific/cdphe/emergencyreporting-line>.

About This Form - Questions or comments about this Information Summary may be directed to Dan Roussin, Program Administrator, CDOT Access Management Unit, at (303) 757-9841, daniel.roussin@state.co.us



COLORADO
Department of
Transportation



COLORADO
Department of
Transportation

What is stormwater runoff?

Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Impervious surfaces like roads and sidewalks prevent stormwater from naturally soaking into the ground.

Why is stormwater runoff a problem?

Stormwater can pick up debris, chemicals, dirt and other pollutants and flow into CDOT's storm drain system or directly into a stream, river, lake, wetland or reservoir. Anything that enters CDOT's storm drain system is discharged untreated into the waterways we use for fishing, swimming, and providing drinking water.



Dredged spoil, dirt, slurry, solid waste, incinerator residue, sewage, sewage sludge, garbage, trash, chemical waste, biological nutrient, biological material, radioactive material, heat, pH, wrecked or discarded equipment, **rock, sand,** any industrial, municipal, or agricultural waste.

Tips for Reporting an Illicit Discharge

Call the illicit discharge hotline at **(303) 512-4426**

From a safe distance try to estimate the amount of the discharge.

Identify characteristics of the discharge (color, odor, algae, etc.).

Obtain information on the vehicle dumping the waste (if applicable).

Do not approach!

Call *CSP for illicit dumping.

If possible, take a photo, record a license plate.

REMEMBER:

Never get too close to the illicit discharge, it may be dangerous!!!

For more information on CDOT Utility Permits:

<https://www.codot.gov/business/permits/utilities/specialuse>

For more information on CDOT Access Permits:

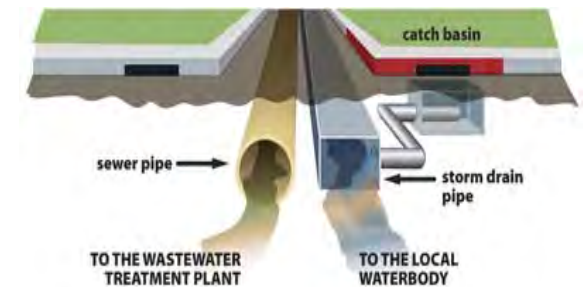
<https://www.codot.gov/business/permits/access/permits>

For more information on CDOT Water Quality Program:

Water Quality Program Manager
4201 E. Arkansas Ave.
Shumate Building
Denver, Colorado 80222
303-757-9343

Water Quality Program Industrial Facilities Program

CDOT has a Municipal Separate Storm Sewer System permit, otherwise known as (MS4) from the Colorado Department of Public Health and Environment. The permit states that only stormwater can be discharged from CDOT's storm drain system.



As part of the permit, CDOT has several different programs to prevent pollutants from entering into the storm drain system:

- Construction Site Program
- New Development Redevelopment Program
- Illicit Discharge Program
- Industrial Facilities Program
- Public Education and Outreach Program
- Pollution Prevention and Good Housekeeping Program
- Wet Weather Monitoring Program



Control Measures for Industrial Facilities

Industrial facilities can use control measures (CM) otherwise known as Best Management Practices (BMP) during the construction of a facility and when operating the facility. Control measures are schedules of activities, maintenance procedures, and other management practices to prevent and reduce pollution entering into CDOT's storm drain system. Control Measures also include treatment, operating procedures, and practices to control site run off which can include structural and non-structural controls.

CDOT defines a utility, or utility facility as any privately, publicly, or cooperatively owned line, facility, or system producing, transmitting or distributing the following:

- ✓ Communications
- ✓ Cable television
- ✓ Power
- ✓ Electricity
- ✓ Light
- ✓ Heat Gas
- ✓ Oil
- ✓ Crude Products
- ✓ Water
- ✓ Stream
- ✓ Waste
- ✓ Stormwater not connected with highway drainage
- ✓ Similar Commodity

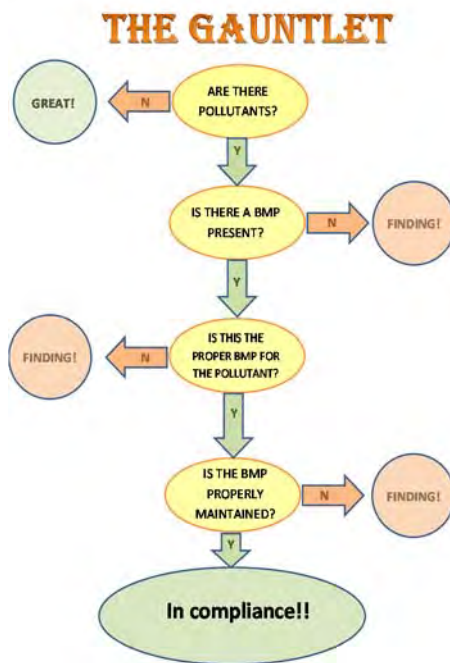
Industrial Facilities Program Elements:

1. Educate and outreach to owners or operators that have potential to contribute substantial pollutant to water.
2. Report and include information on discharge and water quality concerns. Provide written notification within 15 days of discovery to CDPHE.
3. Submit an annual report to CDPHE containing the number of informational brochures distributed; name and title of each individual trained.

Education

There are instances when a utility company or other entity doing work in the state highway right-of-way will require some type of environmental permit or clearance for that work. CDOT has put together an Environmental Clearances Information Summary for those applying for a CDOT Utility and Special Use Permit or Access Permit to obtain all required clearances. This fact sheet is given to each permittee and is available at:

<http://www.coloradodot.info/programs/environmental/resources/guidance-standards/Environmental%20Clearances%20Info%20Summary.pdf>





Tomichi Ln

Tomichi Village

72

← Downtown Gunnison

Ute Lane West

Ute Lane East

Earth

COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application
acceptance date:

Instructions:

**Please print
or type**

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

1) Property owner (Permittee) Gunnison Valley Properties, LLC Byron Chrisman		2) Applicant or Agent for permittee (if different from property owner) LSC Transportation Consultants, Inc.	
Street address 864 W. South Boulder Road, Suite 200		Mailing address Chris McGranahan 1889 York Street	
City, state & zip Louisville, CO 80027	Phone # 970-641-4531	City, state & zip Denver, CO 80206	Phone # (required) 303-333-1105
E-mail address byron@chrismanc.com		E-mail address if available chris@lsctrans.com	
3) Address of property to be served by permit (required) 850 County Road 49, Gunnison, CO			
4) Legal description of property: If within jurisdictional limits of Municipality, city and/or County, which one? county Gunnison subdivision _____ block _____ lot _____ section NE 1/4 Section 6 township 49N range 1E			
5) What State Highway are you requesting access from? US 50A		6) What side of the highway? <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	
7) How many feet is the proposed access from the nearest mile post? 1,250 feet <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W from: MP 159		How many feet is the proposed access from the nearest cross street? 0 feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W from: CR 72 (West)	
8) What is the approximate date you intend to begin construction? 5/1/2021			
9) Check here if you are requesting a: <input checked="" type="checkbox"/> new access <input type="checkbox"/> temporary access (duration anticipated: _____) <input type="checkbox"/> improvement to existing access <input type="checkbox"/> change in access use <input type="checkbox"/> removal of access <input type="checkbox"/> relocation of an existing access (provide detail)			
10) Provide existing property use Agricultural			
11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - what are the permit number(s) and provide copies: _____ and/or, permit date: _____			
12) Does the property owner own or have any interests in any adjacent property? <input type="checkbox"/> no <input checked="" type="checkbox"/> yes, if yes - please describe: The property owner controls the overall Gunnison Rising property.			
13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - list them on your plans and indicate the proposed and existing access points.			
14) If you are requesting agricultural field access - how many acres will the access serve? N/A			
15) If you are requesting commercial or industrial access please indicate the types and number of businesses and provide the floor area square footage of each.			
business/land use	square footage	business	square footage
Government Office Campus	28,000		
Convenience/Gas Store	5,000		
16) If you are requesting residential development access, what is the type (single family, apartment, townhouse) and number of units?			
type	number of units	type	number of units
N/A			
17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.			
Indicate if your counts are <input checked="" type="checkbox"/> peak hour volumes or <input type="checkbox"/> average daily volumes.	# of passenger cars and light trucks at peak hour volumes 360	# of multi unit trucks at peak hour volumes 6	
# of single unit vehicles in excess of 30 ft. 40	# of farm vehicles (field equipment) 2	Total count of all vehicles 408	

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

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

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

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

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

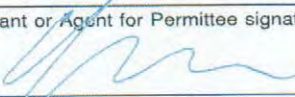

Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

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

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

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

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

Applicant or Agent for Permittee signature 	Print name Chris McGranahan	Date August 26, 2020
If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.		
Property owner signature 	Print name Byron R. CHRISTMAN mgr	Date 8-27-20