

1.0 INTRODUCTION

1.1 Authority

The State of Colorado, by statute, authorizes the Town Board of Blue River in part to maintain, layout, alter, delete, obtain property and provide traffic regulations as required. The Engineer for The Town of Blue River will develop road construction standards, plans and complete specifications; conduct materials testing, coordinate with a contractor, perform the necessary boundary and topographic surveys, and work with individual lot owners. Adherence to the Blue River Municipal Code, Section 11-1-50, will not be enforced for this project since all of the said improvements will be made to existing roads, including the new road between Mountain View and Blue Grouse that will be used for emergency access only. The Town of Blue River has, at considerable cost, been maintaining the gravel roadway system discussed in Phase I, Phase II, Phase III, and Phase IV of this booklet. Any work, modifications, or alterations that effect the roadway system shall be approved by the Town and the Town Engineer.

1.2 Private Driveways

In certain cases, private property owners using roads maintained by the Town, that will be paved, may desire to have a driveway that is paved. In such cases, the property owner should notify the Town Engineer. In turn, the Town Engineer will notify the contractor. Agreements between the contractor and the property owner will be exclusively between the contractor and the property owner. The Town of Blue River, its constituents, and the Town Engineer will not accept any liability for the work performed to said driveway or any improvements related to said driveway. Any work, modifications, or alterations that affect the roadway system shall be approved by the Town and the Town Engineer.

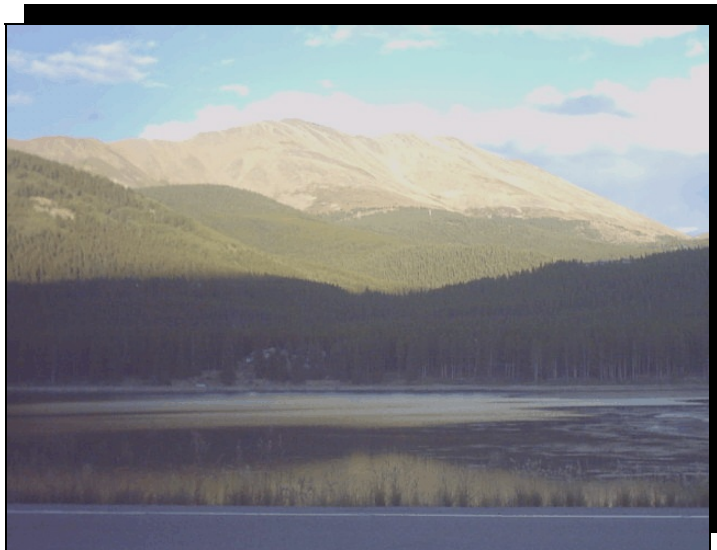
The proposed improvements will affect driveway ingress and egress in the sense that roadways may be slightly (less than 12 inches in most cases) lowered or raised. Whenever a property owner, developer, contractor or other individual proposes to connect a new driveway or parking area to the public roadway during the proposed construction project, they must coordinate the access with the Town (see applicable Municipal Code) and Town Engineer.

1.3 County-maintained or National Forest Roadways

A roadway owned and maintained by other governmental entities will not be improved. One example of a roadway that will not be improved is the county roadway between Louise Placer and Bryce Estates.

1.4 Purpose of This Report

The primary purpose of this report is to develop some guidelines for the project, show the general areas that will be impacted by the project, estimate the materials to be used in the project, describe the purpose of the project, describe the project phasing, and describe how the roads are planned to be improved. It also provides some of the limitations that all owners must be familiar with, an opinion of cost, and preliminary construction details.



1.5 History

The Town of Blue River is located in Summit County, Colorado, just South of Breckenridge and North of Hoosier Pass. The Town is mainly a residential community with many seasonal homes, which is typical of the area. Several subdivisions in the Town were created in the 1960's, more added during the 1980's, and the growth is continuing today. The standard of living has increased significantly in the last 20 years and this has increased the desire to pave the roads in the Town. In part, this pavement project will improve drainage, eliminate wash board problems, eliminate pot holes, provide a more maintenance free surface, reduce the dust, and reduce user vehicle maintenance.

1.6 Scope

The Town of Blue River has been listening to the residents concerning the problems associated with the dirt and gravel roads contained in the Town. The Town Board and town residents, propose to address these problems by applying a hard surface paving to all the currently maintained roads in the town. This will provide safe attractive travel corridors, efficient traffic flow and efficient maintenance. The roads which will be impacted by the work are shown in Exhibit A (a portion of this is included below, but the actual map is attached in 24" x 36" format.) It is not in the current town budget to accomplish this work without forming a Special District to raise the necessary funds. The Town Board and Town Engineer are moving forward with the design of Phase I and this plan, but it will be up to the voters to accept this project in November. If the project is denied in November by the majority of the voters, the roads will not be improved or paved. To complete the work, 4 phases are planned. Phase I (Mountain View Subdivision), will be completed in 2007. Phase II will be completed in 2008. Phase III will be completed in 2009. Phase IV will be completed in 2010. To complete this work, an engineer's cost estimate is included with this report, however, actual construction costs will vary. The estimate is prepared by phase, to be completed

successively in four years. Each successive estimate uses an 8.5% inflation rate per year which should be more than enough.

1.7 Climate and Topography

The Blue River Valley rests at approximately 10,000 feet. Surrounding mountains extend from this valley up to an elevation of over 14,000 feet. Snow typically begins falling in October and ends in June, though it can snow any time of the year. Monthly lows typically drop below 32 degrees Fahrenheit (freezing) for 9 months of the year. The climate is relatively dry. For a more detailed description of the weather in this area, one might visit www.weather.com.



The topography of the roads throughout Blue River vary greatly. Some are relatively flat while others are very steep (in excess of 10%). In the areas where the topography is steeper than 10%, no real attempt will be made to reduce the grade due to budget constraints. For the most part, roads are to be improved at their current locations and grades, except in those areas where the roadway needs elevated or cut to improve drainage patterns and flow networks.

1.8 Geology

Surficial deposits include stream valley alluvium, alluvial fans, colluvium and glacial deposits. The underlying alluvium may be glacial out-wash associated with the late Pleistocene Pinedale glacial period. Pinedale out-wash is typically a stratified deposit of rounded gravel cobbles and boulders in a clean to silty and clayey sand matrix. Surface sandstone visible throughout the Town is indicative of Pennsylvanian sediments. These typically overlay the Leadville Limestone and underlie the fluvial red sandstones, shales, and conglomerates of the Maroon Formation. It is estimated that due to the flood of sedimentation contemporaneous with uplift, the resulting total thickness of the Pennsylvanian strata may exceed 10,000 feet in some areas. Other geology noted in the area is by late Cretaceous and Paleocene-age granodiorite and quartz monzonite porphyry.

1.9 Items of Relevance

There are several things which should be considered when embarking on a project of this nature.

1.9.1 There are many advantages to having hard-surface roads in our neighborhoods such as less dust and mud, less wear and tear on automobiles, easier and better road maintenance, and more effective snow removal in the winter. All of these advantages translate to less out-of-pocket money in the long run for homeowners.

1.9.2. The roads have been in place for many years and some are not within their platted easements. It would be disruptive and cost prohibitive to realign the roadways within the easements. For the scope of this project, the Town will leave the roadways at their current location.

1.9.3 Most roadways have a 30 foot or wider easement which will be sufficient for the project. However some, such as Blue Rock Springs, Wilderness, Mountain View and Sherwood Forest have only a 20 foot easement.

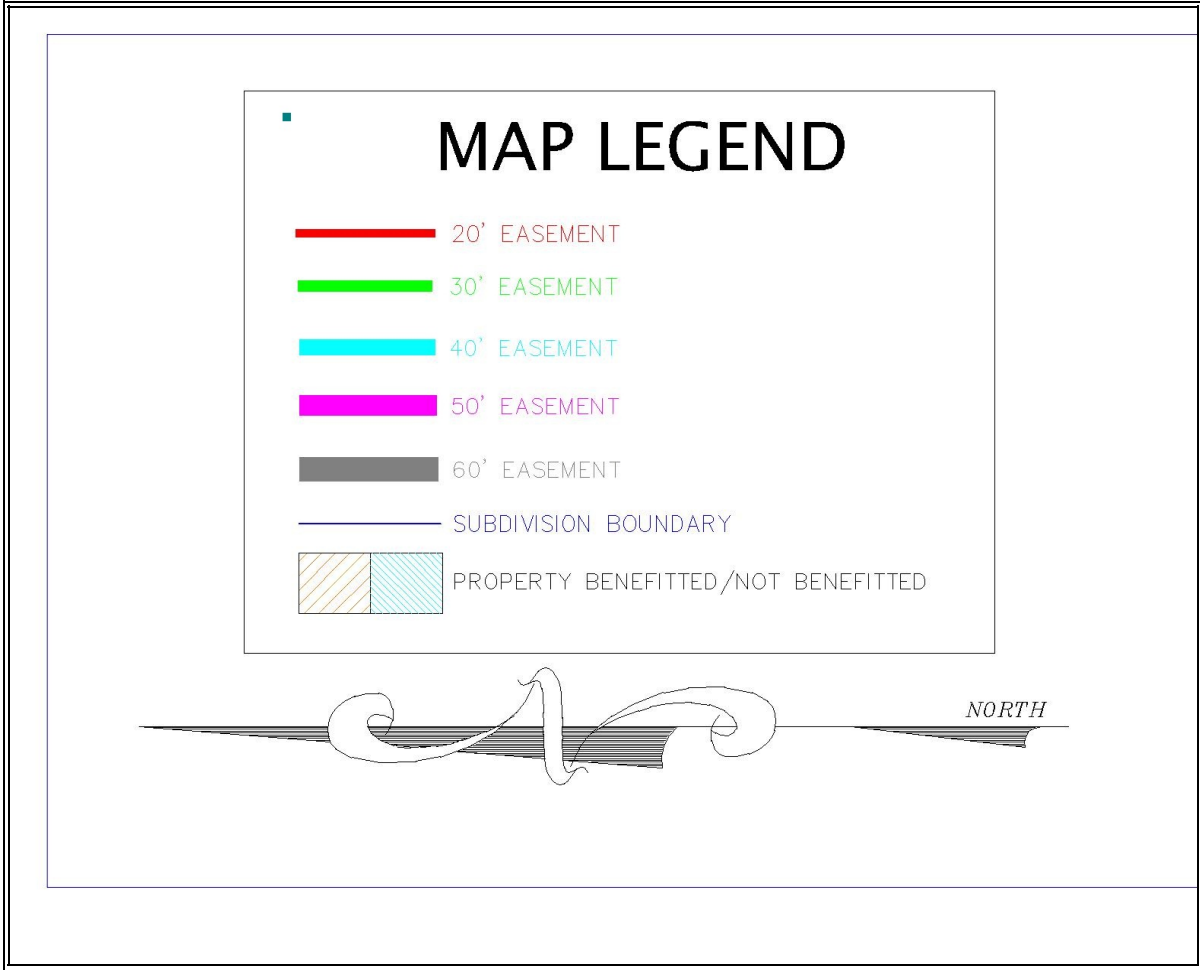
1.9.4 In many instances, roads and recreational paths in older subdivisions are substandard because they were built prior to having an adequate system for enforcing road design and construction standards. Most of these roads and recreational paths are too steep or too narrow for the Town to properly maintain. Upgrading these existing roads to correct some of these problems is part of the goal. Through the proposed Improvement District, such districts allow for the sale of tax-exempt bonds to finance construction of the improvements over a fixed period of time, usually ten years.

1.9.5 The roads have been traveled, graveled and graded for many years and so most have a good base. But there are drainage problems in some areas that need to be addressed with proper ditches, culverts, and in some places, more road base will have to be hauled in and built up to keep water from pooling or draining across the roadway. Some homeowners that live at a low spot in the roadway may be asked to provide drainage across their property to a natural drainage. This will be accomplished by a small ditch or possibly a culvert. Cooperation from affected property owners is greatly appreciated to make this project a success. The goal is to raise the standard of the roadways, providing better and cleaner access to the neighborhoods.

1.9.6 The culverts under Blue River Road are collapsing and need to be replaced. Since this is the only access to several subdivisions, and construction will take several days, a bridge will be installed across The Blue River between Mountain View Drive and Blue Grouse Trail. This will solve the immediate problem of access during construction and provide emergency vehicles a second access in the event of a forest fire or other life threatening event. This will be a 10-foot-wide bridge meant for one-lane travel and is planned to be built within the existing easement. Some residents on the upper end of Mountain View Drive may find this a more appealing access, but it is intended to be for emergency and temporary use only. Again, homeowner cooperation is greatly appreciated to help make this project a success.

1.9.7 Maps are provided for each subdivision. As you refer to them, North will always be to the left. A portion of this map is shown on sheet 1.5 and a small version of the map in its entirety is shown on the back cover. The full size map is a 24" x 36" drawing (Exhibit A), located at Town hall.

1.9.8 The goal of this project is to improve the quality of the roads in our Town. This will make it easier and cleaner for the residents to reach their homes, help improve property values, and improve the air quality. This kind of proactive stance is appreciated by the State of Colorado, who is trying to raise the clean-air standards state-wide. It should be appreciated by the residents who



are always conscious of clean home standards. This project can be a win-win situation for all involved and improve community spirit and the overall appeal of the area.