

The seal of the Town of Blue River is a circular emblem. It features a landscape with a blue lake in the foreground, green evergreen trees on the banks, and a snow-capped mountain in the background. Several birds are shown flying in the sky above the mountain. The words "TOWN OF" are written in a semi-circle at the top, and "BLUE RIVER" is written in a semi-circle at the bottom, both in a light blue or grey color.

2018 CAPITAL IMPROVEMENT PLAN

Town of Blue River

December 2018

Prepared for: The Town of Blue River

Town of Blue River

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1 EXECUTIVE SUMMARY

A vital responsibility of a local government body is to maintain and improve its capital assets for its population. To ensure quality of life, ease of access, and safety for its residents, the Town of Blue River needs to engage in capital projects to provide services such as well-maintained roads, effective stormwater and snow runoff management, fire-fighting cisterns, trail networks, and more. With limited funding and a beautiful but challenging natural environment, it is imperative that projects are completed efficiently and effectively so that the Town can continue to provide these services to its residents for years to come.

The Town of Blue River Capital Improvement Plan (CIP) was developed to help the Town manage their projects to address the needs of the Blue River community. It provides project identification, high-level overviews, and cost estimating for the Town to consider in conjunction with its financial planning over the next five to ten years. The Plan was developed by Muller Engineering Company with the Town Board, the Planning and Zoning Committee, and the Citizen's Advisory Committee, with several opportunities for public input in the form of online surveys and public meetings. The results of those meetings and efforts by the Town to identify its needs are explained in more detail in this report.

The Capital Improvement Plan is first and foremost a planning document that should be regularly reviewed and is subject to change as the needs and conditions of the Town evolve. It is a first step by the Town to better plan out its projects and prioritize its funding to continue providing the services that its residents need and enjoy.

2 INTRODUCTION

Before 2017, the Town of Blue River constructed projects to address the Town's needs as they were identified. While effective when considering the challenges of the Blue River environment, this approach made it difficult to estimate annual expenditures and forecast the financial condition of the Town.

In 2017, the Town requested Muller Engineering Company to begin developing a Capital Improvement Plan to proactively identify potential projects so it could better manage its funding to address the needs of its residents. Throughout the next 18 months, the CIP was developed with the Town Board of Trustees, the Planning and Zoning Committee, the Citizens Advisory Committee, and with several opportunities for input from the public in the form of online surveys and public meetings.

With many factors taken into consideration, developing a Capital Improvement Plan can be a complicated process. The rest of this chapter offers answers to some of the most frequently asked questions about Capital Improvement Plans, more detail into the development process, and where the Capital Improvement Plan process lives within the overall concept-to-construction cycle of a project.

2.1 CIP Frequently Asked Questions

2.1.1 What is a Capital Improvement Plan?

- A Capital Improvement Plan is a planning document made by a local government body, such as the Town of Blue River, that identifies what capital projects need to be constructed, when they need to be constructed, and how they will be funded over the next five to ten years.
- There is usually not enough funding available to address all the needs identified, so a Capital Improvement Plan creates a "to-do list" of projects for the Town to consider and financially prepare for in the future.

2.1.2 Why did the Town develop a Capital improvement Plan?

- The Capital Improvement Plan will help the Town better proactively plan projects and funding to address the needs of its residents.
- The Town will be better prepared to coordinate projects with other agencies such as the Town of Breckenridge, the Forest Service, Upper Blue Sanitation District, Summit County, and others.
- The development of the Plan will increase the Town's understanding of its capital needs, its capabilities, and associated risks.
- It allows more time for greater resident involvement in the project identification and development process.

2.1.3 What is considered a capital improvement? What is not considered?

- A capital improvement project is a project that helps repair or improve Town infrastructure (roads, town buildings, parks, trails, etc.). Expanding or repairing existing infrastructure, or replacing or constructing new infrastructure, is considered a capital project.
- Items not considered in a CIP are those involving the standard operations of the Town such as snow plowing or other regular maintenance items.

2.1.4 How do I read a CIP?

- The information in this CIP includes an explanation of the CIP process and how the list of capital projects was developed.
- The CIP also includes summary descriptions of each capital project, estimated costs, and maps of the locations. The projects are grouped into three categories: Roads, Bridges, and Drainage; Parks and Trails; and Town Properties.
 - The project summaries and cost estimates are planning/concept level and left without significant detail intentionally. Refinement of the projects' scopes, their costs, and limits will take place in later stages of project development. See Chapter 2.2 Project Planning and Development Process to learn more.
- Information detailing the Town's financial condition and plan to fund capital projects is included.

2.1.5 Is the CIP project list final?

- Short answer: No. Capital Improvement Plans are first and foremost planning documents. They should be reviewed regularly and are subject to change as the Town's needs and conditions evolve.
- Capital Improvement Plans are dynamic – as priorities change and new needs are identified, a project that may not be included in this plan may suddenly become a high priority for the Town.
- It is important to note that the Town has not committed funding for any projects included in the CIP. The projects are included to help show what the Town's priorities are at the present time.

2.1.6 How were projects selected to be included in the CIP?

- The Town of Blue River was dedicated to including its citizens in the CIP process as much as possible. To collect an inventory of projects to be considered, several public meetings and online surveys were held to solicit ideas for projects from the Blue River residents. Information gathered in these surveys was supplemented by input from the Town Board of Trustees, the Planning and Zoning Commission, and the Citizen's Advisory Committee.
- In general, projects identified by residents that qualified as capital projects were all considered as part of the Capital Improvement Plan. Some project ideas received were determined by the Town to be better considered outside of the CIP and were not included. Other suggestions were included in the CIP not as specific projects but as policies to be considered throughout the project development process. More information on projects not considered is available in Chapter 3 of this report.
- The Town of Blue River developed a list of ten evaluation criteria that all potential projects were further evaluated on to help the Town determine the priority of the projects to be included. The list of ten criteria is available in Chapter 4 of this report.

2.1.7 Why are some projects considered policies in the CIP?

- Some project ideas that were received were determined by the Town to be considered as policies – items that will be considered for justification, feasibility, and cost-benefit as part of each project's development. The list of policies being considered by the Town are the following:
 - Installing road-edge markers and signage
 - Providing speed bumps and/or traffic control
 - Paving roads

- Repairing narrow roads
- Providing community shelter and/or pavilions

2.2 Project Planning and Development Process

The project planning and development process follows a project from its first conception – the identification of a need, to its final condition – the completed construction of the project. To better comprehend this Capital Improvement Plan, it is important to first understand where the Capital Improvement Plan exists within the process. **Figure 2-1** shows the Project Development Process and how the Capital Improvement Plan fits within it.

2.2.1 Capital Improvement Planning

Capital Improvement Planning is the first step by the Town to identify the needs of the Town and develop a list of projects to address those needs. Cost estimates and high-level scopes are only developed to assist in Town funding allocation and budgeting. Development of the project scope, its cost, and risk are required and take place in subsequent phases of the project’s development.

2.2.2 Project Selection

Project Selection is the stage between Capital Improvement Planning and Project Planning. To select a project, the Town will consult the adopted Capital Improvement Plan project list to review the capital needs that were identified, evaluated, and scored during its development. The evaluation criteria will help illuminate the perceived benefits and challenges expected with each project, and the cost estimates will guide the Town in understanding the impact of each project on its capital budget. With the tools in the CIP, the Town can select a project that addresses a current need and has manageable associated costs and risks.

The CIP is a helpful guide to assist the Town, but it is not the final word in project selection. Conditions in the Town will change over time, resulting in the identification of new projects that were not in the original CIP. The Town can use the CIP Evaluation Criteria to score those new projects, or decide to re-evaluate existing CIP projects through the Evaluation Criteria as conditions change.

2.2.3 Project Planning

After reviewing its financial capabilities, consulting the adopted Capital Improvement Plan project list, and comparing it to the current needs of the Town to identify a project it wants to move forward with, the Town progresses to Project Planning. This next step includes refining the project’s scope: performing field visits and consulting affected residents and stakeholders to better understand the factors causing the issues, then developing conceptual solutions or alternatives that could potentially address the problem. In consideration of factors such as environmental permitting needs, property ownership and requirements, and the cost of each of the conceptual alternatives, a preferred alternative is chosen. It is important to note that a “no-go” alternative, or a “no action” alternative could be the best decision when weighing all the factors. The “no-go” alternative is always considered as an option in the preferred alternative selection.

In the project planning phase, the need identified in the CIP or elsewhere is taken and refined into a project of defined scope that addresses the issue in the most effective way possible in consideration of several factors. Public and stakeholder input, particularly from those residents and stakeholders experiencing the issues, is included in this phase.

Blue River Project Development Process

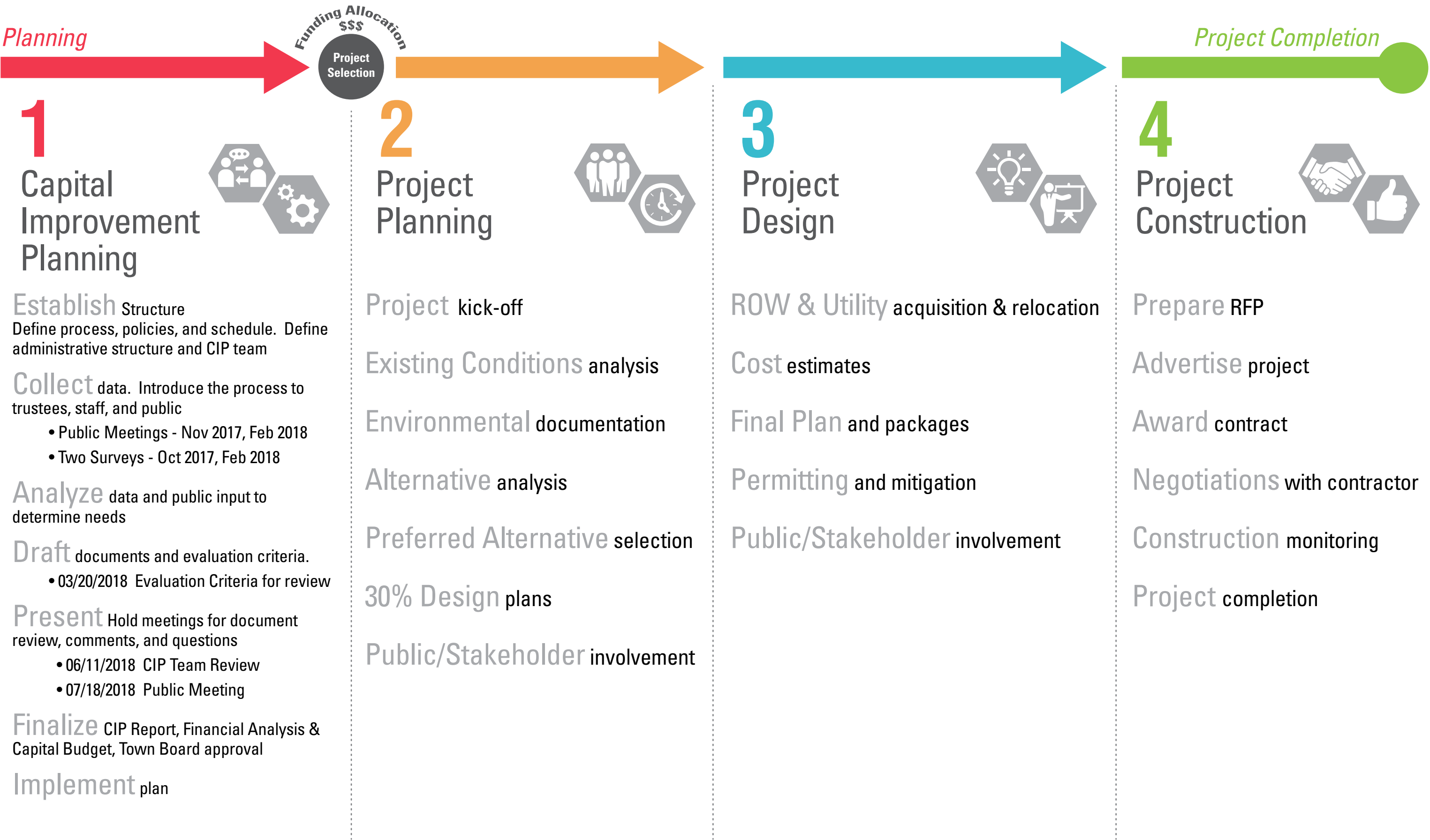


Figure 2-1 Project Development Process Overview

2.2.4 Project Design

Project design takes place when a project of definitive scope has been identified as the preferred alternative to address a need within the Town. In project design, the alternative is taken from concept level to full design while environmental permits, property easement and acquisition, and utility relocates are all pursued. Public and stakeholder involvement is included within this phase. In the project design phase, preferred alternatives are further developed into final design plans that are sent to a contractor to bid on to construct the project.

2.2.5 Project Construction

Project Construction takes place when a set of final design plans for a project is ready to be sent to contractors to bid on. The Town advertises the project, and contractors can submit what they think the cost would be to construct the project. If the Town negotiates an agreeable price with the contractor, the project is awarded, and the project goes to construction. Finished construction marks the end of the project development process and the completion of the project. As funding allows, the Town starts the process over by selecting a project and repeating the cycle.

2.3 Capital Improvement Planning Process

The process to develop the Capital Improvement Plan includes several steps and took 18 months to complete. This chapter steps through the process and describes the actions taken by the Town to develop the Capital Improvement Plan.

2.3.1 Establish Administrative Structure

The first step of the CIP is to establish the administrative structure. The group(s) responsible for managing the CIP are determined, as well as the Town's plan to incorporate citizen input. A schedule for the CIP's development is also created as part of this process.

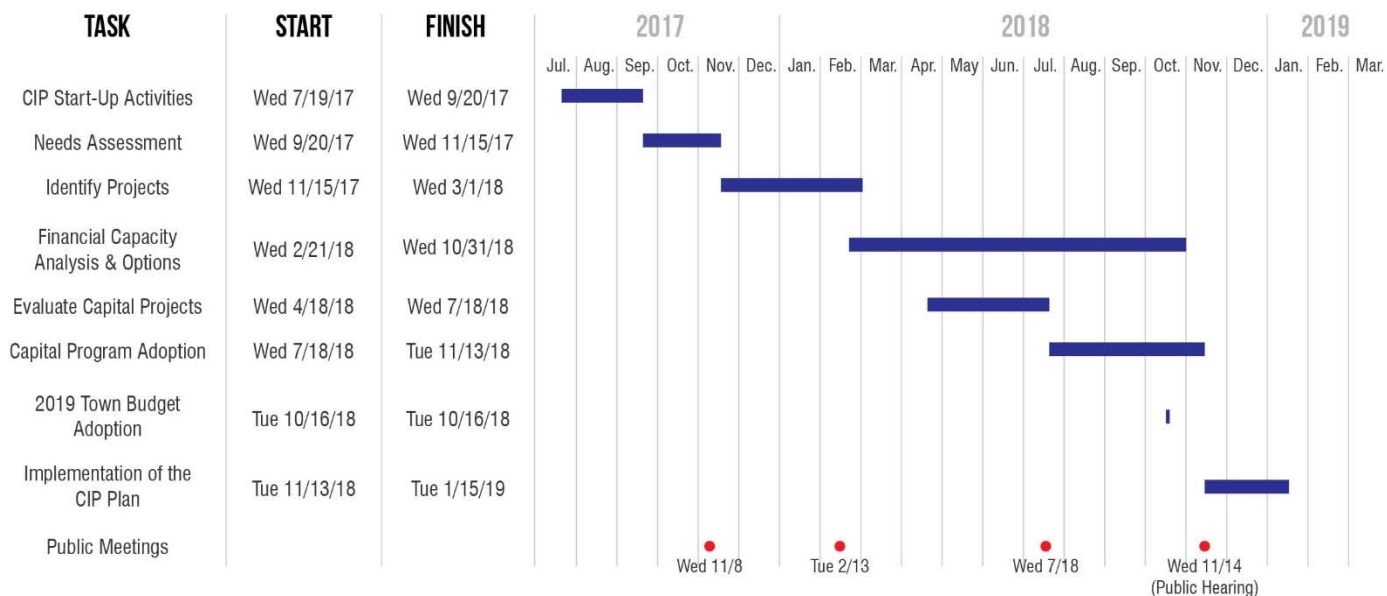
CIP Management Body - The Town established its administrative structure in the Summer of 2017. It was determined that the managing group for the CIP would be the Board of Trustees with significant participation from the Planning and Zoning Committee and the Citizen Advisory Committee, hereafter referred to as "The Town and its committees".

Policy for Public Input - A policy was established early in the CIP process to incorporate as much public input as possible into the Plan. If a citizen offered a suggestion for a capital project or identified a capital need, an effort was made to consider it within the CIP.

Transparency was another initiative established early in the process. Throughout its development, CIP materials have been made publicly available on the Town of Blue River website, including maps, updates, and survey results.

Creating the Schedule – A preliminary schedule was created outlining the timeline for the completion of the CIP. With slight variations, the CIP process followed the original schedule available in **Appendix A**. The schedule that was followed to develop the CIP is outlined below in **Figure 2-2**.

Figure 2-2 Blue River Capital Improvement Plan Development Schedule



2.3.2 Establish Policy Framework and Project Criteria

2.3.2.1 Establishing the Policy Framework

The Policy Framework includes the program and financial policies to be adopted in the CIP. This step was completed congruent with the rest of the CIP process, as the project identification and Town financial assessment helped establish both the program and financial policies the Town would adopt.

Program Policies – Program policies are items that will be considered for justification, feasibility, and cost-benefit as part of each project’s development. The list of program policies being considered by the Town are described below.

Installing road-edge markers and signage

After the Town selects a project to move forward with and a preferred alternative is identified, detailed engineering analysis and design takes place to prepare a set of plans that a contractor can build from. While the basis of the project design will be to address the capital need identified by the Town, additional analysis can be performed to ensure that the project area has sufficient signage and road-edge markers where appropriate to help keep residents safe. Updated signage could be recommended to be included in the project as a result of the proposed improvements, or to mitigate an existing issue. If additional signage is recommended, it will be brought to the Town to consider including as part of the project.

Providing speed bumps and/or traffic control

Similar to road-edge markers and signage, the need for traffic and speed control in a project area can be determined as part of the project design phase. If a perceived traffic control or speeding issue is raised from Town Board and public input, a local traffic study can be performed to measure the speed, frequency, and behavior of vehicles traveling in the project area over several weeks. The results of the traffic study can validate the issue and help guide recommendations on how to address it. These recommendations would be given to the Town Board to consider including as part of the project.

Improving utilities

As the Town selects a project to advance to design and construction, it is standard practice to coordinate with utility owners in the project area to understand what utilities are present and how they might be impacted by the proposed project. In addition to understanding the location of existing utilities, the Town will work with utility owners to understand their planned utility expansions in each project area and perhaps work together to save costs and advance the expansion of utility networks like gas and septic sewer.

If a project includes reconstructing the roadway prism, the Town will also consider using the project as an opportunity to place empty conduit pipe for potential future use for utilities like buried power and fiber optic.

Paving roads

Replacing gravel roadway surfaces with asphalt pavement will be considered on a project-by-project basis. Asphalt pavement is generally justified when the roadway experiences heavy enough traffic use, or when maintenance of the gravel road is needed so frequently that it becomes cost-beneficial to pay for asphalt pavement. As a project is being designed, a traffic study can be performed to determine its traffic use. The Town Board can use the traffic study and historic maintenance needs of the project area as it considers including asphalt pavement as part of the project.

Repairing narrow roads

Throughout the public input process, several comments were made regarding the narrow width of Blue River roads, particularly during the winter after snowstorms. As a project moves to the design phase, the Town Board can work with the design engineer and affected residents to identify opportunities to address narrow stretches of roadway as part of the project.

Providing community shelter and/or pavilion

As the Town implements capital improvement projects over the next 5- 10 years, it can also consider any opportunities to place a community shelter or pavilion for resident use as was suggested in the public input received. If a feasible space in an ideal location is identified as part of a project, the Town can consult the adjacent landowners and the Town of Blue River as a whole to solicit interest in constructing a community shelter. Congruent with the public engagement process, the Town can also review its finances to better understand the impact of a community shelter project on the annual budget.

Financial policies – Financial policies are determined by the Town as they perform their financial analysis and create their capital project budget. Financial policies being considered by the Town are described below.

Budget Policy

The Town's strategy for the capital fund is to create a long-term fund account that can be sustainable without significant funding from the general fund. The Town will identify the estimated costs and potential funding sources for each capital project proposal before it is submitted to the Trustees for approval. The Town will determine the least costly financing method for all new projects.

Upon review of the opportunities and needs, the Town will enact a capital fund budget based on the multi-year capital improvement plan. Future capital expenditures necessitated by changes in population,

changes in real estate values, or changes in economic base will be calculated and included in capital budget projections.

The Town will maintain all its assets at a level adequate to protect the Town's capital investment and to minimize future maintenance and replacement costs.

Debt Policy

The Town will work to limit the occurrence of any debt for capital funding utilizing existing or newly generated revenues in lieu of loans, bonds or special assessments.

Revenue Policy

The Town will project revenues for the next three to five years and will update this projection annually. Each existing and potential revenue source will be re-examined annually. The Town will try to maintain a diversified and stable revenue system to shelter from short-run fluctuations in any on revenue source.

The Town will estimate its annual revenues by an objective, analytical process.

Establishing the Project Criteria

The evaluation criteria are a list of factors developed by the Town that each potential project is evaluated against to help identify the projects to include and prioritize within the CIP. Ten criteria were identified after several meetings with Town Board of Trustees and its committees. The ten criteria identified for the Blue River CIP are listed in Table 2-1.

Table 2-1 Blue River CIP Criteria

Criterion	Definition
Health and Safety	An evaluation of how the proposed project addresses the safety of the Town.
Environmental/Aesthetic	Evaluates the proposed project's impact to the environmental and aesthetic condition of the Town. How does the project "keep Blue River, Blue River?"
Fiscal and Budget Impacts	The impact a project has on the Town budget. (Project cost estimate)
Risk Uncertainty	Evaluates the risk associated with a project (ease of implementation).
Economic Development	Evaluating if the project promotes economic growth within the Town.
Collaboration	Evaluating the potential opportunities to collaborate with other partners on this project.
Maintenance	Evaluates the project's impact on the Town's operating budget.
Deferral of Work	Evaluating if there are costs to the Town if the project is deferred.
Outside Funding Sources	Evaluating the potential to identify outside funding sources to help pay for the project
Community and Social	Evaluating the Town-wide benefit from the completion of the project.

The relative importance of each criterion compared to one another also had to be determined. For instance, a project addressing a health and safety risk to the Town might be prioritized above one that offers the opportunity to collaborate with another entity. In addition to input from the CIP governing body, public comment regarding the criteria importance was solicited at a November 2017 public meeting. Input received on the criteria helped determine the final criteria system below, and is available in **Appendix B**.

The Final Evaluation Criteria – The final adopted Evaluation Criteria separates the ten criteria into three categories: Priority Criteria, Supplemental Criteria, and Financial Criteria. Each category is explained in Table 2-2.

By separating priority and supplemental criteria, projects can be better evaluated based on the characteristics that matter most to the Town and its residents. By separating the financial criteria, each project can be evaluated based solely on the benefit it brings the Town before the project cost is considered – Projects are not penalized for being high-cost. This Evaluation Criteria system was recommended to the Town and agreed upon at a May CIP meeting.

Table 2-2 Final Town of Blue River Adopted Evaluation Criteria

Category	Definition	Applicable Criteria
Priority Criteria	The key characteristics of a project that help to identify it as a strong project, based on feedback, town interests, and Muller recommendations.	<ul style="list-style-type: none"> • Health and Safety • Environmental/Aesthetic • Maintenance • Risk Uncertainty
Supplemental Criteria	Additional criteria that are valuable to further refine the project prioritization but are not as critical a measurement as the priority criteria.	<ul style="list-style-type: none"> • Economic Development • Collaboration • Costs due to Deferral • Community and Social
Financial Criteria	Criteria related to direct project cost.	<ul style="list-style-type: none"> • Fiscal/Budget Impacts • Outside Funding Sources

2.3.3 Assess Capital Needs

Identifying capital needs is the first step to defining the list of projects included within the CIP. The initial assessment of capital needs was populated by the Town Board of Trustees and its committees who in 2017 identified needs from earlier observation and comments previously raised by residents in the Town. Consistent with the Town’s policy to rely strongly on public input, an online survey and public meeting was held in November 2017 to solicit feedback on the Town committees’ recommended projects as well as on new ideas and needs that had not yet been identified.

Input from the Town residents was compiled and reviewed at a January 2018 Citizen Advisory Committee meeting, where projects were added and others removed from consideration within the CIP. In February 2018, another public meeting and corresponding survey was conducted to solicit additional feedback on the refined capital needs list and provide a second opportunity for residents to offer new project ideas. The public input received was compiled and reviewed at a March 2018 Citizen Advisory Committee meeting,

and a final list of capital needs, crafted by the Town Board, its committees, and the residents of Blue River, was created.

Each capital need identified was then turned into a conceptual project to be considered in the Capital Improvement Plan. Planning-level project scopes and cost estimates were developed to provide a basis for the evaluation and prioritization using the Criteria. Additional detail on the identification and development of projects is available in Chapter 4.

2.3.4 Project Prioritization

Prioritizing projects within the CIP helps the Town identify the high-scoring projects that add value with minimal associated operational costs and unknown risk. A prioritized list was created by evaluating each project and assigning them scores using the ten agreed upon evaluation criteria. The final product of this step is the list of CIP projects prioritized based on their Evaluation Criteria score. The scoring system for the Criteria was recommended by Muller Engineering Company and agreed upon by the Town Board of Trustees at a June Board Meeting.

The final scoring system includes different point ranges for Priority Criteria and Supplemental Criteria. A project can score a point value ranging from one to five points on each Priority Criterion. For each Supplemental Criterion, a project can either score one point or zero points. The sum of the Priority and Supplemental Criteria scores of a project are its *Benefit Score*. By using this system, more influence is given to the Priority Criteria, which leads to high scoring projects that exhibit characteristics that are in line with the Town's priorities.

The Financial Criteria is not part of the scoring system; the cost estimates are included as helpful information for Town budgeting. In the event of a Benefit Score tie, the tied projects are organized in order of cost, with the lower cost project placed higher on the priority list. The scoring system and final prioritized project list is available in Chapter 4.

2.3.5 Plan Adoption and Implementation

The final step in the CIP process is the Town's official adoption of the Plan. The process and steps taken to complete the Capital Improvement Plan are documented. Once complete, the Town Board of Trustees and its committees review the Plan in its entirety and vote on its approval. If approved, a final public meeting is held to review the Plan with the Blue River residents before it is adopted and implemented.

By adopting and implementing the Capital Improvement Plan, the Town of Blue River is not committing to constructing each project on the list in order of their priority, nor are they committing any funding to the completion of a specific project at that time. By adopting the Plan, the Town of Blue River is stating that it agrees with the process that was performed and that the information included herein to be used as a guide to help plan and prioritize their projects over the next five to ten years.

3 IDENTIFICATION AND DEVELOPMENT OF PROJECTS

Chapter 3 summarizes the information that was gathered to help define the projects that are considered in the Town of Blue River Capital Improvement Plan.

3.1 Town Board Input

An initial list of capital needs was created by the Town Board of Trustees and its committees based on their earlier observations and comments previously received from residents. The capital needs identified were organized into four categories: Roads, Bridges, and Drainage projects; Parks and Trails; Town Properties; and Land and Easements. In all, 18 initial capital needs were identified. Table 3-1 breaks out the projects in each category.

A Blue River CIP Map displaying these initial projects was compiled for public review and comment and is available in **Appendix A**. Throughout the project identification process, the Town Board and its committees continually provided input and provided insight to feedback received from the community to develop the final project list.

Table 3-1 Initial Capital Needs List (October 2017)

Category	Capital Need
Roads, Bridges, Drainage	Mountain View Trail Wilderness Drive Sherwood and Starlit Lane Spruce Creek Road Royal Drive Coronet Drive Hwy 9 Bus Route Speed Bumps/Traffic Control Breckenridge Emergency Access Route
Parks and Trails	Breckenridge to Fairplay Bike Trail Connection Town Park Expansion Mountain Bike/Trail Development
Land and Easements	Existing Ground-Owned Inventory Acquisition for Projects
Town Properties	Tarn Improvements Community Center Employee Housing Police Department

3.2 Community Input

The Town of Blue River relied heavily on community input to help identify the capital needs to be considered in the Capital Improvement Plan. In addition to the examples of community input detailed below, all the survey results, materials developed, and updates were made available online throughout the CIP process. A collection of the updates made available on the Town website throughout the process are available in **Appendix A**.

November 2017 Public Meeting and Survey – While the Town Board and its committees’ initial list was compiled based on previous resident feedback, the first formal opportunity for comment by the public was in November 2017, when a public meeting was held to gather input on the Capital Improvement Plan project needs. A five-question survey was also developed and offered online to help residents contribute their thoughts on the Town’s capital needs. The questions asked in the survey included the following:

- **Question 1:** What difficulties do you encounter while driving through Town and around your home? Are there any drainage improvements in your neighborhood that you would like to see constructed?
- **Question 2:** Are there any recreational additions or needs that would benefit the Town? Things like trail connections, improvements, parking areas and access can be considered.
- **Question 3:** Do you take the bus into Breckenridge or would you if there was a stop by your house? Are there other public transportation needs in or around the Town of Blue River?
- **Question 4:** Are there any improvements that you would like to see made at the Tarn?
- **Question 5:** What would you like to see fixed or added to the Town in the next 5-10 years?

At the public meeting, the initial project needs map and the ten evaluation criteria were presented, as well as materials explaining the overall CIP process and schedule. Residents were able to voice their agreement with a pre-identified need or write down new ideas for the Town to consider within the CIP. Residents could also ask questions of Muller and Town staff about the CIP process and timeline.

Town of Blue River residents were invited to offer their input on the ten evaluation criteria by placing “vote” stickers on criteria that they felt were the most important for the Town to consider. This input was compiled and used to help develop the final Evaluation Criteria scoring system. Photos of the boards after the November public meeting are included in **Appendix B**.

The resident feedback from the public meeting was supplemented by the online survey which generated 106 to 120 responses, depending on the question. The survey responses are available in **Appendix B** and are summarized in greater detail in Section 3.2.1.

The information received from the Blue River community was compiled and used to develop additional capital needs for the Town to consider or decide not to consider within this Plan.

February 2018 Public Meeting and Survey – The Town again sought out public feedback on its capital needs with a public open house and online survey in February 2018. The February survey and open house were focused on receiving more detailed input regarding the location and issue causing the identified project need. The survey questions were as follows:

- **Question 1:** What is your Blue River address?

- **Question 2:** Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area?
- **Question 3:** If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible.
- **Question 4:** Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan?

The Town received over 40 responses to the second survey. The information was compiled and used to refine the locations, limits, and high-level scopes for each project.

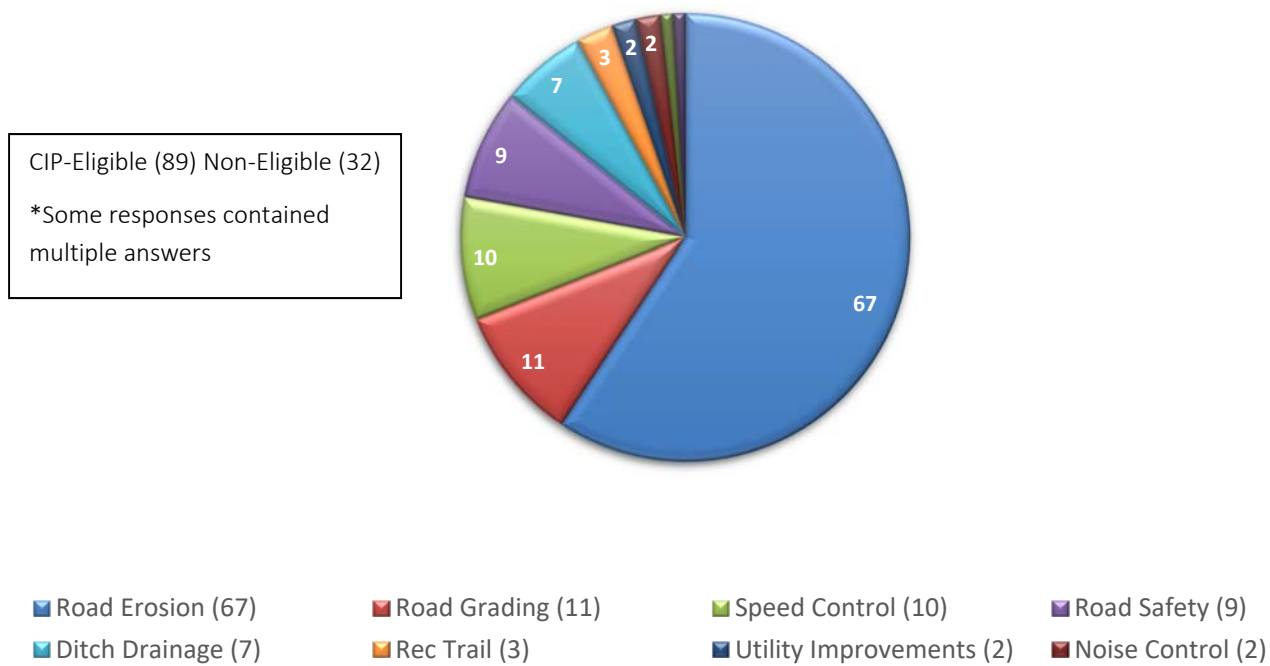
3.2.1 Summary of Findings

Community input received from the November and February public meetings was used to help create the capital needs list and shape the policies being considered in the Capital Improvement Plan. This chapter summarizes the results of the surveys. All survey responses are available in **Appendix B**.

3.2.1.1 November 2017 Survey Results:

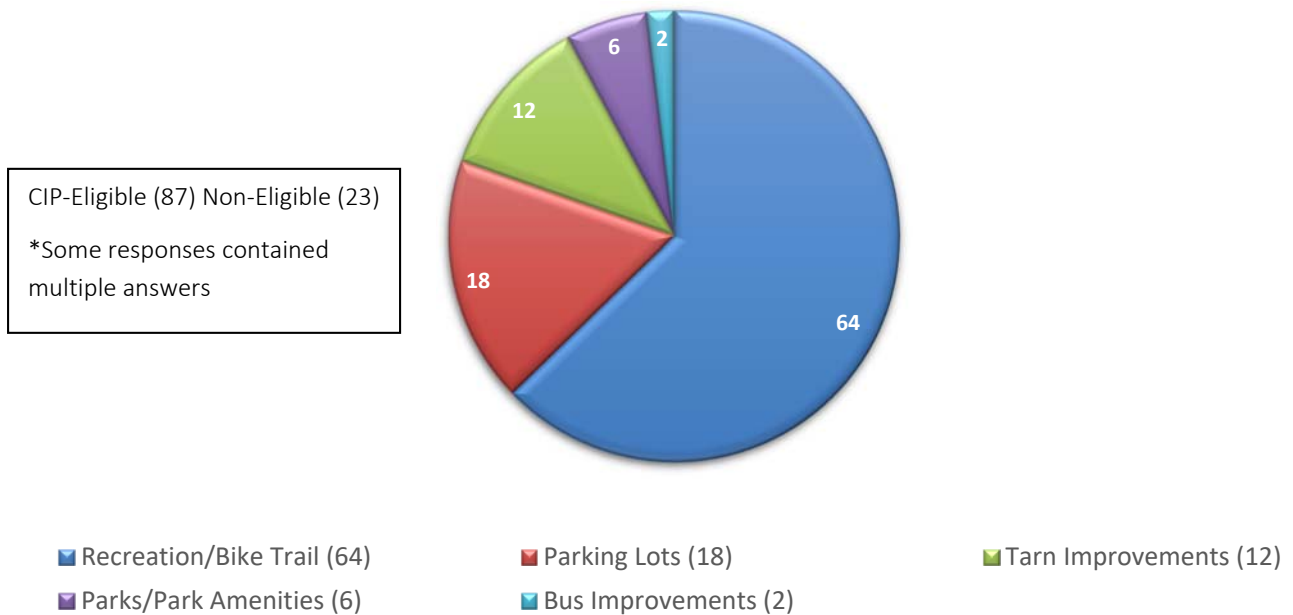
Question 1 Summary: *What difficulties do you encounter while driving through Town and around your home? Are there any drainage improvements in your neighborhood that you would like to see constructed?*

Figure 3-2 Question 1 Survey Responses



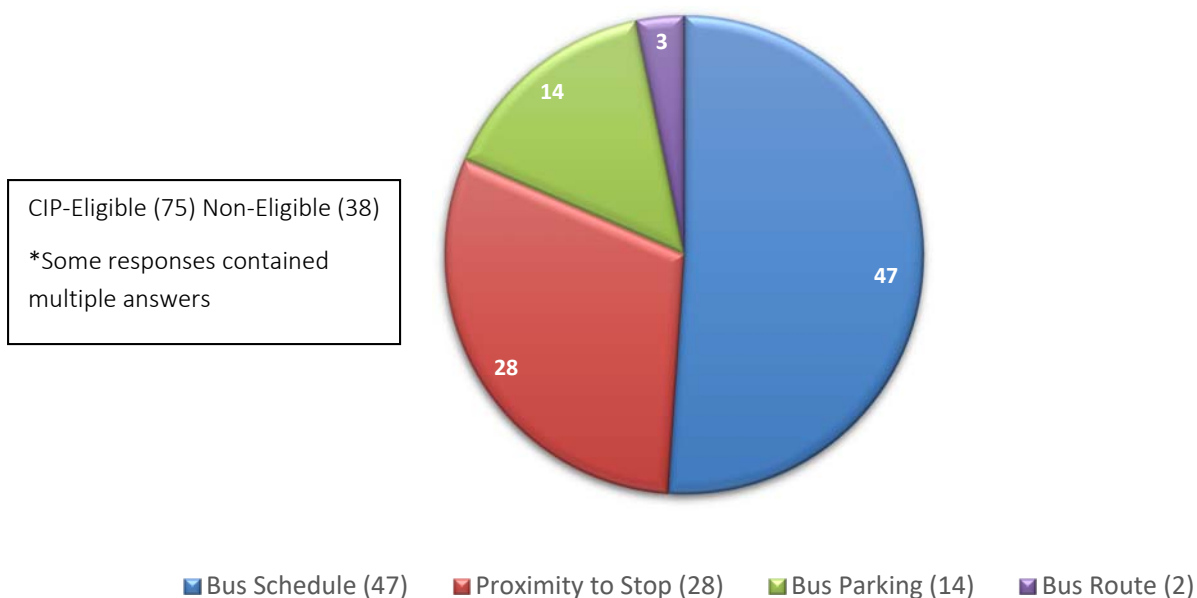
Question 2 Summary: *Are there any recreational additions or needs that would benefit the Town? Things like trail connections, improvements, parking areas and access can be considered.*

Figure 3-3 Question 2 Survey Responses



Question 3 Summary: *Do you take the bus into Breckenridge or would you if there was a stop by your house? Are there other public transportation needs in or around the Town of Blue River?*

Figure 3-4 Question 3 Survey Responses



Question 4 Summary: Are there any improvements that you would like to see made at the Tarn?

Figure 3-5 Question 4 Survey Responses

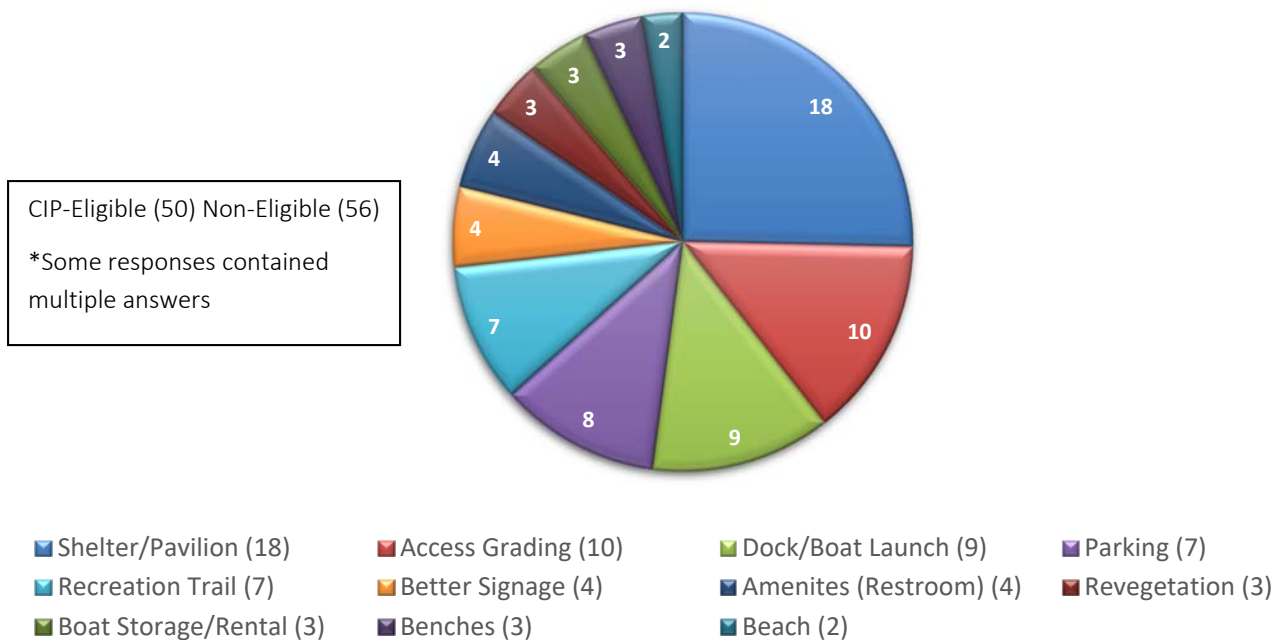
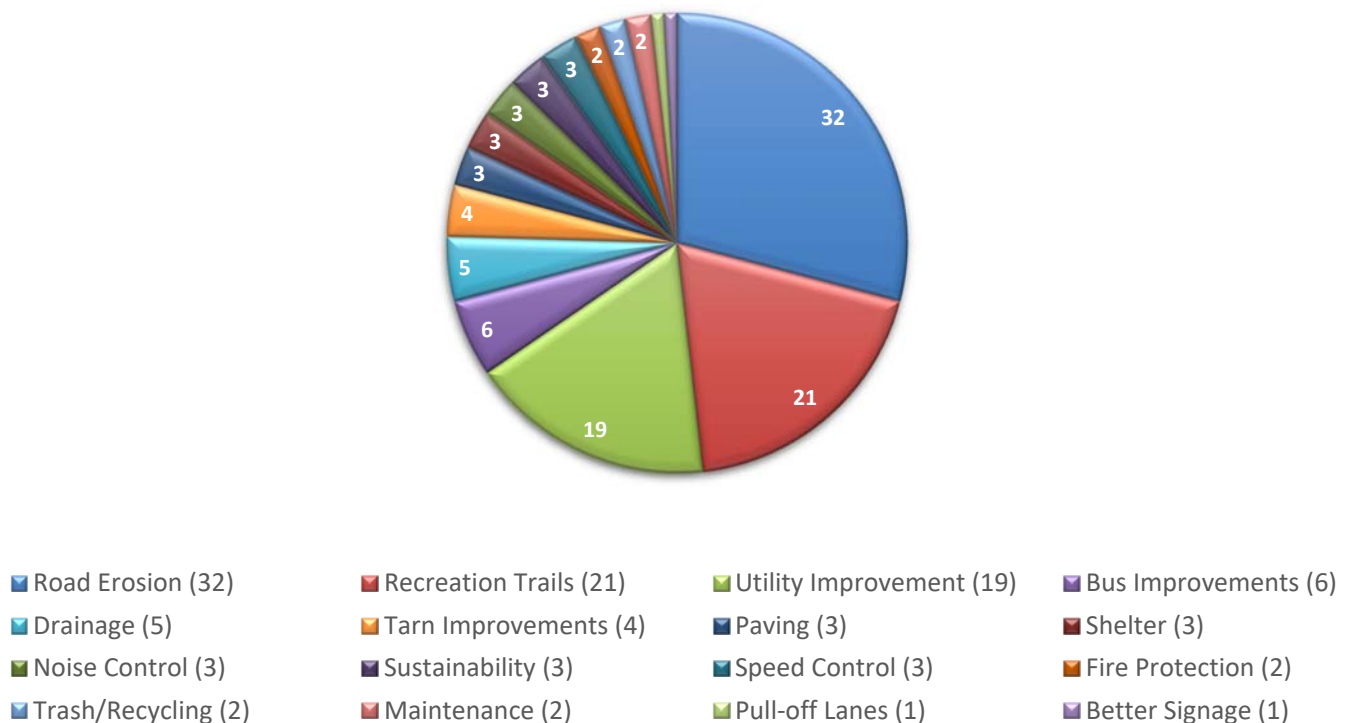


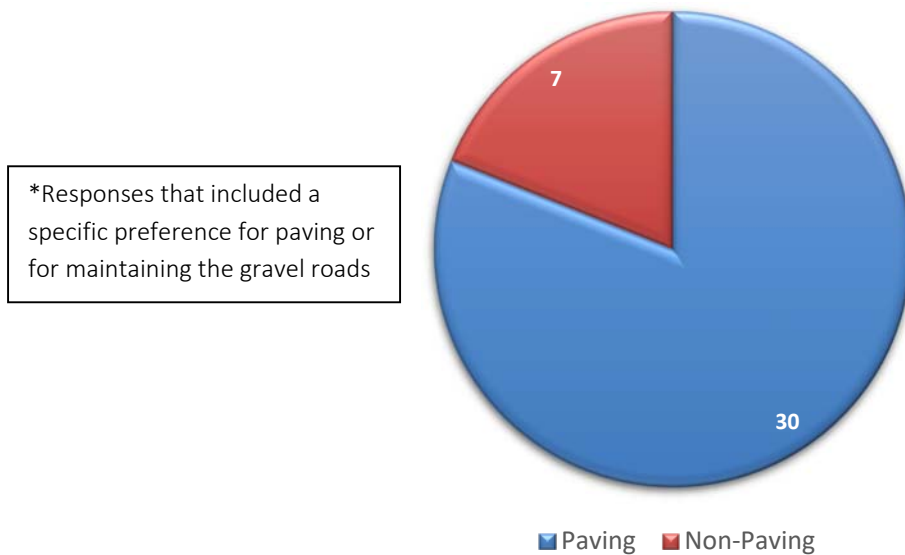
Figure 3-6 Question 5 Survey Responses



Question 5 Summary: *What would you like to see fixed or added to the Town in the next 5-10 years?*

Several survey responses offered opinions on paving Blue River roads with asphalt or maintaining the existing gravel surface. Although not a specific question, **Figure 3-7** shows the breakdown of responses that were for and against the asphalt paving of the roads.

Figure 3-7 Paving v. Non-Paving Responses Summary



A list of the locations mentioned in the November survey results, including those identified by the Town Board and commented on at the November public meeting, are available below.

- | | |
|--------------------------------|--|
| ➤ Mountain View Trail | ➤ Crown Drive |
| ➤ Wilderness Drive | ➤ Creekside Drive and Grey Squirrel Lane |
| ➤ Sherwood and Starlit Lane | ➤ Dead Man's Corner |
| ➤ Spruce Creek Road | ➤ Timber Creek Estates |
| ➤ Royal Drive and Regal Circle | ➤ Whispering Pines Lane |
| ➤ Coronet Drive | ➤ The Tarn |
| ➤ Blue River Road | ➤ Lakeshore Loop |
| ➤ Leap Year Trail | ➤ Access to Highway 9 |
| ➤ Calle de Plata | ➤ CR 801 |

3.2.1.2 February 2018 Survey Results:

Question 1 Summary: *What is your Blue River address?*

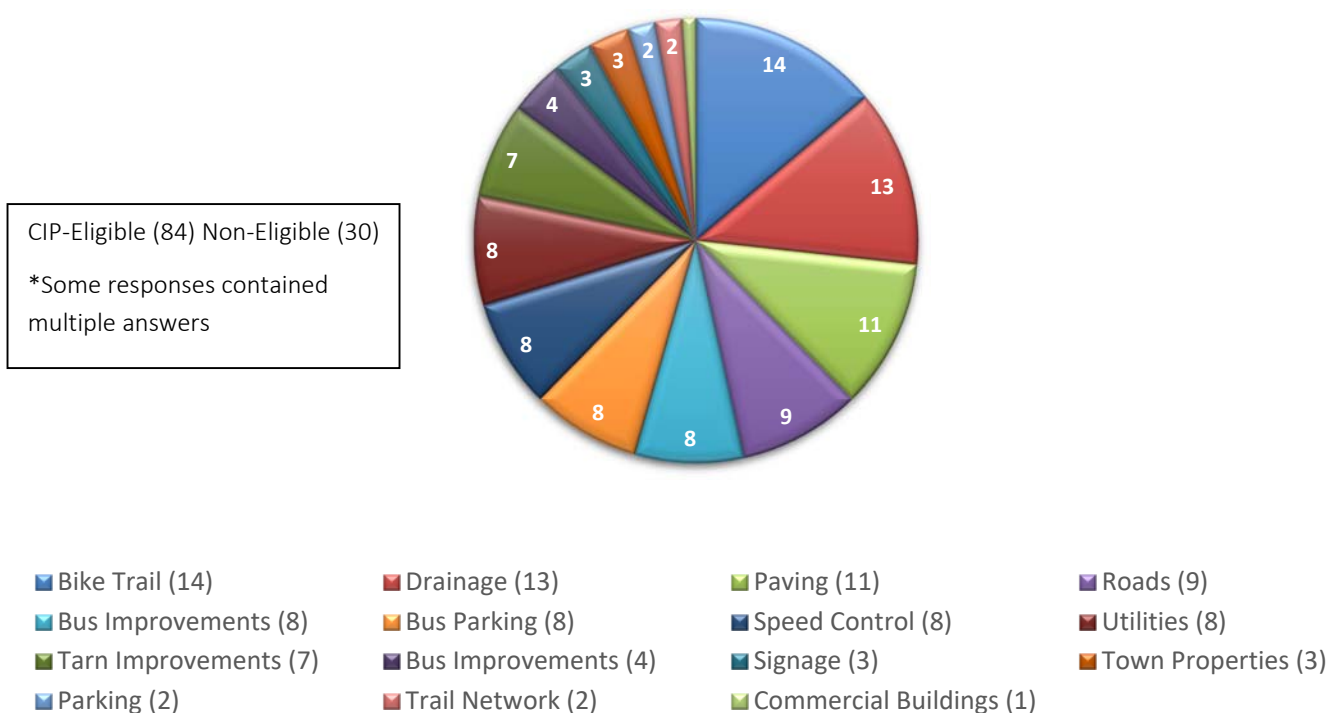
Question 2 Summary: *Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area?*

Question 3 Summary: *If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible.*

Question 4 Summary: *Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan?*

A summary of responses that were received in the February 2018 survey are available below in **Figure 3-8**. The February survey results were used to refine the overview scope of projects identified in the November 2017 survey.

Figure 3-8 February 2018 Survey Responses



3.3 Projects Considered

The Town and its committees took the public feedback received and refined it into a final list of capital needs to be included within the CIP either as potential projects or policies to consider as part of each CIP project. The projects and policies that were identified to be considered in the Capital Improvement Plan are shown in **Table 3-2** and **Table 3-3**.

Table 3-2 Capital Improvement Plan Project List

Project ID	Name	Description
18-01	Mountain View Trail	Re-establish roadway and install drainage ditches along roadway draining west to Blue River.
18-02	Wilderness Drive	Establish drainage swales to convey water off roadway. Regrade low-point at Hinterland Court. Install culvert at Grey Squirrel Lane.
18-03	Sherwood and Starlit Lane	Widen roadway, establish ditches and install culverts to drain northeast along Blue Grouse Trail to Blue River
08-04	Spruce Creek Road	Regrade and realign intersection with Highway 9, establish ditches and culverts, potentially including culvert across Highway 9.
18-05	Royal Drive and Regal Circle	Widen roadway, establish ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
18-06	Coronet Drive	Address sediment build-up and erosion in ditches, evaluate washboarding improvements and safety along hairpin turn.
18-07	Blue River Road/Hwy 9	Install turn lanes, accel/decel lanes at Blue River Road and Highway 9.
18-08	Leap Year Trail	Construct roadway and drainage improvements along Leap Year Trail.
18-09	Calle de Plata	Install culvert, ditches to convey drainage on Calle de Plata.
18-10	Crown Drive	Widen and improve roadway along Crown Drive.
18-11	Creekside Drive	Establish ditches to convey drainage along Creekside Drive to Grey Squirrel, upsizing existing culvert.
18-12	Dead Man's Corner	Pursue signage, safety and/or access improvements at Dead Man's Corner (Highway 9, approximately MP 81.8).
18-13	Timber Creek Estates	Perform study to assess speed control signage, speed bump installation.
18-14	Whispering Pines Entrance	Establish ditches, install culverts to convey drainage.
18-15	Blue River Road	Establish drainage ditches and roadway improvements along Blue River Road.
18-16	Breckenridge Emergency Access Route	Provide redundant routes to Breckenridge in case of flooding or other emergencies
18-17	Park-n-Ride/Town Parking Lot	Provide parking lot for Town use (RV, Bus Stop, Visitor/Guest, Trailhead Parking – Indiana Creek, etc.)
18-18	Tarn Improvements	Providing improvements to Tarn access, Tarn amenities.
18-19	Develop Trail Network Study	Conduct trail network planning study for trails through Town with connections to existing trails. Includes Breckenridge to Blue River/Fairplay trail connection.

Table 3-3 Capital Improvement Plan Policies List

Policy	Description
Installing Road Markers/Signage	Including installing road edge-markers and updating signage as part of project.
Providing speed bumps and/or traffic control	Including measures to control the flow and speed of traffic in Town as part of project.
Improving Utilities	Working with utility providers to expand sewer networks, gas lines, bury power, etc. as part of project.
Paving roadways	Including replacing gravel roadway with asphalt pavement as part of project if warranted.
Repairing narrow roads	Regrading and repairing narrow roadway corridors where appropriate.
Providing Community Shelter/Pavilions	Providing a space for community gatherings in the form of a shelter or pavilion(s) where and if possible.

In June 2018, a field review of each project site was performed by Muller Engineering Company to assess the issues identified by the Town and its residents. The field review was used to define project limits and develop high-level overview scopes to provide the basis for further evaluation of each project. In addition, planning-level cost estimates were developed for each project using historic unit costs from previous Town of Blue River contractor bids and CDOT cost-history information. Project overview cut-sheets and cost estimates are available for each project in **Appendix C**. The overview cut-sheets identify existing culverts by ID numbers that were previously assigned as part of an existing Town infrastructure inventory that was performed in 2015. The inventory is available for reference in **Appendix A**.

Figure 3-1 shows the approximate limits and locations of each project updated on the Blue River CIP Map.

3.4 Projects not Considered

While the Town relied heavily on the public input process to develop the project list, some capital needs identified were not in the final list of projects to be considered as part of the Capital Improvement Plan. In many cases, the capital need suggestion was already being addressed or coordinated by the Town or was determined to be better addressed outside of the CIP. Some projects were continued to be considered within the CIP, but their project scopes were refined due to changing conditions and input from the Town Board and its committees. A summary of the capital needs input received that was not considered or revised in the CIP is included in **Appendix B**.



PROJECTS NO LONGER BEING CONSIDERED IN CIP

Potential projects indicated with an "X" are no longer being considered within the CIP based on Town Board and public feedback. These projects will be pursued in efforts outside of the Town's CIP where applicable, for example, the CDOT Highway 9 Safety Access Plan.

PARKS AND TRAILS

BRECKENRIDGE TO BLUE RIVER/FAIRPLAY BIKE TRAIL CONNECTION
PARTICIPATE IN A PLANNING STUDY TO PROGRESS THE LONG-TERM COMMUNITY VISION OF COMPLETING A LOCAL BIKE PATH FROM BRECKENRIDGE TO BLUE RIVER AND SOUTH TO FAIRPLAY OVER HOOSIER PASS.

19

DEVELOPING TOWN TRAIL NETWORK
CONDUCT TRAIL NETWORK PLANNING STUDY FOR TRAILS THROUGH TOWN WITH CONNECTIONS TO EXISTING TRAILS IN THE BLUE RIVER AREA.

- FLUME TRAIL
- EAST TRAILS
- TRAIL TO PENN GULCH

X

TOWN PARK EXPANSION
EXPANDING THE TOWN PARK AT REGAL CIRCLE TO INCLUDE MORE FEATURES.

TOWN PROPERTIES

18

TARN IMPROVEMENTS

X

EMPLOYEE HOUSING
PURCHASING AND MANAGING PROPERTY FOR EMPLOYEES OF BLUE RIVER.

X

COMMUNITY CENTER
BUILDING A BLUE RIVER COMMUNITY CENTER.

X

POLICE DEPARTMENT
BUILDING A BLUE RIVER POLICE BUILDING.

LAND AND EASEMENTS

EXISTING GROUND-OWNED INVENTORY
INVENTORY LAND OWNED BY THE TOWN AND IDENTIFY POTENTIAL USES THAT PROVIDE THE MOST PUBLIC BENEFIT.

Town-Wide

ACQUISITION FOR PROJECTS
OBTAINING ANY EASEMENTS OR PROPERTY ACQUISITIONS THAT WILL BE REQUIRED BY PROJECTS WITHIN THIS CAPITAL IMPROVEMENT PLAN.

ROADS, BRIDGES, AND DRAINAGE

1

MOUNTAIN VIEW TRAIL
RE-ESTABLISH ROADWAY AND INSTALL DRAINAGE DITCHES ALONG ROADWAY DRAINING WEST TO BLUE RIVER.

2

WILDERNESS ROAD
ESTABLISH DRAINAGE SWALES TO CONVEY WATER OFF ROADS TO BLUE RIVER. INSTALL CULVERT UNDERNEATH GREY SQUIRREL LANE.

3

SHERWOOD LANE AND STARLIT LANE
WIDEN ROADWAY, ESTABLISH DITCHES AND INSTALL CULVERTS TO DRAIN NORTHEAST ALONG BLUE GROUSE TRAIL TO BLUE RIVER.

4

SPRUCE CREEK ROAD
REGRADE AND REALIGN INTERSECTION, ESTABLISH DITCHES AND CULVERTS, POTENTIALLY INCLUDING CULVERT ACROSS HWY 9.

5

ROYAL DRIVE AND REGAL DRIVE
WIDEN ROADWAY, ESTABLISH DITCHES AND CULVERTS TO CONVEY DRAINAGE TO RECENT BLUE RIVER ROAD DRAINAGE IMPROVEMENTS TO THE WEST.

6

CORONET DRIVE
ADDRESS SEDIMENT BUILD-UP IN DITCHES, EVALUATE WASHBOARDING IMPROVEMENTS ALONG HAIRPIN TURN.

7

BLUE RIVER ROAD AND HIGHWAY 9
INSTALL TURN LANES, ACCELERATION LANES AT BLUE RIVER ROAD AND HWY 9.

8

LEAP YEAR TRAIL
CONSTRUCT ROADWAY AND DRAINAGE IMPROVEMENTS ALONG LEAP YEAR TRAIL.

9

CALLE DE PLATA
INSTALL CULVERT TO CONVEY DRAINAGE UNDERNEATH CALLE DE PLATA, ESTABLISH DITCHES.

10

CROWN DRIVE
WIDEN ROADWAY AND IMPROVE ROADWAY ALONG CROWN DRIVE.

11

CREEKSIDE DRIVE
ESTABLISH DITCHES TO CONVEY DRAINAGE ALONG CREEKSIDE DRIVE TO GREY SQUIRREL; UPSIZING EXISTING CULVERT AT GREY SQUIRREL.

12

DEAD MAN'S CORNER
PURSUE SIGNAGE, SAFETY, AND/OR ACCESS IMPROVEMENTS AT DEAD MAN'S CORNER.

13

TIMBER CREEK ESTATES
PERFORM STUDY TO ASSESS SPEED CONTROL SIGNAGE, SPEED BUMP INSTALLATION.

14

WHISPERING PINE ENTRANCE
ESTABLISH DITCHES, INSTALL CULVERTS TO CONVEY DRAINAGE.

15

BLUE RIVER ROAD
ESTABLISH DRAINAGE DITCHES AND ROADWAY IMPROVEMENTS ALONG BLUE RIVER ROAD.

X

HWY 9 BUS ROUTE
INSTALLING BUS STOPS AND OTHER BUS IMPROVEMENTS ALONG HWY 9.

X

SPRUCE CREEK ROAD
REPAIRING ROADWAY, PROVIDING SPEED CONTROL, AND IMPROVING PARKING ALONG SPRUCE CREEK ROAD.

X

LAKESHORE LOOP
REPAIRING AND WIDENING ROAD AT LAKESHORE LOOP.

X

HIGHWAY 9
IMPROVING SIGHT-DISTANCE ALONG HWY 9 WHEN SNOW PILES BUILD UP.

X

CR 801
REPAIRING ROADWAY WASHBOARDING ALONG CR 801.

16

BRECKENRIDGE EMERGENCY ACCESS ROUTE
PROVIDE REDUNDANT ROUTES TO BRECKENRIDGE IN CASE OF FLOODING OR OTHER EMERGENCIES.

17

PROVIDING PARKING
- RV PARKING
- BUS STOP PARKING
- VISITOR/GUEST PARKING
- TRAILHEAD PARKING - INDIANA CREEK

INSTALLING ROAD EDGE MARKERS/SIGNAGE

SPEED BUMPS/TRAFFIC CONTROL
INSTALL MEASURES FOR CONTROLLING THE FLOW AND SPEED OF TRAFFIC IN THE TOWN. REVIEW AND UPDATE SIGNAGE THROUGHOUT THE TOWN.

IMPROVING UTILITIES

- BURYING POWER
- SEWER NETWORK EXPANSION
- NATURAL GAS LINE UTILITY
- FIRE COMBATTING INFRASTRUCTURE
- RECYCLING AND TRASH PROGRAM
- LIGHTING

PAVING ROADS

REPAIRING NARROW ROADS

PROVIDING A COMMUNITY SHELTER/PAVILION

- BLUE RIVER ROAD SPACE
- TARN

The Town will consider including policy to assess the cost and benefit of including those improvements as part of the CIP.

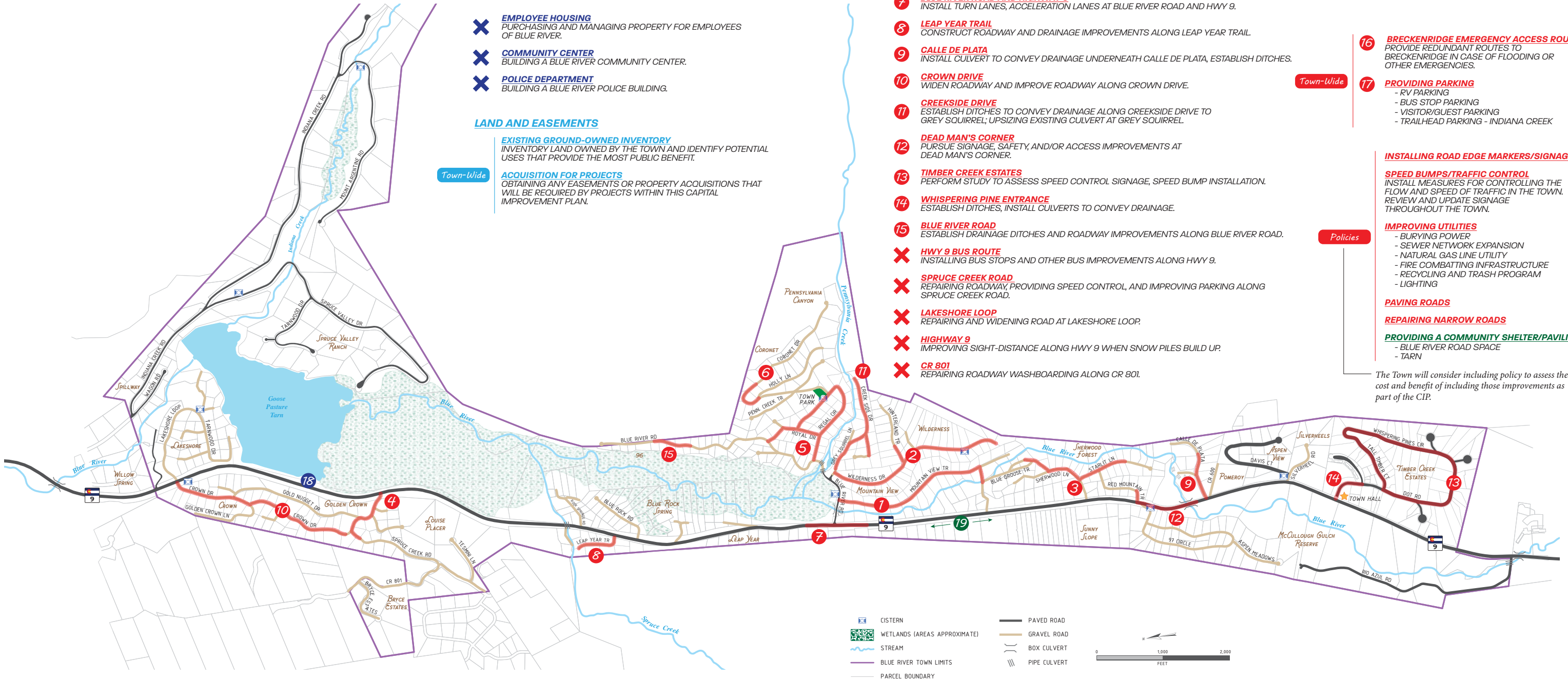


Figure 3-1 Blue River Capital Improvement Plan Map

4 PRIORITIZED PROJECTS

The 19 projects considered in the Capital Improvement Plan were further evaluated and prioritized using the Priority, Supplemental, and Financial Criteria developed and agreed upon by the Town Board and its committees. How the scoring system was developed, how each project was scored, and the final Priority List is described in this Chapter.

4.1 Criteria Review

The Evaluation Criteria is the tool used in the Capital Improvement Planning process to help prioritize the projects that are included in the final Plan. It provides an objective way to prioritize projects by assessing and scoring each project's performance under the same key factors, or criteria. As part of the evaluation, each potential project is given a total score – the higher the total score, the greater the project's priority. The Evaluation Criteria is a helpful tool when assessing projects because it minimizes bias and provides transparency by clearly defining the process by which some projects are prioritized over others in the Capital Improvement Plan.

The Priority Criteria are the key characteristics of a project that identify it as a strong project. Input from the Town Board and its committees as well as the public input received at the November public meeting were used to identify what the Town considers the most important. The priority criteria were determined by assigning each criterion a score of 5, 3, or 1 depending on its importance as defined by the Town Board, its committees, and the public. Table 4-1 shows the scores of each criterion based on that feedback.

Table 4-1 Evaluation Criteria Rankings Based on Town Feedback

Criteria	Summer 2017 CAC Input	November 2017 Public	March 2018 CAC Input 1	March 2018 CAC Input 2	Total Score
Fiscal and Budget Impacts	5	5	5	5	20
Health and Safety	5	3	5	5	18
Environmental/Aesthetic	5	5	3	5	18
Maintenance	1	5	3	3	12
Economic Development	3	3	3	1	10
Collaboration	3	3	1	3	10
Outside Funding Sources	3	3	3	1	10
Risk Uncertainty	1	1	3	3	8
Deferral of Work	3	1	3	1	8
Community and Social	1	1	1	3	6

Fiscal and Budget Impacts and *Outside Funding Sources* make up the Financial criteria and are considered separately from the other criteria. The top three remaining criteria are *Health and Safety*, *Environmental/Aesthetic*, and *Maintenance*.

Risk Uncertainty was not originally considered a critically important characteristic of a project from the feedback received. However, the risk and unknowns associated with a project, such as significant easement and ROW needs, are important to consider when prioritizing the list because the Town should be aware of the perceived risks when selecting a project that could potentially make it difficult to construct. Muller Engineering Company recommended that *Risk Uncertainty* be considered a Priority Criterion at a June 2018

Citizen Advisory Committee. The Town approved the recommendation and the four Priority Criteria were set.

The remaining four criteria: *Economic Development, Collaboration, Deferral of Work, and Community and Social*, are considered supplemental criteria since they are valuable to further refine a project's priority but are not as critical a measurement as the priority criteria.

4.1.1 Priority Criteria

This section reviews the considerations that went into the project score in each Priority Criterion.

4.1.1.1 Health and Safety

Health and Safety is a key factor when prioritizing projects within the CIP. If a project addresses a substantial safety concern and could help prevent the loss of life and/or damage to property, it should be considered for implementation. There are many facets of safety that are considered within this criterion:

- Reducing vehicle crashes and/or the severity of those crashes
- Enhancing pedestrian and cyclist safety
- Reducing the risk of roadway or property loss at damage-prone areas.
- Improving town-wide safety during natural disasters, such as during/after flood or fire events.

Each project's *Health and Safety* point value was dependent on how many "safety features" it includes in its high-level project scope. Each safety feature was designated with a point value depending on its safety benefit. For example, if a project is expected to reduce the frequency of severe crashes, it is awarded five points. If a project is expected to reduce the potential for impact with wildlife, then it is awarded two points. Point values were assigned to each safety feature in accordance with the severity of safety risk it helped reduce.

A project's high-level scope often included several safety features, but the maximum point value possible for any project to earn is five points. Table 4-2 describes the different safety features and their point value considered in this CIP.

Table 4-2 Safety Feature Definitions and Point Values

Safety Features	Definition	Points
Reducing flood risk	The project reduces flood risk from major flood events, or from damage to properties from local flooding.	5
Mitigating frequent crashes	The project reduces the risk of accidents in areas prone to frequent crashes.	5
Pedestrian, bike, and vehicle separation	The project reduces the number of pedestrian, bike, and vehicle interactions.	3
Improve clear zone condition	The project improves the clear zone condition of the roadway, i.e. removing objects adjacent to roadway prism or installing guardrail around them.	2
Formalize roadway template	Project formalizes roadway template to establish crowns, provide width, and reduce potholes.	2
Geometric Roadway Improvement	Project regrades vertical and/or horizontal profile of roadway to increase safety.	2
Access/Intersection control improvements	Project improves access and or intersections of two streets.	2
Sight distance	Project improves the sight distance of drivers on roadway to allow for early identification of obstacles or danger.	2
Wildlife impact reduction	Project reduces risk of wildlife – vehicle impact.	2
Install new signs	Project includes new signage to help users identify risk.	1
Speed Control feature	Project includes installation of a speed control feature to manage flow of traffic.	1
Reduce ponding on roadways	Project reduces ponding on roadways.	1

4.1.1.2 Environmental/Aesthetic

A project's impact on the environment and the Town's visual nature, i.e., "what makes Blue River, Blue River" is considered in this criterion. Each project has a positive, neutral, or negative impact to the environment or the Town aesthetic. Defining "what makes Blue River, Blue River" is a subjective criterion, and less tangible than assessing a project's *Health and Safety* qualities, for example.

The Citizens Advisory Committee was relied on to develop the considerations for this criterion. In a May 2018 meeting, a few factors that help give the Town of Blue River its character, and project characteristics that would impact that character, were identified:

- Blue River's forested feel, with a dense population of trees.
 - Project Impact: Tree removal
- Blue River's peace and quiet, rural feel
 - Project impact: urbanization (e.g. lighting, over-widened roads)
- Blue River's vegetation and wildlife presence
 - Project impact: disconnecting wildlife access, removing vegetation

Other factors that helped determine a project’s environmental impact included assessing if there were any impacts to existing wetlands or historic properties. The possible scores for each capital project in this criterion are presented in Table 4-3.

Table 4-3 Environmental/Aesthetic Criterion Score Summary

Description	Points
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity.	4
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained).	3
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity.	2
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity.	1

4.1.1.3 Risk Uncertainty

The *Risk Uncertainty* criterion judges a project based on the various challenges a project may face in its completion. While every project has some level of uncertainty associated with it, especially at the planning stage, this criterion is meant to help identify those projects that are likely to be more straightforward than others. Items that could affect the uncertainty or risk of a project are:

- Right of Way needs of the project (land temporarily and/or permanently required)
- Permitting needs of the project
- Utilities present in the corridor
- Construction and maintenance risks associated with the project
- Public input received throughout the CIP process voicing disagreement with CIP projects.

Table 4-4 shows the scoring summary for the *Risk Uncertainty* criterion.

Table 4-4 Risk Uncertainty Criterion Score Summary

Description	Points
Project has low risk associated with it: No easements required, no outside coordination, few utilities present.	5
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present.	4
Project has moderate level of risk associated with it: Some easements required, some permits, utilities present.	3
Project has relatively high-risk: several easements required, utility coordination.	2
Project has high risk associated with it: Significant easements required, utilities present, several permits required.	1

4.1.1.4 Maintenance

The *Maintenance* criterion assesses the additional perceived maintenance that would become the Town's responsibility if the project is constructed. A project could potentially reduce, maintain, or increase the Town's maintenance responsibilities. If a project improves the roadway drainage with ditches and reduces significant potholing, it was considered a minimal improvement to Town maintenance needs. If a project introduced a new asset to the Town infrastructure, for example guardrail, it was considered an increase to Town maintenance since the Town would have to replace the guardrail whenever it is damaged. Table 4-5 shows the scoring summary for the *Maintenance* criterion.

Table 4-5 Maintenance Criterion Score Summary

Description	Points
The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5
The Town's annual maintenance costs will be minimally reduced after the project's completion	4
The Town's annual maintenance costs will experience little to no change after the project's completion	3
The Town's annual maintenance costs will be moderately increased after the project's completion	2
The Town incurs substantial additional maintenance responsibility after project completion	1

The Priority Criteria evaluate a project's performance in the key characteristics defined by the Town Board, its committees, and Muller Engineering Company. The Supplemental Criteria have less impact on a project's score but can help identify additional perceived benefits a project brings.

4.1.2 Supplemental Criteria

This Section reviews the project characteristics evaluated within the Supplemental Criteria. Each Supplemental Criterion is framed as a Yes/No question, with a “Yes” answer worth one point and a “No” answer worth zero points. This system was recommended because providing enough definition to differentiate a point value from project to project is a challenge at this planning stage. For example, defining minor and major impact or benefit thresholds to a project’s *Community and Social* score. With the needs identified as part of this Capital Improvement Plan, and given its planning level nature, a project with perceived *Community and Social* benefits is given a “Yes” and awarded one point.

4.1.2.1 Economic Development

This criterion is used to give credit to those projects that directly promote economic growth within the Town. Some examples of direct economic benefits are paving and utility network expansion, which are currently included in the CIP as policies. Other examples of Economic development projects include expansion of bus services, like a Park-n-Ride Lot, or the development of a formalized network of trails connecting Blue River neighborhoods to adjacent trails.

4.1.2.2 Collaboration

This criterion considers the opportunities created by a project to collaborate with other entities like the U.S. Forest Service, Summit County, CDOT, the Town of Breckenridge, and utility providers. Collaborating with these entities on a project could result in cost-share opportunities or strengthen the Town’s relationships in its community. It could also include engaging with Blue River residents, the Theobald’s, or volunteer groups.

4.1.2.3 Deferral of Work

The *Deferral of Work* criterion helps define and prioritize the time-sensitive projects being considered as part of the CIP. The following situations might cause a project to receive a high score in the *Deferral of Work* category:

- The project scope substantially increases because of inaction
- Other improvements are dependent on the project being completed

4.1.2.4 Community and Social

The *Community and Social* criterion evaluates a project’s benefit to the Town’s broader community. Projects that include some of the characteristics below were considered to have a positive *Community and Social* score.

- The project supports multi-modal connectivity
- The project address feedback that was identified from a large amount of the Town’s constituents or is in an area used by many constituents (main roads, trail accesses).
- Has the project previously been discussed in the Town Comprehensive Plan?

The Supplemental Criteria scores are combined with the Priority Criteria scores to define a project’s Benefit Score. The Financial Criteria does not affect a project’s benefit score but is included at the end because it is important for Town budgeting and planning.

4.1.3 Financial Criteria

The Financial Criteria includes two of the original ten criterion that are considered outside of the Project's Benefit Score. It assigns a high-level cost estimate to each project and identifies the potential for the Town to pursue potential outside funding to help cover the cost.

4.1.3.1 Outside Funding Sources

Prioritizing projects with potential outside funding sources can leverage Town funding and help reduce the cost of improvements within the CIP. This criterion helps define those projects that possess a potential opportunity to take advantage of outside funding opportunities through grants; County, CDOT, and/or USFS coordination; or the Intermountain MPO.

4.1.3.2 Fiscal and Budget Impacts

Fiscal and Budget Impacts are defined as the rough order of magnitude, or "ROM", cost estimates that were developed for each project in the Capital Improvement Plan. The cost estimates cover estimated design and construction costs and provide additional funds to help coordinate Right of Way (ROW) and utility relocation. The cost estimates were developed by estimating each project's major quantities – the large cost items that make up most of the construction cost, then adding percentages of the major items cost for design and other related project items, including a contingency to cover possible unknown factors. The percentage rates can vary from project to project based on the major items cost and engineering judgment. Cost estimate sheets for each project are available in **Appendix C**.

4.2 Project Scoring

Using both the positive and negative feedback received from the Town Board, its committees, and the public regarding the capital projects, and in conjunction with its June 2018 Field Review and high-level project scopes, Muller Engineering Company assigned points for each project in each of the criteria described above. An initial priority project list was created, organizing the projects in order of their benefit score, and supplemented with each project's ROM cost estimate and outside funding potential. The Evaluation Criteria scoring and Priority List was presented in June 2018, and the Town gave their approval after a June 2018 Town Board meeting. The Priority List is shown in **Table 4-6**, and **Figure 4-1** shows the Blue River CIP Map organized by Benefit Score. The full Evaluation Criteria scoring is available in **Appendix D**.

Town of Blue River Evaluation Criteria

Summary Score Sheet
November 2018

		Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total	Fiscal Impacts	
Project Number	Project Name	Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environ. Aesthetic (0 - 5)	Economic Dev.? (Yes/No)	Collab.? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
18-01	Mountain View Trail	3	3	1	3	No	No	No	Yes	11	\$ 409,000	No
18-02	Wilderness Drive	5	3	1	1	No	No	Yes	Yes	12	\$ 427,000	No
18-03	Sherwood and Starlit Lane	5	4	2	3	No	No	No	Yes	15	\$ 237,000	No
18-04	Spruce Creek Road	5	4	3	2	No	Yes	Yes	Yes	17	\$ 484,000	Yes
18-05	Royal Drive and Regal Circle	3	4	1	2	No	No	Yes	Yes	12	\$ 353,000	No
18-06	Coronet Drive	5	2	4	3	No	Yes	Yes	No	16	\$ 107,000	Yes
18-07	Blue River Road/Hwy 9	5	3	3	3	No	Yes	No	Yes	16	\$ 746,000	Yes
18-08	Leap Year Trail	3	3	4	2	No	No	No	No	12	\$ 23,000	No
18-09	Calle de Plata	3	3	3	3	No	No	No	No	12	\$ 78,000	No
18-10	Crown Drive	3	3	3	3	No	No	No	Yes	13	\$ 296,000	No
18-11	Creekside Drive	3	4	1	2	No	No	Yes	No	11	\$ 284,000	No
18-12	Dead Man's Corner	5	3	4	2	No	Yes	No	Yes	16	\$ 76,000	Yes
18-13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$ 7,000	No
18-14	Whispering Pines Entrance	1	4	4	3	No	No	No	No	12	\$ 61,000	No
18-15	Blue River Road	5	3	1	2	No	No	Yes	No	12	\$ 115,000	No
18-16	Breckenridge Emergency Access Route	5	2	1	1	No	Yes	No	Yes	11	\$ 534,000	Yes
18-17	Park-n-Ride Lot	1	1	5	1	Yes	Yes	No	Yes	11	\$ 433,000	No
18-18	Tarn Improvements	5	3	4	3	No	Yes	No	Yes	17	\$ 143,000	No
18-19	Develop Trail Network Study	1	3	5	3	Yes	Yes	No	Yes	15	\$ 120,000	Yes

Table 4-6 Capital Improvement Plan Priority Project List



PROJECT PRIORITY BASED
ON BENEFIT SCORE

- PROJECT ID
- 7

11

13

16

17
- BENEFIT SCORE RANGE 10 – 11**
MOUNTAIN VIEW TRAIL
RE-ESTABLISH ROADWAY AND INSTALL DRAINAGE DITCHES ALONG ROADWAY DRAINING WEST TO BLUE RIVER.
CREEKSIDE DRIVE
ESTABLISH DITCHES TO CONVEY DRAINAGE ALONG CREEKSIDE DRIVE TO GREY SQUIRREL; UPSIZING EXISTING CULVERT AT GREY SQUIRREL.
TIMBER CREEK ESTATES
PERFORM STUDY TO ASSESS SPEED CONTROL SIGNAGE, SPEED BUMP INSTALLATION.
BRECKENRIDGE EMERGENCY ACCESS ROUTE
PROVIDE REDUNDANT ROUTES TO BRECKENRIDGE IN CASE OF FLOODING OR OTHER EMERGENCIES.
PROVIDING PARKING
- RV PARKING
- BUS STOP PARKING
- VISITOR/GUEST PARKING
- TRAILHEAD PARKING - INDIANA CREEK

Town-Wide

- PROJECT ID
- 2

5

8

9

10

14

15
- BENEFIT SCORE RANGE 12 – 13**
WILDERNESS ROAD
ESTABLISH DRAINAGE SWALES TO CONVEY WATER OFF ROADS TO BLUE RIVER. INSTALL CULVERT UNDERNEATH GREY SQUIRREL LANE.
ROYAL DRIVE AND REGAL DRIVE
WIDEN ROADWAY, ESTABLISH DITCHES AND CULVERTS TO CONVEY DRAINAGE TO RECENT BLUE RIVER ROAD DRAINAGE IMPROVEMENTS TO THE WEST.
LEAP YEAR TRAIL
CONSTRUCT ROADWAY AND DRAINAGE IMPROVEMENTS ALONG LEAP YEAR TRAIL.
CALLE DE PLATA
INSTALL CULVERT TO CONVEY DRAINAGE UNDERNEATH CALLE DE PLATA, ESTABLISH DITCHES.
CROWN DRIVE
WIDEN ROADWAY AND IMPROVE ROADWAY ALONG CROWN DRIVE.
WHISPERING PINE ENTRANCE
ESTABLISH DITCHES, INSTALL CULVERTS TO CONVEY DRAINAGE.
BLUE RIVER ROAD
ESTABLISH DRAINAGE DITCHES AND ROADWAY IMPROVEMENTS ALONG BLUE RIVER ROAD.

- PROJECT ID
- 3

4

6

7

12

18

19
- BENEFIT SCORE RANGE 15 – 17**
SHERWOOD LANE AND STARLIT LANE
WIDEN ROADWAY, ESTABLISH DITCHES AND INSTALL CULVERTS TO DRAIN NORTHEAST ALONG BLUE GROUSE TRAIL TO BLUE RIVER.
SPRUCE CREEK ROAD
REGRADE AND REALIGN INTERSECTION, ESTABLISH DITCHES AND CULVERTS, POTENTIALLY INCLUDING CULVERT ACROSS HWY 9
CORONET DRIVE
ADDRESS SEDIMENT BUILD-UP IN DITCHES, EVALUATE WASHBOARDING IMPROVEMENTS ALONG HAIRPIN TURN.
BLUE RIVER ROAD AND HIGHWAY 9
INSTALL TURN LANES, ACCELERATION LANES AT BLUE RIVER ROAD AND HWY 9.
DEAD MAN'S CORNER
PURSUE SIGNAGE, SAFETY, AND/OR ACCESS IMPROVEMENTS AT DEAD MAN'S CORNER.
TARN IMPROVEMENTS
BRECKENRIDGE TO BLUE RIVER/FAIRPLAY BIKE TRAIL CONNECTION
PARTICIPATE IN A PLANNING STUDY TO PROGRESS THE LONG-TERM COMMUNITY VISION OF COMPLETING A LOCAL BIKE PATH FROM BRECKENRIDGE TO BLUE RIVER AND SOUTH TO FAIRPLAY OVER HOOSIER PASS.
DEVELOPING TOWN TRAIL NETWORK
CONDUCT TRAIL NETWORK PLANNING STUDY FOR TRAILS THROUGH TOWN WITH CONNECTIONS TO EXISTING TRAILS IN THE BLUE RIVER AREA.
- FLUME TRAIL
- EAST TRAILS
- TRAIL TO PENN GULCH

Town-Wide

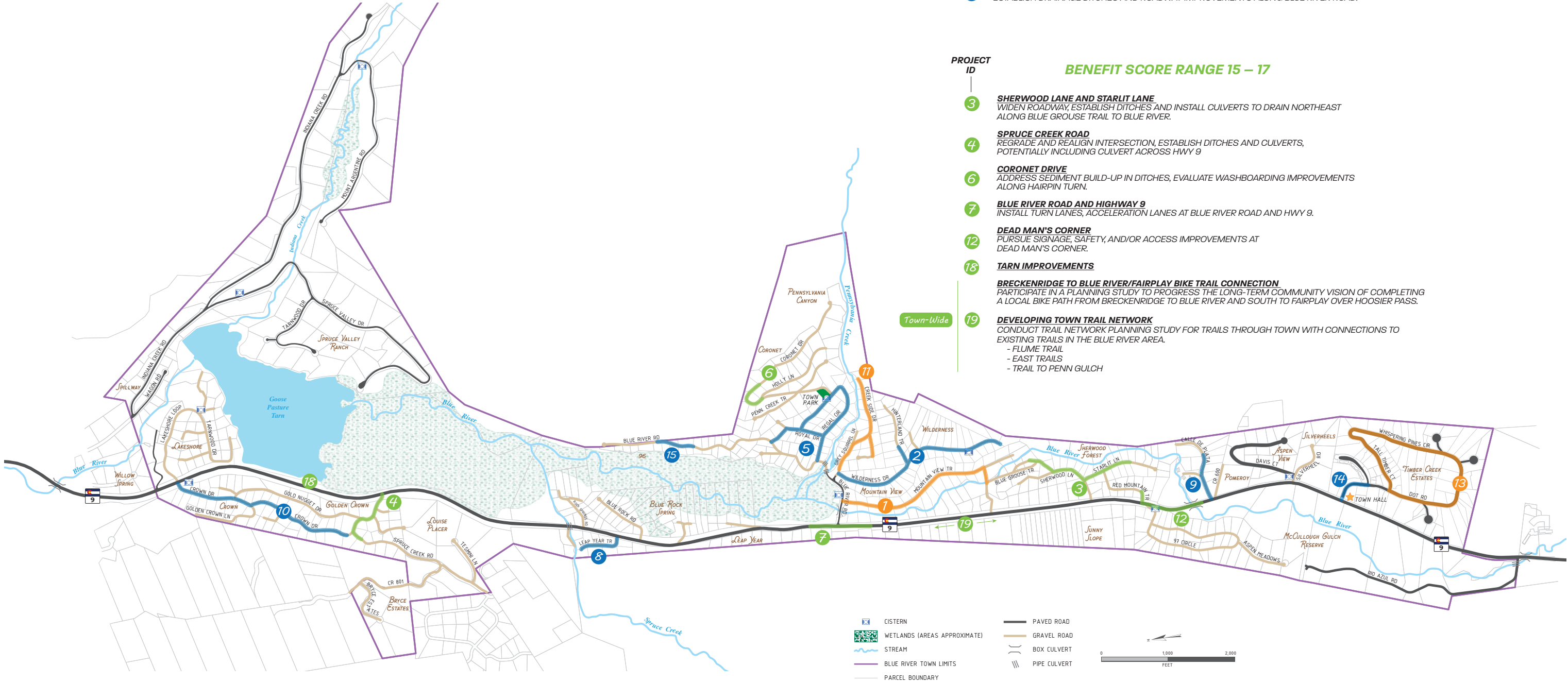


Figure 4-1 Blue River Capital Improvement Plan Benefit Score Map

4.3 Prioritized List of Projects

Table 4-6 shows the Priority List of projects within this CIP. Due to the value placed on them, the best performing projects scored well in all four Priority Criteria. For example, improving the access to the Tarn may not be the most critically important project on the list, but it does significantly improve safety with little to no perceived risk (coordination with only one property owner) and poses minimal impacts to the Town's aesthetic condition or annual maintenance.

The Priority List is not the Town's final, committed schedule of projects to be completed in order over the next 5 – 10 years. Instead, the Priority List shows the Town the projects that have value as defined by the Evaluation Criteria. As funding allows, the Town could take the approach to construct a high-scoring project while starting to address some of the challenges associated with critical but lower-scoring projects, marked down due to their high risk or change to the environmental/aesthetic condition.

The Financial Criteria is separated from the benefit score and included independently to provide an idea of the cost to implement each project. This will be considered as the Town compares its needs to its capital budget, outlined in the Financial Summary in the next chapter.

5 TOWN FINANCIAL SUMMARY

5.1 Overview

The Town of Blue River consists solely of residential properties with no commercial zoning or substantial commercial sales tax income. The Town has experienced steady income from property taxes, fees, building development, sales and lodging taxes. It is projected that revenues for the Town will remain flat over the next five years.

Current funding for capital projects is allocated out of the general fund. The capital fund is a zero in, zero out fund account. Any unspent allocations are reverted into the general fund at the end of the year. With that, the level of funding for capital projects is currently limited.

The Town has undesignated reserve funds that may be restricted for capital funding as well as meeting the TABOR reserve obligations. Beginning in January 2019, the Board of Trustees will be reviewing funds available and developing a long-term strategy for capital funding. The capital funding projections below are based on no changes in current policy. When a more detailed and strategic funding policy is developed, an amendment to this policy will be added.

5.2 Summary of Revenue and Expenditures

Table 5-1 shows the Town of Blue River's projected revenues and expenditures until 2022.

Table 5-1 Town of Blue River Projected Revenues and Expenditures Summary

	2018	2019	2020	2021	2022
Revenues					
Taxes/Fees	\$952,459.86	\$999,424.58	\$1,014,415.95	\$1,029,632.19	\$1,045,076.67
Other	\$325,436	\$284,950	\$285,000	\$285,000	\$285,000
Total	\$1,277,895.86	\$1,384,374.58	\$1,299,415.95	\$1,314,632.19	\$1,330,076.67
Expenses					
Operating	\$745,180.24	\$1,074,447.28	\$1,093,580.07	\$1,133,888.12	\$1,175,404.76
Capital Allocation	\$366,191.34	\$230,000	\$250,000	\$250,000	\$250,000
Total Expenses	\$1,111,371.80	\$1,304,447.28	\$1,343,580.70	\$1,383,888.12	\$1,425,404.76

5.3 Long Term Strategy for Capital Funding

As stated above, the Town Board of trustees will review funds and develop a long-term strategy for capital funding beginning in January 2019. This section can be updated with details from the long-term strategy as they are developed by the Town.

6 RECOMMENDATIONS AND NEXT STEPS

6.1 Using the CIP Going Forward

The CIP is designed to be used as a planning document for the Town. It documents the Town's needs as identified by the Board of Trustees, its committees, and the public, and evaluates those needs based on criteria that defines the Town's priorities. The Town can use the CIP projects and planning cost estimates to better understand what projects it can fund and implement over time.

As a planning tool, the Town can also use the CIP to identify long-lead items associated with projects. Projects that require private land easements or significant dependence on third-party entities like CDOT contain a high-level of risk uncertainty. Being aware of those items, the Town can start that coordination early to help mitigate the risk of those long-lead items before the project is selected for implementation.

6.2 Recommended Process for Project Implementation

It is recommended that the Town consults the CIP Project List as it is ready to move a project into the next phase of development. High scoring projects are the top-value projects within the CIP and should be considered for initial implementation. The entire CIP project list should be reviewed to ensure that the Priority List is still representative of the Town's needs and reflects its current environment. As funding allows, there may be opportunities to package projects together of similar scope to help optimize the cost of construction mobilization and material costs.

While reviewing the CIP Priority List, it is recommended that the Town also compare its financial status and project funding capacity to the concept level cost estimates of projects it is considering for implementation to assess the impacts the project will have on the Town budget, both immediate and in the long term.

After a project is selected from the List that addresses a current need with manageable risk and fits within the Town's budget, it is recommended that that project is continued onto the next phase of development, including refining the project needs with the affected residents and stakeholders in the project area.

Conditions in the Town will inevitably change over time, resulting in the identification of new projects that are not in the original CIP. It is recommended that the Town use the CIP Evaluation Criteria to score those new projects, using all available information to evaluate the new project – project limits, public input on the project, etc. Outlining the project using the Project Details template available in **Appendix C** can help guide the characteristics to consider for the new project. As new project needs are developed, the Town is encouraged to incorporate them into the CIP and compare their priority to the existing CIP Priority List. In accordance with comments received during the Citizens Advisory Committee meetings, the year the project need is identified and an ID number should be assigned to each new project for future records and Town planning.

Revising and using the Evaluation Criteria should not be limited to new projects. As the Town's needs and environment changes, the Town should consider re-evaluating the existing CIP projects through the Evaluation Criteria to adjust for those changes.

6.3 Updating the CIP

It is recommended to revisit the CIP when considering every project and to reassess the Town's priorities annually or as needs arise. It is recommended to also annually review budget estimates and priorities against the Town's Capital Improvements budget to ensure the budget is adequate, on track, and being utilized on the desired projects.

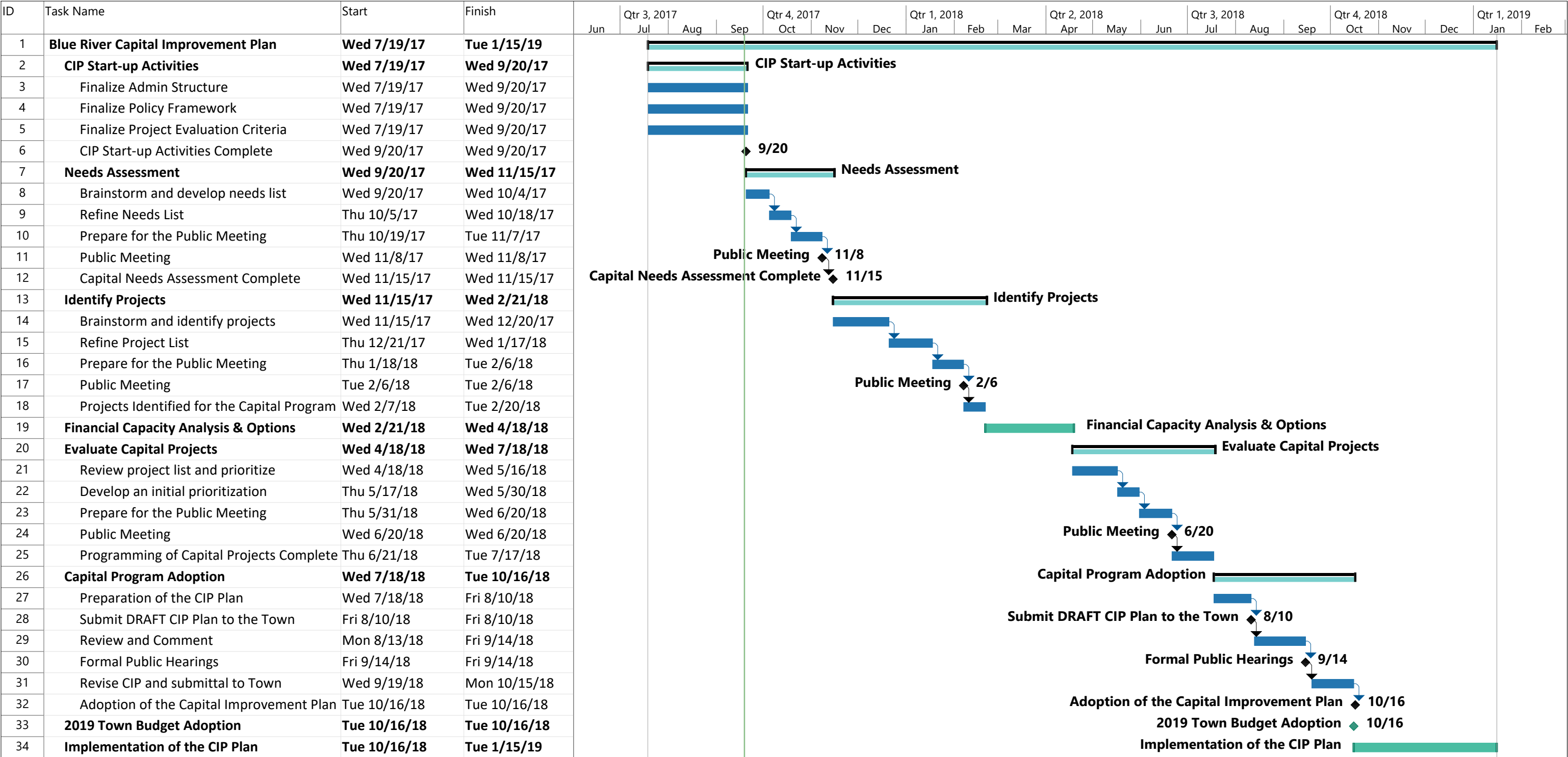
7 CLOSING

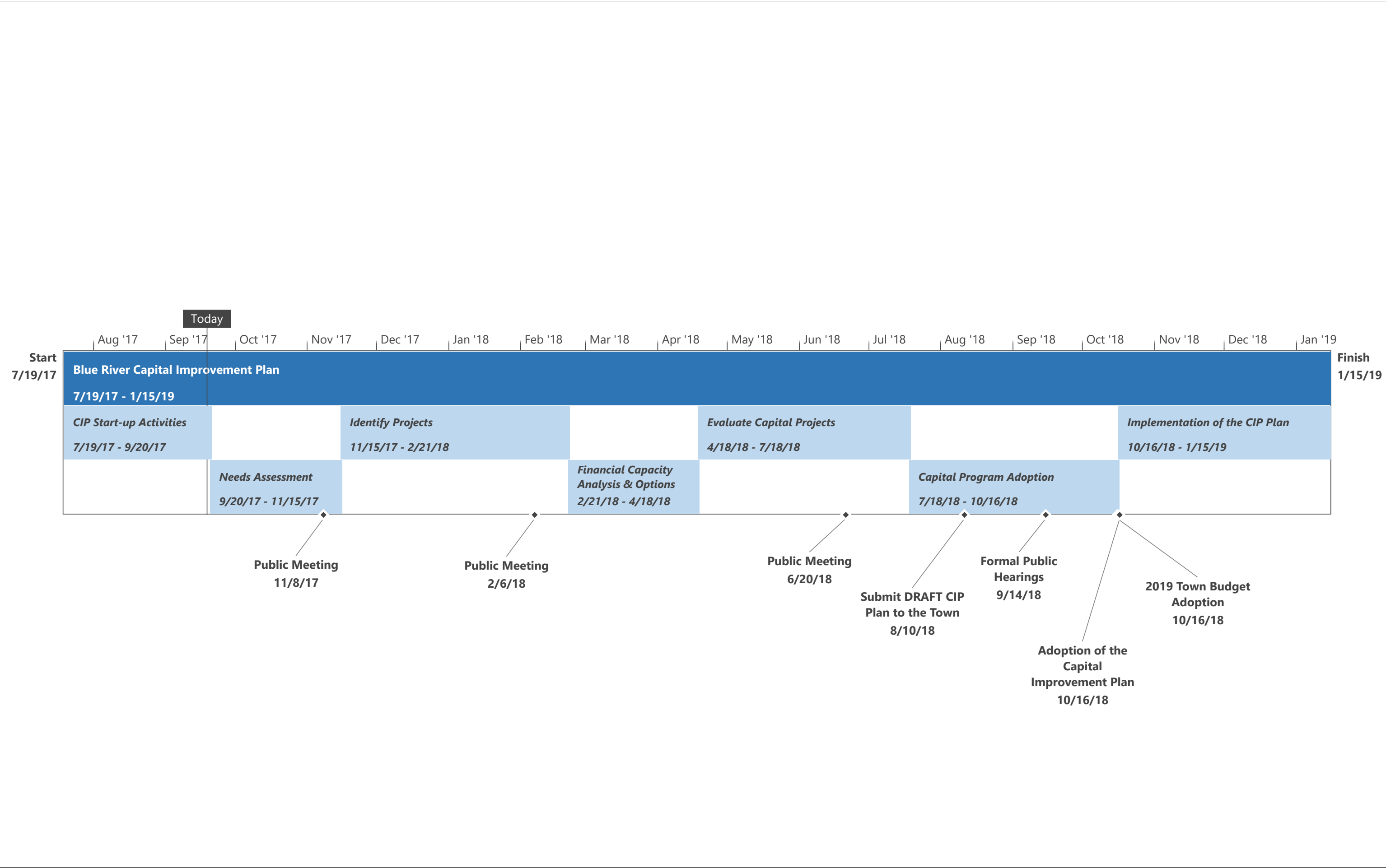
The Town of Blue River's charge is to maintain and improve its capital assets to ensure quality of life, ease of access, and safety for its residents. The Blue River landscape is beautiful but challenging, and the Town needs to prioritize its limited funding to address its needs to meet this charge. The Town of Blue River Capital Improvement Plan is intended to be a tool that is continually updated to help the Town plan, schedule, and manage projects efficiently and effectively.

Appendix A: CIP Materials

SCHEDULE







MAPS





PROJECTS NO LONGER BEING CONSIDERED IN CIP

Potential projects indicated with an "X" are no longer being considered within the CIP based on Town Board and public feedback. These projects will be pursued in efforts outside of the Town's CIP where applicable, for example, the CDOT Highway 9 Safety Access Plan.

PARKS AND TRAILS

BRECKENRIDGE TO BLUE RIVER/FAIRPLAY BIKE TRAIL CONNECTION
PARTICIPATE IN A PLANNING STUDY TO PROGRESS THE LONG-TERM COMMUNITY VISION OF COMPLETING A LOCAL BIKE PATH FROM BRECKENRIDGE TO BLUE RIVER AND SOUTH TO FAIRPLAY OVER HOOSIER PASS.

19

DEVELOPING TOWN TRAIL NETWORK
CONDUCT TRAIL NETWORK PLANNING STUDY FOR TRAILS THROUGH TOWN WITH CONNECTIONS TO EXISTING TRAILS IN THE BLUE RIVER AREA.
- FLUME TRAIL
- EAST TRAILS
- TRAIL TO PENN GULCH

X

TOWN PARK EXPANSION
EXPANDING THE TOWN PARK AT REGAL CIRCLE TO INCLUDE MORE FEATURES.

TOWN PROPERTIES

18 TARN IMPROVEMENTS

X

EMPLOYEE HOUSING
PURCHASING AND MANAGING PROPERTY FOR EMPLOYEES OF BLUE RIVER.

X

COMMUNITY CENTER
BUILDING A BLUE RIVER COMMUNITY CENTER.

X

POLICE DEPARTMENT
BUILDING A BLUE RIVER POLICE BUILDING.

LAND AND EASEMENTS

EXISTING GROUND-OWNED INVENTORY
INVENTORY LAND OWNED BY THE TOWN AND IDENTIFY POTENTIAL USES THAT PROVIDE THE MOST PUBLIC BENEFIT.

Town-Wide

ACQUISITION FOR PROJECTS
OBTAINING ANY EASEMENTS OR PROPERTY ACQUISITIONS THAT WILL BE REQUIRED BY PROJECTS WITHIN THIS CAPITAL IMPROVEMENT PLAN.

ROADS, BRIDGES, AND DRAINAGE

1

MOUNTAIN VIEW TRAIL
RE-ESTABLISH ROADWAY AND INSTALL DRAINAGE DITCHES ALONG ROADWAY DRAINING WEST TO BLUE RIVER.

2

WILDERNESS ROAD
ESTABLISH DRAINAGE SWALES TO CONVEY WATER OFF ROADS TO BLUE RIVER. INSTALL CULVERT UNDERNEATH GREY SQUIRREL LANE.

3

SHERWOOD LANE AND STARLIT LANE
WIDEN ROADWAY, ESTABLISH DITCHES AND INSTALL CULVERTS TO DRAIN NORTHEAST ALONG BLUE GROUSE TRAIL TO BLUE RIVER.

4

SPRUCE CREEK ROAD
REGRADE AND REALIGN INTERSECTION, ESTABLISH DITCHES AND CULVERTS, POTENTIALLY INCLUDING CULVERT ACROSS HWY 9.

5

ROYAL DRIVE AND REGAL DRIVE
WIDEN ROADWAY, ESTABLISH DITCHES AND CULVERTS TO CONVEY DRAINAGE TO RECENT BLUE RIVER ROAD DRAINAGE IMPROVEMENTS TO THE WEST.

6

CORONET DRIVE
ADDRESS SEDIMENT BUILD-UP IN DITCHES, EVALUATE WASHBOARDING IMPROVEMENTS ALONG HAIRPIN TURN.

7

BLUE RIVER ROAD AND HIGHWAY 9
INSTALL TURN LANES, ACCELERATION LANES AT BLUE RIVER ROAD AND HWY 9.

8

LEAP YEAR TRAIL
CONSTRUCT ROADWAY AND DRAINAGE IMPROVEMENTS ALONG LEAP YEAR TRAIL.

9

CALLE DE PLATA
INSTALL CULVERT TO CONVEY DRAINAGE UNDERNEATH CALLE DE PLATA, ESTABLISH DITCHES.

10

CROWN DRIVE
WIDEN ROADWAY AND IMPROVE ROADWAY ALONG CROWN DRIVE.

11

CREEKSIDE DRIVE
ESTABLISH DITCHES TO CONVEY DRAINAGE ALONG CREEKSIDE DRIVE TO GREY SQUIRREL; UPSIZING EXISTING CULVERT AT GREY SQUIRREL.

12

DEAD MAN'S CORNER
PURSUE SIGNAGE, SAFETY, AND/OR ACCESS IMPROVEMENTS AT DEAD MAN'S CORNER.

13

TIMBER CREEK ESTATES
PERFORM STUDY TO ASSESS SPEED CONTROL SIGNAGE, SPEED BUMP INSTALLATION.

14

WHISPERING PINE ENTRANCE
ESTABLISH DITCHES, INSTALL CULVERTS TO CONVEY DRAINAGE.

15

BLUE RIVER ROAD
ESTABLISH DRAINAGE DITCHES AND ROADWAY IMPROVEMENTS ALONG BLUE RIVER ROAD.

X

HWY 9 BUS ROUTE
INSTALLING BUS STOPS AND OTHER BUS IMPROVEMENTS ALONG HWY 9.

X

SPRUCE CREEK ROAD
REPAIRING ROADWAY, PROVIDING SPEED CONTROL, AND IMPROVING PARKING ALONG SPRUCE CREEK ROAD.

X

LAKESHORE LOOP
REPAIRING AND WIDENING ROAD AT LAKESHORE LOOP.

X

HIGHWAY 9
IMPROVING SIGHT-DISTANCE ALONG HWY 9 WHEN SNOW PILES BUILD UP.

X

CR 801
REPAIRING ROADWAY WASHBOARDING ALONG CR 801.

16

BRECKENRIDGE EMERGENCY ACCESS ROUTE
PROVIDE REDUNDANT ROUTES TO BRECKENRIDGE IN CASE OF FLOODING OR OTHER EMERGENCIES.

17

PROVIDING PARKING
- RV PARKING
- BUS STOP PARKING
- VISITOR/GUEST PARKING
- TRAILHEAD PARKING - INDIANA CREEK

INSTALLING ROAD EDGE MARKERS/SIGNAGE

SPEED BUMPS/TRAFFIC CONTROL
INSTALL MEASURES FOR CONTROLLING THE FLOW AND SPEED OF TRAFFIC IN THE TOWN. REVIEW AND UPDATE SIGNAGE THROUGHOUT THE TOWN.

IMPROVING UTILITIES

- BURYING POWER
- SEWER NETWORK EXPANSION
- NATURAL GAS LINE UTILITY
- FIRE COMBATTING INFRASTRUCTURE
- RECYCLING AND TRASH PROGRAM
- LIGHTING

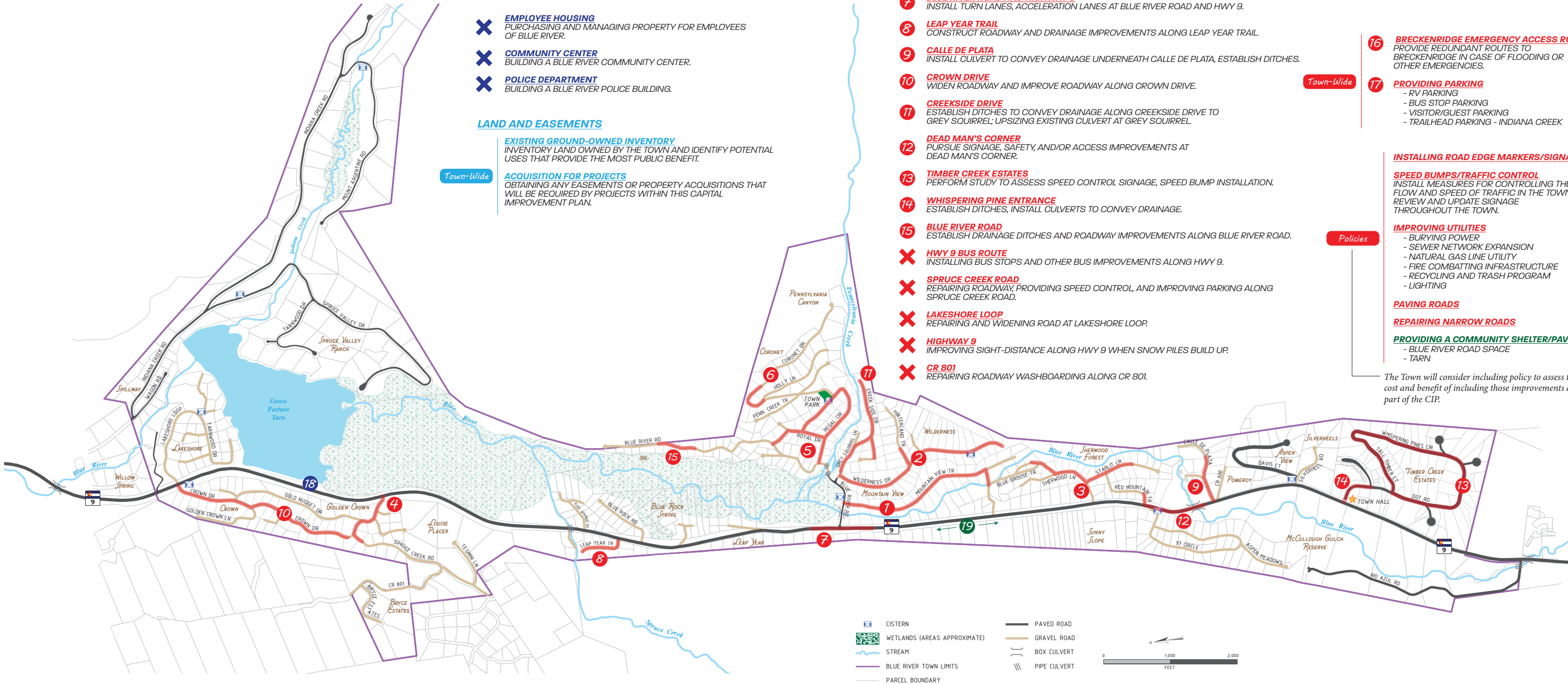
PAVING ROADS

REPAIRING NARROW ROADS

PROVIDING A COMMUNITY SHELTER/PAVILION

- BLUE RIVER ROAD SPACE
- TARN

The Town will consider including policy to assess the cost and benefit of including those improvements as part of the CIP.



BOARD UPDATES





CIP – January Progress Update

Making Progress on the Plan:

There has been great productive movement on the development of the Town's Capital Improvement Plan. A key step was to inventory the Town's needs and develop a list of potential CIP projects. To accomplish this, a public open house was held in November to solicit input on areas of need within the Town. An online survey was also posted that received a strong response from the community: approximately 130 responses from homeowners.

Survey results and feedback received during the public meeting were organized into an inventory of identified needs to consider as potential projects in the CIP. In total, there were twenty location-specific project ideas as well as several Town-wide improvements and general suggestions. On January 9th, a CIP meeting was held to review the potential solutions and refine them into a list of potential projects that should continue being considered in the CIP process.

What's Next?

With a project list of potential solutions, it's time to reach back out to the public. In February, another open house will be held where the public will provide input on the project list and have an opportunity to make additional suggestions. Homeowners not in attendance will have an opportunity to provide input through the Town Website. The desired outcome of the open house is to create a refined list of projects that accurately addresses the needs of the Town as identified by the Board and the community. This is not the final project list, but rather the list of projects that will be reviewed using the CIP Evaluation Criteria.

Looking Ahead:

In the coming months, more detailed descriptions and high-level cost estimates will be developed for the list of potential projects. Once this is done, the projects will be evaluated using the established criteria. The financial analysis will also start at this time - a look at the Town's financial capacity to determine what funding will be available to put towards the CIP projects. Within this step, funding options and opportunities to leverage Town dollars with different grants or programs will be reviewed to make sure the value of the Town's funding is maximized.

By late Spring 2018, development on the CIP Program will begin, which will include a list of priority projects that fit within the available budget and an implementation schedule of the projects. The Capital Improvement Plan is on schedule and anticipated to be adopted in January of 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
- ✓ **ESTABLISH POLICY FRAMEWORK**
Develop program and financial policies to be adopted in CIP.
- ✓ **FORMULATE EVALUATION CRITERIA**
Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
- ✓ **ASSESS CAPITAL NEEDS**
Take inventory of needs in the Town that could potentially be CIP projects.
- **CREATE CIP PROJECT LIST**
Use Evaluation Criteria to select projects to be considered in CIP.
- **ASSESS AVAILABLE TOWN FUNDING**
Evaluate annual budget available for CIP projects.
- **EVALUATE FUNDING OPTIONS**
ID funding grants, options available to supplement Town funding.
- **DEVELOP CIP PROGRAM**
Compare Project List and Available Town Funding to condense Program into list of priority projects that fit within CIP budget and schedule.
- **FINAL APPROVAL OF CIP**
Town approves Plan, after regular opportunity for comment from citizens throughout process.
- **CIP IMPLEMENTATION**
Plan is implemented, initial projects commence in accordance with Plan.
- **CIP EVALUATION**
CIP process is monitored and adjusted as conditions change.

Public Meeting
Nov 2017

Public Meeting
Feb 2018

Public Meeting
June 2018

Formal Public Hearing
Sept 2018



CIP – February Progress Update

Making Progress on the Plan:

Progress continues on the development of the Town's Capital Improvement Plan. On February 13th, the Town hosted a second Open House to solicit additional feedback from the Town's constituents. Residents were encouraged to:

- Provide comments on the list of potential projects identified from the previous Open House and online survey,
- Offer new project ideas or concerns that were not currently on the list,
- Ask questions about the process moving forward.

The intent of this second round of public input is to dive into the details in order to refine the project list, by clarifying project limits and scope to make sure that the CIP focuses on the needs of the Town as identified by its landowners.

A survey matching the information asked at the February Open House will be available on the Town website until the end of February.

What's Next?

The information received online and at the February Open House will be used to create a refined list of projects that will continue being considered in the CIP process. More detailed descriptions as well as high-level cost estimates for each project will be developed. Once that is complete, each project will be reviewed using the CIP Evaluation Criteria to further refine the CIP project list.

A concurrent next step in the process is the financial analysis – where the Town assesses its financial capacity to determine what funding can be made available to put towards these projects. External funding options and opportunities will also be considered to leverage the Town's funding.

Looking Ahead:

The evaluation criteria review and financial analysis together will be used to develop the CIP Program, which will include a final list of prioritized projects that fit within the available budget as well as an implementation schedule, or timeline, of constructing the projects. Refinement of the CIP Program will begin Spring of 2018.

The Capital Improvement Plan is on schedule and anticipated to be adopted in January of 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
- ✓ **ESTABLISH POLICY FRAMEWORK**
Develop program and financial policies to be adopted in CIP.
- ✓ **FORMULATE EVALUATION CRITERIA**
Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
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CIP process is monitored and adjusted as conditions change.

Public Meeting
Nov 2017

Public Meeting
Feb 2018

Public Meeting
June 2018

Formal Public Hearing
Sept 2018



CIP – March Progress Update

Making Progress on the Plan:

Feedback received from the February 13th Open House and associated web survey (closed at the end of February) has been reviewed. There were approximately 40 survey responses, many of them validating and clarifying projects already on the list, and a few responses suggesting additional items to add. Full summaries of all responses received during the intensive public outreach process will be detailed in the Final CIP Report. Now that the feedback has been organized into a set of potential projects, it is time to start prioritizing them into the final list to be included in the CIP.

What's Next?

Back in 2017, the Town worked to develop the ten Evaluation Criteria categories that will be used to assess each project. Now, it is time to finalize the Criteria by defining the point values and performance measures that each project will be scored against and subsequently prioritized by. The Trustees, Planning and Zoning, and Citizen's Advisory Committee are currently providing their input on the Evaluation Criteria, which Muller Engineering Company will use to develop a DRAFT Criteria for Board concurrence and subsequent public comment at the June Open House.

Additional next steps include developing more detailed project descriptions and high-level cost estimates for each project. This step does not include the full, construction-ready design of each project, but rather a concept review used to understand the needs of the project so that a high-level cost can be assigned. These approximate project estimates will be pulled together at the same time that the financial analysis is performed – where the Town assesses its financial capacity to determine what funding can be made available to put towards the CIP projects.

Looking Ahead:

The evaluation criteria, the financial analysis, and high-level project descriptions will be brought together to create the final components: a list of prioritized projects that fit within the available Town budget, and an implementation schedule, or timeline, of constructing those projects in the next 5-10 years.

The Capital Improvement Plan is on schedule and should be ready for final refinement and Board approval through the Fall of 2019. The final Capital Improvement Plan is anticipated to be adopted in January of 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
- ✓ **ESTABLISH POLICY FRAMEWORK**
Develop program and financial policies to be adopted in CIP.
- ✓ **FORMULATE EVALUATION CRITERIA**
Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
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Evaluate annual budget available for CIP projects.
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- **CIP IMPLEMENTATION**
Plan is implemented, initial projects commence in accordance with Plan.
- **CIP EVALUATION**
CIP process is monitored and adjusted as conditions change.

Public Meeting
Nov 2017

Public Meeting
Feb 2018

Public Meeting
June 2018

Formal Public Hearing
Sept 2018



CIP – May Progress Update

Making Progress on the Plan:

Feedback received from the February 13th Open House and associated web survey (closed at the end of February) has been reviewed. There were approximately 40 survey responses, many of them validating and clarifying projects already on the list, and a few responses suggesting additional items to add. Full summaries of all responses received during the intensive public outreach process will be detailed in the Final CIP Report. Now that the feedback has been organized into a set of potential projects, it is time to start prioritizing them into the final list to be included in the CIP.

What's Next?

Back in 2017, the Town worked to develop the ten Evaluation Criteria categories that will be used to assess each project. Now, it is time to finalize the Criteria by defining the point values and performance measures that each project will be scored against and subsequently prioritized by. The Trustees, Planning and Zoning, and Citizen's Advisory Committee are currently providing their input on the Evaluation Criteria, which Muller Engineering Company will use to develop a DRAFT Criteria for Board concurrence and subsequent public comment at the June Open House.

Additional next steps include developing more detailed project descriptions and high-level cost estimates for each project. This step does not include the full, construction-ready design of each project, but rather a concept review used to understand the needs of the project so that a high-level cost can be assigned. These approximate project estimates will be pulled together at the same time that the financial analysis is performed – where the Town assesses its financial capacity to determine what funding can be made available to put towards the CIP projects.

Looking Ahead:

The evaluation criteria, the financial analysis, and high-level project descriptions will be brought together to create the final components: a list of prioritized projects that fit within the available Town budget, and an implementation schedule, or timeline, of constructing those projects in the next 5-10 years.

The Capital Improvement Plan is on schedule and should be ready for final refinement and Board approval through the Fall of 2019. The final Capital Improvement Plan is anticipated to be adopted in January of 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
- ✓ **ESTABLISH POLICY FRAMEWORK**
Develop program and financial policies to be adopted in CIP.
- ✓ **FORMULATE EVALUATION CRITERIA**
Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
- Public Meeting Nov 2017 ✓ **ASSESS CAPITAL NEEDS**
Take inventory of needs in the Town that could potentially be CIP projects.
- Public Meeting Feb 2018 ✓ **CREATE CIP PROJECT LIST**
Use Evaluation Criteria to select projects to be considered in CIP.
- ✓ **ASSESS AVAILABLE TOWN FUNDING**
Evaluate annual budget available for CIP projects.
- ✓ **EVALUATE FUNDING OPTIONS**
ID funding grants, options available to supplement Town funding.
- Public Meeting July 2018 ○ **DEVELOP CIP PROGRAM**
Compare Project List and Available Town Funding to condense Program into list of priority projects that fit within CIP budget and schedule.
- **FINAL APPROVAL OF CIP**
Town approves Plan, after regular opportunity for comment from citizens throughout process.
- Formal Public Hearing Sept 2018 ○ **CIP IMPLEMENTATION**
Plan is implemented, initial projects commence in accordance with Plan.
- **CIP EVALUATION**
CIP process is monitored and adjusted as conditions change.



CIP – June Progress Update

Making Progress on the Plan:

After hearing feedback from Town constituents and various committee members, Muller Engineering Company developed and recommended a DRAFT Evaluation Criteria scoring system at the Trustees, Planning and Zoning, and Citizen Advisory Committee meeting in May. Agreement on the Evaluation Criteria was reached, and in June Muller developed high-level project scopes and cost estimates for each project. These estimates do not include the full, construction-ready design of each project, but rather a concept review used to understand the needs of the project so that criteria scores and costs can be assigned. Using these scopes and costs, Muller then created a DRAFT initial scoring and prioritization of the CIP projects for the Town's three committees to review, comment, and agree upon.

What's Next?

The Trustees, Planning and Zoning Committee, and Citizen Advisory Committee are currently providing feedback and concurrence on the prioritized CIP Project List. Once comments are received and addressed and agreement on the prioritized project list is achieved, the prioritized list of CIP projects will be finalized and introduced at the next Blue River Public Open House, scheduled for July 18th.

An additional next step includes the financial analysis, where the Town will assess its financial capacity to determine what funding can be made available to put towards CIP projects each year.

Looking Ahead:

Once the financial analysis is complete, it can be compared to the final prioritized project list to create an implementation schedule – or timeline, of when each project can be constructed.

Muller Engineering Company is also busy drafting the Capital Improvement Plan Report, which will “tell the story” of the CIP's development over the last year, and provide the final, agreed-upon recommendation of projects to be prioritized over the next several years. The Town will not be committed to completing projects in the exact order they are presented – the recommendation is a guide to help the Town plan their projects. The Town's plan can adapt as conditions change.

The Capital Improvement Plan is on schedule and should be ready for final refinement and Board approval through the Fall of 2019. The final Capital Improvement Plan is anticipated to be adopted in January of 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
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Develop program and financial policies to be adopted in CIP.
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Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
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The logo of the Town of Blue River is a circular emblem. It features a landscape scene with a blue river in the foreground, green evergreen trees on the banks, a snow-capped mountain in the background, and several birds flying in the sky. The words "TOWN OF" are written in a light blue arc at the top, and "BLUE RIVER" is written in a light blue arc at the bottom.

CIP COMMITTEE MEETING MATERIALS

MEMORANDUM

Project: Blue River Capital Improvement Plan
To: Michelle Eddy, Blue River Town Administrator
From: Steven Humphrey, PE, Muller Engineering
Date: June 20, 2017
Subject: Capital Improvement Plan Outline

Steps in a typical Capital Improvement Process: (From DOLA's CIP Workbook)

1. Establish an administrative structure
2. Establish the policy framework for the CIP
3. Formulate evaluation criteria to determine;
 - a. Capital Spending levels
 - b. Guide project selection
4. Prepare a needs assessment
5. Identify new projects and priorities
6. Assess the Town's financial capacity
7. Evaluate funding options
8. Compile, evaluate and rank project requests
9. Plan Adoption and budgeting
10. Implement and Monitor the Capital Budgets and Projects
11. Evaluate the CIP Process

Public Process would begin around Step 5 and complete around Step 9

Policy Framework (Options):

- Roadway
- Traffic
- Drainage
- Cisterns
- Trails
- Parks

Evaluation Criteria (Examples):

- Cost
- Maintenance
- Safety
- Multi-modal options
- Risk
- Environmental
- Feasibility



Agenda

Town of Blue River

Blue River Citizen Advisory Committee & Blue River Board of Trustees

Joint Meeting

July 19, 2017

Blue River Town Hall, 0110 Whispering Pines Circle

6:30 p.m.

The Blue River Citizen Advisory Committee will be the liaison between the Town of Blue River residents and the Town Trustees to develop; improve and elongate the quality of life and prosperity of Blue River.

Capital Improvement Plan

Introductions-Name, Street, What do you love about Blue River?

In attendance: Kelly Finley; Toby Babich; Ted Pilling; Devon O'Neill; Ken Robertson; Leah Lentz; Tyler Brook; Laurel Wehrman; Justin Park; Shanan Cox; Joel Dixon; Michelle Eddy-Town Administrator/Clerk.

During the meeting, those in attendance worked in groups to develop answers and to come to consensus on the following items.

1. Establish the administrative structure

a. Distinguish between capital and operating expenditures

1. Maintenance-operating

- Snow removal
- Road maintenance
- Law enforcement
- Building department
- Administration/Human Resources
- Tarn use
- General Maintenance

2. Improvements, building-capital

- Town Hall
- Vehicles
- Land
- Roads
- Park
- Easements
- Bridges
- Cisterns

b. Determine number of years for Capital Improvement Plan

1. Decision to have a 5 year plan and to review to see if it's feasible to have a 10 year plan.

c. Prepare calendar of key events

- Project list
 - 4 months
- Public/Town Hall Meetings-When & how many?
 - 2 months
- Funding for plan-grant due September
- Evaluate projects
 - This was determined to be reviewed in 6 months but again at the 1 year mark to see if it's still valid.
- Plan adoption
 - 14 months
- Budget outlay
 - 15 months
- Implementation of plan
 - January 2019

d. Formulate procedures for citizen input

1. Email; surveys; door to door; Facebook/Social Media; forums/Town Hall meetings; individual neighborhood meetings; Summit Daily notices; snail mail; outreach from the Town Marshal; events; airplanes; locational areas; house calls; social gatherings (Myla Rose/Tarn); yoga classes.

2. Establish the policy framework

a. Develop programmatic policies

b. Develop financial policies

1. Suggested policies

- Public Outreach/Input
- Scoping letters
- Engaging professionals
- Outreach to agencies, boards, entities
- Approval quorum
- Funding/budget between Citizen Advisory and Trustees
- Timeline for review (12-18 mo.) with revision options and evaluation of plan.
- Dated goals with concrete plans. Plan map.
- Vetting of ideas/process.
 - a. Public, need, fits mission, feedback, environmentally sound, approval.**

3. Develop capital project evaluation criteria

- a. Set the criteria for a project-In your groups use the sheet provided to rate the criteria items 1-12; if you have an additional criteria you would like to see, list and rate it.**

1. Place in order of priority chosen.

- Health & Safety impacts
- Environmental, aesthetic and social effects
- Legal mandates
- Fiscal & budget impacts
- Project feasibility
- Economic development impacts
- Relationship to other projects
- Impact of deferral
- Uncertainty of risk

- Uncertainty of risk
- Distributional effects
- Inter-municipal effects

Next Meeting: September 20th, 6:30 p.m. Invite Muller to continue the process.

- Prepare a needs assessment
- Identify new projects and priorities
- Assess the Town's financial capacity
- Evaluate funding options

Project

Capital Improvement Planning

Meeting Date

September 20, 2017

Client

Town of Blue River

Location

Blue River Town Hall

Project No.

11-008.18

Purpose

Progress Review and Needs Assessment

Agenda**1. Meeting Purpose:**

- a. Review progress on the Capital Improvement Plan and begin brainstorming capital assessment needs.**

2. Blue River Capital Improvement Plan

- a. 5-year plan with an option to extend to 10 years
- b. Calendar of key events (handout)

3. Policy Framework

- a. Capital Improvement Categories;
 - i. Roads
 - ii. Bridges
 - iii. Drainage
 - iv. Land
 - v. Parks
 - vi. Easements
 - vii. Cisterns
 - viii. Trails
 - ix. Town Hall
 - x. Vehicles
- b. Policies;
 - i. Public Outreach / Input
 - ii. Scoping Letters
 - iii. Engaging Professionals
 - iv. Outreach to agencies, boards, entities
 - v. Approval quorum
 - vi. Funding / budget between Citizen Advisory and Trustees
 - vii. Dated goals with solidified plans (Plan Map)
 - viii. Vetting of ideas/process

4. Project Evaluation Criteria

- a. Health & Safety impacts
 - i. Legal mandates
- b. Environmental, aesthetic and social effects
- c. Fiscal & budget impacts
- d. Project feasibility
 - i. Uncertainty of risk
 - ii. Impacts of deferral
- e. Economic development impacts
- f. Relationship to other projects
 - i. Distributional effects
 - ii. Inter-municipal effects

5. Brainstorming Capital Needs

- a. Roads & Bridges
- b. Drainage
- c. Land & Easements
- d. Parks and Trails
- e. Cisterns
- f. Others?

6. *Next steps / Action*

Project

Capital Improvement Planning

Meeting Date

January 9, 2018

Client

Town of Blue River

Location

Blue River Town Hall

Project No.

11-008.18

Meeting

Capital Improvement Plan - High-level Solutions Review

Agenda**1. Meeting Purpose and Goal**

- a. *Review potential solutions for identified needs in Town and decide on what will move forward in the evaluation process for inclusion in the CIP.*

2. Overview of the Structure and Intentions for the Meeting

- a. Quickly discuss each of the solutions presented to ensure understanding of high-level project descriptions
- b. Provide input, adjustments necessary to clarify project descriptions
- c. Decide if the solution will remain in the CIP process for evaluation

3. Review of potential solutions to identified needs

- a. Details provided

4. Next steps / Action Items

- a. *Present solutions for feedback at Public Open House in February*
- b. *Finalize the evaluation criteria*
- c. *Start the evaluation process based on the established criteria of the final list of solutions*



CIP - High-Level Solutions Review

January 2018

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. **Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.
- **Feedback**
 - a. Mountain View Trail is a life safety project, such large potholes, we should do it.
 - b. Mountain View would need to go all the way to Theobald bridge.

Move forward in evaluation? Yes No

2. **Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? Yes No

3. **Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? Yes No

4. **Spruce Creek Road:** Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place
- **CDOT funding:** Need safety issues to bring it up to CDOT, talking about safety to get funding. Bad intersection, no sight distance.

Move forward in evaluation? Yes No



CIP - High-Level Solutions Review

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

6. Coronet Drive: Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? Yes No

7. Hwy 9 Bus Route: Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? Yes No

8. Spruce Creek Road: Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? Yes No

9. Lakeshore Loop: Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? Yes No

10. Blue River Road and Hwy 9: Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? Yes No

11. Highway 9: Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing



CIP - High-Level Solutions Review

- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? Yes No

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? Yes No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? Yes No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? Yes No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? Yes No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? Yes No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? Yes No



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. **Providing Breck to Blue River Bike Trail**
2. **Town Park Expansion**
3. **Providing a community Shelter/Pavilion**
 - Blue River road space
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. **Tarn Improvements**
 - Shelter, tables, bathroom
 - Dock/Boat ramp
 - Access grading
 - Parking
 - Signage – on rules
 - Revegetation for Noise barrier along 9
 - Border Trail
 - Benches, educational signage
 - Beach for kids
 - Boat storage

Town Wide:

- Community Center
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

No projects list:

Potential projects indicated with an “X” are either being pursued by efforts outside of the Town’s CIP, such as the CDOT Highway 9 Safety Access Plan, or are no longer being considered within the CIP based on Town Board and public feedback.

Project

Capital Improvement Plan

Meeting Date

March 14th, 2018

Client

Town of Blue River

Location

Town of Blue River Town Hall

Project No.

11-008.18

Meeting

Capital Improvement Plan – Citizen Advisory Committee Meeting

Agenda**1. Meeting Purpose and Goal**

- a. *Summarize follow-up survey results and discuss the details needed to complete the CIP Evaluation Criteria.*

2. Follow-Up Survey Results

- a. Survey response trends
- b. New projects identified
 - i. El Dorado Lane and Calle De Plata
 - ii. Election for Town-owned internet utility (e.g. Silverthorne 2017)
 - iii. Nugget Lane cul-de-sac improvements
 - iv. Crown Drive and Golden Crown Lane drainage repair
- c. Other projects not considered

3. Evaluation Criteria

- a. Evaluation criteria overview
- b. Town criteria and examples
- c. Initial feedback and questions
- d. Advisory Committee review schedule
 - i. Comments, input due first week of April

4. Next steps / Action Items



CIP – Evaluation Criteria Overview

Overview

An Evaluation Criteria is a tool used in Capital Improvement Plans (CIPs) to help prioritize the projects that will be included in the final Plan. It provides an objective way to prioritize projects by assessing and scoring each project's performance under the same key factors, or criteria. As part of the evaluation, each potential project will be given a total score – the higher the total score, the greater the project's priority and the more likely it is to be included in the final CIP. Developing the scoring system of the criteria requires an initial investment of time and thought, but a well-constructed Evaluation Criteria can be invaluable when assessing the final list of projects. It minimizes bias and provides transparency to the Town's constituents by clearly defining the process by which some projects are chosen over others for inclusion in the CIP.

The original ten criteria that were developed for the CIP are below:

- Health and Safety
- Environmental/Aesthetic
- Fiscal and Budget Impacts
- Risk Uncertainty
- Economic Development
- Collaboration
- Maintenance
- Deferral of Work
- Outside Funding Sources
- Community and Social

Establishing the Scoring System

Defining the point range within each criteria

Every project will be assigned points in each of the above criteria, depending on that project's characteristics. To remove uncertainty when ranking projects, it is important to be as clear as possible when defining what characteristics a project has to have to earn a certain point value. Examples of Evaluation Criteria similar to Blue River's are attached for reference. As much as possible, it is recommended to:

- Use objective, definitive metrics to define how each point value is earned.
- Develop a quantitative (number-based) method in order to assist in the scoring for each attribute.
- Use feedback heard from public meetings and survey to help guide criteria measurements.

Using weights to value certain criteria

The score of a project in a certain criterion may matter more than its score in others. For example, an improvement that addresses a safety concern in the Town may be prioritized above a project that simply improves the Town aesthetic condition. The value of each criteria can be customized with weights, or multipliers, to further customize the evaluation process. When establishing weights, it can be helpful to:

- Compare two individual criteria – if you were evaluating two projects that had the same total score with equal points in all attributes but those two, would one attribute cause a project to be considered over the other?
- Zoom out after comparing a few attributes to one another – consider how each criterion's weight affects the total evaluation outcome. Some balancing may be required to refine the impact from one individual attribute to the overall score.
- Consider hypothetical and real project situations to refine and balance each criterion's weight. Refining the point and weight balance can be an iterative process, with small changes made as more projects are evaluated.

Evaluating the Projects

When assessing a project's score, it is important to first consider each criterion individually, as if it were the only one. Then, once the project has points assigned for each criteria, go back and review the project scoring from a higher level, or a program level perspective.



CIP – Evaluation Criteria Examples

Blue River Criteria	Example Project Criteria
<p>Health and Safety <i>Improves safety of the Town and the people living there.</i></p> <ul style="list-style-type: none"> • Reduce crash/crash severity • Enhance pedestrian/cyclist safety • Utilize Highway 9 Safety Data, other accident data, speed data • Meets standard? Guardrail, sight distance, etc. • Consider Town-wide safety also: roadway and property damage from flood, fire. 	<p>Crash Data <i>Crash history v. AADT to develop safety rating.</i></p> <ul style="list-style-type: none"> • 5 pts: Less than average safety rating • 3 pts: Average safety rating • 1 pt: More than average safety rating
<p>Environmental/Aesthetic <i>Improves the Town visual and environmental integrity.</i></p> <ul style="list-style-type: none"> • Beneficial, neutral, or negative environmental or aesthetic impact from project? • Consider historic properties, wetland impacts, permitting needs of project, land use 	<p>Environmental Benefit <i>High, Medium, Zero Level of Benefit/Detriment.</i></p> <ul style="list-style-type: none"> • 5 pts: High benefit • 3 pts: Medium benefit • 0 pts: No benefit • -3 pts: Medium detriment • -5 pts: High detriment
<p>Fiscal and Budget Impacts <i>Project fits within town budget and provides cost benefit.</i></p> <ul style="list-style-type: none"> • Classify points by range of project costs • Percent range of Blue River annual CIP budget? <ul style="list-style-type: none"> ○ Could exceed 100% 	<p>Cost Range <i>Score projects by their cost estimates.</i></p> <ul style="list-style-type: none"> • 5 pts: \$0 to \$999,999 • 4 pts: \$1,000,000 to \$1,999,999 • 3 pts: \$2,000,000 to \$4,999,999 • 2 pts: \$5,000,000 to \$9,999,999 • 1 pt: \$10,000,000 +
<p>Risk Uncertainty <i>Risks with constructing and maintaining the project.</i></p> <ul style="list-style-type: none"> • ROW needs of project • Construction risks • Maintenance risks • Define what “low medium, high” risk means to Town 	<p>Risk <i>Example used: Risk of federal reimbursement.</i></p> <ul style="list-style-type: none"> • 5 pts: Low risk • 3 pts: Medium risk • 1 pt: High risk
<p>Economic Development <i>Promotes economic growth within Town.</i></p> <ul style="list-style-type: none"> • Separating direct and indirect economic development benefits • Project “policies” and economic development 	<p>Economic Development <i>Separating direct, indirect economic development.</i></p> <ul style="list-style-type: none"> • 5 pts: Direct economic benefit • 3 pts: Indirect economic benefit • 1 pt: Little to no economic benefit



CIP – Evaluation Criteria Examples

Blue River Criteria	Example Project Criteria
<p>Collaboration</p> <p><i>Provides opportunities to work with non-profits, volunteers, town residents, and other entities.</i></p> <ul style="list-style-type: none"> • Resident involvement • Non-profit, volunteer involvement • County, USFS, CDOT <ul style="list-style-type: none"> ◦ Could also affect risk • Defining high, medium, low opportunity 	<p>Interagency Coordination</p> <p><i>Number of opportunities to work with other agencies on project.</i></p> <ul style="list-style-type: none"> • 5 pts: High • 3 pts: Medium • 1 pt: Low
<p>Maintenance</p> <p><i>This improvement reduces the Town's maintenance.</i></p> <ul style="list-style-type: none"> • Does improvement require substantial maintenance once constructed? • Classify points by range of maintenance budget increase due to project • Percent range of annual maintenance costs? 	<p>Maintenance</p> <p><i>Assessing maintenance increase after project is complete.</i></p> <ul style="list-style-type: none"> • 5 pts: No increase in maintenance cost • 3 pts: Moderate increase • 1 pt: High increase
<p>Deferral of Work</p> <p><i>Delaying improvement causes concern to worsen.</i></p> <ul style="list-style-type: none"> • Defining what "critical" means to Town • What are the consequences of inaction in project area? Can it be scheduled further out without substantial impact to scope? • Are other improvements dependent on this one being completed in a certain timeframe? • Are grants or other funding opportunities dictating the schedule of this project? 	<p>Criticality</p> <p><i>Assessing timely need for project to be completed.</i></p> <ul style="list-style-type: none"> • 3 pts: Very critical • 2 pts: Critical • 1 pt: Somewhat critical • 0 pts: Not critical
<p>Outside Funding Sources</p> <p><i>Eligibility for grants or other funding that can be pursued.</i></p> <ul style="list-style-type: none"> • Number of grants available for project • Likelihood of project's eligibility for grant • Funding opportunities with County, CDOT, USFS, Intermountain MPO 	<p>Outside Funding Sources</p> <p><i>Determining potential to leverage outside funding.</i></p> <ul style="list-style-type: none"> • 5 pts: Definite eligibility • 3 pts: Potential opportunity • 1 pt: Low opportunity • 0 pt: No opportunities available
<p>Community and Social</p> <p><i>Community benefits from the completion of the project.</i></p> <ul style="list-style-type: none"> • Multi-modal connectivity • What is the Town-wide benefit of the project? • Does it address feedback heard from public? • Was project discussed in Comprehensive Plan? 	<p>Multi-Modal/Recreation</p> <p><i>Consideration of multi-modal improvements.</i></p> <ul style="list-style-type: none"> • 5 pts: High consideration • 3 pts: Little consideration • 1 pt: No consideration

Project

Capital Improvement Plan

Meeting Date

May 9, 2018

Client

Town of Blue River

Location

Town of Blue River Town Hall

Project No.

11-008.18

Meeting

Capital Improvement Plan Meeting

Agenda**1. Meeting Purpose and Goal**

- a. *To walk through the Draft Evaluation Criteria with the CIP team – the Trustees, the Planning and Zoning Committee, and the Citizen Advisory Committee – to receive buy-in so that the Criteria can be finalized.*

2. Evaluation Criteria History

- a. July 2017: CAC workshop to identify criteria, priorities
- b. November 2017: “Dot” feedback from open house on criteria
- c. March/April 2018: Additional CAC feedback on criteria priorities
- d. Summary of feedback received

3. Evaluation Criteria Walkthrough

- a. Overview of recommended approach
- b. Priority criteria – (0-5 score)
 - i. Health and Safety
 - 1. Evaluating the safety benefits of each project
 - 2. Metric: Number of safety features included in project
 - ii. Fiscal and Budget Impacts
 - 1. Evaluating the cost of each project
 - 2. Metric: Ranges of Cost from \$0 to over \$300,000

- iii. Environmental and Aesthetic
 - 1. Evaluating the impact of each project on the visual and environmental integrity of the Town.
 - 2. Metric: Benefit, no change, detriment
- iv. Maintenance
 - 1. Evaluating the impact of each project on the Town's maintenance responsibilities
 - 2. Metric: Reduction, no change, minor or major increase
- v. Risk Uncertainty
 - 1. Evaluating the certainty of information available for each project and its feasibility for completion
 - 2. Measure: Easement needs, utility presence, need for permits and outside coordination, etc.
- c. Supplemental Criteria – (Yes/No)
 - i. Economic Development
 - 1. Does the project support economic development in the Town?
 - ii. Collaboration
 - 1. Does the project offer an opportunity to collaborate with other entities/organizations?
 - iii. Outside funding sources
 - 1. Are there any grants available for this project?
 - iv. Effects of Deferral of Work
 - 1. Are there any added costs if the project is deferred?
 - v. Community and Social
 - 1. Does the community benefit from the completion of the project?

4. Criteria decision items

5. Next steps / Action Items

- a. Finalize Criteria
- b. Finalize project scope and ROM estimates
- c. CIP – Financial Analysis
- d. Develop initial prioritization of projects
- e. Meet with the public
 - i. June 2018
- f. Capital Project Program Complete
 - i. July 2018: List of projects prioritized for completion



Town of Blue River – Capital Improvement Plan

Establishing the Evaluation Criteria
Muller Engineering Company, Inc.

May 9, 2018



May 9th Meeting Agenda

- Meeting Purpose and Goal
- Evaluation Criteria History
- Overview of Recommended Approach
- Criteria Walkthrough
- Decision Items
- Next Steps/Action Items



Introduction

- Meeting Objective:

To walk through the Draft Evaluation Criteria with the CIP team – the Trustees, the Planning and Zoning Committee, and the Citizen Advisory Committee – for review and approval to finalize the Criteria.



Feedback Received to Date

- July 2017: Citizen Advisory Committee (CAC) workshop to identify criteria, priorities
- November 2017 Public Meeting: “Dots”
- March/April 2018: Additional CAC feedback requested on criteria priorities, considerations



Feedback Received to Date

Criteria from most important to least, according to feedback:

Fiscal and Budget Impacts
 Health and Safety
 Environmental and Aesthetic Impacts
 Maintenance
 Economic Development
 Collaboration
 Outside Funding Sources
 Risk Uncertainty
 Deferral of Work
 Community and Social



Additional Feedback Received

- Prioritizing Criteria:
 - Must Have's, Should-Do's, Nice-to-Do's
- Criteria measurements:
 - Vehicle, resident, and pedestrian safety
 - Measuring Community and Social benefits
 - Environmental considerations
- Other considerations
 - Reviewing range of resident responses
 - Collaboration with other jurisdictions

Thank you for
your comments!



Recommended Approach – Overall Process

- Separate criteria into Priority, Supplemental, and Financial:
 - Priority Criteria
 - Supplemental Criteria
 - Financial Criteria – Considered separately



Recommended Approach – Overall Process

- Priority Criteria
 - Those key characteristics of a project that help to identify it as a strong project, based on feedback and Town interests
- Supplemental Criteria
 - Additional criteria that are valuable to further refine the project prioritization, but are not as critical a measurement as the priority criteria



Recommended Approach – Overall Process

- Financial Criteria – Considered separately
 - Criteria related to direct project cost, i.e. Fiscal/Budget Impacts and Outside Funding Sources
 - Enables projects to be ranked based on benefit before cost is considered



Priority Criteria Scoring

- Priority Criteria Scoring (0 – 5 points)
 - Each project's score is dependent on its performance in each priority criterion.
 - Maintenance example*
 - The Town's annual maintenance costs will be **reduced** with project – 5 points
 - The Town's annual maintenance costs will **increase** with project – 2 points

Project Name	Type of Project	Priority Criteria (0 - 5 points)			
		Health and Safety	Environmental Aesthetic	Maintenance	Risk Uncertainty
		(0 - 5)	(0 - 5)	(0 - 5)	(0 - 5)
Mountain View Trail	RBD	4	3	3	4
Wilderness Drive	RBD	4	3	3	2
Sherwood and Starlit Lane	RBD	5	3	4	4

EXAMPLE



Supplemental Criteria Scoring

- Supplemental Criteria Scoring (Yes/No, 1 point):
 - Each project receives a “Yes” or a “No” depending on its answer to each criterion question.
 - Collaboration example
 - Does the project bring an opportunity to partner with outside organizations?
 - » Yes (1 point)
 - » No (0 points)

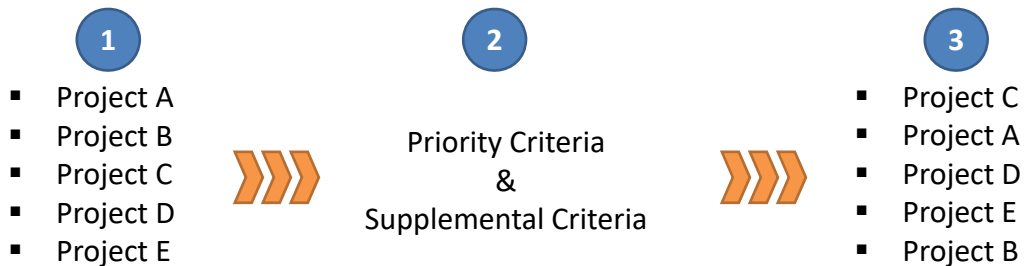
Supplemental Criteria (1 point)				Project Benefit Score
Economic Development? (Yes/No)	Collaboration? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	
No	No	Yes	Yes	16
No	Yes	Yes	No	14
No	No	Yes	Yes	18

EXAMPLE



Recommended Approach - Process

1. Original Project List...
2. ...Run through Priority and Supplemental Criteria...
3. ...To develop a list of projects organized by benefit, regardless of cost.





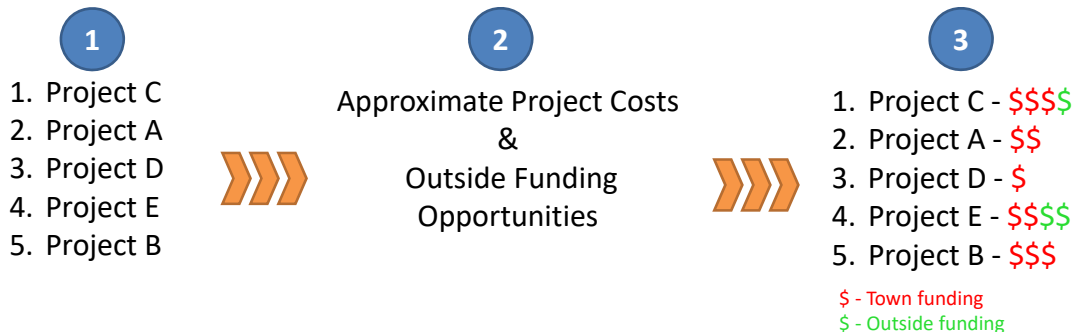
Financial Criteria

- Financial Criteria consists of:
 - Direct project cost estimates
 - Potential outside funding opportunities
 - GOCO, DOLA, Intermountain MPO, FASTER, CDOT, CPW, etc.
- Why we recommend to consider it separately:
 - Largely beneficial projects may be expensive
 - Do not want to penalize a project because it is high-cost
 - Project planning and scheduling based on available funding still occurs
 - Projects do not have to be completed in order



Recommended Approach – Financial Process

1. List of projects organized through benefit, regardless of cost...
2. ...bring costs into consideration...
3. ...To develop a list of projects that can be planned and scheduled





Priority Criteria: Health and Safety

- Evaluates: The safety benefits of each project
- Measured by: How many safety features are included in each project
- Major vs. minor safety features

Health and Safety - An evaluation of how the proposed project addresses safety of the Town.

Considerations	Rating
The project has five or more safety feature points	5
The project has four safety feature points	4
The project has three safety feature points	3
The project has two safety feature points	2
The project includes one or no safety feature points	1

Safety Features	Points
Reducing flood risk	5
Mitigating frequent crashes	5
Improve clear zone condition	2
Formalize roadway template	2
Geometric Roadway Improvement	2
Access/Intersection control improvements	2
Sight distance	2
Install new signs	1
Pedestrian/Bike and Car Separation	1
Speed Control feature	1
Reduce ponding on roadways	1



Environmental and Aesthetic

- Evaluates: The impact of each project on the visual and environmental integrity of the Town.
 - “Keep Blue River, Blue River”
- Measured by: Benefit, No Change, Detriment
- **Question:** What are the characteristics that make Blue River, Blue River? It's physical character?
 - Environmental disturbance
 - Land use
 - Tree removal
 - Others?

Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town

Considerations	Rating
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity	4
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)	3
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity	2
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity	1



Maintenance

- Evaluates: The proposed project's impact to the Town's maintenance responsibilities
- Measured by:
 - Reduced maintenance
 - No Change to maintenance
 - Increased maintenance

Maintenance - Evaluates the proposed project's impact to Town operating budget

Considerations	Rating
The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5
The Town's annual maintenance costs will be minimally reduced after the project's completion	4
The Town's annual maintenance costs will experience little to no change after the project's completion	3
The Town's annual maintenance costs will be moderately increased after the project's completion	2
The Town incurs substantial additional maintenance responsibility after project completion	1



Risk Uncertainty

- Recommended Priority Criteria
- Evaluates: The certainty of information available for each project, and its ease of implementation
- Measured by:
 - Easement needs
 - Utility presence
 - Permits/outside coordination required
 - USACE, CDPHE, USFS, USFWS, CDOT, CPW
 - Other unknowns

Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation)

Considerations	Rating
Project has very low risk associated with it	5
Project has relatively low risk associated with it	4
Project has moderate level of risk associated with it	3
Project has relatively high risk associated with it	2
Project has high risk associated with it	1

Examples

Low Risk	No easements required, no outside coordination, few utilities present
Relatively Low Risk	A few minor easements, no outside coordination, utilities present
Moderate Risk	Some easements required, some permits, utilities present
Relatively High Risk	several easements required, utility coordination
High Risk	Significant easements required, utilities present, several permits required



Supplemental Criteria

- **Economic Development:** Does the Project support economic growth in the Town?
 - Paving, or utility expansion?
 - New capital asset (trail, parking lot, etc.)?
- **Collaboration:** Does the project offer the opportunity to partner with other entities/organizations?
 - USFS, CDOT, UBSD



Supplemental Criteria

- **Effect of Deferral of Work:** Are there additional costs to Town if the project is deferred?
 - Repeat maintenance areas, worsening conditions
 - Is another project dependent on this one being completed?
- **Community and Social:** Does the Town benefit from the completion of the project?
 - Town-wide/community benefit to improvements?
 - Included in Comprehensive Plan?
 - Addressing a need heard from public feedback?



In Closing

- Discussion and Comments
- Criteria decision items
- Next Steps/Action Items

Town of Blue River - Evaluation Criteria Runthrough June 11th, 2018 Project Ratings and Justification Page 1 of 5	Mountain View		Wilderness Drive		Sherwood and Starlit Lane		Spruce Creek Road			
	High-Level Project Overview: Establishing crowned surface for approximately 1/2 mile of roadway and constructing roadside ditches and driveway culverts to convey drainage off of Mountain View Trail to the adjacent Blue River. An estimated four outlets to the river are included.		High-Level Project Overview: Constructing a cross-culvert just south of Backland Court across Wilderness; formalizing crowned surface of approximately 1/2 mile of roadway, establishing ditches and driveway culverts along Wilderness Backland Ct to Hinterland, and from Hinterland to Grey Squirrel Lane. Constructing ditches along Hinterland from the wetland crossing west to the intersection with Wilderness. Fill in the low-point at Hinterland/Wilderness and convey drainage down existing driveway to NE wetlands.		High-Level Project Overview: Establishing ditches and driveway culverts along both Sherwood and Starlit with a main culvert and outfall to convey runoff to the Blue River.		High-Level Project Overview: Performing major grading to reduce the maximum grade of Spruce Creek from Highway 9 to Crown Drive. Regrading several accesses. Formalizing ditches and repairing drainage on the south side of Spruce Creek Road with ditches and driveway culverts extending from Highway 9 to Crown Drive. Additional ditch and culvert improvements on Spruce Creek Road, approximately 150-ft south of intersection with Crown Drive on the west side.			
Health and Safety - An evaluation of how the proposed project addresses safety of the Town.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project has five or more safety feature points	5	3	2 - Formalize roadway template 1 - Reduce ponding on roadway	5	2 - Formalizes roadway template 1 - Reduces ponding 2 - Geometric roadway improvements	5	5- Reduces flood risk to properties (comments received regarding property flooding)	5	2 - Formalize roadway template 2 - Geometry roadway improvements 2 - Access/intersection improvements	
The project has four safety feature points	4									
The project has three safety feature points	3									
The project has two safety feature points	2									
The project includes one or no safety feature points	1									
Maintenance - Evaluates the proposed project's impact to Town operating budget.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Decrease: The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5	3	Roadway grading needs reduced with improvements, offset by increased number of outfalls/culverts to maintain.	3	Reducing roadway maintenance by removing ponding, offset by adding culverts and large additional outfall	4	Reduced maintenance requirements on the roadway, minimal additional infrastructure to maintain.	4	Reduced maintenance of washboard, erosion on roadway, adding minimal additional maintenance	
The Town's annual maintenance costs will be minimally reduced after the project's completion	4									
No change: The Town's annual maintenance costs will experience little to no change after the project's completion	3									
The Town's annual maintenance costs will be moderately increased after the project's completion	2									
The Town incurs substantial additional maintenance responsibility after project completion	1									
Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation).										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Project has low risk associated with it: No easements required, no outside coordination, few utilities present	5	1	Four or five outfalls to Blue River requiring easements, large number of easements to formalize roadway, utilities in ditchline	1	Challenges in outfalling to wetlands, significant easements required for outfall	2	Relatively high risk due to public concerns regarding easements and outfall location.	3	Project largely on existing roadway, moderate amount of easements and driveway access regrading necessary	
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present	4									
Project has moderate level of risk associated with it: Some easements required, some permits , utilities present	3									
Project has relatively high-risk: several easements required, utility coordination	2									
Project has high risk associated with it: Significant easements required, utilities present, several permits required	1									
Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town. Tree removal, peace and quiet, avoiding urbanization, impact to vegetation and wildlife.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5	3	Existing condition maintained with minimal widening, little tree removal potential.	1	Potential wetland mitigation required, widened roadway template and significant outfall likely required, moderate tree removal potential.	3	Minor alterations to existing roadway template, limited tree removal, existing condition maintained.	2	Regrading of roadway altering existing condition, moderate tree removal potential.	
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity	4									
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)	3									
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity	2									
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity	1									

<div>Town of Blue River - Evaluation Criteria Runthrough</div> <div>June 11th, 2018</div> <div>Project Ratings and Justification</div> <div>Page 4 of 5</div>	Timber Creek Estates		Whispering Pines Entrance		Blue River Road		Breckenridge Emergency Access Route			
	High-Level Project Overview: Installing two speed humps through the Timber Creek neighborhood. Locations should be as flat and straight as is possible given existing conditions.		High-Level Project Overview: Addressing ponding on SE corner of Whispering Pines and Peaks View Court. Installing inlet and culvert to convey runoff north across Peaks View Ct. Formalizing existing ditch down Whispering Pines to Highway 9 roadside ditch. Relocation of stop sign required.		High-Level Project Overview: Adding fill to adjust lowpoint in between properties at 789 Blue River Road. Installing culvert and ditches to convey flow to low point and outlet to Blue River wetlands.		High-Level Project Overview: Perform major grading and road work to connect 97 Circle and Rio Azul Road with a new 4x4 single lane roadway to be used only if regular access through Blue River from Breckenridge to Fairplay is lost.			
Health and Safety - An evaluation of how the proposed project addresses safety of the Town.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project has five or more safety feature points		5	1	1 - Speed control	1	1 - Reducing ponding on roadway	5	5 - Reducing flood risk	5	5 - Reducing flood risk (at Blue River and Hwy 9)
The project has four safety feature points		4								
The project has three safety feature points		3								
The project has two safety feature points		2								
The project includes one or no safety feature points		1								
Maintenance - Evaluates the proposed project's impact to Town operating budget.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Decrease: The Town's annual maintenance costs will become substantially lower after the proposed project's completion		5	2	Increase in plowing maintenance needs,	4	Reduce ponding on roadway with minimal to no additional infrastructure	3	Reduce required roadway maintenance, but offset by installing new infrastructure	2	constructing new access roadway, moderate due to shorter length of roadway rqd
The Town's annual maintenance costs will be minimally reduced after the project's completion		4								
No change: The Town's annual maintenance costs will experience little to no change after the project's completion		3								
The Town's annual maintenance costs will be moderately increased after the project's completion		2								
The Town incurs substantial additional maintenance responsibility after project completion		1								
Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation).										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Project has low risk associated with it: No easements required, no outside coordination, few utilities present		5	3	Property owner approval required	4	CDOT coordination may be required, no additional easements	1	Close properties, minimal ROW available for project (constructability challenges)	1	Substantial easements required
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present		4								
Project has moderate level of risk associated with it: Some easements required, some permits , utilities present		3								
Project has relatively high-risk: several easements required, utility coordination		2								
Project has high risk associated with it: Significant easements required, utilities present, several permits required		1								
Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town. Tree removal, peace and quiet, avoiding urbanization, impact to vegetation and wildlife.										
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.		5	3	Increase in noise, no tree removal potential.	3	No perceived change to existing conditions, no tree removal potential.	2	Altered existing condition to nearby property owners with outfall, low tree removal potential	1	Alteration to existing condition in area, substantial tree removal potential.
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity		4								
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)		3								
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity		2								
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity		1								

Town of Blue River - Evaluation Criteria Runthrough June 11th, 2018 Project Ratings and Justification Page 5 of 5	Providing Parking		Tarn Improvements		Develop Trail Network Study			
	High-Level Project Overview: Clearing, grubbing, and providing paved parking lot on Town of Blue River property near Davis Court.		High-Level Project Overview: Reduce grade of Tarn access at Highway 9 to allow for safer ingress/egress of vehicles. Scope may be revised depending on information from CDOT access plan.		High-Level Project Overview: Completing a Master Plan and study on the expansion of formal trails through the Town, connecting to adjacent USFS and local trails, including potential Breckenridge to Blue River bike trail.			
Health and Safety - An evaluation of how the proposed project addresses safety of the Town.								
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments
The project has five or more safety feature points	5	1	0 - Zero feature points	5	2 - Access improvement 2 - Geometric improvements 2 - Improve clear zone condition	1	Study of Ped/Bike Separation	
The project has four safety feature points	4							
The project has three safety feature points	3							
The project has two safety feature points	2							
The project includes one or no safety feature points	1							
Maintenance - Evaluates the proposed project's impact to Town operating budget.								
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments
Decrease: The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5	1	New infrastructure, maintaining parking lot, plowing, etc.	3	No change to Town's maintenance responsibilities	3	No change to Town's maintenance responsibilities with study	
The Town's annual maintenance costs will be minimally reduced after the project's completion	4							
No change: The Town's annual maintenance costs will experience little to no change after the project's completion	3							
The Town's annual maintenance costs will be moderately increased after the project's completion	2							
The Town incurs substantial additional maintenance responsibility after project completion	1							
Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation).								
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments
Project has low risk associated with it: No easements required, no outside coordination, few utilities present	5	5	No easements required, some permitting	4	Coordination with Theobald's required	5	No risk involved in performing study	
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present	4							
Project has moderate level of risk associated with it: Some easements required, some permits , utilities present	3							
Project has relatively high-risk: several easements required, utility coordination	2							
Project has high risk associated with it: Significant easements required, utilities present, several permits required	1							
Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town. Tree removal, peace and quiet, avoiding urbanization, impact to vegetation and wildlife.								
Considerations		Rating	Score	Comments	Score	Comments	Score	Comments
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5	1	Substantial impact to existing condition, urbanization. Significant tree removal	3	No perceived change to existing condition, minimal tree removal potential	3	No change to existing condition by performing study	
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity	4							
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)	3							
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity	2							
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity	1							

Town of Blue River Evaluation Criteria

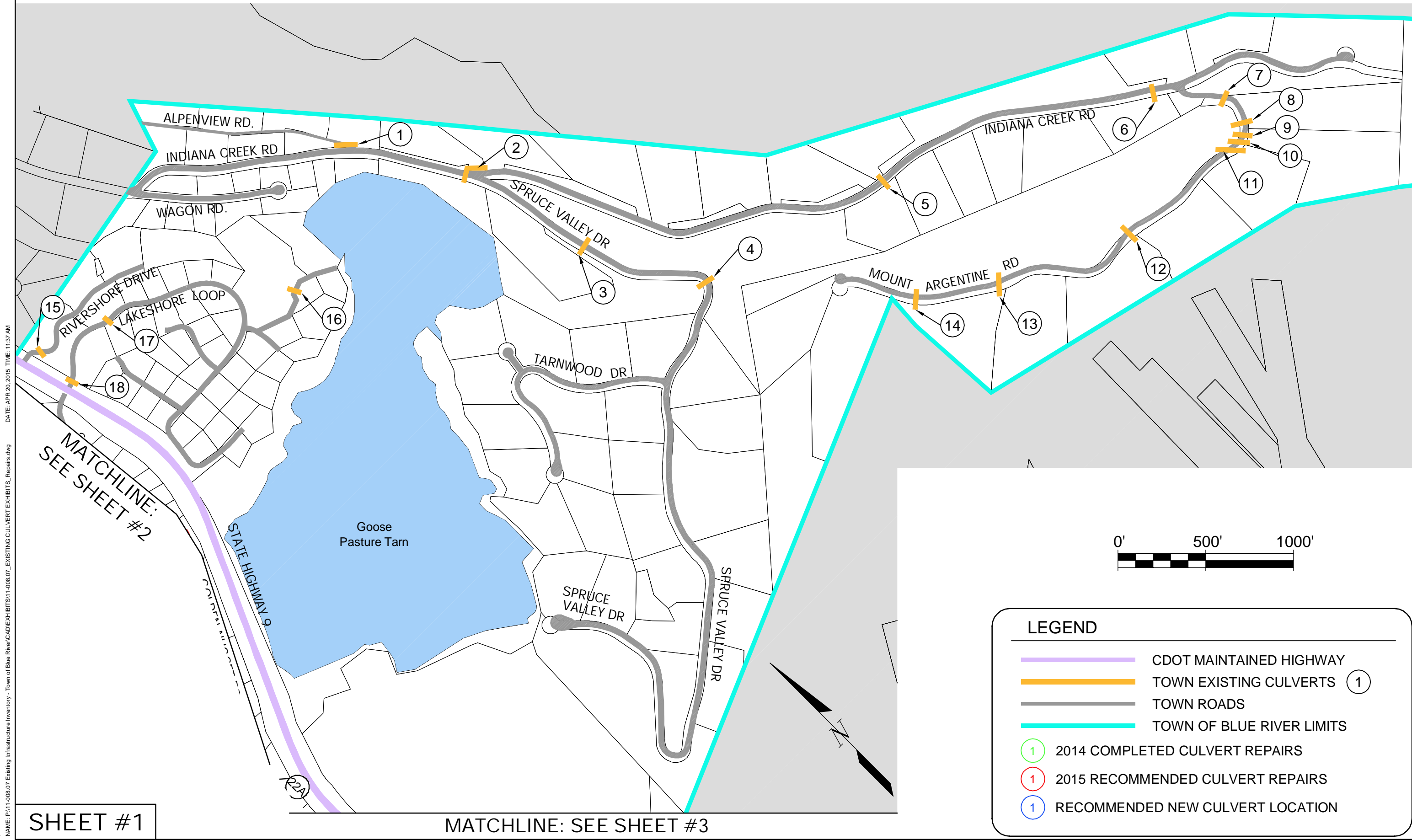
Summary Score Sheet
June 11th, 2018

Project Name	Type of Project	Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total	Fiscal Impacts	
		Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environmental/ Aesthetic (0 - 5)	Economic Development? (Yes/No)	Collaboration? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
Tarn Improvements	RBD	5	3	4	3	No	Yes	No	Yes	17	\$ 143,000	No
Spruce Creek Road	RBD	5	4	3	2	No	Yes	Yes	Yes	17	\$ 484,000	Yes
Dead Man's Corner	RBD	5	3	4	2	No	Yes	No	Yes	16	\$ 76,000	Yes
Coronet Drive	RBD	5	2	4	3	No	Yes	Yes	No	16	\$ 107,000	Yes
Blue River Road/Hwy 9	RBD	5	3	3	3	No	Yes	No	Yes	16	\$ 746,000	Yes
Develop Trail Network Study	PnT	1	3	5	3	Yes	Yes	No	Yes	15	\$ 120,000	Yes
Sherwood and Starlit Lane	RBD	5	4	2	3	No	No	No	Yes	15	\$ 237,000	No
Crown Drive	RBD	3	3	3	3	No	No	No	Yes	13	\$ 296,000	No
Leap Year Trail	RBD	3	3	4	2	No	No	No	No	12	\$ 23,000	No
Whispering Pines Entrance	RBD	1	4	4	3	No	No	No	No	12	\$ 61,000	No
Calle de Plata	RBD	3	3	3	3	No	No	No	No	12	\$ 78,000	No
Blue River Road	RBD	5	3	1	2	No	No	Yes	No	12	\$ 115,000	No
Royal Drive and Regal Circle	RBD	3	4	1	2	No	No	Yes	Yes	12	\$ 353,000	No
Wilderness Drive	RBD	5	3	1	1	No	No	Yes	Yes	12	\$ 427,000	No
Creekside Drive	RBD	3	4	1	2	No	No	Yes	No	11	\$ 284,000	No
Mountain View Trail	RBD	3	3	1	3	No	No	No	Yes	11	\$ 409,000	No
Park-n-Ride Lot	RBD	1	1	5	1	Yes	Yes	No	Yes	11	\$ 433,000	No
Breckenridge Emergency Access Route	RBD	5	2	1	1	No	Yes	No	Yes	11	\$ 534,000	Yes
Timber Creek Estates	RBD	1	2	3	3	No	No	No	Yes	10	\$ 7,000	No

The logo of the Town of Blue River is a circular emblem. It features a stylized landscape with a snow-capped mountain peak in the center, flanked by evergreen trees. Above the mountain, several birds are depicted in flight. Below the mountain is a body of water, likely a lake or river. The entire scene is enclosed within a circular border. The words "TOWN OF" are written in a serif font along the top arc of the border, and "BLUE RIVER" is written along the bottom arc.

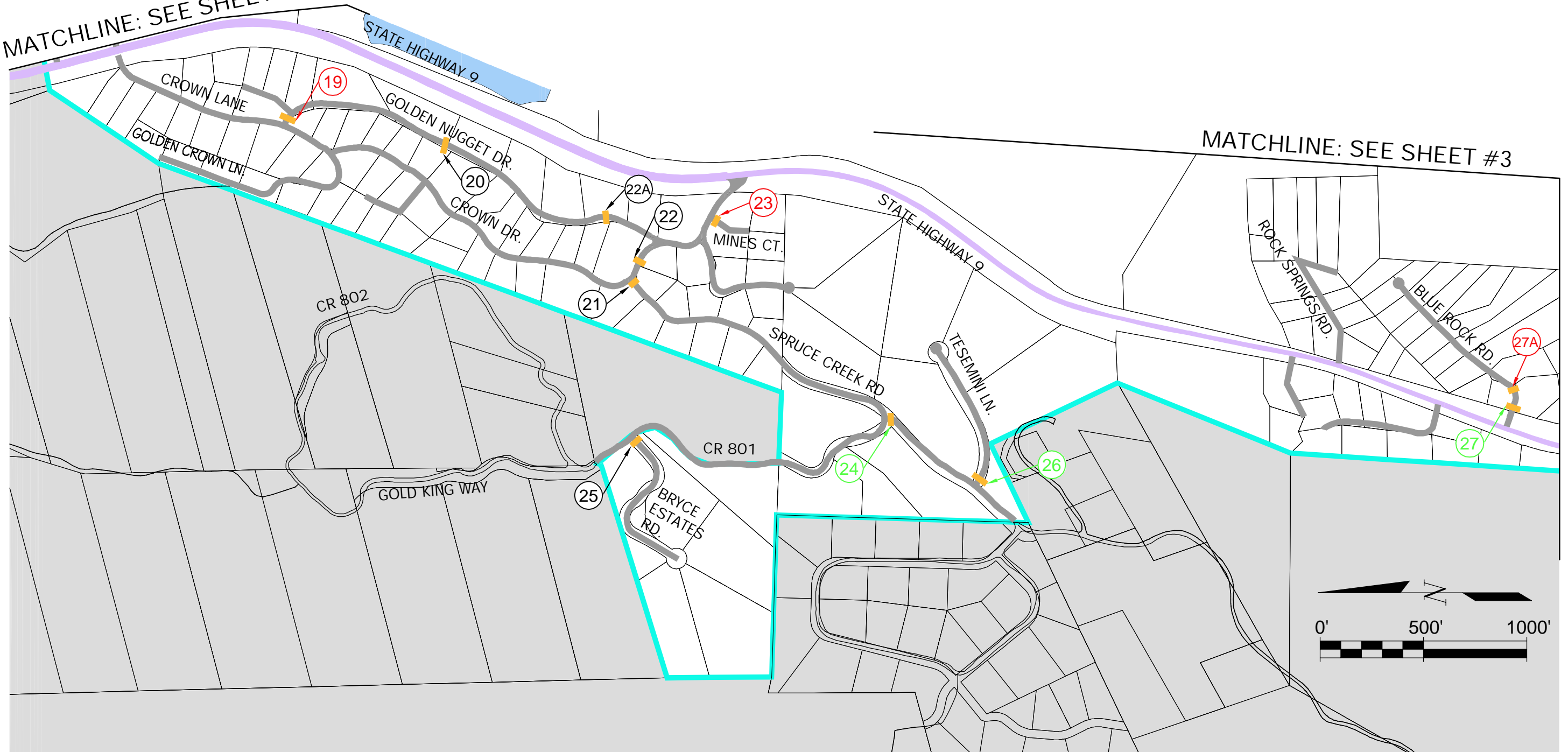
TOWN OF BLUE RIVER CULVERT LOG (2015)

BLUE RIVER, COLORADO
EXISTING CULVERT EXHIBIT



MATCHLINE: SEE SHEET #1

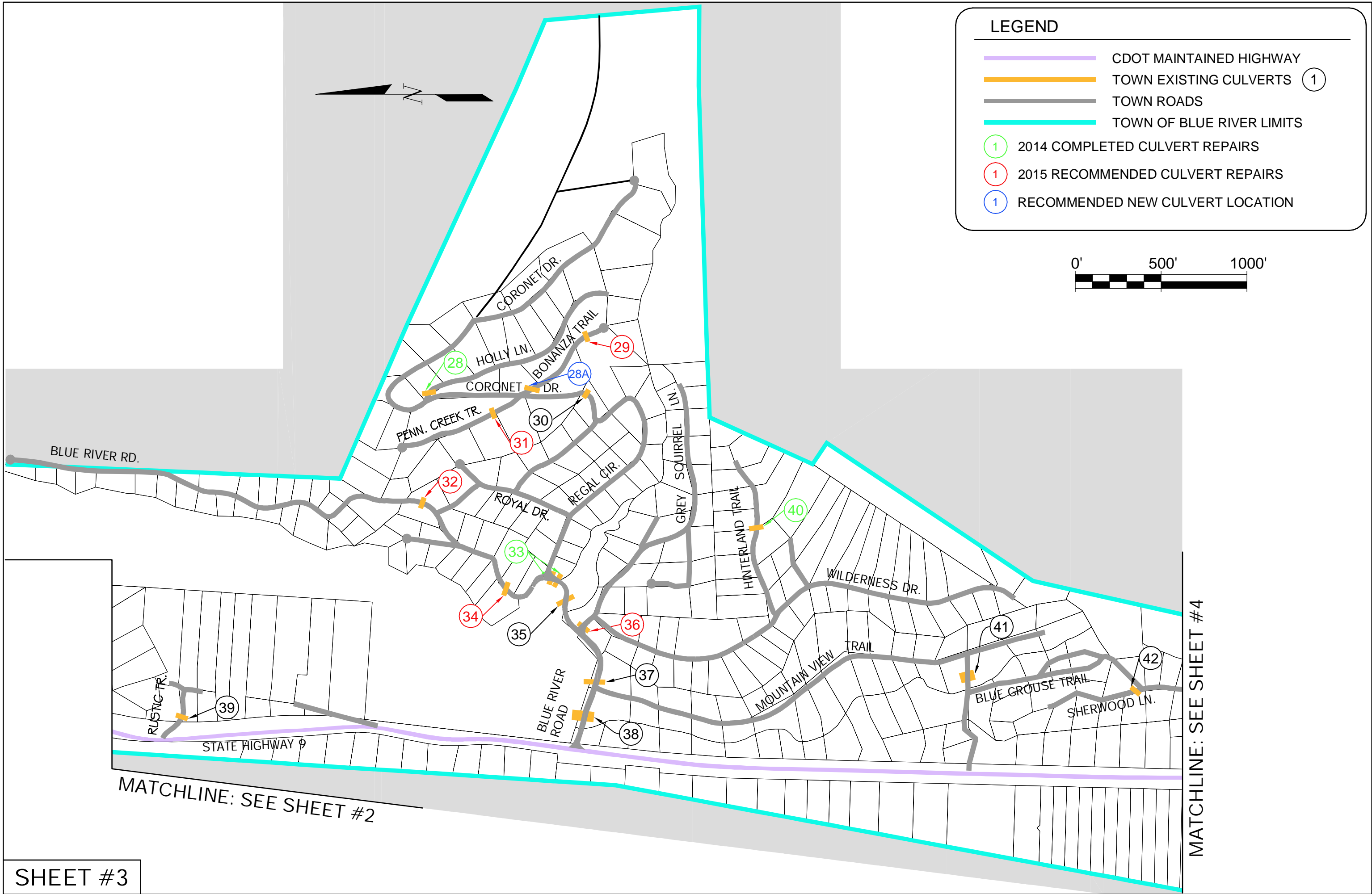
MATCHLINE: SEE SHEET #3



LEGEND

- CDOT MAINTAINED HIGHWAY
- TOWN EXISTING CULVERTS ①
- TOWN ROADS
- TOWN OF BLUE RIVER LIMITS
- ① 2014 COMPLETED CULVERT REPAIRS
- ① 2015 RECOMMENDED CULVERT REPAIRS
- ① RECOMMENDED NEW CULVERT LOCATION

NAME: P:11-008.07 Existing Infrastructure Inventory - Town of Blue River/CAD/EXHIBITS/11-008.07_EXISTING_CULVERT_EXHIBITS_Repairs.dwg DATE: APR 20, 2015 TIME: 11:39 AM

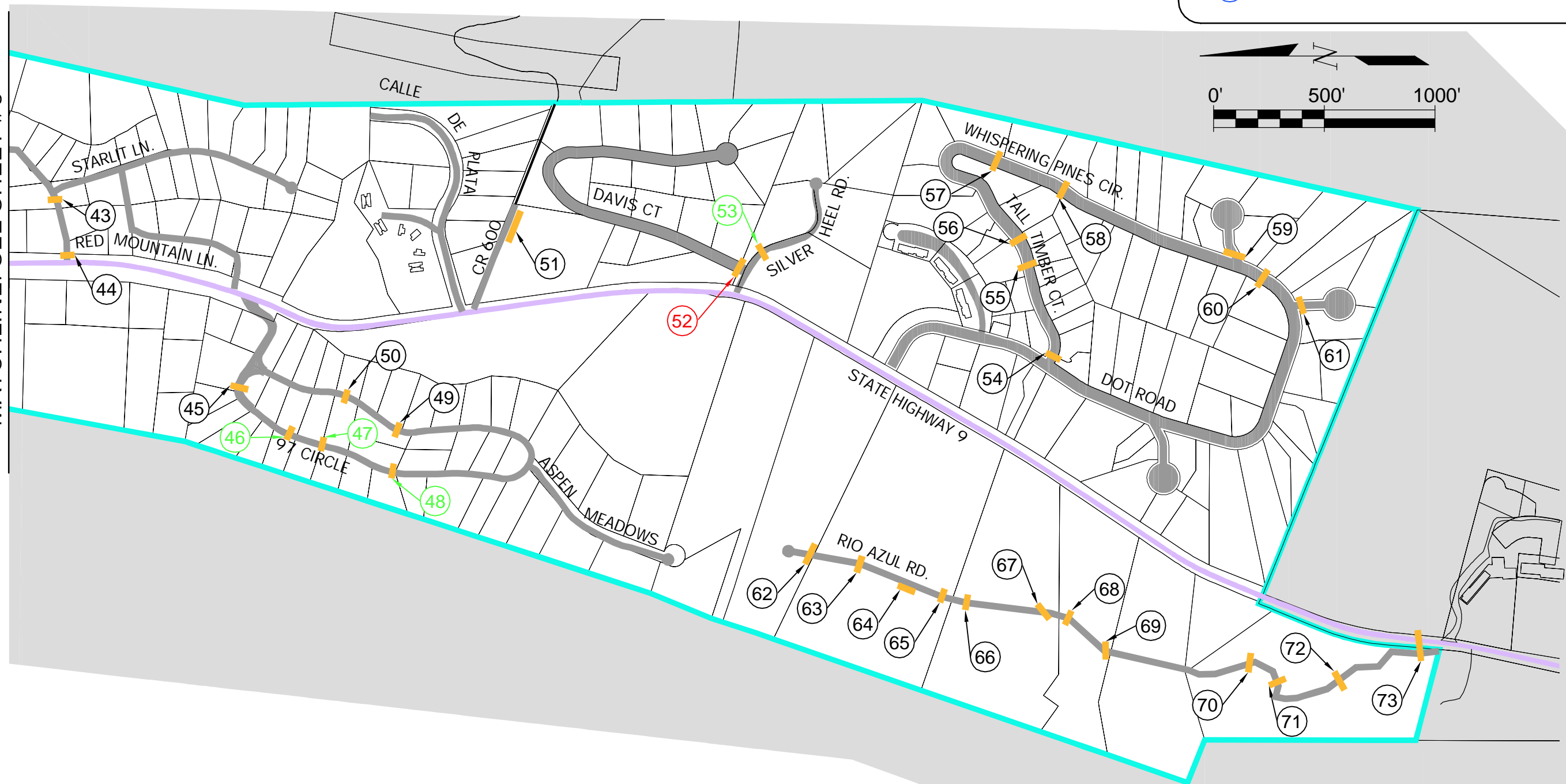
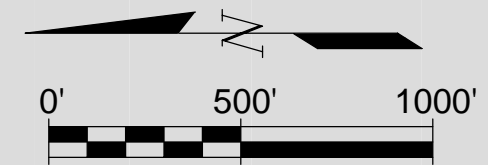


MATCHLINE: SEE SHEET #3

SHEET #4

LEGEND

- CDOT MAINTAINED HIGHWAY
- TOWN EXISTING CULVERTS ①
- TOWN ROADS
- TOWN OF BLUE RIVER LIMITS
- ① 2014 COMPLETED CULVERT REPAIRS
- ① 2015 RECOMMENDED CULVERT REPAIRS
- ① RECOMMENDED NEW CULVERT LOCATION





Town of Blue River

Existing Culvert Inventory

PROJECT NO: 11-008.07
PREPARED BY: SDH
CHECKED BY: BAB
UPDATED: WAM - 06/03/2015

ID	Location	Size	Length (ft)	Pipe Type	Flow Direction	Sediment Loading	Approximate Headwater Depth	Approximate Overtopping Location	Repairs
1	Corner of Alpenview Rd and Indiana Creek Rd	18"	40	CMP	Northwest	Less than 5%	2 feet	Over Alpenview Rd	
2	At the Fork of Indiana Creed Rd and Spruce Valley Dr	24"	84 and 48	CMP	N/A	Less than 5%	14 inch	Over Indiana Creek Rd	By HOA
3	815 ft South of Indiana Creek Rd on Spruce Valley Dr	18"	56	CMP	West	Less than 5%	4 feet	Over Spruce Valley Dr	
4	1560 ft South of Indiana Creek Rd on Spruce Valley Dr	48"	64	CMP	West	Less than 5%	8 feet	Over Spruce Valley Dr	
5	3000 ft East of Spruce Valley Dr on Indiana Dr	18"	43	CMP	Southwest	Less than 5%	4 feet	Over Indiana Creek Rd	By HOA
6	West on Indiana Creek Rd at Mt Argentine Rd	18"	45	CMP	Southwest	10% u/s, 65% d/s	5 feet	Over Indiana Creek Rd	By HOA
7	325 ft South of Indiana Creek Rd on Mt Argentine Rd	36"	50	CMP	Southwest	Less than 5%	6 feet	Over Mount Argentine Rd	
8	520 ft South of Indiana Creek Rd on Mt Argentine Rd	36"	43	CMP	West	Less than 5%	4 feet	Over Mount Argentine Rd	
9	590 ft South of Indiana Creek Rd on Mt Argentine Rd	30"	40	CMP	Northwest	Less than 5%	4.5 feet	Along Mount Argentine Rd	
10	590 ft South of Indiana Creek Rd on Mt Argentine Rd	36"	40	CMP	Northwest	Less than 5%	4.5 feet	Along Mount Argentine Rd	
11	595 ft South of Indiana Creek Rd on Mt Argentine Rd	36"	59	CMP	West	Less than 5%	4.5 feet	Along Mount Argentine Rd	
12	1500 ft South of Indiana Creek Rd on Mt Argentine Rd	24"	48	CMP	North	20% downstream	3.5 feet	Over Mount Argentine Rd	
13	2300 ft South of Indiana Creek Rd on Mt Argentine Rd	24"	57	CMP	Northeast	Less than 5%	4 feet	Over Mount Argentine Rd	
14	2830 ft South of Indiana Creek Rd on Mt Argentine Rd	18"	37	CMP	Northeast	Less than 5%	2.5 feet	Over Mount Argentine Rd	
15	125 ft East of SH 9 on Rivershore Dr	30"	30	CMP	North	10% blocked	3.5 feet	Over Rivershore Dr	
16	300 ft East of Lakeshore Loop on Trapper Place	12"	38 approx	CMP	North	100% blocked d/s	1.5 feet	Over Trapper Place	
17	440 ft East of SH-9 on Lakeshore Loop	12"	36	CMP	North	10% blocked	2.5 feet	Over Lakeshore Loop	
18	SH 9 and Lakeshore Loop	18"	101	CMP	North	Less than 5%	3 feet	Over Lakeshore Loop	
19	Corner of Golden Nugget Dr and Crown Dr	12"	42	CMP	Northeast	Less than 5%	2 feet	Over Golden Nugget Dr	Proposed 2015
20	On Golden Nugget b/n Crown and Spruce Creek	15", 18"	40	CMP to CPP	Northeast	Less than 5%	2.5 feet	Over Golden Nugget Dr	
21	Corner of Spruce Creek and Crown Rd	18"	39	CPP	East	5-10%	2 feet	Over Spruce Creek Rd	
22	On Spruce Creek between Crown Rd and Golden Nugget Dr	12", 15"	44, 20	CMP and CPP	Northeast	Less than 5%	5 feet	Over Spruce Creek Rd	
23	Corner of Miners Ct and Spruce Creek	15"	35	CMP	Southeast	60/% sediment	2 feet	Over Miners Court	Proposed 2015
24	Corner of CR80 and Spruce Creek Rd	18"	80	CMP	Northeast	10% Upstream	2 feet	Over Spruce Creek Rd	Maintained 2014
25	Corner of Bryce Estates Rd and CR 801	18"	30	CPP	Southeast	10%	2.5	Over Bryce Estates Rd	

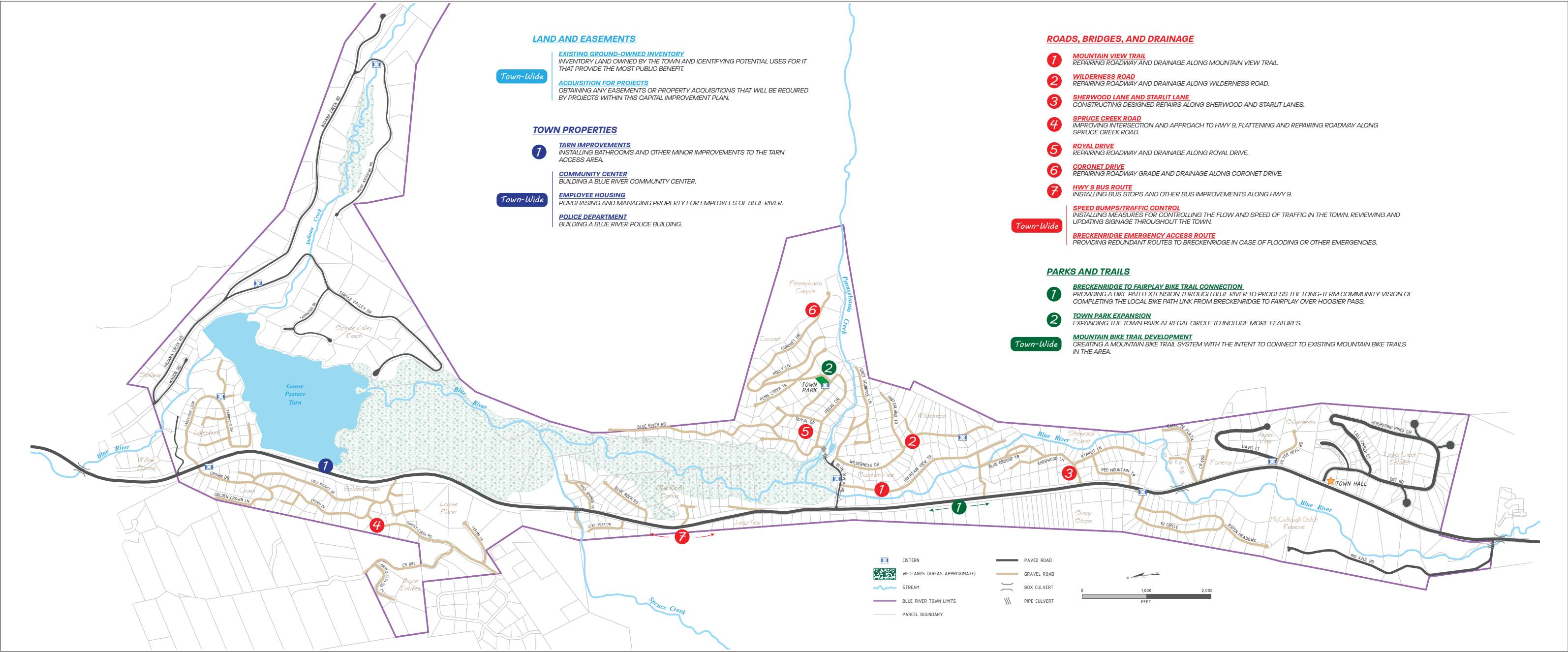
ID	Location	Size	Length (ft)	Pipe Type	Flow Direction	Sediment Loading	Approximate Headwater Depth	Approximate Overtopping Location	Repairs
26	Corner of Tesemini L and Spruce Creek Rd	18"	60	CMP	Northeast	30%	2.5 feet	Over Tesemini Ln	Completed 2014
27	Corner of Blue Rock Rd and SH 9	12"	35 approx.	CMP	North	100% blocked d/s	2 feet	Over Blue Rock Rd	Completed by UBSD
27.A	175 ft East of SH 9 on Blue Rock Rd	12"	43	HDPE	South				Proposed 2015
28	Corner of Holly Lane and Coronet Dr	18"	30	CPP	South	Less than 5%	3 feet	Over Holly Lane	Completed 2014
29	545 ft SE of Coronet Dr on Bonanza Trail	24" or 30"	34	CMP	Southwest	80% blocked on both sides	4.5 feet	Over Bonanza Trail	Proposed 2015
30	200' NE of Regal Cir on Coronet Dr	24"	52.5	RCP	Northwest	Lessthan 5%	6.4 feet	Over Coronet Drive	
31	525 ft NW of Coronet Dr on Pennsylvania Creek Tr.	12"	42	CMP	Southwest	80% blocked on u/s	2.5 feet	Over Pennsylvania Creek Trail	Proposed 2015
32	190 ft North of Royal Dr on Blue River Rd	24"	24	CMP	Northwest	50% blocked both sides	3 feet	Over Blue River Rd	Proposed 2015
33	315' East of Wilderness Dr on Blue River Rd	2 - 45"x29" RCP	32	RCP	Northwest	Less than 5%	3.5 feet	Over Blue River Rd	Completed 2014
34	320 ft North of Royal Dr on Blue River Rd	15"	39	CPP	Northwest	80% sediment d/s	2 feet	Over Blue River Rd	Proposed 2015
35	165' East of Wilderness Dr on Blue River Rd	30"	32	RCP	Northwest	Less than 5%	3.75 feet	Over Blue River Rd	
36	435' East of SH 9 on Blue River Rd	18"	62	RCP	Northeast	Less than 5%	3 feet	Over Grey Squirrel Ln	Proposed 2015
37	315' East of SH 9 on Blue River Rd	24"	70	RCP	North	Less than 5%	3 feet	Over Mountain View Rd	
38	235' East of SH 9 on Blue River Rd	20'x7' Bridge	50	Conspan Bridge	Northeast	Less than 5%	7 feet	Over Mountain View Rd	
39	160 ft East of SH 9 on Rustic Terrace	10"	21	Metal	North	80% blocked on both sides	2 feet	Over Rustic Terrace	
40	490 ft East of Winderness on Hinterland Trail	15"	25	CPP at d/s & CMP at u/s	North	30% (Downstream)	2 feet	Over Hinterland Trail	By Others
41	200 ft West of Mountain View Drive on Blue Grouse Trail	16'x8' Bridge	36	Conspan Bridge	North	Lessthan 5%	4 feet	Over Blue Grouse Trail	
42	Corner of Blue Grouse Trail and Sherwood lane	12"	32	CMP	East	Less than 5%	1.5 feet	Over Sherwood Lane	
43	Corner of Starlit Lane and Sherwood Lane	12"	50	CPP	Northeast	5-10%	2 feet	Over Sherwood Lane	
44	Corner of SH 9 and Sherwood Lane	18"	35	CMP	North	25% u/s and 50% d/s	3 feet	Over Sherwood Lane	
45	471 ft West of SH-9 on 97 Circle (West segment)	15"	31	CPP	Northeast	5-10%	2.5 feet	Over 97 Circle	By Others
46	668 ft West of SH-9 on 97 Circle (West segment)	12"	30	CPP	Northeast	50% (Upstream)	1.5 feet	Over 97 Circle	By Others
47	960 ft West of SH-9 on 97 Circle (west segment)	15"	24	CPP	Northeast	75% (Downstream)	20"	Over 97 Circle	By Others
48	1300 ft West of SH-9 on 97 Circle (west segment)	12"	33	CPP	East	80% blocked on both sides	1.5 feet	Over 97 Circle	Completed by UBSD
49	East segment of 97 Circle 660 ft north of Aspen Meadows	24"	24	CMP	East	75% sediment filled	2 feet	Over 97 Circle	Completed by UBSD
50	East segment of 97 Circle 850 ft north of Aspen Meadows	12"	Unknown	CMP	East	80% blocked on u/s	2 feet	Over 97 Circle	By Others
51	500 ft East of SH 9 on CR600	18"	112	CMP	Northwest	30%	2.5 feet	Over CR 600	
52	Corner of Davis Ct and Silverheel Rd	12"	40	CPP	West	100%	2 feet	Over Davis Ct.	Proposed 2015
53	135' SE of Davis Ct on Silverheel Rd	12"	40	CPP	Southwest	75%	2 feet	Along Silver Heel Rd. to #21	Completed 2014

ID	Location	Size	Length (ft)	Pipe Type	Flow Direction	Sediment Loading	Approximate Headwater Depth	Approximate Overtopping Location	Repairs
54	Corner of Tall Timber Ct and Dot Rd	24"	60	CPP	North	10% Upstream in inlet	1 feet	Over Tall Timber Ct.	
55	773' NE of Dot Rd on Tall Timber Ct	36"	50	CPP	Northwest	Less than 5%	4.5 feet	Over Tall Timber Ct.	
56	925' NE of Dot Rd on Tall Timber Ct	18"	65	CPP	Northwest	Less than 5%	7.5 feet	Over Tall Timber Ct.	
57	175' SW of Tall Timber Ct on Whispering Pines Cir	18"	65	CPP	Northwest	Less than 5%	3 feet	Over Whispering Pines	
58	400' SW of Tall Timber Ct on Whispering Pines Cir	36"	85	CPP	Northwest	Less than 5%	4.5 feet	Over Whispering Pines	
59	Kerrigan and Whispering Pines Cir	24"	80	CPP	Northeast	50% (Downstream)	3.5 feet	Over Kerrigan Court	
60	200' South of Kerrigan on Whispering Pines	36"	65	CPP	West	Less than 5%	4 feet	Along Whispering Pines	
61	Corner of Timber and Whispering Pines	24"	60	CPP	Southwest	50%	2.5 feet	Over Timber Court	
62	3600' West of SH 9 on Rio Azul Rd	18"	28	CPP	East	10%	2.5 feet	Over Rio Azul Road	
63	3000' West of SH 9 on Rio Azul Rd	18"	28	CPP	East	10%	3 feet	Over Rio Azul Road	
64	1950' West of SH 9 on Rio Azul Rd	18"	30	CPP	South	10%	2.5 feet	Over side street	
65	1886' West of SH 9 on Rio Azul Rd	18"	24	CPP	East	Less than 5%	3 feet	Over Rio Azul Road	
66	1350' West of SH 9 on Rio Azul Rd	18"	24	CPP	East	25%	2.5 feet	Over Rio Azul Road	
67,68	1150' West of SH 9 on Rio Azul Rd	18", 18"	24, 47	CPP	East, Northeast	Less than 5% (Both)	4.5 feet	Over Rio Azul Road	
69	930' West of SH 9 on Rio Azul Rd	18"	60	CPP	Northeast	Less than 5%	3 feet	Over Rio Azul Road	
70	585' West of SH 9 on Rio Azul Rd	30"	30	CMP	Northeast	Less than 5%	4.5 feet	Over Rio Azul Road	
71	500' West of SH 9 on Rio Azul Rd	18"	30	CPP	Northeast	5-10%	3 feet	Over Rio Azul Road	
72	230' West of SH 9 on Rio Azul Rd	48", 24"	45, 28	CMP	North	Less than 5%, 90% Blocked	6 feet	Over Rio Azul Road	
73	Corner of Rio Azul Rd. & State Highway 9	2 - 54"	45	CMP	Northwest	Less than 5%	6.5 feet	Over Rio Azul Road	

Appendix B: Town Input

The logo of the Town of Blue River is a circular emblem. It features a stylized landscape with a snow-capped mountain peak in the center, flanked by evergreen trees. Above the mountain, several birds are depicted in flight. Below the mountain is a body of water, likely a lake or river. The entire scene is enclosed within a circular border. The words "TOWN OF" are written in a serif font along the top arc of the border, and "BLUE RIVER" is written along the bottom arc.

NOVEMBER 2017 PUBLIC MEETING





CIP Project Evaluation Criteria

Health and Safety

Improves the safety of the Town and the people who live there.

Collaboration

Provides opportunities to collaborate with non-profits, volunteer organizations, town residents, and other entities.

Environmental/Aesthetic

Improves the visual quality of the Town and does not affect the environmental integrity of the community.

Maintenance

This improvement reduces the Town's maintenance responsibilities.

Fiscal and Budget Impacts

The improvement fits within the Town Budget and provides sufficient benefit for the cost.

Deferral of Work

Delaying the fix or improvement will cause the current concern to expand or worsen.

Risk Uncertainty

The risks associated with constructing and maintaining this addition or improvement.

Outside Funding Sources

Eligibility for grants, programs, or other outside funding sources that the Town can pursue.

Economic Development

Promotes economic growth within the Town.

Community and Social

The general community of Blue River will benefit from the completion of the project.



Capital Improvement Plan Factsheet

What is a Capital Improvement Plan (CIP)?

A Capital Improvement Plan, or “CIP” for short, is when a local government body (like the Town of Blue River) sits down and takes a look at the next 5 to 10 years to identify what capital projects need to be constructed, when they need to be constructed, and how they will be funded. Once finished, the Plan will identify several needed projects as well as a schedule and planned funding source to complete them. Basically, a CIP is a sort of “To-Do List” of projects for the Town to complete over the next 5-10 years. The steps taken to create the Plan are explained in *Stepping Through the CIP*.

What is considered a capital improvement? What is not considered?

A capital improvement project is a project that helps repair or improve Town infrastructure (roads, town buildings, parks, trails, etc.). Expanding or repairing existing infrastructure, or replacing or constructing brand new infrastructure, is considered in a CIP.

Items *not* considered in a CIP include things that involve the standard operations of the town such as snow plowing or other regular maintenance items.

What stage is the CIP at currently?

Blue River is currently seeking input from its citizens to *Assess Capital Needs*, or in other words, to identify concerns in the Town that could be addressed with a project within the CIP. A preliminary list of potential capital projects already identified by the Town is available on the [Town website](#).

How are projects selected to be included in the CIP?

Blue River has developed a list of 10 criteria that every potential project identified in *Assess Capital Needs* will be evaluated on. Each project’s evaluation will help the Town determine which projects to include in the Plan. The list of 10 criteria can be found on the [Town website](#).

How much input will I be able to provide for the Plan?

The Town of Blue River is dedicated to including its citizens in the CIP process as much as is possible. A constant-contact survey is available on the [Town website](#). There will also be several public meetings along the way and a Formal Public Hearing before the Plan is approved. An approximate schedule for these events is shown to the right.

When will the CIP be complete?

The schedule is subject to change as progress on the Plan is made, but the Town’s desire is to achieve *Final Approval of CIP* in the Fall of 2018 and begin *CIP Implementation* by 2019.

Stepping Through the CIP

- ✓ **ESTABLISH ADMINISTRATIVE STRUCTURE**
Appoint management, create schedule for CIP completion and plan for citizen input.
- ✓ **ESTABLISH POLICY FRAMEWORK**
Develop program and financial policies to be adopted in CIP.
- ✓ **FORMULATE EVALUATION CRITERIA**
Develop list of factors that each project will be evaluated against to help identify which projects to include in the CIP.
- **ASSESS CAPITAL NEEDS**
Take inventory of needs in the Town that could potentially be CIP projects.
- **CREATE CIP PROJECT LIST**
Use Evaluation Criteria to select projects to be considered in CIP.
- **ASSESS AVAILABLE TOWN FUNDING**
Evaluate annual budget available for CIP projects.
- **EVALUATE FUNDING OPTIONS**
ID funding grants, options available to supplement Town funding.
- **DEVELOP CIP PROGRAM**
Compare Project List and Available Town Funding to condense Program into list of priority projects that fit within CIP budget and schedule.
- **FINAL APPROVAL OF CIP**
Town approves Plan, after regular opportunity for comment from citizens throughout process.
- **CIP IMPLEMENTATION**
Plan is implemented, initial projects commence in accordance with Plan.
- **CIP EVALUATION**
CIP process is monitored and adjusted as conditions change.

Public Meeting
Nov 2017

Public Meeting
Feb 2018

Public Meeting
June 2018

Formal Public Hearing
Sept 2018



CIP Project List

Roads, Bridges, and Drainage

Mountain View Trail

Repairing roadway and drainage along Mountain View Trail.

Wilderness Road

Repairing roadway and drainage along Wilderness Road.

Sherwood Lane and Starlit Lane

Constructing designed repairs along Sherwood and Starlit Lanes.

Spruce Creek Road

Improving intersection and approach to Hwy 9, flattening and repairing roadway along Spruce Creek Road.

Royal Drive

Repairing roadway and drainage along Royal Drive.

Coronet Drive

Repairing roadway grade and drainage along Coronet Drive.

Hwy 9 Bus Route

Installing bus stops and other bus improvements along Hwy 9.

Speed bumps/traffic control

Installing measures for controlling the flow and speed of traffic in the Town. Reviewing and updating signage throughout the Town.

Breckenridge Emergency Access Route

Providing redundant routes to Breckenridge in case of flooding or other emergencies.

Town Properties

Employee Housing

Purchasing and managing property for employees of Blue River.

Community Center

Building a Blue River Community Center.

Tarn Improvements

Installing bathrooms and other minor improvements to the Tarn access area.

Police Department

Building a Blue River Police Building.

Parks and Trails

Breckenridge to Fairplay Bike Trail Connection

Providing a bike path extension through Blue River to progress the long-term community vision of completing the local bike path link from Breckenridge to Fairplay over Hoosier Pass.

Town Park Expansion

Expanding the Town Park at Regal Circle to include more features.

Mountain Bike Trail Development

Creating a mountain bike trail system with the intent to connect to existing mountain bike trails in the area.

Land and Easements

Existing ground-owned inventory

Inventory land owned by the Town and identifying potential uses for it that provide the most public benefit.

Acquisition for projects

Obtaining any easements or property acquisitions that will be required by projects within this Capital Improvement Plan.

November 2017 Public Meeting Feedback Received



ROADS, BRIDGES, AND DRAINAGE PROJECTS

- 1 MOUNTAIN VIEW TRAIL**
REPAIRING ROADWAY AND DRAINAGE ALONG MOUNTAIN VIEW TRAIL.

- 2 WILDERNESS ROAD**
REPAIRING ROADWAY AND DRAINAGE ALONG WILDERNESS ROAD.

- 3 SHERWOOD LAND AND STARLIT LANE**
CONSTRUCTING DESIGNED REPAIRS ALONG SHERWOOD AND STARLIT LANES.

AT LEAST
PAVE
STARLIT
H/LEVEL ROAD
IT CURRENTLY
LOOKS LIKE

- 4 SPRUCE CREEK ROAD**
IMPROVING INTERSECTION AND APPROACH TO HWY 9, FLATTENING AND REPAIRING ROADWAY ALONG SPRUCE CREEK ROAD.

PAVE HILL
FROM HWY
9 UP TO
GOLD NUGGET
DR.

- 5 ROYAL DRIVE**
REPAIRING ROADWAY AND DRAINAGE ALONG ROYAL DRIVE.

Where is
the water
draining?

ADDITIONAL PROJECT IDEAS?

A capital improvement project is a project that helps repair or improve Town infrastructure. Can you think of any capital improvements that are not on the Town's list? Write your idea on a Post-it and stick it here!

Too Many
Trucks!
YES ↑

Bury
Power
Lines

LONG-TERM PLAN
FOR PAVING
BLUE RIVER ROAD
&
SPRUCE CREEK
ROAD

GAS STATION/
MINI-MART

A Small
unobtrusive
Country Store!

We are planning
to do as much as possible
to make the area a
more attractive
destination for
tourism and to
encourage the
development of
the area.

INSTRUCTIONS

Use your purple dots to identify projects that you consider a high priority for the community!

The projects eventually included in the Town's CIP will not be selected based on these votes alone. This exercise is to help the Town understand the priorities of the residents so that they can be considered throughout the CIP development process.

- 6 CORONET DRIVE**
REPAIRING ROADWAY GRADE AND DRAINAGE ALONG CORONET DRIVE.

Where is
the water
going?

- 7 HIGHWAY 9 BUS ROUTE**
INSTALLING BUS STOPS AND OTHER BUS IMPROVEMENTS ALONG HIGHWAY 9.

Park & Ride
For bus
later riders

Parking For
Bus Stops

- Town-Wide SPEED BUMPS/TRAFFIC CONTROL**
INSTALLING MEASURES FOR CONTROLLING THE FLOW AND SPEED OF TRAFFIC IN THE TOWN. REVIEWING AND UPDATING SIGNAGE THROUGHOUT THE TOWN.

- Town-Wide BRECKENRIDGE EMERGENCY ACCESS ROUTE**
PROVIDING REDUNDANT ROUTES TO BRECKENRIDGE IN CASE OF FLOODING OR OTHER EMERGENCIES.

November 2017 Public Meeting Feedback Received



TOWN PROPERTIES PROJECTS

1 TARN IMPROVEMENTS

INSTALLING BATHROOMS AND OTHER MINOR IMPROVEMENTS TO THE TARN ACCESS AREA.



Leave Tarn in natural state rather than improving. Lead to major maintenance issues. Does not meet criteria of community. Not a high priority.

Town-Wide COMMUNITY CENTER

BUILDING A BLUE RIVER COMMUNITY CENTER.

Town-Wide EMPLOYEE HOUSING

PURCHASING AND MANAGING PROPERTY FOR EMPLOYEES OF BLUE RIVER.

Town-Wide POLICE DEPARTMENT

BUILDING A BLUE RIVER POLICE BUILDING.

ADDITIONAL PROJECT IDEAS?

A capital improvement project is a project that helps repair or improve Town infrastructure. Can you think of any capital improvements that are not on the Town's list? Write your idea on a Post-It and stick it here!

INSTRUCTIONS

Use your **purple** dots to identify projects that you consider a high priority for the community!

The projects eventually included in the Town's CIP will not be selected based on these votes alone. This exercise is to help the Town understand the priorities of the residents so that they can be considered throughout the CIP development process.

PARKS AND TRAILS PROJECTS

1 BRECKENRIDGE TO FAIRPLAY BIKE TRAIL CONNECTION

PROVIDING A BIKE PATH EXTENSION THROUGH BLUE RIVER TO PROGRESS THE LONG-TERM COMMUNITY VISION OF COMPLETING THE LOCAL BIKE PATH LINK FROM BRECKENRIDGE TO FAIRPLAY OVER HOOSIER PASS.



2 TOWN PARK EXPANSION

EXPANDING THE TOWN PARK AT REGAL CIRCLE TO INCLUDE MORE FEATURES.

No Please!
We agree.

Town-Wide MOUNTAIN BIKE TRAIL DEVELOPMENT

CREATING A MOUNTAIN BIKE TRAIL SYSTEM WITH THE INTENT TO CONNECT TO EXISTING MOUNTAIN BIKE TRAILS IN THE AREA.



hiking
trail

November 2017 Public Meeting Feedback Received



CIP PROJECT EVALUATION CRITERIA

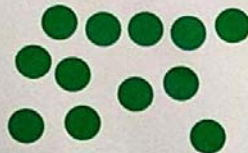
Once a list of potential improvement projects is defined, the Town will use the following criteria to evaluate each project and identify which ones should be included in the CIP. Different criteria will matter more than others, for example, the "Health and Safety" aspect of the project will matter more than the "Aesthetic" aspect of the project. These votes will not decide the value of each criteria alone, but will help the Town understand the factors that are most important to the Community.

INSTRUCTIONS

Use your green dots to identify the evaluation criteria that you feel should be a high priority for the improvements to be included in the CIP.

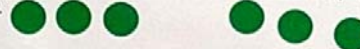
ENVIRONMENTAL / AESTHETIC

IMPROVES THE VISUAL QUALITY OF THE TOWN AND DOES NOT AFFECT THE ENVIRONMENTAL INTEGRITY OF THE COMMUNITY.



COLLABORATION

PROVIDES OPPORTUNITIES TO COLLABORATE WITH NON-PROFITS, VOLUNTEER ORGANIZATIONS, TOWN RESIDENTS, AND OTHER ENTITIES.



MAINTENANCE

THIS IMPROVEMENT REDUCES THE TOWN'S MAINTENANCE RESPONSIBILITIES.



FISCAL AND BUDGET IMPACTS

THE IMPROVEMENT FITS WITHIN THE TOWN BUDGET AND PROVIDES SUFFICIENT BENEFIT FOR THE COST.



DEFERRAL OF WORK

DELAYING THE FIX OR IMPROVEMENT WILL CAUSE THE CURRENT CONCERN TO EXPAND OR WORSEN.



RISK UNCERTAINTY

THE RISKS ASSOCIATED WITH CONSTRUCTING AND MAINTAINING THIS ADDITION OR IMPROVEMENT.



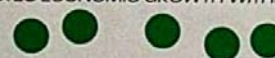
OUTSIDE FUNDING SOURCES

ELIGIBILITY FOR GRANTS, PROGRAMS, OR OTHER OUTSIDE FUNDING SOURCES THAT THE TOWN CAN PURSUE.



ECONOMIC DEVELOPMENT

PROMOTES ECONOMIC GROWTH WITHIN THE TOWN.



COMMUNITY AND SOCIAL

THE GENERAL COMMUNITY OF BLUE RIVER WILL BENEFIT FROM THE COMPLETION OF THE PROJECT.



HEALTH AND SAFETY

IMPROVES THE SAFETY OF THE TOWN AND THE PEOPLE WHO LIVE THERE.



The logo of the Town of Blue River is a circular emblem. It features a stylized landscape with a snow-capped mountain peak in the center, flanked by evergreen trees. Above the mountain, several birds are depicted in flight. Below the mountain is a body of water, and a shoreline with more trees is visible on the right. The entire scene is enclosed within a circular border containing the text "TOWN OF" at the top and "BLUE RIVER" at the bottom in a serif font.

NOVEMBER 2017 SURVEY

Constant Contact Survey Results

Survey Name: Blue River Capital Improvements Survey

Response Status: Partial & Completed

Filter: None

Nov 14, 2017 7:40:05 AM

1. What difficulties do you encounter while driving through Town and around your home? Are there any drainage or road improvements in your neighborhood that you would like to see constructed?

120 Response(s)

2. Are there any recreational additions or needs that would benefit the Town? Things like trail connections, improvements, parking areas and access can be considered.

106 Response(s)

3. Do you take the bus into Breckenridge or would you if there was a stop by your house? Are there other public transportation needs or opportunities in or around the Town of Blue River?

113 Response(s)

4. Are there any improvements that you would like to see made at the Tarn?

106 Response(s)

5. What would you like to see fixed or added to the Town in the next 5-10 years

106 Response(s)

Constant Contact Survey Results

Survey Name: Blue River Capital Improvements Survey

Response Status: Partial & Completed

Filter: None

Nov 14, 2017 7:40:05 AM

1. What difficulties do you encounter while driving through Town and around your home? Are there any drainage or road improvements in your

Answer

Royal and Regal see heavy damage after storms or when really wet.

I live at the bottom of Rock Springs Rd. The approach for Rock Springs Rd., at Highway #9, presents a safety issue during winter months. The specific safety issue is the lack of visibility to northbound traffic on Highway # 9, encountered by motorists trying to enter #9 from Rock Springs Rd.

The loss of visibility to northbound cars is the result of snow being piled up on #9, on the south side of the approach.

I think the problem is not so much the snowplowing process itself, but the amount of dirt/gravel that has been placed at that point on the right of way. That is the cause, I believe, of snow being piled up close to the road, and reducing the traffic sight lines.

Daily delays on 9, dodging a myriad of large construction vehicles staged on Blue River Road all summer long, having my bed vibrate from all the heavy machinery, waking me up hours before I normally would have ensuring that I'm in a constant state of physical and mental exhaustion, damage to tile and drywall in my house because of all the energy dispersed from the rampant construction all throughout Blue River, including houses being built as slowly and loudly as humanly possible without any deadline to finish to ensure the sanity of the residents of this hell hole. We already know how Blue River handles drainage issues. Saw you're getting sued by the resident whose property you flooded. Nice going. So no, I won't recommend doing something about the dirt roads that turn into a soupy, muddy, crater-filled bog that's impossible to navigate in the spring with anything less than a monster truck. You guys obviously don't plan very well so I'd cool it with the construction plans.

I'm a part-time resident so I am not sure how often the roads are graded, but my road is always plagued with potholes. I would like to see a long-term hard surfacing program developed.

Washboarding on my road (Spruce Creek) can get bad, esp in shoulder seasons. Speeders on Spruce Creek road going to/from trailhead. Insane parking behavior at Spruce Creek Trailhead (who can police this? people park in the middle of the road past the trailhead and on both sides of the road leading up to it)

Please stop wasting money on signs that say things like "Drive like your kids live here". I really doubt the people going 45 in a 15 are going to slow down because they saw that sign. Put money into something that works such as speed bumps or enforcement or something.

	Larger roadside ditches and pavement would be nice near my home on Wilderness Dr. There are a lot of potholes that form, which is nice for speed control, not great for suspension of my car!
	Potholes and very rough roads. Depending on the time of year.
	None
	Pot holes, ditches- yes, would like road improvements-
	Nope. No real difficulties other than the potholes. But I like the dirt roads.
	none
	We live on Wilderness. No road improvements regarding drainage but an additional scrape or two each summer would mitigate the pot holes.
	<p>I live on Grey Squirrel. Drainage is decent until where we met Wilderness, and the water wants to run across the intersection area.</p> <p>The Yield sign for Wilderness is not in the best spot as I think it is hard to see as you approach it. There are close calls between cars because of this.</p> <p>There is a single pot hole near the intersection at Wilderness that is too deep to be corrected by the grader and needs to be filled and re-compacted properly.</p> <p>When the plowing contractor plows it would be nice if they plowed the full width road as last year it was really narrow and not fully pushed back as much as it could be.</p>
	<p>We prefer the current surface and hope paving is not done.</p> <p>Hopefully added chemicals don't harm trees too much</p> <p>Plowing or grading seems to have pushed slag-like piles here and there along the road.</p> <p>We have few potholes at end of Wilderness road (less traffic)</p> <p>Basically we're happy as is</p>
	Accessing Highway 9 from Leap Year Trail during "rush hour" (i.e., when the slopes clear). That, and the occasional potholes on Leap Year, but that's quibbling. You guys do a really good job.
	I have not encountered any major issues
	<p>I live just after the blind dip turn on Highway 9 just north of Blue River Rd. The speeds are too high and we have at least two flipped cars in front of our house every year. IMHO, the grade of the dip turn needs to be raised so northbound cars can be seen as I (and others along my stretch) are coming out of my driveway heading north. I also believe the speed limit from just before 97 Circle to at least Rock Springs Rd should be lowered to 35 or 40 mph. There are too many driveways and roads coming to Highway 9 in that section for the speed limit to be 50. Also, there are so many large, loud trucks using their engine brakes flying down that stretch.</p>
	Highway 9 Road Noise is too loud, please consider enforcing highway speed limits or allowing residents bordering the highway to install fences, since berms don't always fit constraints of the land.
	spruce creek road is only smooth a couple of times a year; grade it more frequently; any way to create a new road to the upper trail heads? the traffic on weekends is onerous because of the trails

	<p>Pot holes in the dirt road. Pave the roads.</p>
	<p>Speed limits are too restrictive in much of the Town. Paved roads do not need 15 MPH limits while areas in Sherwood Forest 10 MPH is too fast.</p>
	<p>Travel is very difficult during late winter and spring on Wilderness Road due to the problem of snow removal on a soft gravel road. Asphalt treatment similar to Blue River Road would be desirable.</p>
	<p>na</p>
	<p>None. Not that I know of</p>
	<p>Please bury the overhead power lines.</p>
	<p>Please have CDOT reduce night speed limit for Animals.</p>
	<p>Need to pave Spruce Creek from hwy 9 to trail head.</p>
	<p>I would like to see a barrier on the south bound shoulder of hwy 9, across from the town hall, preventing people from passing on the shoulder. There is a wide spot on the shoulder in front of the Town Hall where south bound traffic passes cars turning left on to whispering pines. It is dangerous and the reflector stake has already be run over multiple times. it seems to always be someone running well over the speed limit and I have witnessed near collisions on many occasions. A barrier perpendicular to the road would put an end to it.</p>
	<p>The guardrail on Lakeshore Loop was a much needed improvement. Thank you!</p> <p>Drainage on Lakeshore Loop is not good. When it rains hard or the snow melts, the road becomes one lane with rivulets crossing the road.</p> <p>The potholes on Lakeshore Loop are awful. The road grader certainly helps, but a good part of the time the road is a field of potholes ready to break a wheel or axle.</p> <p>Ultimately, the best solution in my opinion is to pave all the streets connecting to Lakeshore Loop and the Loop itself.</p> <p>This would be a vast improvement.</p>
	<p>More options for bus service. Currently limited to two options during winter and would like to see more frequent stops/pickups</p>

	<p>Regarding the current drainage project along Blue River Rd:</p> <p>I used to live at the corner of Blue River Rd and Royal (the northernmost intersection of these roads. there are technically two intersections of Blue River Rd and Royal)</p> <p>I am surprised to see that drainage work has not extended along Royal and Regal to the east of Blue River Rd. A significant amount of the water that ends up on lower portions of Blue River Road runs from Regal down to Royal and then onto Blue River Rd. Without capturing this water in ditches before it reaches Blue River Rd, the project seems like it will be far less effective than would otherwise be the case.</p>
	<p>Knowing it's totally undoable, I'd like all of the roads to be paved. At the least, the major ones like Spruce Creek and Blue River Road.</p>
	<p>We haven't lived in the neighborhood long enough to really feel what road problems we have. The highway does create some apprehension for us, as some of the curves are a bit blind and with added snow and ice, become slippery and dangerous. With that said, we understand it's an inherent risk of living in the mountains.</p>
	<p>None</p>
	<p>No drainage issues As Town grows and revenue is available would be nice to have the major roads paved by is not a priority.</p> <p>All capital improvements affect Highway 9 under CDOT largely incompetent control. Perhaps the Town can partner on adding a bike lane into Breck. BIGGEST problem is not capital related but operational - excessive speeds and loud motorcycles on HWY 9. Just enforce the laws. Including noise.</p>
	<p>Dead man's corner a better taller guard rail with more collision reduction. Unfortunately too many die on that stretch of road over the blue River before Calle de Plata. Even a lit road sign may help the issue dramatically!</p>
	<p>Specifically, the road condition on Blue River Road.</p>
	<p>The hairpin turn on upper Coronet Dr is always a washboard.</p>
	<p>None in our neighborhood.</p>
	<p>Within Timber Creek Estates, maintenance of the paving is key, as well as enforcement of streams/drainage.</p>
	<p>Drainage on Creekside Drive during off and rain season is poor. Would like to see this fixed and roads paved in general</p>
	<p>Lots of pot holes in the spring and early summer. Paving would help.</p>

	<p>Additional street lights along Route 9 all the way south towards Hoosier Pass.</p> <p>We have a stream along our south side property line at 277 Whispering Pines Circle. During Spring runoff flow increases to the extent it breaches the natural curve which keeps the flow in the main stream. Main stream crosses our front yard and goes under our small driveway bridge. The breach goes further down then cross our driveway before the bridge with 2-3 additional temporary streams up to 3 inches deep. Understand from HOA that this happens each Spring. The breach s natural and upstream of any recent tree removal area on the adjacent property. Note: I would like to build a 40' x 30' pond in my front yard to mitigate overflow and provide deer, moose and other wildlife freshwater to drink and wallow and perhaps keep trout.</p>
	I think the roads have been better in recent years
	not at this time
	<p>The amount of potholes on the dirt road though our neighborhood (Wilderness Drive) is really a problem in the spring, even with 4WD or AWD vehicles, and the amount of mud that gets on the vehicles eventually gets on clothes, hands, shoes, and then, of course, the inside of our homes. More frequent grading would help, but that is only a short-term solution. I would favor some form of pavement. It seems that more and more driveways in our neighborhood are being paved, so paving the street would seem to be a natural progression.</p>
	<p>I would love to have culverts installed where my driveway meets the road. Driving through a ditch every day to get into my driveway is awful. I believe this would also improve drainage as you could have deeper ditches along the sides of the road in the spring. If the road was grated appropriately, it would drain water into the ditches and help maintain a smoother less pot holed gravel road.</p>
	<p>I personally donât want the roads to be paved. People drive too fast on the dirt roads if you pave them folks will think itâs a highway</p>
	None
	<p>I don't have road issues to access my home, though it would be ideal to have:</p> <ul style="list-style-type: none"> - a lower posted speed limit on cars driving down highway 9 given the significant number of driveways close together directly entering the highway. This is a little more dangerous than perhaps it needs to be. - Alternatively, or possibly come currently, more signage that indicates all of the driveways to call attention to them would be good. - finally, paved pull off lanes that cyclists and walkers along highway 9 could use would be great.
	<p>Yes, definitely. I live at top of Coronet and washboard conditions are common at the second switchback on Coronet by the park as well as on the flat in several places on Regal Circle and Royal.</p> <p>Drainage issues have been remarked by the Council and steps have been taken but it is not complete yet.</p> <p>In an ideal world I'd love to see asphalt on the roads.</p>

	<p>I am not in favor of paving. Mostly because of the increased speeds and the amount of engineering necessary to get a good permanent surface with proper ditches, culverts and drainage on both sides. and, I believe it is beyond the desired capacity of the town to deal with maintenance.</p> <p>I do think a chip seal or recycled aggregate for residential roads makes sense and would like to see the town make use of it's bonding capabilities to support local improvement districts should neighborhoods want better surfaces.</p>
	Very rough roads, especially in the winter.
	Dirt roads in Lakeshore often are nearly impassable in spring with potholes and are so narrow in winter that they become one lane. Can they be paved?
	Lack of proper drainage on Lakeshore Dr. approximately 50 yards from Highway 9 causes the formation of numerous potholes.
	Improvements should be made to the road drainage, then eventually pave the roads and bury the utilities. We live on Royal Drive where the drainage changes from one side of the street to the other which creates significant road damage. If the runoff was channeled through culverts and ditches it would stay off of the road and not create that damage. Take the culverts the group on Mariposa are fighting and bring them up to my part of the hood!
	The roads are often rough with lots of potholes. It would be nice to have the roads paved or at least graded more then twice a year.
	Pave the roads with speed bumps
	I have not noticed any drainage or road improvement issues. I do worry that fast driving by some people may result in an accident. I live in Timber Creek.
	None. There are periodically potholes in the road, but none that cause a substantial problem. There was an effort to pave town roads a few years ago. We did not support that effort.
	Avoiding the police car parked at the end of my street.
	i live on cr801 which is dirt, when the road crew grades the road it's great but about 1-2 weeks later it's back to a wash board again. it takes a toll on the cars not to mention the dust.
	All OK for me.
	Paved Roads!!
	I wish Wilderness Rd was paved. There seems to be horrendous potnholes that develop in winter especially, in front of my house and leading to my house at 0068 Wilderness. Past my house I'm not as familiar.
	I live on Spruce Creek and we have some pot holes and deep ridges in our street.
	The only trouble I have driving around is on my own street, Blue River Road. It needs to be paved.
	Just washboard dirt road on royal drive but that's a factor of weather.
	Updating the condition of our roads should be our number one priority. I personally believe that paving is the best solution as it once it is done, ongoing road maintenance is minimized. Thus, we then have funds for other improvements that are not required for pot hole and wash board road maintenance. Our town would also immediately be given a property value boost as well as making our travel much nicer.
	Have the roads paved.

	Crown Drive is very narrow. Pavement would also be nice. Most of the winter Crown Drive is too narrow for two cars to pass barely passable in the summer
	Paving the road and including speed bumps would be great, although this is unlikely.
	I would love to see paved roads or at least a decent road base. The roads are muddy and full of pot holes and have very poor drainage. I would think the amount of money that is spent each year on maintaining dirt roads is high and would rather see the money go towards a permanent and updated solution of paving roads.
	No
	Generally speaking pot holes and huge mud ruts in the spring are problematic near our home on Sherwood Lane.
	The roads in many cases are very narrow, and there are some blind spots. This presents hazards for everyone (including drivers) when there are residents out walking and riding bicycles.
	Allow new permits for accessory apartments/lock-offs.
	No parking for rental across the street. . Is there any code that limits amount of cars when house is rented so vehicles do not spill out onto street.
	Water not draining - it creates puddles and huge potholes- Paved roads, drainage somehow if roads aren't paved
	Spruce Creek Road, SCR800 is a serious accident waiting to happen. Several minors and several near misses but it will happen given the narrow messed up status of that road. I bought my house in Blue River in 1986 a virtually nothing except grading and a few loads of road base done to that road in all of that time. I know that is a thorny issue between the Feds, Summit County, CDOT, and Blue River but in any event that should be the No 1 priority for Blue River near term, NOW!
	Potholes are the biggest issue in my neighborhood. Need more grading.
	None
	Drainage run off from the road across our lawn, causing poor growth in its path.
	Yes road was graded but not deep enough to get to Bottom of pot holes at corner of Sherewood and Starlit.
	Speeding on spruce creek road is a difficulty. Constant rough road damage (potholes and washboard) from the highway to the intersection with crown drive.
	Yes, I would like to see Starlit Lane paved as well as Sherwood Rd. There needs to be some drainage issues addressed, but the initial plan was too invasive and cut deep into properties.
	Only the speed on Hwy 9, itâs a dangerous road, we are a direct turn off to our drive.
	The Blue River Road improvements are great. Just the unfinished section that Maraposa messed up. There are sections of hwy 9 that need inproments but that CDOT.
	We have a relatively flat Road and have lots of water draining across the road which keeps it wet, which causes potholes. I believe if the road was crowned a little more and drainage was created along the sides the water would not have to cross the road as much. And the dryer road would have less pot holes develop.

	<p>Lakeshore sub i have continued concern for the firts major curve in the sub division as it has flodded historically. It appears to be resolved, but if the drainage on the lakeshore loop is damaged or the culvert is clogged it has become nearly impassable.</p> <p>Ps thanks for the guardrail it is a great additio.</p>
	Build a berm or fence along both sides of Hwy 9 (improves home values and insulates homes/neighbors from road noise)
	<p>I like the rural feel of gravel roads and am very willing to accept the occasional washboard as long as it is maintained annually.</p> <p>My home is on a cup de sac that is not very well graded, resulting in standing water in summertime.</p>
	more grading would be nice, especially to combat the washboard and potholes
	I think we need to have proper grading and year round maintenance of the roads. I'm not sure what the best way of going about this is. Maybe this needs to be more closely supervised by the town and not just trusting the contractors to do what they are supposed to.
	I would like the roads to be paved with proper drainage.
	No road improvements. Tourists drive super slow due either to "missing" the TOB or just not being able to find their VRBO.
	<p>Lakeshore Loop too narrow after installation of guard rail.</p> <p>Pave the roads.</p>
	Leap year trail road needs to be completed, still needs top coat of rocks
	Huge potholes at all intersections, washboard on all curves, and speeding cars everywhere else. I'd like to see paved roads with GOOD speed bumps.
	The drainage ditch on Lakeshore was taken from the road bed. On the south side. We have had to be pulled out of the ditch twice.
	Plowing in heavy snow blocking our road entrance Rivershore Drive.
	Lots of wash boarding.
	Driving is fine. I find it harder to walk and bike around town.
	Just water flow over our driveway. lâd like to install a culvert in the gutter where our driveway connects to Grey Squirrel so the driveway doesnât wash away in heavy rain storms.
	The potholes and damage at the entrance to Whispering Pines near the station seem to be an ongoing battle.

	<p>The roads do not have a crown to them so the water does not runoff to the sides where drainage ditches or culverts should be located.</p> <p>1st Block of Wilderness Drive always has big pot holes!!! There is no drainage and it is flat.</p> <p>New construction on Wilderness road has not provided a truck load of road base per new house built to the road after construction was completed.</p> <p>large pot hole is forming next to mailboxes on north side of blue river road that all of stan miller's crew created. our new asphalt is falling apart already.</p> <p>Need a turning center lane at blue river road so southbound traffic has to stop for vehicle turning.</p>
	roads have divots and holes so can be a bumpy ride
	Our road is very narrow in the winter. It also gets difficult to drive due to potholes.
	Our road (Calle De Plata), pot holes badly at the entrance. Even one of our former residents used to help out scraping the road. I personally have put several yards of road base on it. My suggestion would be to extend the current pavement another 50 feet or so
	Mountain View Trail gets rutted out by Spring.
	it seems to be a constant battle to keep the pot holes and roads kept smooth due to erosion. also drainage ditches have been put in place to help with erosion but when it snows many residents end up in the ditch because there are no markers showing where the road ends and the ditch begins!
	Large bump directly off highway and washboard on steeper sections of road (Spruce Creek). Potholes on many roads.
	<p>I would like to see the area adjacent to the mail drop on Blue River Road clean of all construction materials and heavy equipment.</p> <p>Looks like an industrial park</p>
	I encounter dogs running amok. Otherwise I think they do a pretty good job with the roads.
	None
	I live on Hwy 9,so my concern is that I pay taxes for road improvements that I never see. I understand the system and you cannot reduce my taxes just because I'm on the HWY. Maybe some other carrot could be thrown my way.
	<p>The main road (highway) is very dangerous for bikers. A bike path is beyond a necessity. I am always nervous that a road biker will swerve and either get struck by a car or cause an accident in the opposite lane. I am afraid someone will be seriously injured or worse still, killed one day.</p> <p>Generally I think the roads are well maintained and the snow removal last winter was very good. The plow driver (for side roads) is always very polite and courteous. Commendations to him.</p>
	In the winter it can be dangerous to turn from my street onto Hwy 9 b/c piles of snow are so high. It would be great if the snow removal folks could do a better job plowing around the corners to give better line of site.
	Mainly just potholes during the spring season. Otherwise, okay.

	In the winter my family has a lot of difficulty pulling onto HW 9, or having people pull in-front of us on HW 9, due to how high the snow gets piled up on the corners of the intersections. If we could make it a point to push the snow back off these corners I think it would improve the safety of cars moving on and off of HW 9. Another option would be to install mirrors across from intersections (high enough to clear the snow) to help drivers pulling out see around the blind corners that are created by the snow banks.
	The drainage project has stopped on Blue River Road prior to the end of Blue River Road. The Road Level has risen over time and during run off we have considerable flow into the driveway of 809 Blue River road. I had spoken to John and was hoping this would be followed up.
2. Are there any recreational additions or needs that would benefit the Town? Things like trail connections, improvements, parking areas and access	
	Answer
	I would love to see a bike path in Blue River, connecting neighborhoods would be nice but especially into Breck.
	A safe bike path to Breck.
	This town thinks it's a positive that it's so disconnected from Breckenridge and the rest of Summit County, despite all of us commuting, fighting ski traffic, searching for a place to park now that that town has made that task nearly impossible by implementing paid parking. The highway is often a major pain to commute on, with cars going 60 battling those going 30. No passing lanes, no turning lanes, no shoulder to safely ride bikes, or better yet, a recreation bike path to connect Blue River to the rest of the State of Colorado. It's constant anxiety. And all you're worried about is a new town sign. Considering how things get done around here, or I should say, never seem to end, don't even start tearing up the highway. It's clear that construction workers up here are inept, slow and ineffective. Muller Engineering is not welcome!
	n/a
	Spruce Creek Trailhead parking needs to be addressed. Even weekdays now there is overflow both above and below the trailhead. At times the road is impassable because of poor parking choices (that are also illegal. Can't park on roadways).
	Parking either needs to be expanded or limited to existing parking and overflow turned away with clear signage that if lot is full, you can't just stuff your rental car anywhere and start hiking. I'm sure Quandary and other trailheads have similar issues but maybe they get policed more.
	Making trail connections that provide trail access to/from town should be a priority. Biking walking or snowshoeing/skiing to town along the highway is dangerous due to lack of shoulder and should be discouraged. But trail alternatives will only be used if they're relatively direct and easy to access and follow.
	Nope, we can access most things from our home.
	Parking near or at bus stops would be a great improvement.
	None
	Yes, a town dock on the tarn. Maybe a space for resident kayaks, paddleboards.
	Little restaurant or bar.

	Trail connections would be greatly appreciated. As it is, there are a handful of trails in and around town, but it's very hard to connect them and often it requires crossing private property. The town should consider asking for easements and/or exploring what easements might already exist from early platting.
	none
	I would like there to be a number of parking areas (for hiking, cross country, etc,) where residents with stickers could park. The end of Blue River Rd. would be one--as long as we could do it without disturbing the neighbors.
	<p>We are a younger family and would like to see recreational improvements.</p> <p>More improvements to the Tarn, maybe a port-a-toilet or something, the drive into the parking is always an adventure...Also maybe a small shelter structure again, more like for lightening protection.</p> <p>A connected trail/path system at least with in Blue river, would be nice, maybe from Town Hall to the Tarn. Some trails are easier to find then others over all.</p> <p>A trail/path to Breck would be nice but we are not as worried about getting over the pass to Alma.</p> <p>A larger park area that founder's day could be held at would be neat as well, maybe in addition to play ground equipment, there could be a shelter structure of some sort, again where small events could be held.</p>
	<p>Some way to have a bicycle route separate from Highway?</p> <p>With increasing traffic bicycle riding may become more dangerous</p> <p>We just have a second home and like the rural relatively underdeveloped nature of Blue River.</p> <p>If there are additional features that would be necessary to preserve the integrity of Blue River we would support them.</p> <p>The small Theobald Park is a nice addition</p> <p>We would like to park and hike in the Indiana Creek area mindful of private property issues. Can that be negotiated?</p>
	I'd love to see a bike lane from Blue River to Breck.
	A satellite parking lot that has bus service into Breck and the ski area would be nice
	I think a rec path from Breckenridge along Highway 9 to Town Hall and possibly beyond, would be nice.
	More trails, try to make official some of the social trails in forest land the borders town of Blue River.
	bike trail along highway 9 is essential; canoe storage at tarn would be awesome
	Access to the Flume trail to connect to Fredonia Gulch.
	<p>Make the highway 9 pull off to the Tarn more accessible as a public parking/overlook area (maybe pave). Keep fishing and boating limited to Blue River residents.</p> <p>Obtain trail connectors from Wilderness Sub ditch to South end of town limits (to eventually continue the Blue River Trail to the foot of Hoosier Pass in the County).</p>
	We would like to see some parking areas or on street parking by town trail heads. Many trails are difficult to enjoy because of no parking on town streets.

	make a SAFE bike lane into and out of Breck
	We need a walking/bike path along highway 9 to Breckenridge. Also need parking near bus stops.
	Please roundabout a few intersections on Highway 9.
	no
	More parking areas are needed for visitors that come in on ski weekends and holidays.
	North/South Trail Connections A second town park/community gathering space with a pavilion (possibly at the tarn or near the cluster mailboxes on Blue River Rd) A small parking area or two for Summit Stage users who are not within walking distance of a bus stop but do not want to take a car into town.
	A bike path into Breckenridge Parking close to the bus stop at Blue River Road
	We would love to extend the bike path up to Hoosier pass. There are so many people who commute by bike, or would like to commute by bike, that to add a bike path would increase safety immensely.
	Trail access to Breck. Is there any means to build a trail in cooperation with USFS and private property owners.
	Dog poo bags at start of each walking trail. Go through a Chinese corporation would be your best bet. The more quantity the cheaper the product!
	Trail heads, and access to Trail's without having to go through homeowners yards would make a huge difference. Trail had Parking should also be considered. Would also like to see some parks that would allow for community gatherings. Something perhaps with the pavilion and grills.
	Utilize the tarn by putting maybe a shelter and tables at the site.
	Bike path that allows people to walk, snowmobile, and bike into town without using Route 9.
	Not before road paving
	As mentioned above, I think it would be beneficial for me to build a 40' x 30' pond in my front yard to mitigate Spring overflow and provide our local deer, moose and other wildlife with freshwater to drink and wallow and perhaps keep trout.
	A bike path to Breckenridge if it doesn't cost the town too much to build and / or maintain
	Bike path from Blue River Town Hall to Breck.
	a bike path from Blue River to Breckenridge would be a great addition to the community.
	more open roads for vehicles up Pennsylvania Gulch. And snowmobile access
	A paved bike trail to br ck
	Possibly more parking at the Tarn. Boat rentals
	Paved / concrete trail connections ideally along Highway 9 that extend to Breckenridge and through town would be a massive addition that could help Blue River residents better access Breckenridge (and vice versa). This could be similar to the great trail system that connects Frisco and Breckenridge.
	Legal parking at some places in the Town would help people who have guests.
	I'd like to see the County support a Bike Path to the Park County Line as recreational biking is getting more popular on CO 9.

	A few come to mind, a bike path to town would be great! Also a shelter at the Tarn and some tables would be a great addition.
	Please complete bike / walking trail from Breckenridge to Blue River town center at minimum
	A dedicated bike path from the south end of Breckenridge to the Blue River town center would be a tremendous improvement to resident and visitor safety.
	Bike trail from Blue river into breck. Hwy 9 is scary!
	I am an avid bicycle rider. I often ride down to the Tarn or into Breckenridge on my bike. I feel uncomfortable on Highway 9 because there is not much of a shoulder or a dedicated bikeway. I realize that is an expensive area and that it would be difficult to widen the road, but if I could be more sage going into town I would value that.
	There is currently excellent access to trails. Additional parking would likely not be of much benefit.
	A bike trail to Breckenridge along the Blue would be ideal
	spruce creek trailhead needs a better parking area, it's so crowded cars are 1/2 mile down the road. it's hard to getup and down the road
	It would be nice to have a bike path that connects Blue River to Breck's bike path.
	I have enjoyed the hike to the lakes to the west but I think that is OK as far as the trail.
	Bike Path or bike Lane
	I'd really like there to be parking at the Indiana creek access.
	We don't need any more parks. The outdoors all around us is a park!!! More trails might be nice but not necessary. I'd love to see all money saved up until we can pave the roads.
	Improve trail for biking to and from Breck like frisco has
	We need parking for people who want to take advantage of the bus service. Many of us live a mile away from Hi-9, which is an impossible walk in winter. If you do anything with trail connections, just make sure that PROPERTY OWNERS RIGHTS ARE NOT TRAMPLED BY PEOPLE WANTING ACCESS OVER PRIVATE PROPERTY.
	Bike hiking trail from Breck to Fairplay or bottom of Hoosier pass
	Bike path from town limit with Breck to Hoosier Pass would be wonderful and necessary. Many cyclists currently risking their lives on Route 9 with inadequate accommodation.
	Bike path along highway 9 for road bikers. There currently is no shoulder and is dangerous for road bikers.
	Definitely not
	Continuation of the Summit Rec path up to Hoosier pass would be great.
	TOBR would benefit greatly from a bicycle trail through town and on into Breckenridge.
	Allow new permits for accessory apartments/lock-offs.
	Private property left private. When a house is sold, the ttown could supply general information about trash, wildlife feeding, how to manage the ashes from fireplaces,
	A parking area for trailers, Rv's, etc... having them parked at individual homes makes Blue River less attractive. Tacky!!!!1

	<p>A concrete boat ramp on the highway side of the Tarn would be a welcome addition, especially now that the water level is at a low point. The gravel ramp is severely eroded and even my 4X4 truck couldn't get up w/out wheels spinning.</p> <p>A portalet during the ice free time would be nice.</p>
	Nothing comes to mind.
	No
	Bike path connecting Breck to Blue River please!
	It would be nice if there was access from the road to the trails above Starlit Ln.
	Maybe, we are new to town and still learning. A park for children would be great but we are not sure if there already is one.
	<p>The area of Blue River Road from hwy 9 to Gray Squirrel on the left side driving in (by the mail boxâs) could be developed for the home owners with a park and activities for everyones use. This main entrance into the town is nothing more than a construction staging area for the upper Blue sanitation district. Itâs overall appearance is poor and looks rough. A central area for the owners to meet and create a town center feeling.</p> <p>Any trails and walk ways into and around the tarn. I donât know if this is aloud but could have interpretation info along the walks. Elevated walks over the wet lands.</p>
	A Giant sandy beach for the kids to play in at the tarn would be great. Just like Frisco Marina has
	Ski parking lot for residents only.
	Construct a bike path along hwy 9.
	No. The surrounding trails are all easily accessible.
	no, as a matter of fact the Spruce creek trail head is a source of heavy traffic past out house on the weekend
	A multiuse Rec path going in to Breckenridge would be a great addition to the town. It would give people an alternative option of commuting without having to brave the Highway 9 madness.
	I would like parking areas around bus stops so that the bus system can be utilized.
	BIKE PATH TO BRECK!!! Bike lane a minimum. Bus service sucks if your are not commuting for work. Include a way for us to bike commute in both winter and summer for work, shopping, recreation, etc.
	A bike trail connecting Blue River to Breckenridge to the North and Alma to the South.
	None
	A biking trail back to Breckenridge would be nice.
	more bus stops and more routes
	Trails that would connect Sherwood to Calle de Plata would be nice.
	Completion of bike path
	Continue making improvements to the Tarn once the damn is fixed.
	Bike trail / jogging trail along Rt 9. Is high priority. It is so dangerous along route 9. Similar to the ones from Breck to Frisco.

	A safe and direct path to ride a Bike to town. It's only 3 miles for us but it would be great to have a path all the way to Hoosier Pass where there is a shoulder and traffic is slower. even a recreational rider could easily make our commute on a bike in 15-20 min or walk in about an hour. Highway 9 is really scary on a bike... I ride the Blue River trail but we just had a baby and won't be able to ride that with a trailer. Being able to Bike to work is a huge consideration for me when purchasing a home, I would imagine that many others in our area feel the same and I think that our property values would be considerably higher with a bike path, maybe enough that the increased tax revenue would pay for the trail in a few years. As an extension of the rec path from Breck to Alma there are many people with an interest in a Blue River path Consider the traffic that Vail pass Bike path gets... it could be a huge attraction for all three towns.
	I hike in the trails east/"behind" the town on a regular basis. It seems like access to these trails might become problematic at more homes are put in on the land used to access the trails.
	A bike path would be nice like the rest of the towns in Summit County.
	it would be great if there were a bike trail to town!
	A trail connection between the flume trail and Wilderness would be helpful as the common trail crosses (vacant) private land. It appears some of this land may be un-buildable. Perhaps the Town could purchase an easement.
	A bike trail to town other than the mountain bike trail. BUT we need to grant to pay for it as I don't think homeowners want to come up with that amount of money.
	none
	Some form of toilet at the Tarn would be nice.
	A better boat ramp.
	A bike path to town!!!! Please!!!! I do not agree that homeowners should have to pay for use of the tarn in the summer. I think there should definitely be a monitoring system in place to avoid over use and abuse but do not think I should have to pay to put a non motorized vessel on the water. It would be great to have portable bathroom at the popular trailheads. Human feces on trails is an increasing problem and ken Waugh with forest service says they do not have budget.
	I would LOVE to see the paved bike path extended from Breckenridge to Alma (at least to the Quandary Trail Head area). I would use the bike path in the summer to commute to town. It would also be safer for cyclist and drivers to get road bikers off Hwy 9 and onto a paved bike path. In the winter it could even be used for cross country skiing. I think this should be high on the town's priority list.
	A rec path that connects Blue River to Breckenridge. Also, additional trail connections within Blue River would be a benefit to residents.
	Extending the Blue River Bikeway to the top of Hoosier Pass. It would be a great extension to the trail, make it safer for drivers and bikers, and make an awesome cross country ski course in the winter. At least add a dedicated bike lane along the highway.
	The Bike Path to Breck would great.
3. Do you take the bus into Breckenridge or would you if there was a stop by your house? Are there other public transportation needs or	
	Answer
	No.

	We do not take the bus at present, because the closes stops are both a half-mile away. We would utilize the bus, if it stopped within an eighth-mile or so, of Rock Springs Rd.
	No. Running only twice in the morning and twice in the evening makes it completely useless for me. Would not get to work on time or get home at a reasonable hour afterwards either. So if it stopped as frequently as it did in the rest of the county, yes I would take it more often. Or if there were a recreation path through Blue River (like the entire county and much of the state has, except here) I would commute via bike in the summer months.
	A more frequent bus stop would be a great benefit to our neighborhood in Penn Creek.
	Not enough times to be convenient. I don't need to go to town for 8-10 hours most of the time.
	I would use it if there were more staggered times.
	I dont see any other needs in Blue River.
	I would support bus service to Park County to try cut down on the number of vehicles of 1-person commuter vehicles coming over.
	We would utilize the bus on weekends if there were midday options.
	I would take the bus if i didn't have to walk to the bus in ski boots.
	Current bus stops are adequate. Additional times (mid day) would be helpful.
	No, perhaps but the perception is that the bus is a real 'commuter' bus for people that leave super early and come home late.
	If there was more education or a 'simple' "Ski Bus" times, I might try and take it.
	Maybe even a 'dial-a-ride' system like they have in mt village in telluride.
	I would take it if there were a bus stop closer to my home or a place to park at one of the existing stops.
	Keep the stops in areas whereby their is parking
	I do not now but might if it had stops throughout the day. Don't know if this is economically feasible though.
	While we do not currently use the bus system, that would be related to not being by a bus stop even at previous property we lived at in the county.
	As our kids get older I could more bus use if there were more stops.
	We donât use the bus. We think about using it if service were more frequent but then again balancing our occasional use with frequent slowing traffic due to increased bus services is an issue to think about
	No, and unlikely.
	I would if there was a stop nearby
	I do take it on occasion from the Blue River Road stop.
	Yes. More frequent buses please.
	we would if it ran more frequently, like once an hour

	Have not tried the bus yet.
	no
	No.
	make a SAFE bike lane into and out of Breck
	We would love to take the bus if we could safely walk from our house along highway 9 to the bus stop, or if there was parking at stop on Blue river road. The shoulder is currently too narrow in places to safely walk.
	Please take bus funds and contract with Breck to provide more frequent service. Just give up on Summit Stage.
	no
	It would be nice if there was a mid day run rather than just morning and evening.
	A well-marked bus route to Breck from Blue River would be a wonderful addition and would result in less traffic in town.
	More frequent ride offerings from the bus would be great. Only having 8 am and 4 pm is difficult to utilize.
	Currently, I don't, since the nearest stop is 1/2 mile from my house and there is no parking offered there.
	We would love a bus stop. We gave this up by moving from the Wellington neighborhood and it's one of the things we miss the most. Again, to be able to conveniently and safely commute by bike or bus would greatly reduce traffic along highway 9.
	Would if there were more times they picked up and dropped off.
	Don't ride bus now but plan to. So have no experience.
	Yes, we utilize the bus stop at the entrance of our neighborhood from time to time.
	We might, but not likely.
	We've not tried this yet, but are looking forward to it this winter.
	Suggest to create better parking options for those catching the bus by the Town Hall. To expect them to park along the street by the curve into TCE is dangerous and cars have been slid into while parked.
	N/A
	Hours of the bus are not useful if you want to Ski.
	No, none
	Yes, but wish the shuttle to town would come by more frequently throughout the day or perhaps 11-2pm otherwise people must stay in town all day.
	Not yet. The bus stop is too far from our street. If it was close enough, we would probably ride it to ski.
	The bus is great.
	Yes, but less than a dozen times in 18 months. The schedule is just too limited, and the walk from the stop to my house is just too far to do with ski equipment. I would definitely use it more if there was stop closer to my house.
	no
	More times for the bus
	Have not taken the bus
	The bus is fantastic and is pretty close to my house currently. The only issue is the frequency. Is there anyway to increase the frequency?

	I live at the top of Coronet and the bus stop is about as far from my house as it could be so I probably won't be taking it very often.
	do not bus. Not frequent enough.
	The bus is great but it needs more cycles but throughout the day and night. Also it needs a parking location near one of the stop, parking on whispering pines isn't very effective.
	Issue is frequency and timing of stops. Locations are fine. Need greater frequency
	I have never used the bus into or out of Breckenridge due to the limited run times.
	I would utilize the bus if it ran more consistently throughout the day.
	I would utilize bus more often if 1) more frequent and 2) parking near stop. It is too far a hike to bus stop from my house.
	Not yet
	I have not yet taken the bus into town. I often ride my bike into town, and down to the Tarn, but have not yet bussed. I no longer ski so being able to ride the bus to ski is not valuable to me, but it might benefit owners or visitors who come to ski.
	Would like to utilize the bus, but it runs too infrequently to be valuable.
	do not take the bus
	Increased times for Summit Stage, particularly later evening time.
	NO
	No
	I wish there were more times available to go into town for dinner and drinks, and return via the bus. The very limited times makes it inconvenient unless it matches your work schedule. Or you uber home. And Uber is expensive on major holidays or peak times.
	I never take the bus. I'd rather ride my bike to town and back. Or take my own car.
	I do not take the bus. It's too far from my home to make it with it.
	No, it is too far away from my house and there is no parking. I would otherwise.
	Not at this time but thinking about it. The problem is I live almost a mile from Highway nine quite a walk just to get on the bus and then walk in town Times are very poor and very few.
	I might take the bus if it was more frequent, but I understand that is probably not financially feasible.
	I would take the bus to breckenridge if there were more times for pick up offered at the stop near my home
	Yes! We would take the bus more often if there was a stop at Sherwood Lane. However, we either have to walk North to Blue River Rd or South to Calle de Plata along Route 9, which I perceive as dangerous, especially with ski gear in tow. Or, we can cross the highway (which I realize is not recommended) and reach a much closer bus stop. Neither option is particularly appealing given the traffic and/or distance. Also, it would be nice to have a third trip each day, however the location of the stop is more crucial to us vs a third Blue River trip. We would use the bus primarily for skiing at Breckenridge to avoid the parking nightmare. We maintain a parking pass to the gondola lots, but even that does not guarantee a parking space on busy days.
	Have not taken the bus as yet, but plan to give it a try.
	Allow new permits for accessory apartments/lock-offs.
	I think it should stop at main entrances like the school bus

	No
	Possibly if traffic worsens. Is presently not an issue.
	I would take the bus into Breckenridge if there was a parking area at one of the bus stops or if a bus stop was within walking distance of my home.
	No
	Yes sometimes I take the bus. It has a convenient stop at spruce creek road.
	Haven't used the bus, but might.
	We are at 5625 Hwy 9, but I believe the nearest stop might be far, I have not verified the location.
	It is used by our teen age son. Great to have.
	I do occasionally
	I would take the bus to ski, but there's no stop by our home.
	Walking along Hwy 9 at any time of day is not safe.
	The bus doesn't run frequently enough, but our family takes it when it fits our schedule to do so.
	We would take the bus from the spruce creek stop, but it only (appears) to stop twice in the AM and twice in the late am
	I would love to take the bus in to Breckenridge and back but the current bus schedule is not conducive to the resort town industry it services. I think a midday route and a later route would be very helpful to everyone. Not only for people living and working here but also for people visiting.
	I would take the bus if there was adequate parking available.
	I do not take the bus as I do not work normal 9-5 hours. I would walk the .25-.5 miles to the bus stop if there were more hours that would serve a more social need with expanded hours. If it was regular, I would take it.
	The bus does not run often enough to use for skiing. I would like to see a few additional runs during the day
	The bus connecting Blue River to Breckenridge should have more day-time pickups/drop-offs to increase utilization. The current schedule makes the bus route less practical as the times are early morning and late afternoon.
	Would not take the bus.
	No
	I would love to take the bus into town however we need a stop at Leap year trail. Each stop is a mile away from our street.
	My kids use the bus sometimes and would use it more but for the limited hours.
	No, not enough convenient times at nearest stop
	I feel the bus is important.
	Park and ride options
	Stopping both sides of the road at crown road. Crossing 9 is dangerous and same for walking along Rt 9
	We like having the bus access to town.
	I have not been using the bus because I have been riding my mountain bike when I don't need to drive. I will likely use the bus in the winter. It's also hard to know my exact schedule because I own a small business. It's hard to make my plans around the limited bus times. When I lived in the Wellington neighborhood I often used the bus but it was hourly and twice/hour during peak times.

	I live that there is a bus, but the limited AM and PM times usually prohibit me from using it. I usually to not go into Breckenridge and plan to stay there all day. The bus would need to run at minimum every hour throughout the day to make it work for me. I would love to see that happen.
	There is no evening bus schedule in case you want to go out to dinner or leave your car at home for a night of drinking.
	na
	I do ride the bus occasionally. A mid day bus would be appreciated.
	Yes, I do use the bus off and on and think it is a nice convenience. I don't mind walking to the bus stop but think it might be saver if it was off Highway 9 a bit.
	IF there was a stop near my house would use the bus. Not willing to walk 1/2 mile on highway 9 to get to stop
	If i need close bus stops I will move to Chicago
	I take the bus sometimes. It's great.
	No.
	I do not take the bus as the times do not fit into my work schedule. I would use a bike path to town for my errands on my days off and know many of my neighbors who would too. Sorry, broken record about bike path - I think it is a big deal and really needed sooner other than later. Biking is one of the fastest growing recreational sports and our highway is not capable of safety accommodating it.
	I would take the bus but currently the hours are too limited. Also, walking along Hwy 9 to the bus stop is a little scary, especially in the winter. If the bike path was extended from Breckenridge then that would be a safe way to walk or ride to the bus stop.
	I would take the bus more if there was a way to get to the bus stops (rec path!) without having to walk on Highway 9.
	Sometimes. The bus stop is about a half mile from my house which is fine in the summer but during the winter the shoulders along Highway 9 are way to narrow to walk on.
	I would like to see some park and ride availability at Blue River Road / Hwy 9 for the Summit Stage and and late night service implemented by the Stage. I would ride more often.
4. Are there any improvements that you would like to see made at the Tarn? - Responses	
	Answer
	The turn off and drive down to the parking could use some help. It would also be nice to see some picnic table or benches and a little dock. Noxious weed removal/control would also be nice.
	We are eagerly waiting for the water level to raise, after the repairs are complete.
	No. The Tarn is for Blue River residents, yet this town still has to nickel and dime its residents by selling passes to use it. I choose to not support that type of gouging so I use Dillon Reservoir where it is free to park and paddle instead.
	n/a

	<p>Would be nice to establish some barrier between highway and the Tarn. Tarn is an idyllic setting but the constant noise from the highway and the visual of the vehicles is kind of a downer.</p> <p>Not much shoulder there but planting some evergreens would be huge.</p> <p>A simple structure for having small get togethers, maybe a grill and just some shelter for the weather with a couple picnic tables.</p> <p>Otherwise I like it simple how it is</p>
	no, improvements will make it even more crowded and compromise the quality of the amenity.
	No
	None
	<p>Yes, a town dock on the tarn. Maybe a space for resident kayaks, paddleboards.</p> <p>Little restaurant or bar.</p> <p>Wooden pathway around tarn, marsh. Many beach communities have these.</p>
	No
	more parking would be nice
	<p>Yes, It would be nice to have it filled with water. But I do see one problem it currently has that effects the fishing and the biomass in the lake. Because the water has been low for so long the blue river tributary does not connect directly into the lake (where it historically has). It meanders around the south side of the lake and makes a muddy, lifeless slough there. The berm that has been created, which blocks the flow, needs to be removed so the stream may flow directly into the lake. This is important for two reasons. First, the degradation of the water flow enhances the growth of argulus (fish lice). Water flowing at a faster rate will diminish the lice population and provide for a healthier fish, crayfish and clam population. Second, the original stream bed cut a natural swath through the middle of the lake. This is the deepest area of the lake and the place fish forage and spawn. Without proper water flow though this area it becomes a dead zone.</p>
	<p>Oops sorry I outlined improvements to Tarn in the above sections...</p> <p>Parking lot and driveway improvements, it would be nice if there was toilet, and maybe a lightening shelter.</p>
	<p>We are sad that the water levels remain low and hope that dam repair can be done soonest.</p> <p>Hopefully tarn wonât have to be drained to do the work!</p> <p>While we would like better small boat launching area and storage area we know thatâs not really practical to maintain or supervise.</p> <p>Having restricted area signage at the highway might make Marshallâs job easier</p>
	No.
	The entrance road (dirt) can get rough
	A couple tables or a gazebo could be nice.

	a dock
	see above
	Bathrooms
	See # 2 above
	We enjoy it as is.
	benches to sit on
	No
	More water.
	no
	As a resident with a home by the Tarn, it is unclear to me what the restrictions to swimming, boating, etc. are on the Tarn. I know residents with homes by the Tarn can boat and fish on the tarn , with proper licensing. Swimming if prohibited, as it should be. What about the random people that park on the south end by the "beach"? Can anyone use the tarn? Does anyone patrol the beach are to make sure the rules are followed? If people can park and fish on the south end at will, one can count on morons swimming, polluting, or using gas powered watercraft at some point We love using the tarn and appreciate the occasional police presence to ensure proper usage
	pavilion, picnic tables
	Fill it up!!!! Maybe some picnic tables
	Police use. In Denver a guy told me about it and that although private âthey donât careâ so you can use it.
	Yes! Unfortunately the last fish stocking attempt unleashed diseased fish with gill lice.
	Get the repairs done so it can be filled and stocked again.
	This may make a nice location for a community gathering area such as the pavilion.
	See question 2
	Not before road paving
	none
	Re-vegetate the west side along highway 9. It's all weeds now
	not at this time
	Well, of course there is the issue of the low water level, but I understand that is still being addressed. Other than that, a small dock for launching a kayak or canoe would be nice, but I don't think it's feasible with the ice unless it could be removed each winter. A small observation deck would also be nice for sitting and reading a book while my spouse is fishing or paddling.
	I'd like to be able to invite my friends to an afternoon on the tarn with me and for them to be able to drive there with their family and park their vehicle without a permit.

	Raise the level
	More parking and small boat rento
	I would love to see picnic tables and seating around the tarn, as well as a nice trail, and a paved entry from the highway, plus a sign that shows there is a drive there (can be easily missed and pulling on to the highway there seems a little dangerous).
	Thanks for the locals enforcement. Would like to see better enforcement of left boats around the banks. Maybe a regular clean up crew of volunteers - "Friends of the Tarn" sort of thing, but PLEASE do not place waste receptacles.
	Yes! A shelter and tables.
	Might be nice to have an actual dock
	A clean up of fallen logs and branches around the perimeter of the Tarn would facilitate easier entry and exit from the water.
	Get the spillway fixed so we can fill it up again.
	The dam fixed so water levels could be brought up
	We use the Tarn a fair amount. We have paddle boards, a canoe, and a couple of kayaks. Getting muddy while launching the boats is an issue. If a concrete launch ramp could be constructed it would keep our shoes and boats clean. That would be nice. A little more parking would be welcomed too.
	Likely maintenance of the dam will need to be periodically done. The size of the tarn is small; if there were many boats on the tarn, it would be very unpleasant.
	easier access in and out of of route 9.
	Parking is difficult. Not sure how this would be fixed, but it is hard to pull off Hwy 9 into the parking area, particularly if someone is driving behind you.
	NO
	No, keep it unimproved and natural
	No
	Yes! Please dredge the Tarn while it's low and then let it return to its original height! It smells awful and is so ugly these past few years!
	No.
	Leave it like it is itâs perfect
	Get the dam fixed and bring the water level up!
	Water would be nice. I don't think renters should be allowed access to use of the tarn, even with written approval from land owners. This should be an amenity for land owners only.
	No
	Access is a bit gnarly, in and out with a vehicle.
	Improved access and parking.
	Allow new permits for accessory apartments/lock-offs.
	More signs that tell the public the rules.
	Sandy beach.....

	Yes, let it fill back up! Also would like a way to leave boats down there during the summer season. That used to be the case until everyone was told to move them. If made use by BR residents much easier and tend to use the Tarn more.
	Will be excited to have the water levels returned to normal.
	Access road needs to be graded
	See #2.
	I think it would be nicer to have to pay for a pass per family rather than a pass per water craft.
	Breckenridge needs to fix the dam and fill The lake. This is the biggest need in blue river.
	Any type of noise barrier. Restrooms.
	Health of the fish sounds concerning, I understand there is an issue with lice. I plan to learn more about it. I am a fisherman and support research, management and stocking.
	Vehicle access could be improved. The poliicing of the tarn for residents is great. Picnic area and more trails around the tarn.
	Yes the giant sandy beach for kids
	The water levels are disturbing, but as i understand it that is not under the control of the town. Further the presence of private canoes and water craft along the bank is unsightly. If there is a desire for storage of sups or canoes (and it is allowed by town ordinances....not sure it is but it has not been enforced for over a year) then some effort to construct and alot racks should be undertaken. The entrance road could use some attention along with some benches or picnic tables would be welcomong.
	Yes. Please return water levels to normal faster than 2019. Having the levels down for 4-5 years is not acceptable and is poor planning in my opinion. I know the dam is being fixed, but 4-5 years???? Water levels are too shallow even when its full. Can they be raised overall? Build docks for residents to use/hang out on would be nice. more or less, create a nice area to hang out. maybe more beaches or cleaned up areas on the south and west sides. Create a swim area for people and dogs. Add a wider variety of fish or at a minimum more fish. In all the Tarn seems too restrictive in its use. We need to bring more fun to the lake. How about clearing an area for ice skating in winter. Need to restrict use to residents only, maybe a key pass to open gate?? Or on weekends, have some patrol often. Should be able to get resident stickers and boat passes on blue river web site vs stopping by office or requesting via mail.
	Yes, the parking area and signage are very old and look fairly trashy. We don't need anything fancy or elaborate, it the are could stand some basic upkeep. Maybe put a plan together sponsored by the town and ask residents to come out and help build/improve?
	no, leave it as is

	I think the tarn is great just the way it is. A high mountain lake with a great view.
	I would like to see a hiking trail along the border of the Tarn with viewing benches
	Picnic Tables and more signage to keep out non residents.
	Perhaps a pavilion for visitors to get out of the sun and/or elements. A pavilion could also be used for community gatherings and would promote family activities like picnics, etc.
	Picnic tables, benches.
	Would like to see the dam fixed so that they could bring the level of the lake back up to its normal level.
	No, just enforcement of the trespassing rule.
	Fix the dam so water level returned to normal. I realize that is a Breckenridge decision
	See below.
	The Tarn is good, been waiting for the water level to be higher when the improvements are finished at the spillway.
	Weâre new in Blue River and havenât had a chance to use the Tarn much yet. Itâs one of the best things about Blue River for me but I donât have any suggestions yet. The driveway in is a little steep but it hasnât been an issue for us.
	I don't use the Tarn very often. It is often crowed on the weekend and during peak tourist season. Is anything done to assure that only Blue River residents have access to that area? Perhaps twice daily patrols. The police officer who usually sits idle along Highway 6 certainly could patrol the Tarn as well.
	Put some water in it. Breck can spend millions on a new tennis center that no one uses. But they ignore the dam project where everyone needs water!!!
	Cut down the trees next to the Tarn entrance to improve distance visibility and put a passing lane in.
	The Tarn has been very low for several years. We look forward to it returning to normal levels.
	Picnic area, public canoe storage
	Is it going to be filled next year??? I think it is adequate. We live on the Front Range and have numerous boats (kayaks, paddle boards and inflatables) When we come up we usually bring one or two of the above. I would like to pay something like \$50 for use of all instead of \$20 a piece as we usually only bring our kayaks up once a season, same with our paddle boards. Also we do not like to put stickers on our boats or boards, (most boaters don't like to put stickers on.) Just giving some feedback on boats permits, perhaps this is not the forum for that.
	Restrooms and more shade
	Someone needs to bring the lake back to life. Aerial photos of the Tarn going back to 1965 show a larger body of water. The natural silting in has caused much of the south end to move. While the lake is in a low condition it would a natural notion to clam out major portions to extend the Lake back to previous volume.
	Toilet. Maybe some Tiger Muskies. Picnic table?

	A better boat ramp.
	As mentioned above, I do not think non motorized vessels should be charged for. I think it is important for the integrity of the tarn to continue to regulate that only homeowners are using the space and that it is kept natural.
	Fix the spillway and refill the Tarn. Picnic tables would be nice in the summer. It would be really great to allow ice fishing and to groom a cross county ski loop / fat tire bike loop around the Tarn in the winter.
	None that I can think of.
	Adding a groomed cross country ski track around the Tarn would be really cool.
	Some Canoe/Kayak storage at the Tarn. Similar to Frisco Dillon Marina would be fine where there is a metal shelves/racks & kayak can be stored on with a something like a bike lock. Does not have to be fancy, but functional.
5. What would you like to see fixed or added to the Town in the next 5-10 years - Responses	
	Answer
	I see a need for noxious weed control. Crazy daisy is growing all over the place, on the sides of roads, on easements, on Town owned land, at the Tarn. Enforcement on private property would also be nice.
	See #1 above.
	Honestly, I don't really care what this town does because I plan on selling and getting out of Blue River and finding a quieter place to call home that isn't under constant construction year after year, a place surrounded by neighbors who respect one another, who aren't addicted to the sounds of heavy machinery, hammering, diesel trucks, gun shots, screaming children, and barking dogs running loose, crapping everywhere. That's the reality in this madhouse. Just limit the destruction of my property value until next summer and I'll close this chapter on the biggest mistake I have ever made in my life: Buying a house in Blue River.
	1. Long term paving program 2. More bus stop locations and more frequent stops at each stop.
	Stick to the basics. This is a small town. We don't need more playgrounds and BS. People want their taxes low, roads maintained, problems resolved, laws kept simple and easy to understand and follow.
	Paving, enforcement of dark sky lighting, and perhaps financial incentives to hook-up to sewer. There also needs to be better maintenance of the paving, shoulders, and ditches that have already been installed. We are losing asphalt on Blue River Road where the shoulders are eroding. We shouldn't build more than we can keep up maintenance wise.
	Better roads and buried drainage and power.
	Nothing significant.
	Restaurants, bars, tarn action.
	A rec path from Breckenridge!
	leave as is NO commercial is needed !

	I love BR the way it is now but the future will probably bring paved roads, a town store and more hookups to the sanitation pipe. In the near future, I would like to see some benches and picnic tables on the West side of the Tarn--for folks to enjoy during the summer...
	I think I covered it pretty well above.
	We've owned since 1979 when there was party line telephone and so on. We have seen more homes more full time owners sewer placement and gas lines. Change will happen much of it good and we will adapt. Change out of necessity rather than for change sake alone would be preferable.
	We very much like the Town!
	Nothing comes to mind. Thank you for the opportunity to weigh in.
	Highway 9 noise and speed.
	Bike path along highway 9 into Breckenridge
	change "city limit" sign to "town or Village limit"; natural gas line in the crown at no cost to property owners
	All roads paved.
	Paved subdivision streets with completed sewer access everywhere
	Continue with road improvements and fire protection.
	NA
	Bike/Walking path along highway 9
	Hwy 9 roundabouts for traffic calming.
	none
	A little more respect for green areas around Breck. Building codes should be carefully thought out, for the benefit of residents, future residents, and visitors. Thank you for seeking the opinions of residents and considering them when it comes to future projects.
	Bury power lines. Pave some of the major arteries in the larger neighborhoods. Add a park that appeals to more Blue River Residents (current park is great for kids, but lacks appeal for residents who do not have young children) Reduce the extent to which the Blue River Rd corridor is used as a staging area for town/area projects. The entrance to one of the larger neighborhoods in the town has looked shabby as of late, with rock/dirt/gravel piles, old vehicles covered in tarps, heavy equipment, etc.
	A gas station/mini mart.
	Bike access and trails. Make assets for the residents of Blue River that will help property values. Amenities. But not pocket parks that few will use and will drain resources for maintenance. Recognize that both full time and part time residents pay the same taxes. So don't limit focus to full time resident amenities. Protect the beauty and quiet we have that makes BR a place to live and invest.
	Less theft.

	I would like to see powerlines start to get buried. The inconsistent electricity is probably my biggest complaint.
	Address the Short Term Rental challenges to protect those long term homeowners who do NOT rent
	Better roads, we need paved roads and better drainage.
	Hiking/bike path that connects to Breck
	All roads paved
	A small outpost style convenience store with 2 gas pumps at a minimum, its too far for locals and renters to travel to Breckenridge for bread, eggs and milk.
	1-2 more restaurants wouldn't hurt, close to the Town Hall.
	Not sure
	Bike trail to Breck
	Perhaps an AT&T cell tower (our reception is pretty bad by Blue River Road up Wilderness Drive).
	culverts installed at each driveway, deeper road ditches and properly grated gravel road.
	Some quality restaurants
	Highest prioritiea for me in order: 1) paved pull off lane along highway 9 through entire town 2) paved trail system that connects Blue River residents to Breckenridge 3) Hourly bus service (could be an extension perhaps of an existing Summit Stage route) so not solely serving Blue River. 4) Attract basic convenience store for groceries or simple items in town around the City Hall area.
	Road improvements are a major priority.
	what can you do in collaboration with the Upper Blue Water and San to accelerate septic replacements? Some of those old VW Septics are getting onto 50 years old and we all should be concerned with water quality. Perhaps another good use of our bonding capabilities in collaboration with the Upper Blue.
	Paved roads Sewer connections Bike and hiking path completed Some lighting along roads
	1. Bike path 2. Paved roads
	Again, I would concentrate on the roads and underground utilities. In general, I'm super happy with the 20 years I've been living out in Blue River and appreciate all the work that you all do.
	Bike trails. Better road mantainance.
	Gas station?
	We are dog people and I walk the dogs at night before night. It is very dark and I worry a little about falling. If very limited down lighting could be installed that would improve walking after dark, but would not otherwise be intrusive, that would be welcomed.

	Although not a town responsibility, cycling along highway 9 is difficult in some sections as the shoulder is absent or very small in some sections. The situations becomes somewhat dangerous for cyclists when there is traffic in both directions and no shoulder. In other places the should is very ample which is safer for drivers and cyclists. The conditions on the shoulder due not seem to be a high priority for CDOT/the county.
	Recycling at Town Hall would be welcome
	Maintain the present stuff. It is all good. I enjoy the trails along the river and beaver ponds.
	Roads PAVED
	I'd like there to be more systems for fire combatting, and I'd like there to be more people connected to sewer. It's SO expensive I understand why more folks are not connected. We are, and it was ridiculously expensive. I'd also like the electrical lines to be underground. But that's probably wishful thinking. Mom said it never hurts to ask...
	It would be nice to have some sort of public dumpster with codes to use. It is hard to get the trash emptied if we are only there a few weeks at a time. Also, if we have friends using our home it can be complicated to get the garbage picked up .
	Pave the roads and fill the Tarn!!!
	Enforcement of some codes for property upkeep. Too many residents just keep boats and old cars and trailers and general junk on their property and it really degrades the beauty and atmosphere of our community. These were probably dictated by HOAs at one time but now there is no enforcement and it factors into property values as well.
	Paved roads.
	More paved roads in subdivisions
	Better road maintenance more often grading, possible pavement better coverts driveways.
	Bike path. Paved roads.
	Paved roads as previously mentioned.
	Only better public transportation. I like the fact that my road is not paved and our town is not overpopulated.
	Any of the above mentioned items!
	Better building code and restriction enforcement. Around me, everyone is doing whatever they want without permits, i.e. the house directly north of mine. Property lines are not located, setbacks are often ignored, and property lines have even been crossed. I can confirm this as another one of my neighbors has their deck on my property.
	Allow new permits for accessory apartments/lock-offs.
	Not a lot. People live here because of privacy, rustic environment, and the luxury of being left alone. We don't need paved roads for people to speed down. Maybe more town gatherings for those who like that sort of thing. The trash pickup at town hall was a good idea. Signs of the codes are good. Above all do not decide that the owners want a real town with all sorts of new stuff. Make sure that the owners are informed of any new ideas much in advance.
	Parking trailers and RV's, etc should not be allowed at homes. Paved roads
	Spruce Creek Road!!!!!!!!!!!!!!!!!!!!

	None
	Nothing comes to mind.
	Enforcement of all Covenants, not just some.
	Paving on the entry "mouth" to spruce creek road just so it's easier to turn right off of the highway when you've got 50mph traffic up your wazoo.
	The paving of roads.
	Continue to up grade the roads / sreeets around town. The winter plowing has improved but the residents feel the standards still have a long way to go. The snow pack build up is unacceptable. Plowing the streets with pickup trucks just doesnât work you need equipment that can cut the snow pack like a Road Grader.
	Paved roads
	<p>I would like to see a long term plan to pave our roads. Our mill levy on our homes are higher than any other incorporated town.</p> <p>It may be time to review (again) a plan to unincorporate the town with a public dialogue.</p> <p>Blue River does have unique access to the tarn but ev that requires additional fees for each watercraft used.</p> <p>Thanks for the outreach.</p>
	The town is really breck. there is no town of blue river, so not really sure what to add.
	I do not want to see the town overdeveloped. We live here because it is natural and connected with our beautiful surroundings. Too much "improvement" such as paved roads, would detract from that, in our view. I would keep capital improvements limited only to necessary items to protect the environment.
	<p>we are part time residents and have occasional guests stay at our house. I believe several discreetly placed bear proof dumpsters for occasional trash would be helpful. Our trash provider, talking trash will come by on a as call basis on Mondays, but what if we are leaving on a say Wed? We can't leave our can out for that period of time.</p> <p>I have no problem paying TT to pick up our cans when we are staying for a length of time that will match up to our pick up times, but that is probably going to be the exception rather than the rule.</p> <p>I honestly believe it would be a benefit to all to provide a place to put occasional trash and would cut down on can violations etc. I don't think residents (full or part) would use it to REPLCE normal trash pickup. As I mentioned earlier, where will we (or our guests) put trash if we leave on say Wed?</p>
	I think that the town should focus on perfecting the infrastructure they currently have before they start to create more things that require more time and money. Not get ahead of themselves too quickly in this boom time we are currently seeing. People live in Blue River to live in a small mountain community, lets try to keep that in mind.
	It would be a fantastic improvement to the town as a whole and to property owners if the roads were paved.
	See above comments. Th bike trail, bus route, and Tarn pavilion would enhance our community.
	Paved residential streets.
	A biking trail going North and South thru Blue River would be great.

	bars and restaurants
	Paved streets with BIG speed bumps to keep traffic at the posted limits
	Farmers market in town hall parking lot on Sat Food trucks on weekends
	Some sort of venue at the Tarn. Clubhouse similar to French Gulch neighborhood. Pave more roads or more frequent grading. Great job overall. Thank you!
	Multi-use trail along Rt. 9 would be my priority.
	Bike path, more paved roads, better flowing ditches in heavy rains, and more bus times/stops.
	I would like to see a small convenience store, coffee shop or deli in Blue River. I would be nice to have a place to buy essential items instead of driving into Breckenridge.
	Paved roads. Better internet infrastructure. Remove the red tape and permits to cut down trees for defensible space around your home. Fine people for dead trees on their property normally behind their homes.
	Rec path connecting to Breckenridge
	Bike trail.
	paved roads
	Drainage improvements and roadway surface improvements and underground utilities.
	The goal is to maintain the lovely area that is there..... More additions, more maintenance. More cost.
	Some trees along the road on the Tarn. Less trees in the neighborhoods, for fire danger and sun/warmth purposes. I'd like to see the police only patrol Highway 9, unless they get a specific call otherwise.
	A lift station on Blue River road so that the sewer system can be completed.
	Bike path, bike path, bike path. I would like to limit the number of airbnb's in our neighborhood. This is a lot of extra wear and tear on our roads, along with our resources - such as our water shed. Thank you for asking our opinions.
	Extend the bike path to Alma.
	I believe safe recreational connectivity through Blue River and to the Town of Breckenridge should be a priority. Every year there are more cyclists, skateboarders and people walking on/along the highway while traffic is also increasing. I understand there are obstacles (i.e. funding, easements), but this is important to health and safety and it's also a great a town amenity.
	Extending the paved bike trail from Breckenridge into Blue river would be really nice. Making the trail go to the top of Hoosier Pass would be pretty great though I suspect this would require a fair bit of time to figure out.

	<p>Continue paving on Streets.</p> <p>Consideration of burying Utilites Poles and Power lines</p> <p>Better cell coverage</p> <p>Removal of dead trees, in common areas, in particular where very visible. eg. Blue River Road at entrance</p>
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1. What difficulties do you encounter while driving through Town and around your home? Are there any drainage or road improvements in your neighborhood that you would like to see constructed?

In alignment with the Town's Mission Statement -in particular, "our serene mountain community"- it is important to mention aspects of the positive experience of driving on Town roads, which include...1) Natural surface roads with a speed limit of 15mph; 2) Drivers who adapt safe driving to the road conditions, i.e. narrow road segments during winter months; 3) Bob Wheeler who collaborates with individual residents to maintain and improve small road segments and adjacent issues that need some tweaks resulting from gas line installations, sewer line installations, etc.; 4) The attention to and implementation of year-round maintenance is very much appreciated. The ideas that follow are intended to preserve the positive experience of driving in the Town.

To maintain ongoing quality of roads including drainage within "our serene mountain community," ...1) Instead of first approaching road and drainage improvements with the solution of construction that can be invasive and unnecessarily expensive, how about allocating increased resources for improved maintenance. 2) If a more extensive project needs to take place, it's important to consider options that minimally alter the natural landscape via construction. This may require less in construction costs; however, the increased human and financial resources allocated for ongoing maintenance is worthwhile. For both the short-term and long-term, this approach best maintains the natural environment that is unique to the Town. 3) The Town must take an active role to resolve issues of encroachment of Town roads on National Forest, i.e. Blue River Road. 4) Eliminate/regulate noise-polluting and air-polluting off-road vehicles on Town roads. 5) Many driveways have been constructed that have changed the natural drainage pattern, thus causing unintended drainage issues for residents living down the road. The Town and Muller Engineering can work with individual residents as well as the affected "villages community" to evaluate and re-design existing driveways to allow for more natural drainage. 6) Wildlife Crossings/Connectivity – With the increased human population in the Town as well as throughout the County, it is essential that the Town participates and collaborates with the U.S. Forest Service, CDOT and county agencies throughout the process to identify and provide wildlife crossings/connectivity in Blue River. 7) Keep the natural surface roads. Paved roads cause additional, unnecessary issues, such as drainage issues, access to sewer and gas lines, speed-driving, etc.

2. Are there any recreational additions or needs that would benefit the Town? Things like trail connections, improvements, parking areas and access can be considered.

Aligned with "our serene mountain community," most of the current opportunities for experiences in nature and recreation are considered undeveloped, i.e. soft-surface trails, no camping. This is a major factor as to why we have lived in Blue River since 1979. Developed recreational opportunities with paved trails, picnic tables, developed parks, campgrounds, etc. can be found within easy, short driving distances from the Town. For the growing number of Town residents (owners, renters, visitors) to enjoy the Town's natural mountain environment, we all play a role as responsible stewards as we experience nature including recreational opportunities.

Before delving into recreation construction projects, such as paved or soft-surface trails, it is essential to thoroughly evaluate the current and potential issues related to the construction of additional recreation amenities—especially amenities that require significant capital expenditures, i.e. paved recreational trails, recreation centers, pocket parks, etc. plus budgeting for maintenance. Ongoing maintenance is key to the longevity of any amenity. Building and maintaining safe soft-surface trails is expensive. Many easements that are currently recorded can be designated for trail use, thus reducing the number of to-be-constructed trail segments.

Public rights of way/easements are key to providing a foundation for a trail system. Considering and evaluating current easements—recorded, unrecorded, illegal trespass, social trails—is an essential first step to the trail planning process and includes the following: 1) Inventory all recorded current public rights of way/easements and their individual historical purposes as well as potential purpose(s). 2) Since the Town already has many recorded easements, how about updating the purpose to the 21st century? 3) Start talking with private property owners with easements to inform them that Town use of the easements is for use of the greater good of the Town residents. 4) Discuss with owners the various points related to specific easements, such as does it make sense? If yes, keep it. If not, perhaps relocate or abandon or redefine purpose. 5) Town identifies encroachments/obstacles on easements and assists the owner in removal of these encroachments, such as parked vehicles, wood piles, campers, trailers, etc.

Other considerations regarding Question 2 include:

- Inventory all legal trails and illegal trails that are mostly social trespass trails.
- Identify encroachments with the Town assisting owners/residents in removal of encroachments on public lands, i.e. National Forest; encroachments include wood piles, swing sets, picnic tables, barbecue grills, decks, etc.
- US Forest Service, County and Breckenridge are the Town's key partners in developing a trail system, especially connecting Town trails to National Forest trails.
- Work with property owners to formally legalize easements; also, some current trails may qualify as trails with prescriptive right for the public to use.
- It's important for the Town to educate residents as to which trails/lands/Town easements are for public use and which trails/lands are on private property. This education needs to start now, and be updated throughout the process of identifying and developing trails. The education includes location of trailheads, parking, access. There will be changes throughout the process. For now, it is essential to have an education system in place for current legal trails, easements/public rights of way, legal access to trails, legal parking. People need to know where to access this information.
- Work with Breckenridge and the County to build an appropriate trailhead/parking lot at Pennsylvania Gulch.
- Monitor and insure that the Town trails (as well as illegal social trail and illegal uses of these trails, such as biking on a pedestrian only trail) and individual trail uses fit into the Forest-wide Travel Management Plan.
- Separation of uses where appropriate to reduce potential conflicts and to enhance the nature and/or recreation experience. For example, the Fredonia trail is pedestrian and no bike use.

- How will Town educate trail users of appropriate use? Currently the US Forest Service provides signs uses allowed on trails. If there is no sign, the trail is open only to pedestrians.
- Questions regarding trail system: 1) How will Town enforce appropriate uses? 2) How will Town maintain trails? 3)How will Town address vandalizing of signs? 4) Will Town provide uniform signs to inform trail users on legal trails about spur trails that are on private property? How about a uniform Town sign that everyone will recognize and respect? These signs can be available to private property owners to post? 5) If a Town trail sign is removed, then how will the Town monitor and enforce the trail is closed?
- For all Town trails, legal use, legal parking and legal access need to be identified; an easy-to-find education system with this info needs to be in place. How will the Town inform trail users?
- How will the Town inform people which trails are for Town residents and which trails are for the public-at-large? Working with the Forest Service and the County to identify Town trails and trails for the public is beneficial for all.
- With a goal of the Town to be a good neighbor, re-visit previous Town decisions regarding trail issues on adjacent jurisdictions (County, US Forest Service) i.e. Lower McCullough Gulch.

3. Do you take the bus into Breckenridge or would you if there was a stop by your house? Are there other public transportation needs or opportunities in or around the Town of Blue River?

We rarely take the bus. If we do take the bus, the current stops are adequate for our use. Regarding other transportation needs, how about encouraging car-pooling?

4. Are there any improvements that you would like to see made at the Tarn?

No. The Tarn's greatest asset is leaving it as natural open space. Passive recreation is A-OK. The only improvement that would be consistent with natural open space is a boardwalk (not pavement) along the south shoreline to connect parking areas between west and east end of Tarn as well as provide trail connection from west parking lot to Blue River Trail. The boardwalk would be for pedestrian use only—no mechanized use, no motorized use. Also, the boardwalk should be designed and built once the Tarn's water level is consistently normal. Any other improvements would take away from the current natural open space, aligned with the Town Mission Statement. Any other improvements would require regular maintenance with additional financial resources. These resources would be better used for road and other maintenance needs.

Note: it is important to consider the recommendations of the recently completed "Summit County Safe Passages for Wildlife" (2017) report that addresses the importance and need to provide wildlife connectivity from west to east along the Highway 9 corridor throughout the Town of Blue River. The report, prepared in cooperation with the U.S. Forest Service, CDOT and others, is a work in progress and no specific projects are being proposed at this time. Any improvements in and around the Tarn area should have the potential to enhance wildlife movement opportunities as well as highway safety and any plan for improvements should be coordinated with the U.S. Forest Service, CDOT, County and others.

5. What would you like to see fixed or added to the Town in the next 5-10 years?

- Identify & assess the status of all road, pedestrian, etc. public rights of way/easements.
- Inventory all known public rights of way/easements: those that are recorded, those that have become accepted social trails, those that have been asserted by trespass use.
- Evaluate each easement: keep it, determine updated purpose, vacate or relocate the easement.
- System to educate all residents: owners, renters, visitors about illegal easements/trespassing.
- System to educate all residents about legal easements/public rights of way & legal uses, whether pedestrian only, bike use, etc. This will encourage residents to be informed and to use only legal rights of way, including legal trails with legal/appropriate uses.
- Assist the US Forest Service to resolve private property encroachments on National Forest.
- Seek opportunities to become a model neighbor to Breckenridge, Summit County and US Forest Service.
- Re: all Town decisions, always ask the question: Is this decision aligned with the Town Mission Statement? In an era of human-developed amenities that take away from the natural environment, the Town can continue to “nurture our serene mountain community.”

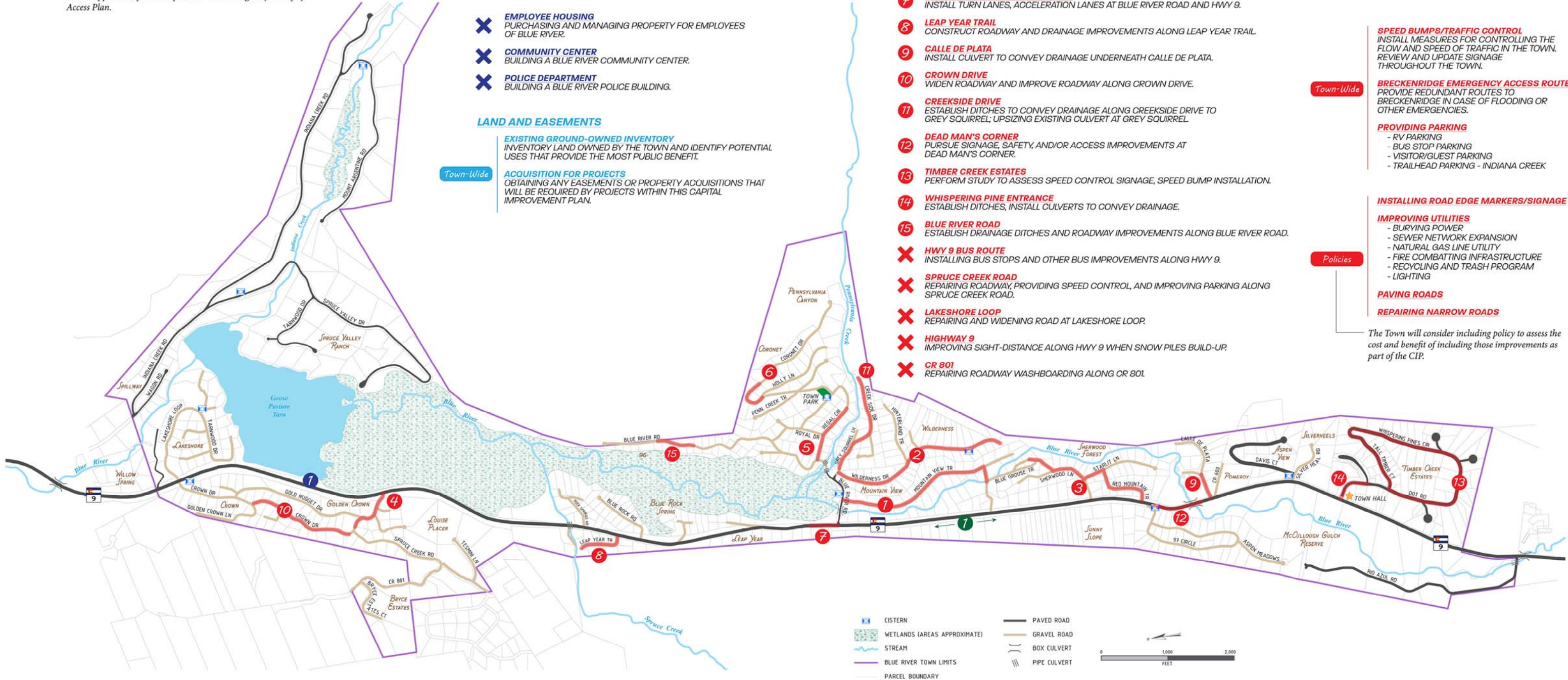
The logo of the Town of Blue River is a circular emblem. It features a landscape scene with a blue lake in the foreground, green evergreen trees on the banks, and a snow-capped mountain in the background. Several birds are shown flying in the sky above the mountain. The words "TOWN OF" are written in a light blue arc at the top, and "BLUE RIVER" is written in a light blue arc at the bottom.

FEBRUARY 2018 PUBLIC MEETING



XXXX PROJECTS NO LONGER BEING CONSIDERED IN CIP

Potential projects indicated with an "X" are no longer being considered within the CIP based on Town Board and public feedback but will be pursued in efforts outside of the Town's CIP where applicable, for example, the CDOT Highway 9 Safety Access Plan.



PARKS AND TRAILS

1 BRECKENRIDGE TO BLUE RIVER/FAIRPLAY BIKE TRAIL CONNECTION
PARTICIPATE IN A PLANNING STUDY TO PROGRESS THE LONG-TERM COMMUNITY VISION OF COMPLETING A LOCAL BIKE PATH FROM BRECKENRIDGE TO BLUE RIVER AND SOUTH TO FAIRPLAY OVER HOOSIER PASS.

PROVIDING A COMMUNITY SHELTER/PAVILION

- BLUE RIVER ROAD SPACE
- TARN

Town-Wide

DEVELOPING TOWN TRAIL NETWORK

CONDUCT TRAIL NETWORK PLANNING STUDY FOR TRAILS THROUGH TOWN WITH CONNECTIONS TO EXISTING TRAILS IN THE BLUE RIVER AREA.

- FLUME TRAIL
- EAST TRAILS
- TRAIL TO PENN GULCH

TOWN PARK EXPANSION

EXPANDING THE TOWN PARK AT REGAL CIRCLE TO INCLUDE MORE FEATURES.

TOWN PROPERTIES

1 TARN IMPROVEMENTS

EMPLOYEE HOUSING

PURCHASING AND MANAGING PROPERTY FOR EMPLOYEES OF BLUE RIVER.

COMMUNITY CENTER

BUILDING A BLUE RIVER COMMUNITY CENTER.

POLICE DEPARTMENT

BUILDING A BLUE RIVER POLICE BUILDING.

LAND AND EASEMENTS

EXISTING GROUND-OWNED INVENTORY

INVENTORY LAND OWNED BY THE TOWN AND IDENTIFY POTENTIAL USES THAT PROVIDE THE MOST PUBLIC BENEFIT.

Town-Wide

ACQUISITION FOR PROJECTS

OBTAINING ANY EASEMENTS OR PROPERTY ACQUISITIONS THAT WILL BE REQUIRED BY PROJECTS WITHIN THIS CAPITAL IMPROVEMENT PLAN.

ROADS, BRIDGES, AND DRAINAGE

1 MOUNTAIN VIEW TRAIL

RE-ESTABLISH ROADWAY AND INSTALL DRAINAGE DITCHES ALONG ROADWAY DRAINING WEST TO BLUE RIVER.

2 WILDERNESS ROAD

ESTABLISH DRAINAGE SWALES TO CONVEY WATER OFF ROADS TO BLUE RIVER. INSTALL CULVERT UNDERNEATH GREY SQUIRREL LANE.

3 SHERWOOD LANE AND STARLIT LANE

WIDEN ROADWAY, ESTABLISH DITCHES AND INSTALL CULVERTS TO DRAIN NORTHEAST ALONG BLUE GROUSE TRAIL TO BLUE RIVER.

4 SPRUCE CREEK ROAD

REGRADE AND REALIGN INTERSECTION, ESTABLISH DITCHES AND CULVERTS, POTENTIALLY INCLUDING CULVERT ACROSS HWY 9.

5 ROYAL DRIVE AND REGAL DRIVE

WIDEN ROADWAY, ESTABLISH DITCHES AND CULVERTS TO CONVEY DRAINAGE TO RECENT BLUE RIVER ROAD DRAINAGE IMPROVEMENTS TO THE WEST.

6 CORONET DRIVE

ADDRESS SEDIMENT BUILD-UP IN DITCHES, EVALUATE WASHBOARDING IMPROVEMENTS ALONG HAIRPIN TURN.

7 BLUE RIVER ROAD AND HIGHWAY 9

INSTALL TURN LANES, ACCELERATION LANES AT BLUE RIVER ROAD AND HWY 9.

8 LEAP YEAR TRAIL

CONSTRUCT ROADWAY AND DRAINAGE IMPROVEMENTS ALONG LEAP YEAR TRAIL.

9 CALLE DE PLATA

INSTALL CULVERT TO CONVEY DRAINAGE UNDERNEATH CALLE DE PLATA.

10 CROWN DRIVE

WIDEN ROADWAY AND IMPROVE ROADWAY ALONG CROWN DRIVE.

11 CREEKSIDE DRIVE

ESTABLISH DITCHES TO CONVEY DRAINAGE ALONG CREEKSIDE DRIVE TO GREY SQUIRREL; UPSIZING EXISTING CULVERT AT GREY SQUIRREL.

12 DEAD MAN'S CORNER

PURSUDE SIGNAGE, SAFETY, AND/OR ACCESS IMPROVEMENTS AT DEAD MAN'S CORNER.

13 TIMBER CREEK ESTATES

PERFORM STUDY TO ASSESS SPEED CONTROL SIGNAGE, SPEED BUMP INSTALLATION.

14 WHISPERING PINE ENTRANCE

ESTABLISH DITCHES, INSTALL CULVERTS TO CONVEY DRAINAGE.

15 BLUE RIVER ROAD

ESTABLISH DRAINAGE DITCHES AND ROADWAY IMPROVEMENTS ALONG BLUE RIVER ROAD.

X HWY 9 BUS ROUTE

INSTALLING BUS STOPS AND OTHER BUS IMPROVEMENTS ALONG HWY 9.

X SPRUCE CREEK ROAD

REPAIRING ROADWAY, PROVIDING SPEED CONTROL, AND IMPROVING PARKING ALONG SPRUCE CREEK ROAD.

X LAKESHORE LOOP

REPAIRING AND WIDENING ROAD AT LAKESHORE LOOP.

X HIGHWAY 9

IMPROVING SIGHT-DISTANCE ALONG HWY 9 WHEN SNOW PILES BUILD-UP.

X CR 801

REPAIRING ROADWAY WASHBOARDING ALONG CR 801.

SPEED BUMPS/TRAFFIC CONTROL

INSTALL MEASURES FOR CONTROLLING THE FLOW AND SPEED OF TRAFFIC IN THE TOWN. REVIEW AND UPDATE SIGNAGE THROUGHOUT THE TOWN.

Town-Wide

BRECKENRIDGE EMERGENCY ACCESS ROUTE

PROVIDE REDUNDANT ROUTES TO BRECKENRIDGE IN CASE OF FLOODING OR OTHER EMERGENCIES.

PROVIDING PARKING

- RV PARKING
- BUS STOP PARKING
- VISITOR/GUEST PARKING
- TRAILHEAD PARKING - INDIANA CREEK

INSTALLING ROAD EDGE MARKERS/SIGNAGE

IMPROVING UTILITIES

- BURYING POWER
- SEWER NETWORK EXPANSION
- NATURAL GAS LINE UTILITY
- FIRE COMBATTING INFRASTRUCTURE
- RECYCLING AND TRASH PROGRAM
- LIGHTING

Policies

PAVING ROADS

REPAIRING NARROW ROADS

The Town will consider including policy to assess the cost and benefit of including those improvements as part of the CIP.



CIP – February Open House Questionnaire

An update on the Capital Improvement Plan

The Town is making progress on the Capital Improvement Plan - there have been several meetings with the Blue River Trustees, the Planning & Zoning Commission, the Citizen Advisory Committee as well as a public Open House. There was also an online survey conducted in October 2017 with 138 responses from the residents. A Blue River map showing potential project ideas that came out of the resident responses is provided and is also available on the website.

With the first Open House and survey, the Town received great general feedback on potential projects. The purpose of this February Open House is to build on that feedback as well as provide an opportunity for residents to offer new suggestions. This time, the Town is diving a little more into the details: asking for specific locations, issues, and ideas for projects that residents feel should be considered in the Capital Improvement Plan.

Please take time to review the attached potential project map and answer the questions below. These questions match the survey that is currently available on the Town website.

Thank you in advance for providing your feedback. The Town's goal is to create a refined list of projects that accurately addresses the needs of Blue River as identified by the planning group and the community. This is not a final project list, but rather a list of projects that will be reviewed using the Capital improvement Plan Evaluation Criteria.

Thank you again for your input and participation!

What is your Blue River address?

This question is to help locate the issues, needs, and project ideas you identify in the next questions.

A grey rectangular box used to redact the respondent's address.

Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area?

Project descriptions for each potential project are available on the map, as well as the approximate project limits (the red lines along the roadway)

yes - looks good -



CIP – February Open House Questionnaire

If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible.

Include landmarks, intersections, or other indicators, along with the project idea or issue (for example, at Grey Squirrel and Wilderness, there are potholes from water crossing the road).

No

Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan?

Please be as specific as possible in regards to the location and issue.

Trail around the farm.

Thank you for your comments. Please hand this completed form in before you leave so that your feedback can be considered by the Town of Blue River CIP Planning Team.



CIP – February Open House Questionnaire

An update on the Capital Improvement Plan

The Town is making progress on the Capital Improvement Plan - there have been several meetings with the Blue River Trustees, the Planning & Zoning Commission, the Citizen Advisory Committee as well as a public Open House. There was also an online survey conducted in October 2017 with 138 responses from the residents. A Blue River map showing potential project ideas that came out of the resident responses is provided and is also available on the website.

With the first Open House and survey, the Town received great general feedback on potential projects. The purpose of this February Open House is to build on that feedback as well as provide an opportunity for residents to offer new suggestions. This time, the Town is diving a little more into the details: asking for specific locations, issues, and ideas for projects that residents feel should be considered in the Capital Improvement Plan.

Please take time to review the attached potential project map and answer the questions below. These questions match the survey that is currently available on the Town website.

Thank you in advance for providing your feedback. The Town's goal is to create a refined list of projects that accurately addresses the needs of Blue River as identified by the planning group and the community. This is not a final project list, but rather a list of projects that will be reviewed using the Capital improvement Plan Evaluation Criteria.

Thank you again for your input and participation!

What is your Blue River address?

This question is to help locate the issues, needs, and project ideas you identify in the next questions.

Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area?

Project descriptions for each potential project are available on the map, as well as the approximate project limits (the red lines along the roadway)



CIP – February Open House Questionnaire

If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible.

Include landmarks, intersections, or other indicators, along with the project idea or issue (for example, at Grey Squirrel and Wilderness, there are potholes from water crossing the road).

CROSSING
THE CULVERT ~~AT~~ GREY SQUIRREL ^{AT BLUE RIVER ROAD} NEEDS TO BE
RE-ENGINEERED & CLEANED

Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan?

Please be as specific as possible in regards to the location and issue.

INSTALL GUARD RAILS ON WEST SIDE OF HWY 9 AT DEAD MAN'S
CURVE.

Thank you for your comments. Please hand this completed form in before you leave so that your feedback can be considered by the Town of Blue River CIP Planning Team.

The logo of the Town of Blue River is a circular emblem. It features a stylized landscape with a snow-capped mountain peak in the center, flanked by evergreen trees. Above the mountain, several birds are depicted in flight. Below the mountain is a body of water, likely a lake or river, with a shoreline on the right. The entire scene is enclosed within a circular border containing the text "TOWN OF" at the top and "BLUE RIVER" at the bottom.

FEBRUARY 2018 SURVEY RESULTS



Capital Improvement Plan Public Input

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Text answer(s) for:

- 2 **Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? ♦ Do the approximate project limits cover the correct area? ♦ ♦ Project descriptions for each potential project are available on the map, as well as the approximate project limits (the red lines along the roadway). ♦**

41 Responses

50 per page ▼ Update

Answer	Respondent
<p>Item #3: Sherwood Lane and Starlit Lane. Please see all of the comments by Martie and Paul Semmer, as well as by Sybil and Pete Turner. No need for me to repeat the same when they are so well expressed. We stand united. Blue Grouse Trail does not have a water drainage problem of its own. Please do not create one. Each and every property owner has responsibility, and a culvert, or culverts, can be installed off of Starlit Lane, as well as Sherwood Lane, for their benefit. Destroying Blue Grouse Trail with water collected from Starlit Lane, Sherwood Lane, Highway 9 and Red Mountain is just wrong. I know you will give this your prompt consideration.</p> <p>Interested in building bike path access along Highway 9.</p> <p>Yes definitely up for improving drainage and wilderness road itself. It gets extremely potholed and full of ponds in the spring due to lack of drainage.</p> <p>Also like the mountain bike trails and bike path ideas.</p> <p>I can't read the map on the first page (it's blurry when zoomed) so I cannot comment on potential projects.</p> <p>Spruce Creek Road Improvements -- I think this is a very needed project on a heavily used portion of roadway. Utility undergrounding and improvements should be considered along with this project.</p> <p>I do not see any.</p> <p>Email map was too small to read. I was able to download larger picture from website.</p> <p>Email link to town website sent to "https://www.colorado.gov/townofblueriver." notice the dot. It should not have the trailing dot.</p> <p>1) Police building, no. Keep using office space in town hall. If you add new buildings or building space, add a satellite post office, then CDOT will recognize us as a town and put town name on highway signs. This is literally CDOT regs to get town name on highway sign is a post office.</p> <p>2) No to more road lighting. Studies show night lighting on roads encourages faster travel speeds.</p> <p>3) Burying power. I can help setting up bags of funding for this. jblueriver@live.com , jwarnick</p>	

5) NO to expanded trainhead parking. Town already over-run by non-residents.

6) Paving roads makes sense to discuss AFTER utilities are buried.

Burying power lines that run through all of our properties tops our list of potential improvements. They are unsightly and it would vastly improve the natural beauty of the area.

Improvements at the Tarn would benefit so many in the town. It's such a treasure and its current condition does not reflect the beauty elsewhere.

0051 Calle De Plata

Not only the culvert, but address and improve spring run off erosion at intersection of Calle De Plata and New Eldorado Ln.

yes.

I would need you to send me the map in a different format. I am unable to enlarge it without distorting the words

Project of widening road doesn't seem necessary to us.

Yes, the projects are 1) Signage near Dead Man's Curve and 2) Planning study for the Local Bike Path from Breckenridge to Blue River/Fairplay. Yes, I think these are relevant issues and support progressing them.

Timber Creek Estates - while I do believe improved monitoring of speed in the area is needed my experience with speed bumps, especially where there is snow plowing, is not effective. Plowing where there are speed bumps is problematic. Also I believe 15 MPH may be a bit low. 20 MPH may be more realistic yet still safe.

I have no idea as the image is too small to read, the link in the previous page doesn't work, and when I copy it to a JPEG I cannot expand it. From my best guess, it appears that maybe something is being done on Coronet.

No

The bicycle trail connection from Breckenridge to Blue River is the highest priority to support my needs / interests.

Improved signage and possible speed limit reduction through town on Highway 9 is 2nd most important to me.

Third most important to me is the minor improvements to the Tarn.

Forth most important to me is increased bus access (more frequent)

I believe that the above projects will greatly improve the access and desirability of the area. This should ultimately spur further economic growth over time (greater tax revenues), and will generally improve quality of life for residents like myself.

Yes, speed bumps within the TCE residential area are needed.

Vehicles moving at excessive speeds, particularly during the Spring, Summer & Fall months when numerous residents, visitors, renters, etc. are walking the roadbed with young children, pets, etc., present and create a serious life safety issue.

Bike path - believe the path could be phased over a number years to get it going

Two desired improvements: Paving of neighborhood roads with speed bumps where needed; and a bike path through Blue River to Hoosier Pass.

It does not affect my area. I am very interested in the bike trail connection from Breckenridge to Fairplay.

I am strongly in favor of the construction repairs along Sherwood/Starlit Ln to help with drainage and the potholes. I would like to see the scope of the project include in entire stretch of Starlit Ln for continuity and function.

No.

Yes and yes. Though I don't know if I totally understand what is being proposed on my road. But I know, since I was rear-ended by someone going 60mph there, that is a dangerous place to come on and off the highway.

No it does not address my suggestion

The map is too small to read but please pave the road!

evb1411@adl.com
jblock@westbrown.com

Yes there is. I feel addressing the road and drainage issue on Sherwood Ln and the whole subdivision and the town of Blue River is paramount. I feel very strongly roads need to be widened, paved and drainage needs to be addressed. When it rains or snows it almost makes the roads undrivable. If an EMT/EMS vehicle has to get in our subdivision it could cause problems

I was extremely disappointed when I found out that the planned project a couple of years ago was postponed/cancelled. I am pleased the Town Board has brought it up again and addressing it.

Thank you.

The map is very hard to see & read where projects are located, even with a magnifying glass. It looks like there is a project at the end of Creekside and one on Wilderness.

Yes

Plan and projects seem appropriate and well thought out with exception of investigation of "speed bumps". I would like strong urge you to reconsider the necessity of speed bumps. Contemporary wisdom now recognizes the shortcomings of and frustrations associated with speed bumps. Expensive to install, reduced property values, increased wear and tear, increases air pollution (Source: BBC.com, April 22, 2009), increased noise levels and most importantly interferes with response time of emergency vehicles. In lieu maybe consider driver feedback signs.

Yes, Dead Man's curve needs to be addressed, we've had several vehicles in our yard, at least one person died.

I would LOVE LOVE LOVE to see utilities buried coming into 97 Circle. The main lines pass through my property, I would GLADLY provide access and work with the town to help make that happen.

◆ "-

Drainage on Creekside above me, and the drainage on Blue River Rd below is a needed location. Water runs across the intersections at Grey Squirrel and Wilderness. Then it runs down to Blue river Rd and across it into the open space area. Maybe getting the drainage under the intersection would be best. If large ditches on the side of the roads are considered, then the roads will need to be wider.

N/A

Improvements to Coronet Dr to improve drainage and 'washboarding' are needed.

No, the project that was supposed to be finished last year seems to have been canceled because my neighbors sued the town. Now the existing drainage situation still threatens to flood my front yard where my septic tanks are.

I don't know. I can't read the map. When I enlarge it becomes distorted.

Not sure. the picture of the map is too blurry and out of focus to read.

Bus stops and safety improvements are very important. Currently, there is a bus stop on the west side of the highway 9 and none on the Lakshore loop side. This is very dangerous in terms of access and also the next stop on the east side is far down the road. there are no shoulders on Route 9 and walking or biking along the road is dangerous.

Improvements should be made on the safety around Route 9.

Bike path and connectivity for walking and biking would greatly improve the safety and enjoyment of our town. We have kids and don't feel safe letting them bike or walk beyond our little pocket cul de sac.

Bathroom facilities at the Tarn is a good idea, too.

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Capital Improvement Plan Public Input

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Text answer(s) for:

- 3 If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible.

Include landmarks, intersections, or other indicators, along with the project idea or issue (for example, at Grey Squirrel and Wilderness, there are potholes from water crossing the road).

29 Responses

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Answer	Respondent
No comment.	
Interested in building bike path access along Highway 9.	
There is a bridge over Pennsylvania Creek to a residence at the dead end off the intersection of Royal Drive and my property at 184 Royal. Last year the side guards fell off or were hit and now there are no guards to keep pedestrians or cars from knowing where the edges are and preventing them from going in the creek. I'm not sure who is supposed to maintain that bridge but it is a safety hazard and should be fixed.	
As long as I've lived here there's been a discrepancy between the road name on our sign and what is in everyone's database.	
I believe it says wilderness Road on our street signs but in everyone's database it's wilderness Drive. (US Postal, Google maps, DMV address database etc. all have it as Drive not Road)	
Our rd is good	
Perhaps just a refresh on signage. Some signs go back to different times and different boards while some signs need a refresh as the Lakeshore neighborhood/Tarn is getting new pressures from short term rentals.	
7) Election to allow town own/manage/support internet. Similar to election Silverthorne did in 2017.	
The cup de sac at the end of Nugget Lane needs regrading. There is often standing water during the summer months - a mosquito breeding ground. Also, the road boundaries are poorly defined.	
No	
None	
Nothing to note, thanks.	
none	
The Blue River that goes under our road often swells beyond the pipe capacity and pushes water over the top of the road creating erosion issues. Widening the culvert would be helpful down the road.	
Increased bus access (more times - e.g., 1 once an hour would be ideal. It seems during Winter this would be utilized well. It seems Summit Stage should give this serious consideration. Based on current population density, it would seem there would	

while I know this isn't a build for Blue River, it is an investment that would be ideally aggressively lobbied for by Blue River officials.

Paving Lakeshore roads is not in the plan and would help with multiple accidents on Lakeshore requiring towing

Please include fixing the drainage issues and potholes on the entire stretch of Starlit Ln if the Sherwood/Starlit Ln project is given the green light.

We would like cost estimates to pave spruce creek road from highway 9 to the county road, about 1 mile or so.. we also would like to know cost of getting a natural gas line to our property.

I think that Highway 9 should be resurfaced and the shoulders improved. But that is a CDOT issue not Blue River.

I saw mentioned a few places some ideas about dealing with the traffic and parking issues caused by the trailhead. I realize the trailhead is probably USFS managed but the number of cars esp in summer is a big issue. People from out of town treat it like a race course and I've seen a number of people get driven off the road by crazy drivers since it's barely a two-lane road in many parts. One poor teen driver ended up flying off and going 50 yards down a steep hill into my neighbor's yard because he was trying to avoid some idiot speeding UP our road to the trailhead. Speed bumps aren't practical on a dirt road I'm guessing, but maybe the engineering company has some ideas.

My suggestion is not specific to my neighborhood, but if adopted, it would be a good place to start.

Speed bumps throughout Timber Creek Estates.

Posting more 15 mph speed limit signs around curve of Circle

I don't think the town really cares about issues in our area.

At the curve where Creekside joins Grey Squirrel there is poor drainage causing a huge rut making it difficult to cross further up Grey Squirrel to the 2 houses there. It is getting progressively worse each year to the point of cars bottom out when going very very slow.

Paving 97 Circle.

◆"-

The yield sign at the intersection of Wilderness and Grey Squirrel is very rarely followed, and there seems to be a lot of close calls in this area. Not sure if a stop sign would help, or if some amount of re-alignment be done at the same time drainage is addressed. Some of the issue is line of sight, and it is hard to see anyone coming on either road until you are into the intersection.

Culvert needed Crown Drive and Golden Crown Lane. Run off leaves a very deep groove in the road. Been getting deeper and deeper each year. Something changed as this was never there before?

Drainage down Mariposa should be completed as planned.

Crown subdivision should be paved. the dirt roads are extremely bumpy and dangerous. culverts and potholes deteriorate quickly.

50 per page ▼ Update

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Text answer(s) for:

- 4 Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan?

Please be as specific
as possible in regards to the location and issue.

28 Responses

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Answer	Respondent
No comment at this time.	
Interested in building bike path access along Highway 9.	
I'd love to see our roads paved someday.	
Could also use expanded parking at the Pennsylvania Gulch trail head.	
It's not clear on the map, but ideally any projects that are being done by other agencies, like Upper Blue San, Xcel, etc would be ideal. I'd love to see a cross agency consolidated CIP.	
8) UBSD should follow-through with their landscape plan on the pump house on Blue River road.	
9) UBSD should remove the massive rock pile at pump house on Blue River road.	
Thank you.	
I think something needs to be done with the old "firehouse" A frame on the highway by Blue River Road. It at least needs to be repaired and painted, or maybe a new use could be found for it.	
We have been homeowners since 1969.	
No	
Concrete boat ramp on highway side of tarn.	
Entrance road to tarn from hiway 9 may be too severe/steep for some vehicles.	
Porta-potty during ice- free times would be nice.	
No, however, I'm unclear on the improvements planned at the Goose Pasture Tarn. I see there is a note of considering improvements, and/or a shelter or pavilion. I feel the tarn is a valuable asset and amenity for residents and would support improvements of this type.	
none	
I would like to see most if not all roads paved. I have no idea if this is being considered (see response to question 2).	
No other projects.	

river many are 2nd home owners and not present all year long. My husband and I are both big gym supporters but would likely bypass the type of small facility Blue River could afford for the one in Breckenridge that has a full scale operation. I'd be very curious to know stats and research that support this decision.

Why wouldn't the town work out an agreement with the existing full scale operation in Breckenridge? Seems like a better arrangement than the overhead of tiny brick and mortar facility.

No.

I believe speed bumps on all paved, residential roads should be addressed. IE: TCE, SVR, Aspen View, etc.

Connecting Blue River to Breck with a rec/bike path is something that I would really like to see done. I would not be opposed to the city using the right of way on starlit ln to run the bike path much like they did in Frisco.

Bike trails on highway 9 into breck should be top priority. Canoe/small boat storage at tarn would be valuable

Not really.

Trail access to town comes up again and again. I would bike commute to work in summer but the road has no shoulder and is deadly for cyclists. So the only way I see forward is a trail system that allows residents on either side of the highway to get to town on foot or bike or even skis in winter via trails rather than highway.

I would like to see the roads paved.

My wife and I have considered moving to Breckenridge many times; for one reason, and that is paved roads.

I suspect property values would increase dramatically (Spruce Valley) thus increasing property taxes which may offset some of the paving costs. I believe that paved roads would put Blue River "on the map" as a much more desirable and "up and coming" place to live. It would be a legitimate alternative to Breckenridge.

Again, I can't read the map, but the only other thing Blue River needs is a bike path.

First, I'm not a big fan of bathrooms at the tarn. All of us live within 15 minutes of our home so with a little bit of planning we would not need a bathroom. But what we do need at the lake is a boat house or boat storage area. It would be nice to have a building with storage racks for SUP's, kayaks, canoes and boats under 12 feet to be stored. Maybe even lockers for required flotation devices, fishing gear, etc. Also, the ingress to the parking area needs to be reworked to make it safer and more accessible. Second, on the South side of the lake where Blue River comes in; Because of the low water a berm has formed and diverted the stream from entering the lake directly. This effects the forage, oxygen and current as it meets the lake and is detrimental to fish/ing. If the berm is knocked down the creek will once again flow directly into the lake. Last, it would be nice to provide some commercial area/buildings in town = city revenue wit a small store and community craft store.

No

In our area, we really need a new, bigger culvert by the McCullough Gulch trailhead given we commonly get flooding in the springtime (from snow melt) that runs over the road and threatens nearby homes with flooding. We definitely consider this a "need" versus a "want". Thanks as always for your leadership.

Pete Stein

Additional paving of roads where possible.

Some streets do not get grated. I think residents would be happy to help fill holes if road basin could be dropped in certain areas for pick up.

Thank you for all the great work happening!

I bike path through town to Breckenridge would be great, but my neighbors would probably sue the town again and it will never happen!

Regular bus service. There would be far less traffic on Highway 9 if we had bus service, at least every 30 minutes. Having lived here 19 years I cannot believe we still dont have one

Invest capital in a clubhouse w/ a restaurant at the tarn for residents - this will be a large source of revenue & I'm certain BR residents will definitely support and chip-in donations to fund something like that - will also bring in good source of revenue

interested in that extending to our neighborhood as well. This is a lower priority than the safety, connectivity and infrastructure for pedestrians and bikers and bus riders along Route 9

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Name:

Blue River Address:

1.Project Review: Please Comment. Under the Response Box is Question: Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area? Project descriptions for each potential project are available on the map, as well as the approximate project limits (the red lines along the roadway)


Sherwood Lane and Starlit water improvements. As property owners at 124 Sherwood Lane we are concerned about access during constructions and about the amount of property to be taken and value for that property.

2.Missing Projects: Under the Response Box is Question: If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible. Include landmarks, intersections, or other indicators, along with the project idea or issue (for example, at Grey Squirrel and Wilderness, there are potholes from water crossing the road).

None

3.Any additional Projects: Under the Response Box is Question: Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or incorporated within the project limits that you think the Town should consider addressing as part of the Capital improvement Plan? Please be as specific as possible in regards to the location and issue.

None



1. Project Review: Please Comment. Under the Response Box is Question: Are there any potential projects being considered as part of the Capital Improvement Plan in your area, as shown on the map? If so, does it address the issues, needs, or project ideas you can think of? Do the approximate project limits cover the correct area? Project descriptions for each potential project are available on the map, as well as the approximate project limits (the red lines along the roadway)

Proposed Project Number 3 Sherwood Lane and Starlit Lane – The currently proposed project using the 2016 design plans is one that invents more problems. Starlit and Sherwood Ln. are experiencing drainage issues which are exasperated with Highway 9 run-off and Red Mt. Road run-off. Also, the installation of sewer lines, gas lines, connections to the sewer lines when converting from septic tanks, improper driveways, etc. have changed the more natural diffused drainage. Since 2016 individual property owners working with Bob Wheeler and the Town Road Manager have addressed many of the site specific drainage issues on Blue Grouse Trail with re-grading the road, which was necessary when above mentioned projects changed the grading. This proposed project brings all the run-off from Starlit, Sherwood Ln., Highway 9, Red Mountain down Blue Grouse Trail. The easements proposed in the 2016 plans would negatively impact the environmental quality/integrity of the community. Substantial animal habitat would be negatively affected. Currently all options for drainage issues have not been explored. There are options for solutions in compliance with Colorado laws that allow for improved drainage at intervals along Starlit and Sherwood Lane. Paving the roads will increase drainage issues as the roads will absorb very little if any water. There are significant cons to paving which have not been taken into consideration by Town residents.

As evidenced by the public reactions to the proposed 2016 Sherwood Lane and Starlit Lane drainage as well as the Blue River Road and Mariposa drainage project, it is important to engage the affected property owners and immediate neighbors throughout the design process: beginning with the purpose and need for the project, identification of issues and concerns, development and evaluation of alternatives, recommended design criteria and implementation strategies.

Widening roads and increased signage are expensive solutions that are unnecessary. Drivers need to take responsibility for safe driving; it's clear that the speed limit is 15 mph on all town roads; on the more narrow roads, courteous driving which includes waiting for a car to pass is effective.

2. Missing Projects: Under the Response Box is Question: If there isn't currently a project being considered in your area and you think there should be, please describe the location and project idea below, being as specific as possible. Include landmarks, intersections, or other indicators, along with the project idea or issue (for example, at Grey Squirrel and Wilderness, there are potholes from water crossing the road).

Before turning issues into full-blown, invasive and costly road improvement projects as part of the CIP, it seems best to first work with appropriate staff (i.e. Public Works Official John McCormick), road contractors (i.e. Bob Wheeler), other specialists and property owners to address and to fix issues.

3. Any additional Projects: Under the Response Box is Question: Are there any other project ideas, needs or issues anywhere in the Town of Blue River that aren't currently shown on the map or

incorporated within the project limits that you think the Town should consider addressing as part of the Capital Improvement Plan? Please be as specific as possible in regards to the location and issue.

- Road maintenance should be fully funded with reserves to ensure safe roads, even if it means increasing the budget for roads. This funding can allow for putting down road base more often, regrading roads to proper grade, etc. What does it take to maintain quality roads in Blue River? A road maintenance plan should be developed to maintain safe roads. Bob Wheeler and John McCormick are key to the development of a road maintenance plan. Town Residents need to hear these on-the-ground experts as well as engineers and other professionals.
- Research and identify all existing easements, platted and actual; these easements should be considered as the foundation for hiking and biking trails as well as any other uses beneficial for the residents of the Town in the present and future. Maps educating the community-at-large regarding Town easements and current legal public use trails within the Town and adjacent public lands should be easily accessible. Hopefully, this education would minimize trespassing and vandalism of private property including posted private property signs; also, appropriate use on trails need to be part of the information that Town residents can access.
- Public dumpster and recycling in vicinity of Town Hall
- Buried utilities—Let's get all overhead utilities buried. Consider a phased-in plan first requiring buried utilities for all new construction projects, and second, as overhead utility lines need to be upgraded/replaced that they be buried in roads and public easements.
- Incorporate recommendations of 2018 Summit County Wildlife Connectivity Report prepared by U.S. Forest Service and CDOT for wildlife crossings along Highway 9 within the Town of Blue River in all capital improvements projects envisioned as part of the current CIP process and in all future projects along the highway corridor.
- Kudos to the Board for appointing an ad hoc committee to study trails; there are many issues associated with trails; currently, there are issues associated with a number of proposals that negatively affect the "village" in which we live as well as negatively affect the Town as a whole. Specifically, many social trails illegally cross private lands, do not follow dedicated pedestrian access easements, and have been "built" without regard to long term sustainability all of which negatively impacts private property and the environment. This is one example of many issues that need to be addressed and resolved. We welcome the Board's recognition of these issues as the Town moves ahead to develop a trails plan in collaboration with other public land management agencies including Summit County, Town of Breckenridge and U.S. Forest Service.

Additional points to take into consideration re: the Capital Improvement Plan include:

- The criteria for selection of projects should also include 1) Does proposed project cause additional problems elsewhere? Maybe the project fixes one problem, but cause more for those directly and/or indirectly affected by the project? (i.e. drainage solution that fixes one area then causes immediate and/or future problems elsewhere.) and 2) increased maintenance costs should be considered a positive if project maintains or even improves the environmental integrity of the community. Or increased maintenance costs without a CIP project that maintains or even improves the environmental integrity of the community is positive.
- Some projects have emerged from Town residents as pie-in-the-sky projects. There is a major step missing in the CIP process of identifying the final CIP projects. This major step can still

happen before the Board of Trustees make a final decision of "yay" or "nay" to projects using the current criteria as the evaluation tool. This major step includes educating the Town residents of the pros and cons of each project; Town residents, staff, professionals such as water commissioner, and on-the-ground professionals (i.e. Bob Wheeler) contracted by the Town should identify the pros and cons of each proposed project. Town residents need to be invited to contribute to the pros and cons. These pros and cons can still be posted on the Town's web site. With this information, residents can give better informed input re: the Capital Improvement Plan. All must remember that Muller Engineering can do anything the Town wants. The question is "At what cost are projects implemented as relates to the environment, negative impacts and the budget?" For example, should the Town be pursuing improvements on the land surrounding the Tarn when the owners of the land surrounding the Tarn do not want those improvements? Also, Tarn improvements are going to require significant maintenance. When roads need additional funding for maintenance, this funding would most likely go to ongoing maintenance of newly built Tarn improvements. There is still time to identify pros and cons for each potential project followed by a survey that elicits informed input before the Board makes the final decisions.

To: Michelle Eddy, Town Administrator

Re: Town of Blue River Capital Improvement Plan

- 1) Mountain View Trail: No comment.
- 2) Wilderness Road: Not clear how the proposed swales get to the river.
- 3) Sherwood Lane and Starlit Lane: This project was considered last year and tabled as unnecessary. Why is it back? It was determined that there is no real drainage issue along Sherwood Lane and Blue Grouse Trail. There was some discussion of improvements on Starlit Lane that might well create some drainage issues. These issues should be dealt with as a part of the Starlit Lane improvements and not passed down to Sherwood Lane and Blue Grouse Trail. A culvert to drain to the river is no more difficult to install off of Starlit Lane than downstream. I would expect considerable resistance from the property owners along Sherwood Lane and Blue Grouse trail to the granting of an easement to benefit property owners along Starlit Lane. With respect to Red Mountain Trail the entrance to the highway should be closed. This closure was contemplated when Red Mountain Trail was put through to Starlit Lane in consideration of the serious safety hazard presented by the intersection being too close to Deadman's Curve. (Aptly named.) See item 12.
- 4) Spruce Creek Road: Much needed improvement from Crown Drive to the highway. There is nothing proposed about improving and stabilizing Spruce Creek Road upslope south to the Town limit. That section of roadway has been eroding for years and requires major work. The Town needs to pressure the County to participate in this project as the vast majority of traffic on this road is bound for county residences and trailheads unrelated to the Town of Blue River.
- 5) Royal Drive and Regal Circle (not Drive): No comment
- 6) Coronet Drive: Much needed improvement.
- 7) Blue River Road and Highway 9: Isn't this under the purview of CDOT?
- 8) Leap Year Trail, 9) Calle de Plata, 10) Crown Drive, 11) Creekside Drive: No comment.
- 12) Deadman's Curve (not corner): Absolutely. This is CDOT, however. Good luck. See item 3, Re: Closure of Red Mountain Trail entrance.
- 13) Timber Creek Estates, 14) Whispering Pines Entrance, 15) Blue River Road: No comment.

Additional Comments:

With regard to the numerous drainage improvements, how much consideration has been given to simply grading out the ditches to eliminate pooling? Has input from the road contractor (Wheeler) been solicited? No one understands the drainage issues better. Have the pros and cons of paving been presented to the affected homeowners as well as cost estimates? Project cost estimates are notably missing from the CIP list.

It is unclear how much citizen input was received in the compilation of the CIP list. Who might know better what the actual concerns would be. Has anyone formulated a cost/benefit ratio. Have the property owners along Starlit Lane (others?) been appraised of the impacts of paving, positive and negative. From my experience of 15-years as Road Manager, I can attest that these solutions are not simple. For instance: Before roads were graded I received complaints about the potholes. After the roads were graded, I received complaints about the speed on the now-smooth roads.

Are there environmental impacts to be addressed and easements to secure before many of these projects can go forward? At what cost?

Would more frequent grading and mag application be a cost saving alternate to paving?

While there is certainly nothing wrong with creating a wish list of dream projects it must be transparently evaluated from a cost/benefit standpoint.

I have noticed through the years that there are some residents, mostly new and part time, that would like to see Blue River developed along the lines of Dallas. On the other hand, there are a substantial number of homeowners who moved to Blue River entirely because it was a far cry from Dallas. Let's be careful and not destroy the idea under which the Town was conceived.



The logo of the Town of Blue River is a circular emblem. It features a landscape scene with a blue lake in the foreground, green evergreen trees on the banks, and a snow-capped mountain in the background. Several birds are shown flying in the sky above the mountain. The words "TOWN OF" are written in a light blue, serif font along the top arc of the circle, and "BLUE RIVER" is written along the bottom arc.

JULY 2018 PUBLIC MEETING



Town of Blue River – Capital Improvement Plan

July 18, 2018 Public Meeting
Muller Engineering Company, Inc.

July 18, 2018



July 18th Presentation Outline

- Capital Improvement Plan Overview
- Plan and Project Life Cycle
- Where we are Today
- Developing the Project Inventory
- Evaluation Criteria Description
- CIP Project List for Town Planning
- Questions



Introduction

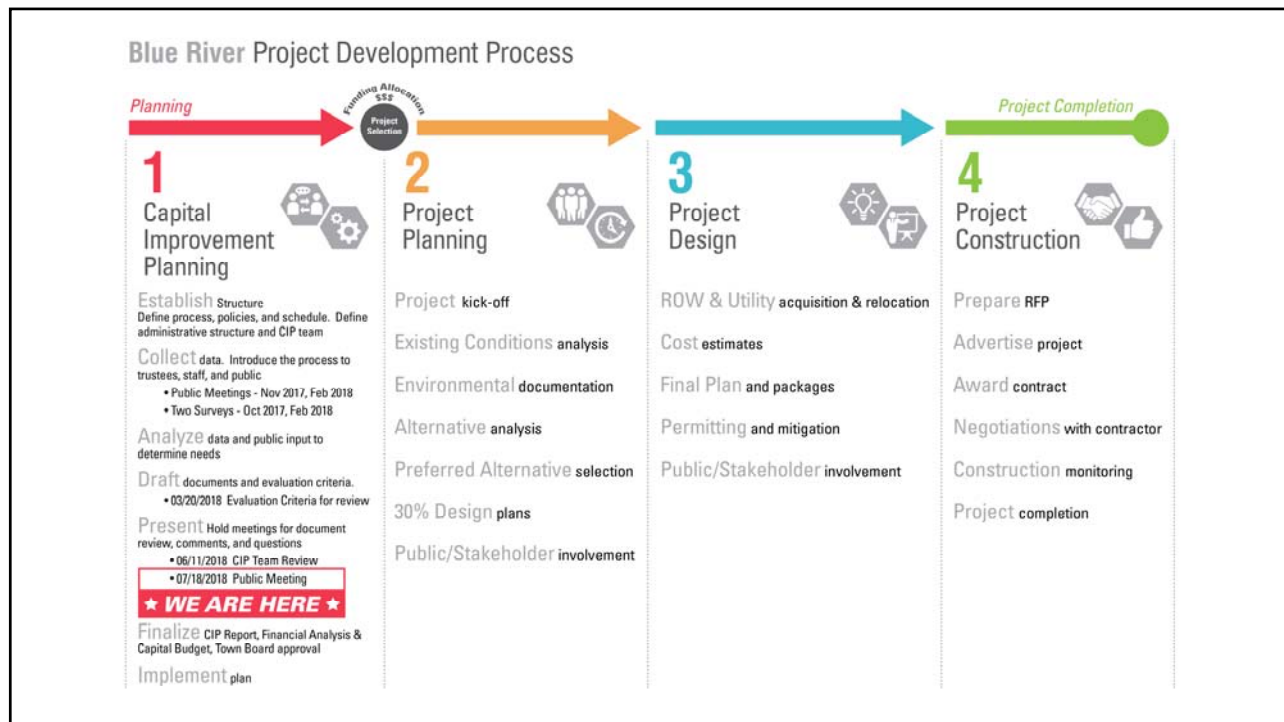
- Meeting Objective:

To walk through the purpose of the CIP and its role as a guide to assist the Town of Blue River as it plans projects in the future, and to summarize the Capital Improvement Plan's current prioritized Project List.



Capital Improvement Plan (CIP) Overview

- Capital Improvement Plan (CIP)
 - High-level planning guide
 - Helps plan and prioritize
 - 5 – 10+ year timeframe
- A CIP Serves as a Guide
 - Non-binding document
 - Conditions can change
 - Project scopes are high-level
 - Detail comes in design phase



Developing the Project Inventory – Timeline





Developing the Project Inventory – Timeline

- Summer 2017
- Defined schedule: Fall 2017 to Jan 2019
- Defined Administrative Structure
 - Town Board of Trustees
 - Planning and Zoning Committee
 - Citizen's Advisory Committee



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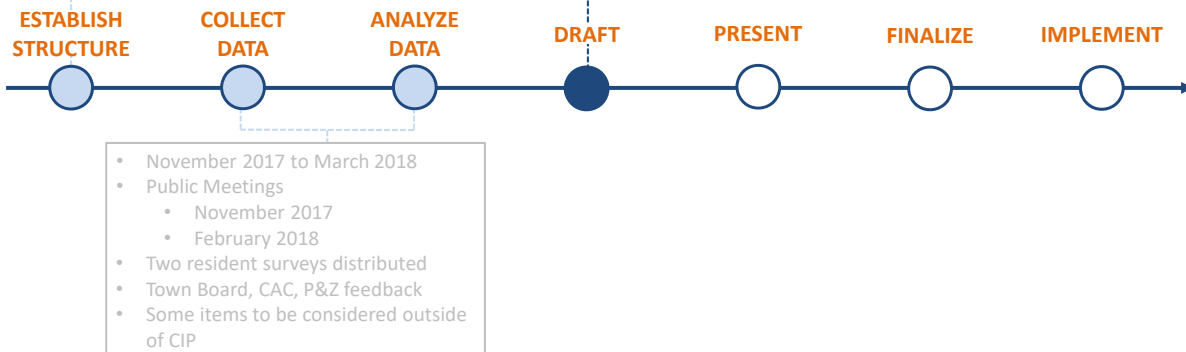
- November 2017 to March 2018
- Public Meetings
 - November 2017
 - February 2018
- Two resident surveys distributed
- Town Board, CAC, P&Z feedback
- Some items to be considered outside of CIP



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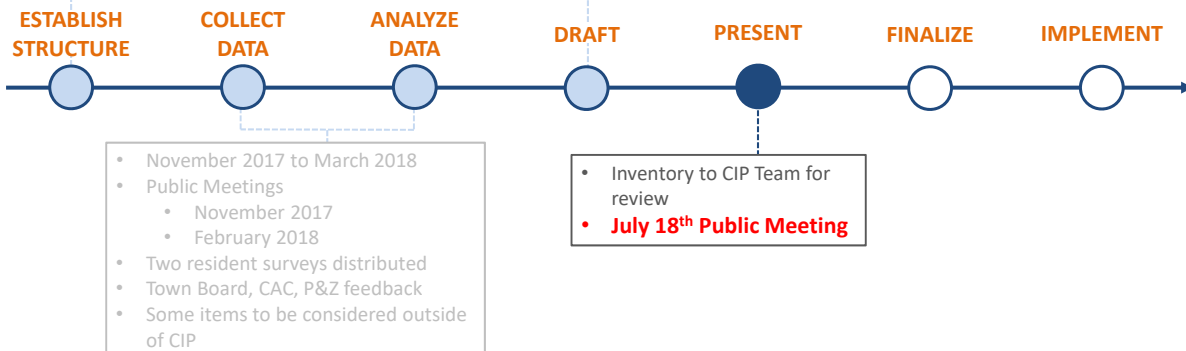
- Summer 2018
- Evaluation Criteria defined
- **Criteria used to compare projects to one another to establish benefit**
- **Prioritized inventory of projects created**



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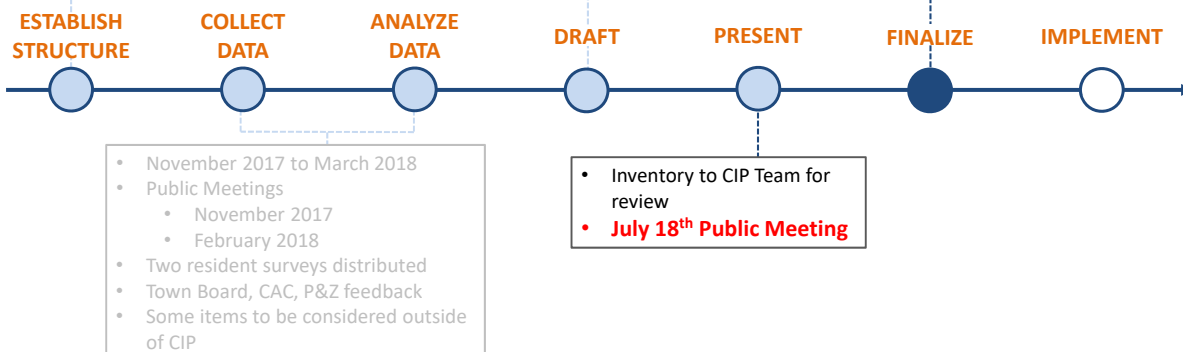


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- Summer 2018
- Evaluation Criteria defined
- Criteria used to compare projects to one another to establish benefit
- ✓ **Prioritized inventory of projects created**

- Expected Winter 2018
- Town Board reviews Plan
- Comments are addressed
- Town Board approves Plan
- **Complete CIP Report**
- **Create capital budget**

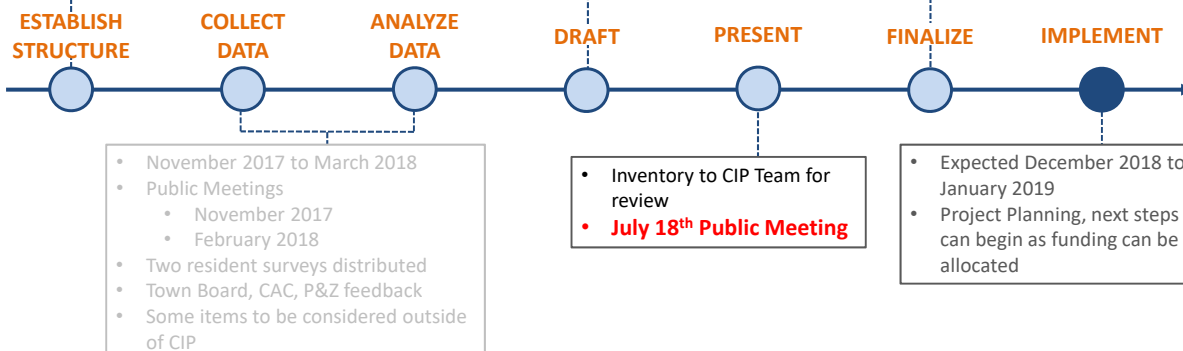


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- Criteria used to compare projects to one another to establish benefit
- ✓ **Prioritized inventory of projects created**

- Expected Winter 2018
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- Comments are addressed
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- **Complete CIP Report**
- **Create capital budget**





The Prioritized Project Inventory

Project Number	Project Name	Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total	Fiscal Impacts	
		Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environ. Aesthetic (0 - 5)	Economic Dev.? (Yes/No)	Collab.? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
18	Tarn Improvements	5	3	4	3	No	Yes	No	Yes	17	\$	No
4	Spruce Creek Road	5	4	3	2	No	Yes	Yes	Yes	17	\$\$\$\$	Yes
12	Dead Man's Corner	5	3	4	2	No	Yes	No	Yes	16	\$	Yes
6	Coronet Drive	5	2	4	3	No	Yes	Yes	No	16	\$	Yes
7	Blue River Road/Hwy 9	5	3	3	3	No	Yes	No	Yes	16	\$\$\$\$\$	Yes
19	Develop Trail Network Study	1	3	5	3	Yes	Yes	No	Yes	15	\$	Yes
3	Sherwood and Starlit Lane	5	4	2	3	No	No	No	Yes	15	\$\$\$	No
10	Crown Drive	3	3	3	3	No	No	No	Yes	13	\$\$\$	No
8	Leap Year Trail	3	3	4	2	No	No	No	No	12	\$	No
14	Whispering Pines Entrance	1	4	4	3	No	No	No	No	12	\$	No
9	Calle de Plata	3	3	3	3	No	No	No	No	12	\$	No
15	Blue River Road	5	3	1	2	No	No	Yes	No	12	\$	No
5	Royal Drive and Regal Circle	3	4	1	2	No	No	Yes	Yes	12	\$\$\$	No
2	Wilderness Drive	5	3	1	1	No	No	Yes	Yes	12	\$\$\$\$\$	No
11	Creekside Drive	3	4	1	2	No	No	Yes	No	11	\$\$\$	No
1	Mountain View Trail	3	3	1	3	No	No	No	Yes	11	\$\$\$\$\$	No
17	Park-n-Ride Lot	1	1	5	1	Yes	Yes	No	Yes	11	\$\$\$\$\$	No
16	Breckenridge Emergency Access Route	5	2	1	1	No	Yes	No	Yes	11	\$\$\$\$\$	Yes
13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$	No



Priority Criteria

Project Number	Project Name	Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total	Fiscal Impacts	
		Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environ. Aesthetic (0 - 5)	Economic Dev.? (Yes/No)	Collab.? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
18	Tarn Improvements	5	3	4	3	No	Yes	No	Yes	17	\$	No
4	Spruce Creek Road	5	4	3	2	No	Yes	Yes	Yes	17	\$\$\$\$	Yes
12	Dead Man's Corner	5	3	4	2	No	Yes	No	Yes	16	\$	Yes
6	Coronet Drive	5	2	4	3	No	Yes	Yes	No	16	\$	Yes
7	Blue River Road/Hwy 9	5	3	3	3	No	Yes	No	Yes	16	\$\$\$\$\$	Yes
19	Develop Trail Network Study	1	3	5	3	Yes	Yes	No	Yes	15	\$	Yes
3	Sherwood and Starlit Lane	5	4	2	3	No	No	No	Yes	15	\$\$\$	No
10	Crown Drive	3	3	3	3	No	No	No	Yes	13	\$\$\$	No
8	Leap Year Trail	3	3	4	2	No	No	No	No	12	\$	No
14	Whispering Pines Entrance	1	4	4	3	No	No	No	No	12	\$	No
9	Calle de Plata	3	3	3	3	No	No	No	No	12	\$	No
15	Blue River Road	5	3	1	2	No	No	Yes	No	12	\$	No
5	Royal Drive and Regal Circle	3	4	1	2	No	No	Yes	Yes	12	\$\$\$	No
2	Wilderness Drive	5	3	1	1	No	No	Yes	Yes	12	\$\$\$\$\$	No
11	Creekside Drive	3	4	1	2	No	No	Yes	No	11	\$\$\$	No
1	Mountain View Trail	3	3	1	3	No	No	No	Yes	11	\$\$\$\$\$	No
17	Park-n-Ride Lot	1	1	5	1	Yes	Yes	No	Yes	11	\$\$\$\$\$	No
16	Breckenridge Emergency Access Route	5	2	1	1	No	Yes	No	Yes	11	\$\$\$\$\$	Yes
13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$	No



Supplemental Criteria

Project Number	Project Name	Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total Project Benefit Score	Fiscal Impacts	
		Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environmental Aesthetics (0 - 5)	Economic Dev.? (Yes/No)	Collab.? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)		ROM Program Cost Estimate	Outside Funding Potential?
18	Tarn Improvements	5	3	4	3	No	Yes	No	Yes	17	\$	No
4	Spruce Creek Road	5	4	3	2	No	Yes	Yes	Yes	17	\$\$\$\$	Yes
12	Dead Man's Corner	5	3	4	2	No	Yes	No	Yes	16	\$	Yes
6	Coronet Drive	5	2	4	3	No	Yes	Yes	No	16	\$	Yes
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19	Develop Trail Network Study	1	3	5	3	Yes	Yes	No	Yes	15	\$	Yes
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10	Crown Drive	3	3	3	3	No	No	No	Yes	13	\$\$\$	No
8	Leap Year Trail	3	3	4	2	No	No	No	No	12	\$	No
14	Whispering Pines Entrance	1	4	4	3	No	No	No	No	12	\$	No
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16	Breckenridge Emergency Access Route	5	2	1	1	No	Yes	No	Yes	11	\$\$\$\$\$	Yes
13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$	No



Understanding the Inventory

- Project Benefit Score
 - Total of Priority and Supplemental Criteria
 - Cost not considered yet
- Scoring Results
 - Characteristics of a top project

Project Number	Project Name	Total
		Project Benefit Score
18	Tarn Improvements	17
4	Spruce Creek Road	17
12	Dead Man's Corner	16
6	Coronet Drive	16
7	Blue River Road/Hwy 9	16
19	Develop Trail Network Study	15
3	Sherwood and Starlit Lane	15
10	Crown Drive	13
8	Leap Year Trail	12
14	Whispering Pines Entrance	12
9	Calle de Plata	12
15	Blue River Road	12
5	Royal Drive and Regal Circle	12
2	Wilderness Drive	12
11	Creekside Drive	11
1	Mountain View Trail	11
17	Park-n-Ride Lot	11
16	Breckenridge Emergency Access Route	11
13	Timber Creek Estates	10



Financial Criteria

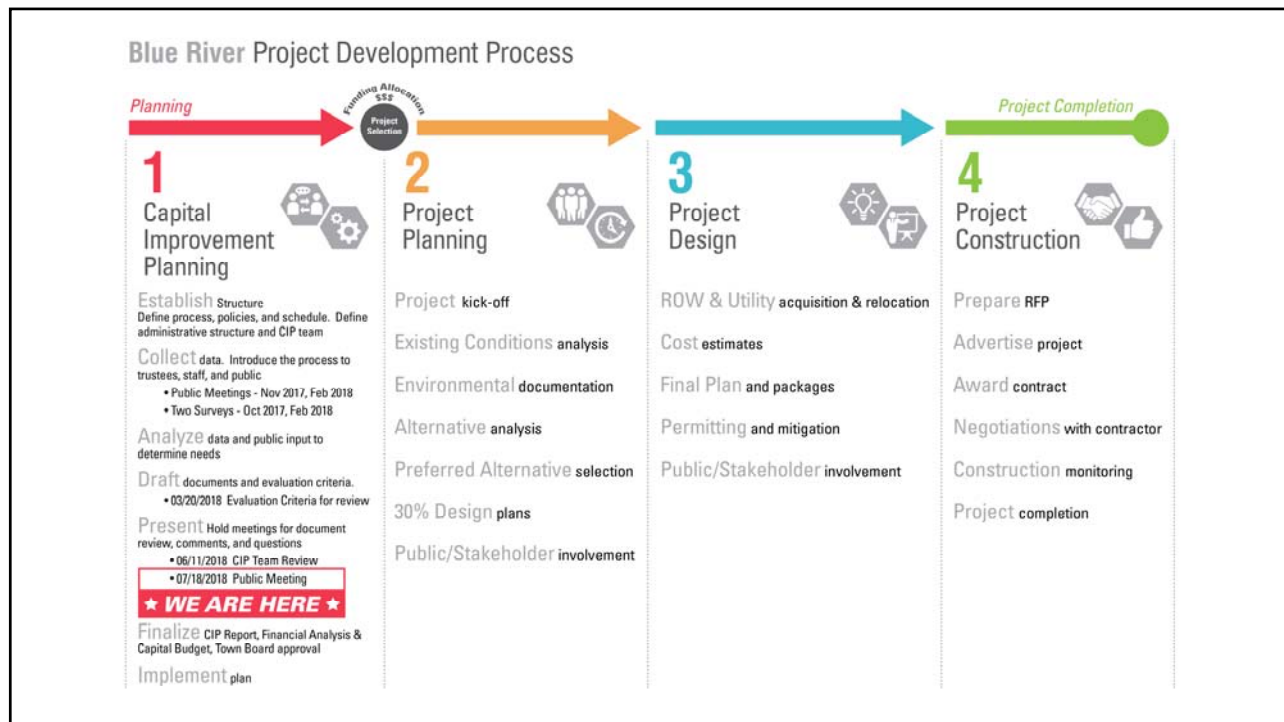
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13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$	No



Understanding the Inventory

- Fiscal Impacts
 - High-level cost estimates
 - Budget forecasting tool
- Outside Funding Potential
 - Grants
 - Partnerships

		Total	Fiscal Impacts	
Project Number	Project Name	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
18	Tarn Improvements	17	\$	No
4	Spruce Creek Road	17	\$\$\$\$	Yes
12	Dead Man's Corner	16	\$	Yes
6	Coronet Drive	16	\$	Yes
7	Blue River Road/Hwy 9	16	\$\$\$\$\$	Yes
19	Develop Trail Network Study	15	\$	Yes
3	Sherwood and Starlit Lane	15	\$\$\$	No
10	Crown Drive	13	\$\$\$	No
8	Leap Year Trail	12	\$	No
14	Whispering Pines Entrance	12	\$	No
9	Calle de Plata	12	\$	No
15	Blue River Road	12	\$	No
5	Royal Drive and Regal Circle	12	\$\$\$	No
2	Wilderness Drive	12	\$\$\$\$\$	No
11	Creekside Drive	11	\$\$\$	No
1	Mountain View Trail	11	\$\$\$\$	No
17	Park-n-Ride Lot	11	\$\$\$	No
16	Breckenridge Emergency Access Route	11	\$\$\$\$\$	Yes
13	Timber Creek Estates	10	\$	No



Next Steps

- Complete Capital Improvement Plan Report
- Financial analysis/budget from the Town
- Town Plan approval – Winter 2018
– **Formal Public Hearing**
- Implementing the Plan – January 2019



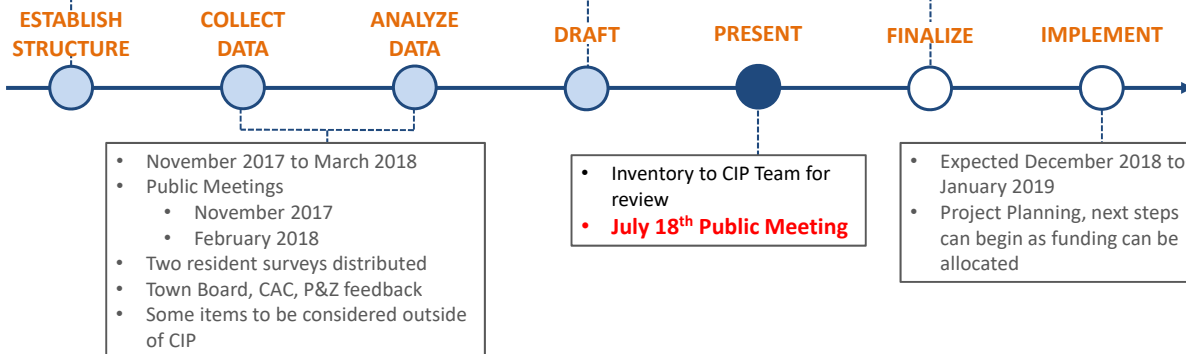


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CIP COMMITTEE FEEDBACK

1/15/2018

Town of Blue River - Project Continuance Votes

2018-01-09 CIP Committee Meeting

- 1 Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.
Yes 9
No 0
Comments: Possibly combine 1, 2, 16; extend repairs/drainage to theobold bridge
- 2 Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey
Yes 9
No 0
Comments:
- 3 Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.
Yes 7
No 2
Comments: Maybe if residents agree; Past Problems, No.; extend past Red Mtn
- 4 Spruce Creek Road:** Improving intersection and approach to Highway 9
Yes 9
No 0
Comments: CDOT Involvement; safety issue @ intersection; County partnership?
- 5 Royal and Regal Road:** Repairing rdwy potholes, drainage along Royal Road near Blue River Road
Yes 7
No 1
Comments: *One form left blank*
- 6 Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, esp. at hairpin turn.
Yes 9
No 0
Comments: Guardrail evaluation; guardrail?; lack of population
- 7 Hwy 9 Bus Route:** Installing bus improvements along Highway 9.
Yes 3
No 6 (includes maybe's)
Comments: maybe, county involvement first; depending on CDOT; support to current efforts by CDOT/County
- 8 Spruce Creek Road:** Repairing rdwy, providing speed control, improving parking at Spruce Creek Road.
Yes 4
No 5
Comments: Use their \$\$;
- 9 Lakeshore Loop:** Repairing and widening road at Lakeshore Loop
Yes 2
No 7
Comments: *None.*
- 10 Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road
Yes 7
No 2
Comments: Leave to CDOT & County to address w/ bus stops, etc.; turn lane south onto BR;

- 11 **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up
Yes 2
No 7 (one maybe counted here)
Comments: one left blank; Done; limited ability to improve
- 12 **Leap Year Trail:** Repairing roadway and drainage along Leap Year Trail
Yes 7
No 2
Comments: None
- 13 **Calle de Plata:** Repairing roadway and drainage at entrance to Calle de Plata
Yes 6
No 2
Comments: one left blank; CDOT; Bus stop. CDOT. Culvert?;
- 14 **CR801:** Repairing roadway washboarding along CR801
Yes 1
No 6
Comments: two left blank; Yes, but only with county; number of homes?;
- 15 **Crown Drive:** Repairing narrow roadway along Crown Drive
Yes 4
No 4
Comments: one left blank; issues like BR Road project
- 16 **Creekside Drive:** Repairing drainage, roadway at Creekside Drive
Yes 9
No 0
Comments: Connect to #2; combine 1,2, 16;
- 17 **Dead Man's Corner:** Improving safety at Dead Man's curve on Hwy 9
Yes 8
No 1
Comments: Leverage CDOT responsibility; safety related, signage; CDOT;
- 18 **Timber Creek Estates:** Installing speed control in Timber Creek Estates
Yes 4
No 4
Comments: one left blank; speed dip instead?; HOA to-do;
- 19 **Whispering Pine Entrance:** Repairing roadway, drainage at entrance to Whispering Pines.
Yes 3
No 3
Comments: 3 left blank; Combine with #18?; possibly combine with #18, get public feedback at Feb. Meeting; is this an issue?
- 20 **Blue River Road:** Extending drainage and roadway improvements along Blue River Road.
Yes 7
No 1
Comments: one left blank

Town-Wide	(feedback not solicited)		Comments received:
	Speed Bumps/Traffic Control		3 Yes; Not without paving
	Breckenridge Emergency Access Route		2 yes; 1 maybe
	Paving Roads		2 Yes; 1 No; 2 "strategically only"
	Repairing Narrow Roads		3 Yes; standard road width
	Providing parking		1 No
		RV parking	2 No;
		Bus stop parking	1 Yes; Land acquisition
		Visitor/guest parking	2 No;
		Trailhead parking	1 Yes; 1 Touchy
		Indiana creek	
	Installing road edge markers/signage		2 Yes
	Improving Utilities		1 No
		Burying Power	2 Yes, 1 "yes best idea"
		Sewer network expansion	1 No; 1 Yes but conditional only;
		Natural gas line utility	1 No; 1 Yes but conditional only;
		Fire combatting infrastructure	2 Yes; 1 Yes w/ RW&B;
		Recycling and trash program	1 No; 1 Yes
		Lighting	1 No!;

Parks and Trails		(feedback not specifically solicited)	Comments received:
1	Providing Breck to Blue River Bike Trail		2 Yes; Yes (look at options); Plan; Good; Prep work; Paved single track
2	Town Park Expansion		Good; 3 No
3	Providing a Community Shelter/Pavilion		Good; Yes
		Blue River Road Space	2 No
		Tarn	2 Yes

Town Wide			
	Developing trail network		Yes; (look at options);
		Flume Trail	?; Yes
		East Trails	?; Yes
		Trail to Penn Gulch	?; Yes

Town Properties			Comments received:
1	Tarn Improvements		2 No; Discussion w/ Theobalds regarding land access then decide; Great Outdoors CO Grant
		Shelter, tables bathroom	?; Yes
		Dock/Boat Ramp	Water levels vary too much; No
		Access grading	2 Yes
		Parking	Yes; No
		Signage on Rules	Yes; No
		Revegetation for noise barrier on hwy 9	No
		Border Trail	2 Yes
		Benches, educational signage	2 Yes
		beach for kids	Yes
		Boat storage	2 No; Discussion w/ Theobalds regarding land access then decide; Great Outdoors CO Grant

Town Wide	Comments received:
Community Center	3 No; good
Employee Housing	3 No; 1 yes
Police Department	Yes; No; Maybe; Done. Housing?;

Land and Easements

Town Wide	Comments received:
Existing ground-owned inventory	?
Acquisition for projects	?



CIP - High-Level Solutions Review

☆ = Safety

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. Mountain View Trail: Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

extend repairs & drainage to Theobald bridge

Move forward in evaluation? ☒ Yes ☐ No

2. Wilderness Drive: Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. Sherwood and Starlit: Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

extend past Red mountain

Move forward in evaluation? ☒ Yes ☐ No

4. Spruce Creek Road: Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Safety issue @ intersection

Move forward in evaluation? ☒ Yes ☐ No

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes ☒ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep. *Guardrail?*

Move forward in evaluation? ☒ Yes ☐ No



7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation?



No

County involvement first maybe

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation?

Yes



No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation?

Yes



No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation?



No

Turn Lane South onto BR

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation?

Yes



No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? Yes ☒ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? Yes ☒ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? Yes ☒ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? ☒ Yes No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes No

Signage

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? Yes ☒ No



CIP - High-Level Solutions Review

19. **Whispering Pine Entrance:** Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation?

Yes

No

20. **Blue River Road:** Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation?

Yes

No

Town-Wide:

- Speed Bumps/Traffic Control - Yes
- Breckenridge Emergency Access Route - maybe
- Paving Roads - Yes
- Repairing Narrow Roads - Yes
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage - Yes
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail

Yes

2. Town Park Expansion - NO

3. Providing a community Shelter/Pavilion

- Blue River road space - NO
- Tarn - Yes

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements

- Shelter, tables, bathroom - Yes
- Dock/Boat ramp - NO
- Access grading - ~~NO~~ Yes
- Parking - NO
- Signage - on rules ~~NO~~ No
- Revegetation for Noise barrier along 9 - NO
- Border Trail - Yes
- Benches, educational signage - Yes
- Beach for kids - Yes
- Boat storage - NO

discussion w/
Theobalds
re: Land access
then decide

Town Wide:

- Community Center - ~~NO~~ No
- Employee Housing - NO
- Police Department - MAYBE

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects

Look AT
OPTIONS



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. **Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

2. **Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. **Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☒ Yes ☐ No

4. **Spruce Creek Road:** Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation? ☒ Yes ☐ No

5. **Royal and Regal Road:** Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? ☒ Yes ☐ No

DEPENDENT ON CDOT, ETC.

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☐ Yes ☒ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? ☐ Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? ☒ Yes ☐ No

DONE



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? ☒ Yes ☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes ☐ No

Bus stop. CDot? culvert?

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? ☒ Yes ☐ No

But only with County.

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? Yes ☒ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? ☒ Yes ☐ No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

CDot.

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? Yes ☒ No

HOA to do.



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation?

Yes

No

is this an issue?

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation?

Yes

No

Town-Wide: NO

- Speed Bumps/Traffic Control YES
- Breckenridge Emergency Access Route YES #21 Project.
- Paving Roads NO SOME; STRATEGICALLY ONLY
- Repairing Narrow Roads YES
- Providing parking
 - RV parking NO
 - Bus stop parking YES
 - Visitor/guest parking NO
 - Trailhead parking YES
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power YES
 - Sewer network expansion YES, BUT COORDINATION ONLY
 - Natural gas line utility NO YES, BUT COORDINATION ONLY
 - Fire combatting infrastructure YES w/ A&B
 - Recycling and trash program YES
 - Lighting NO!



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail : PREP WORK

YES

2. Town Park Expansion

NO

3. Providing a community Shelter/Pavilion

- Blue River road space NO
- Tarn YES.

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail = YES.
 - East Trails = YES.
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements

- Shelter, tables, bathroom
- Dock/Boat ramp
- Access grading
- Parking
- Signage – on rules
- Revegetation for Noise barrier along 9
- Border Trail
- Benches, educational signage
- Beach for kids
- Boat storage

GREAT OUTDOORS COLORADO GRANT.

Town Wide:

- Community Center NO
- Employee Housing NO
- Police Department YES DONE.

HOUSING?

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

- Road Shery plan
- % of results succeed
- Standard Road Width in Town

1. Mountain View Trail: Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

2. Wilderness Drive: Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. Sherwood and Starlit: Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☒ Yes ☐ No

4. Spruce Creek Road: Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, ~~remove~~ ^{no} Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place ^{Can't partnership?}

Move forward in evaluation? ☒ Yes ☐ No

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No - Lack of population

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? ☒ Yes ☐ No - Support to current efforts by CDOT/County

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required -deg
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☒ Yes ☐ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? ☒ Yes ☐ No - Limited ability to improve



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? ☒ Yes ☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes ☐ No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? Yes ? ☐ No ~~# of Homes ?~~

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? ☒ Yes ☐ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? ☒ Yes ☐ No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes ☐ No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No

Town-Wide:

- Speed Bumps/Traffic Control - *not without Permit*
- Breckenridge Emergency Access Route
- Paving Roads - *Strategy*
- Repairing Narrow Roads - *Standard Road width*
- Providing parking
 - RV parking - *no*
 - Bus stop parking - *Land acquisition*
 - Visitor/guest parking - *no*
 - Trailhead parking - *Touchy*
 - Indiana creek
- Installing road edge markers/signage -
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail ~ *Paved US single Track*
2. Town Park Expansion
3. Providing a community Shelter/Pavilion
 - Blue River road space
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements
 - Shelter, tables, bathroom
 - Dock/Boat ramp
 - Access grading
 - Parking
 - Signage – on rules
 - Revegetation for Noise barrier along 9
 - Border Trail
 - Benches, educational signage
 - Beach for kids
 - Boat storage

Town Wide:

- Community Center
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. Mountain View Trail: Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation?

☒ Yes

☐ No

2. Wilderness Drive: Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation?

☒ Yes

☐ No

3. Sherwood and Starlit: Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation?

☒ Yes

☐ No

4. Spruce Creek Road: Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation?

☒ Yes

☐ No

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation?

☒ Yes

☐ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? Yes ☒ No

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☒ Yes ☐ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? Yes ☒ No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation?

☒ Yes

☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation?

☐ Yes

☐ No

CDOT

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation?

☒ Yes

☒ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation?

☒ Yes

☐ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation?

☒ Yes

☐ No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation?

☐ Yes

☒ No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation?

☒ Yes

☐ No

Speed
dip
instead?



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail
2. Town Park Expansion
3. Providing a community Shelter/Pavilion
 - Blue River road space
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements
 - Shelter, tables, bathroom
 - Dock/Boat ramp
 - Access grading
 - Parking
 - Signage – on rules
 - Revegetation for Noise barrier along 9
 - Border Trail
 - Benches, educational signage
 - Beach for kids
 - Boat storage

Town Wide:

- Community Center
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. Mountain View Trail: Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation?

Yes

No

2. Wilderness Drive: Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation?

Yes

No

3. Sherwood and Starlit: Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation?

Yes

No

PAST PROBLEMS
NO

4. Spruce Creek Road: Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation?

Yes

No

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation?

Yes

No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? ☒ Yes ☐ No

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? Yes ☒ No

→ USE THESE

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation?

☒ Yes

☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation?

☐ Yes

☒ No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation?

☐ Yes

☒ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

ISSUES LIKE
BLUE RIVER ROAD
PROJECT,

Move forward in evaluation?

☐ Yes

☒ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation?

☒ Yes

☐ No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation?

☒ Yes

☐ No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation?

☐ Yes

☒ No



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes

No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes

No

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads NO -
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power → YES BEST IDEA *
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure → YES
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail *GOOD*
2. Town Park Expansion *GOOD*
3. Providing a community Shelter/Pavilion
 - Blue River road space *GOOD*
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements

- Shelter, tables, bathroom
- Dock/Boat ramp - *WATER LEVELS VARY TO MUCH*
- Access grading
- Parking
- Signage - on rules
- Revegetation for Noise barrier along 9
- Border Trail
- Benches, educational signage
- Beach for kids
- Boat storage

Town Wide:

- Community Center *GOOD*
- Employee Housing - ? *NO*
- Police Department - ? *NO*

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

- ✓ 1. **Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.
- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
 - **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
 - **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

- ✓ 2. **Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.
- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
 - **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
 - **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

- ✓ 3. **Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.
- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
 - **Challenges:** Property owner opposition with previous design
 - **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☒ Yes ☐ No

- ✓ 4. **Spruce Creek Road:** Improving intersection and approach to Highway 9.
- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
 - **Challenges:** Steep grade, heavy outside traffic
 - **Opportunities:** Building on partial improvements in place

Move forward in evaluation? ☒ Yes ☐ No

- ✓ 5. **Royal and Regal Road:** Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- ✓ • **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- ✓ • **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

- ✓ 6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn. *Guardrail evaluation*
- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
 - **Challenges:** Project location is narrow and very steep.
- Move forward in evaluation? ☒ Yes ☐ No
- ✓ 7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.
- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
 - **Challenges:** Coordination with bus service, ROW/Easements
- Move forward in evaluation? ☐ Yes ☒ No
- ✓ 8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.
- **Scope:** Widening roadway, assessing speed control and trailhead parking options
 - **Challenges:** Majority non-resident traffic, coordination with USFS and County required
 - **Opportunities:** Traffic study data available
- Move forward in evaluation? ☐ Yes ☒ No
- ✓ 9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.
- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
 - **Challenges:** Large excavation and easements required
 - **Opportunities:** Preliminary survey available for area
- Move forward in evaluation? ☒ Yes ☐ No
- ✓ 10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road
- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
 - **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
 - **Opportunities:** State Highway 9 Access Plan
- Move forward in evaluation? ☒ Yes ☐ No
- ✓ 11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up
- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
 - **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- Move forward in evaluation? ☐ Yes ☒ No



CIP - High-Level Solutions Review

✓ 12. **Leap Year Trail:** Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? Yes No

✓ 13. **Calle de Plata:** Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

✓ 14. **CR801:** Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? Yes No

✓ 15. **Crown Drive:** Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? Yes No

✓ 16. **Creekside Drive:** Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? Yes No

✓ 17. **Dead Man's Corner:** Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? Yes No

✓ 18. **Timber Creek Estates:** Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? Yes No



CIP - High-Level Solutions Review

✓ 19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

✓ 20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

Town-Wide:

- ✓ ☒ Speed Bumps/Traffic Control
- ✓ ☒ Breckenridge Emergency Access Route (S)
- ☒ Paving Roads
- ☒ Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- ☒ Installing road edge markers/signage
- ☒ Improving Utilities
 - ☒ Burying Power
 - ☒ Sewer network expansion
 - ☒ Natural gas line utility
 - ☒ Fire combatting infrastructure
 - ☒ Recycling and trash program
 - Lighting

Yes



CIP - High-Level Solutions Review

Parks and Trails

✓ 1. Providing Breck to Blue River Bike Trail

~~2. Town Park Expansion~~

✓ 3. Providing a community Shelter/Pavilion

- ✓ • Blue River road space
- ✓ • Tarn

✓ Town-Wide:

- ✓ • Developing Town Trail Network (revise Mountain bike trail development)
 - ✓ ○ Flume Trail
 - ✓ ○ East Trails
 - Trail to Penn Gulch

Town Properties

✓ 1. Tarn Improvements

- ✓ • Shelter, tables, bathroom
- ✓ • Dock/Boat ramp
- ✓ • Access grading
- ✓ • Parking
- ✓ • Signage – on rules
- ✓ • Revegetation for Noise barrier along 9
- ✓ • Border Trail
- ✓ • Benches, educational signage
- ✓ • Beach for kids
- ✓ • Boat storage

~~Town Wide:~~

- ~~• Community Center~~
- ~~• Employee Housing~~
- ~~• Police Department~~

✓ Land and Easements

~~Town Wide:~~

- ~~• Existing ground-owned inventory~~
- ~~• Acquisition for projects~~



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. **Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

2. **Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. **Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☒ Yes ☐ No

4. **Spruce Creek Road:** Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation? ☒ Yes ☐ No

5. **Royal and Regal Road:** Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? Yes ☒ No

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☒ Yes ☐ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? Yes ☒ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? Yes ☒ No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? ☒ Yes ☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes ☐ No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? ☐ Yes ☒ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? ☒ Yes ☐ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? ☒ Yes ☐ No

CONNECT TO #2

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? ☐ Yes ☒ No



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

COMBINE w/#18?

Move forward in evaluation? Yes

No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation?

Yes

No

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail

2. Town Park Expansion

3. Providing a community Shelter/Pavilion

- Blue River road space
- Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements

- Shelter, tables, bathroom
- Dock/Boat ramp
- Access grading
- Parking
- Signage – on rules
- Revegetation for Noise barrier along 9
- Border Trail
- Benches, educational signage
- Beach for kids
- Boat storage

Town Wide:

- Community Center
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. Mountain View Trail: Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

2. Wilderness Drive: Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. Sherwood and Starlit: Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☒ Yes ☐ No

4. Spruce Creek Road: Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation? ☒ Yes ☐ No

5. Royal and Regal Road: Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? ☒ Yes ☐ No

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☒ Yes ☐ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? ☒ Yes ☐ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☐ No

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? ☐ Yes ☐ No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? ☒ Yes ☐ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? ☒ Yes ☐ No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? ☐ Yes ☐ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? ☐ Yes ☐ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation? ☒ Yes ☐ No

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☒ Yes ☒ No

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? ☒ Yes ☐ No



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail *PLAN*
2. ~~Town Park Expansion~~
3. Providing a community Shelter/Pavilion
 - Blue River road space
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements
 - ~~Shelter, tables, bathroom~~
 - ~~Dock/Boat ramp~~
 - ~~Access grading~~
 - ~~Parking~~
 - ~~Signage – on rules~~
 - ~~Revegetation for Noise barrier along 9~~
 - ~~Border Trail~~
 - ~~Benches, educational signage~~
 - ~~Beach for kids~~
 - ~~Boat storage~~

Town Wide:

- ~~Community Center~~
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects



CIP - High-Level Solutions Review

Roads, Bridges, Drainage:

Note: ROW/Easements are an inherent challenge to all projects.

1. **Mountain View Trail:** Repairing Roadway and Drainage along Mountain View Trail.

- **Scope:** Reestablish roadway section and install drainage ditches along roadway draining west to Blue River.
- **Challenges:** Project sequencing with projects in area, i.e. Wilderness Drive.
- **Opportunities:** Previous information acquired during conceptual alternatives development by consultant.

Move forward in evaluation? ☒ Yes ☐ No

2. **Wilderness Drive:** Repairing roadway and drainage along Wilderness Drive, especially at Grey Squirrel.

- **Scope:** Establish drainage swales to convey drainage off roads and ultimately to Blue River. Install culvert underneath Grey Squirrel Lane.
- **Challenges:** Project sequencing with projects in area, i.e. Mountain View Trail.
- **Opportunities:** Conceptual alternatives developed for Hinterland low-point drainage improvements.

Move forward in evaluation? ☒ Yes ☐ No

3. **Sherwood and Starlit:** Constructing designed repairs along Sherwood and Starlit Lane.

- **Scope:** Widening roadway, establishing ditches and installing culverts to drain northeast along Blue Grouse Trail to Blue River.
- **Challenges:** Property owner opposition with previous design
- **Opportunities:** Project previously designed and shelved

Move forward in evaluation? ☐ Yes ☐ No

MAYBE IF RESIDENTS AGREE

4. **Spruce Creek Road:** Improving intersection and approach to Highway 9.

- **Scope:** Regrading and aligning intersection, establishing ditches and culverts, including culvert across Hwy 9.
 - a. **Concept:** Access Spruce Creek from Crown Drive, remove Spruce Creek intersection with Hwy 9
- **Challenges:** Steep grade, heavy outside traffic
- **Opportunities:** Building on partial improvements in place

Move forward in evaluation? ☒ Yes ☐ No

NOT ENVIRONMENT

5. **Royal and Regal Road:** Repairing roadway potholes and drainage along Royal Road near Blue River Road.

- **Scope:** Widening roadway, establishing ditches and culverts to convey drainage to recent Blue River Road drainage improvements to the west.
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? ☐ Yes ☐ No

POSSIBLY
COMBINE
1, 2 & 16



CIP - High-Level Solutions Review

6. **Coronet Drive:** Repairing Roadway Grade and Drainage along Coronet Drive, especially at hairpin turn.

- **Scope:** Addressing sediment build-up in ditches, assessing washboarding improvements along hairpin turn.
- **Challenges:** Project location is narrow and very steep.

Move forward in evaluation? ☒ Yes ☐ No

7. **Hwy 9 Bus Route:** Installing bus improvements along Highway 9.

- **Scope:** Perform study to increase bus frequency and stop locations, identify areas for potential parking.
- **Challenges:** Coordination with bus service, ROW/Easements

Move forward in evaluation? ☐ Yes ☐ No *REMOVE*

8. **Spruce Creek Road:** Repairing roadway, providing speed control, improving parking along Spruce Creek Road.

- **Scope:** Widening roadway, assessing speed control and trailhead parking options
- **Challenges:** Majority non-resident traffic, coordination with USFS and County required
- **Opportunities:** Traffic study data available

Move forward in evaluation? ☐ Yes ☒ No

9. **Lakeshore Loop:** Repairing and widening road at Lakeshore Loop.

- **Scope:** Cut into slope to widen roadway after ditches and guardrail improvements were placed.
- **Challenges:** Large excavation and easements required
- **Opportunities:** Preliminary survey available for area

Move forward in evaluation? ☐ Yes ☒ No

10. **Blue River Road and Hwy 9:** Providing intersection improvements at Highway 9 and Blue River Road

- **Scope:** Installing turn lanes, acceleration lanes at Blue River Road and Hwy 9
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation? ☐ Yes ☒ No *LEAVE TO CDOT & COUNTY TO ADDRESS W/ BUS STOPS, ETC.*

11. **Highway 9:** Improving sight-distance along Hwy 9 when snow pile build-up

- **Scope:** Assessing snow-plow maintenance on Hwy 9 to increase sight-distance after plowing
- **Challenges:** CDOT owns state highway (CDOT processes, procedures required)

Move forward in evaluation? ☐ Yes ☒ No



CIP - High-Level Solutions Review

12. Leap Year Trail: Repairing roadway and drainage along Leap Year Trail

- **Scope:** Roadway grading and drainage improvements

Move forward in evaluation? Yes ☒ No

13. Calle de Plata: Repairing roadway and drainage at entrance to Calle de Plata

- **Scope:** Installing culvert to convey drainage underneath Calle de Plata.
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes ☒ No

14. CR801: Repairing roadway washboarding along CR801

- **Scope:** Roadway and drainage improvements along CR801
- **Challenges:** Partially out of town limits. Majority non-resident traffic.

Move forward in evaluation? Yes ☒ No

15. Crown Drive: Repairing narrow roadway along Crown Drive

- **Scope:** Widening roadway and improving roadway section along Crown Drive
 - **Concept:** Construct improvements, establish Crown Drive as main access, removing Spruce Creek access to Hwy 9
- **Challenges:** Substantial easements and property owner coordination required
- **Opportunities:** Crown Drive improvements could provide solution to Spruce Creek intersection

Move forward in evaluation? Yes ☒ No

16. Creekside Drive: Repairing drainage, roadway at Creekside Drive

- **Scope:** Establishing ditches to convey drainage to Pennsylvania Creek; upsizing existing 12" culvert at Grey Squirrel

Move forward in evaluation?

☒ Yes

No

COMBINE W/ 1, 2 & 16

17. Dead Man's Corner: Improving safety at Dead Man's curve on Hwy 9

- **Scope:** Signage, safety, and access improvements at Dead Man's Corner
- **Challenges:** CDOT owns state highway (CDOT processes/procedures required)
- **Opportunities:** State Highway 9 Access Plan

Move forward in evaluation?

☒ Yes

No

CDOT RESPONSIBILITY

18. Timber Creek Estates: Installing speed control in Timber Creek Estates

- **Scope:** Speed control signage, speed bump installation
- **Challenges:** Snow plow maintenance, HOA coordination

Move forward in evaluation? Yes ☐ No ☐



CIP - High-Level Solutions Review

19. Whispering Pine Entrance: Repairing roadway, drainage at entrance to Whispering Pines.

- **Scope:** Establishing ditches, installing culvert underneath access to Hwy 9 to convey drainage North
- **Challenges:** Within CDOT ROW

Move forward in evaluation? Yes No

*POSSIBLY
COMBINE
W/ #18*

*GET PUBLIC
FEEDBACK AT
FEB. MEETING.*

20. Blue River Road: Extending drainage and roadway improvements along Blue River Road.

- **Scope:** Establishing drainage ditches connecting to recently constructed improvements.
- **Challenges:** Property owner coordination and feasibility
- **Opportunities:** Builds upon recent Blue River Road improvements.

Move forward in evaluation? Yes No

Yes

Town-Wide:

- Speed Bumps/Traffic Control
- Breckenridge Emergency Access Route
- Paving Roads
- Repairing Narrow Roads
- Providing parking
 - RV parking
 - Bus stop parking
 - Visitor/guest parking
 - Trailhead parking
 - Indiana creek
- Installing road edge markers/signage
- Improving Utilities
 - Burying Power
 - Sewer network expansion
 - Natural gas line utility
 - Fire combatting infrastructure
 - Recycling and trash program
 - Lighting



CIP - High-Level Solutions Review

Parks and Trails

1. Providing Breck to Blue River Bike Trail
2. Town Park Expansion
3. Providing a community Shelter/Pavilion
 - Blue River road space
 - Tarn

Town-Wide:

- Developing Town Trail Network (revise Mountain bike trail development)
 - Flume Trail
 - East Trails
 - Trail to Penn Gulch

Town Properties

1. Tarn Improvements
 - Shelter, tables, bathroom
 - Dock/Boat ramp
 - Access grading
 - Parking
 - Signage – on rules
 - Revegetation for Noise barrier along 9
 - Border Trail
 - Benches, educational signage
 - Beach for kids
 - Boat storage

Town Wide:

- Community Center
- Employee Housing
- Police Department

Land and Easements

Town Wide:

- Existing ground-owned inventory
- Acquisition for projects

The logo of the Town of Blue River is a circular emblem. It features a landscape with a snow-capped mountain, evergreen trees, a body of water, and birds in flight. The words "TOWN OF" are at the top and "BLUE RIVER" is at the bottom, both in a serif font.

EVALUATION CRITERIA FEEDBACK

Develop capital project evaluation criteria-Score 1-12 (in order of importance)

Legal mandates

Fiscal & budget impacts

Health & safety impacts

Environmental, aesthetic & social effects

Economic development impacts

Project feasibility

Distributional effects

Disruption/inconvenience

Impact of deferral

Uncertainty of risk

Inter-municipal effects

Relationship to other projects



CIP – Evaluation Criteria Examples

Blue River Criteria

Example Project Criteria

Health and Safety

Improves safety of the Town and the people living there.

- Reduce crash/crash severity
- Enhance pedestrian/cyclist safety
- Utilize Highway 9 Safety Data, other accident data, speed data
- Meets standard? Guardrail, sight distance, etc.
- Consider Town-wide safety also: roadway and property damage from flood, fire.

Crash Data

Crash history v. AADT to develop safety rating.

- 5 pts: Less than average safety rating
- 3 pts: Average safety rating
- 1 pt: More than average safety rating

Environmental/Aesthetic

Improves the Town visual and environmental integrity.

- Beneficial, neutral, or negative environmental or aesthetic impact from project?
- Consider historic properties, wetland impacts, permitting needs of project, land use

Environmental Benefit

High, Medium, Zero Level of Benefit/Detriment.

- 5 pts: High benefit
- 3 pts: Medium benefit
- 0 pts: No benefit
- -3 pts: Medium detriment
- -5 pts: High detriment

Fiscal and Budget Impacts

Project fits within town budget and provides cost benefit.

- Classify points by range of project costs
- Percent range of Blue River annual CIP budget?
 - Could exceed 100%

Cost Range

Score projects by their cost estimates.

- 5 pts: \$0 to \$999,999
- 4 pts: \$1,000,000 to \$1,999,999
- 3 pts: \$2,000,000 to \$4,999,999
- 2 pts: \$5,000,000 to \$9,999,999
- 1 pt: \$10,000,000 +

Risk Uncertainty

Risks with constructing and maintaining the project.

- ROW needs of project
- Construction risks
- Maintenance risks
- Define what "low medium, high" risk means to Town

Risk

Example used: Risk of federal reimbursement.

- 5 pts: Low risk
- 3 pts: Medium risk
- 1 pt: High risk

Economic Development

Promotes economic growth within Town.

- Separating direct and indirect economic development benefits
- Project "policies" and economic development

Economic Development

Separating direct, indirect economic development.

- 5 pts: Direct economic benefit
- 3 pts: Indirect economic benefit
- 1 pt: Little to no economic benefit

MUST DO #1

SHOULD DO #4

MUST DO #2

SHOULD DO #2

SHOULD DO #3

COMBINE W/ DEFERRED WORK



CIP – Evaluation Criteria Examples

Blue River Criteria	Example Project Criteria
<p>Collaboration <i>Provides opportunities to work with non-profits, volunteers, town residents, and other entities.</i></p> <ul style="list-style-type: none"> • Resident involvement • Non-profit, volunteer involvement • County, USFS, CDOT <ul style="list-style-type: none"> ◦ Could also affect risk • Defining high, medium, low opportunity 	<p>Interagency Coordination <i>Number of opportunities to work with other agencies on project.</i></p> <ul style="list-style-type: none"> • 5 pts: High • 3 pts: Medium • 1 pt: Low
<p>Maintenance <i>This improvement reduces the Town's maintenance.</i></p> <ul style="list-style-type: none"> • Does improvement require substantial maintenance once constructed? • Classify points by range of maintenance budget increase due to project • Percent range of annual maintenance costs? 	<p>Maintenance <i>Assessing maintenance increase after project is complete.</i></p> <ul style="list-style-type: none"> • 5 pts: No increase in maintenance cost • 3 pts: Moderate increase • 1 pt: High increase
<p>Deferral of Work <i>Delaying improvement causes concern to worsen</i></p> <ul style="list-style-type: none"> • Defining what "critical" means to Town • What are the consequences of inaction in project area? Can it be scheduled further out without substantial impact to scope? • Are other improvements dependent on this one being completed in a certain timeframe? • Are grants or other funding opportunities dictating the schedule of this project? 	<p>Criticality <i>Assessing timely need for project to be completed.</i></p> <ul style="list-style-type: none"> • 3 pts: Very critical • 2 pts: Critical • 1 pt: Somewhat critical • 0 pts: Not critical
<p>Outside Funding Sources <i>Eligibility for grants or other funding that can be pursued.</i></p> <ul style="list-style-type: none"> • Number of grants available for project • Likelihood of project's eligibility for grant • Funding opportunities with County, CDOT, USFS, Intermountain MPO 	<p>Outside Funding Sources <i>Determining potential to leverage outside funding.</i></p> <ul style="list-style-type: none"> • 5 pts: Definite eligibility • 3 pts: Potential opportunity • 1 pt: Low opportunity • 0 pt: No opportunities available
<p>Community and Social <i>Community benefits from the completion of the project.</i></p> <ul style="list-style-type: none"> • Multi-modal connectivity • What is the Town-wide benefit of the project? • Does it address feedback heard from public? • Was project discussed in Comprehensive Plan? 	<p>Multi-Modal/Recreation <i>Consideration of multi-modal improvements.</i></p> <ul style="list-style-type: none"> • 5 pts: High consideration • 3 pts: Little consideration • 1 pt: No consideration

NICE TO DO #2

SHOULD DO #1

SHOULD DO #2

SHOULD DO #4

NICE TO DO #1

COMBINE WITH RISK UNCERTAINTY

Review of Town of Blue River CIP- Evaluation Criteria as drafted by Mueller Engineering

Introduction

This document was compiled after reviewing CIP-related documents including survey results on the Town web site, consulting with Colorado Parks and Wildlife and USFS wildlife biologists, attending CIP public meetings, working with my husband Paul whose profession is with the USFS, researching links on the Defenders of Wildlife web site, as well as thirty-eight years of living in our home in Blue River.

Establishing the Scoring System

The following pages present a framework to rate projects that includes three significant parts: 1) *Criteria Components*, 2) *Evaluation Elements*, and 3) *Evaluation Rating*. The *Criteria Components* are written to define the gamut of criteria factors specific to the Town of Blue River under each of the ten criteria categories. *Evaluation Elements* are the attributes/characteristics of the *Criteria Components* identified to answer the question of what is to be evaluated. The *Evaluation Rating* system used in this document is an objective rating scale with 0 or 1 as the least desirable and 5 as the most desirable rating.

Important note: All projects that at least one or more residents identified are being considered and evaluated in the CIP process. Also, there were significant concerns including opposition comments mentioned in the surveys, at public meetings, etc. As each project is evaluated the concerns and cautions Town residents expressed must be included with each project that is evaluated. The entire range of residents' responses must be considered in the evaluation and decision-making process. Not only does the consideration of all opinions provide a broad range of perspectives, but also the inclusion of all opinions reinforces the Town's goal of valuing everyone's input as well as building trust in the Town leadership.

Overall Rating of Evaluation Criteria

Which criteria categories mean the most and what categories should hold more weight than others when deciding on projects? Two options are presented to address this question:

1. Option 1 – Identify the three most important criteria and assign a point value of 2 times the total rating value for each of those criteria. The three most important criteria are Health & Safety, Environmental/Aesthetic and Fiscal & Budget.
2. Option 2 - Divide the ten criteria categories into 3 groups based on overall importance to the Town, "Most Important", "Very Important" and "Important" and weight the scoring accordingly: 1) "Most Important" assign a point value of 3 times the total rating value for each

of those criteria; 2) “Very Important” assign a point value of 2 times the total rating value for each of those criteria; and, 3) “Very Important” assign a point value equal to the total rating value for each of those criteria.

I recommend the following ranking of the criteria based on the importance to the Town:

Most Important - Health & Safety, Environmental/Aesthetic and Fiscal & Budget

Very Important - Collaboration, Risk, Community & Social and Maintenance

Important - Outside Funding, Deferral of Work, and Economic Development

Would one attribute (criteria category) cause a project to be considered over the other? This can be answered during the process of trial project evaluations as well as evaluating proposed projects individually and comparing the projects as an integral part of a comprehensive package of improvements.

Respectfully,

Martie Semmer

Martie Semmer

Blue River Citizens Advisory Committee Member

Blue River Criteria - Health and Safety: Improves safety of the Town and the people living there.		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Reduce crash/crash severity	Utilizing already established CDOT Highway 9 Safety Data (Crash history vs. AADT, County and Town law enforcement reports, speeding violations, etc.) as the standard of evaluation, what is the probability of an increase in accidents and violations as a result of implementing the project?	1-5, where: 1 = High probability 5 = Low probability
2. Resident Health and Safety	What is the probability of negative impacts to residents’ health and safety when implementing the project?	1-5, where: 1 = High probability 5 = Low probability
	What is the severity of the consequences to proceed with the project and subjecting residents to safety risks during project implementation (e.g. traffic accidents, heavy equipment and pedestrian conflicts, etc.)?	1-5, where: 1 = High severity 5 = Low severity
	Number of neighborhoods, subdivisions and/or residents that will benefit positively from implementation of the project	1-5, where:
3. Enhance pedestrian/cyclist safety	To what extent does the project provide an opportunity to separate motorized and non-motorized uses in the travel corridor?	0-5, where: 0 = No opportunity for separation of uses 5 = High opportunity for separation of uses
	What is the probability of negative impacts and safety considerations between pedestrians and cyclists (or otherwise similar recreation uses) on shared travel ways?	1-5, where: 1 = High probability 5 = Low probability
4. Improving town-wide safety during natural disasters, such as during/after flood or fire events.	To what extent does the project provide an opportunity to increase or improve primary and secondary entry and exit travel ways in the Town?	0-5, where: 0 = No opportunity 5 = High opportunity
	Number of neighborhoods, subdivisions and/or residents that will benefit positively from an increase or improvement of	1-5, where: 1 = Low number of residents benefiting

	primary and secondary entry and exit travel ways in the Town?	5 = High number of residents benefiting
	What is the probability that implementation of the project will eliminate or negatively affect emergency access routes?	1-5, where: 1 = High probability 5 = Low probability
5. Consideration to recognized standards and guidelines.	Feasibility for project to follow local, state and national standards for design and construction of specified project. (e.g. guardrail, signing, sight distance, curve radius, grade, etc. for roadway and paved recreational pathways.)	1-5, where: 1 = Low feasibility 5 = High feasibility
	Consistency with standards and guidelines of neighboring jurisdictions (local, state and national) for roadway and paved recreational pathways to provide a “seamless” experience, management and maintenance across jurisdictional boundaries.	0-5, where: 0 = No consistency 5 = 100% consistency
6. Reducing the risk for additional damages or loss of roadway or property at damage-prone areas.	What is the probability of additional damages and/or loss of roadway and/or property loss <u>on-site</u> directly and indirectly affected by the project?	1-5, where: 1 = High probability 5 = Low probability
	Are there feasible options to avoid, minimize or mitigate potential damages and loss <u>on-site</u> ?	0-5, where: 0 = Damage will remain after project ends 1,2 = Damage may be mitigated 3,4 = Damage may be minimized 5 = Damage can be avoided
	What is the probability of additional damages and/or loss of roadway and/or property loss <u>off-site</u> , directly and indirectly affected by the project?	1-5, where: 1 = High probability 5 = Low probability
	Are there feasible options to avoid, minimize or mitigate potential damages and loss <u>off-site</u> ?	0-5, where: 0 = Damage will remain after project ends 1,2 = Damage may be mitigated 3,4 = Damage may be minimized 5 = Damage can be avoided

	What is the severity of the consequences of additional damages and/or loss of roadway or and/or property loss <u>on-site</u> , directly and indirectly affected by the project?	1-5, where: 1 = High severity 5 = Low severity
	Are there feasible options to avoid, minimize or mitigate the severity of the above negative consequences <u>on-site</u> , directly and indirectly affected by the project?	0-5, where: 0 = Severity will remain after project ends 1,2 = Severity may be mitigated 3,4 = Severity may be minimized 5 = Severity can be avoided
	What is the severity of the consequences of additional damages and/or loss of roadway and/or property loss <u>off-site</u> , directly and indirectly affected by the project?	1-5, where: 1 = High severity 5 = Low severity
	Are there feasible options to avoid, minimize or mitigate the severity of the above negative consequences <u>off-site</u> , directly and indirectly affected by the project?	0-5, where: 0 = Severity will remain after project ends 1,2 = Severity may be mitigated 3,4 = Severity may be minimized 5 = Severity can be avoided
7. Potential for unintended and additional health and safety issue(s) as a result of a completed project	What is the probability once the project is completed that unintended health and safety issues will be avoided, minimized, or mitigated?	0-5, where: 0 = Unintended health/safety issue(s) will remain after project ends 1,2 = Unintended health/safety issue(s) may be mitigated 3,4 = Unintended health/safety issue(s) may be minimized 5 = Unintended health/safety issue(s) can be avoided

Blue River Criteria - Environmental/Aesthetic: Improves the Town visual and environmental integrity.		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Overall Environmental and Aesthetic Effects	Are the overall project outcomes perceived as beneficial, neutral, or negative to the environment and corresponding aesthetics?	0-5, where: 0 = Negative perception 2 = Neutral perception 5 = Beneficial perception
2. Existing Environment/Project Location	To what extent is the project area within an existing approved disturbance area (e.g. utility corridor, road and trail right-of-way, building envelope, etc.?)	0-5, where: 0 = Not within previously approved/impacted area 5 = Within approved/existing impacted area
	Is the project located within a critical wildlife movement corridor as identified in the <i>Summit County Safe Passages: A County-wide Connectivity Plan for Wildlife (2017)</i> ?	0-5, where: 0 = Yes 5 = No
	If Yes, above, does the project design incorporate the recommendations presented in the <i>Summit County Safe Passages: A County-wide Connectivity Plan for Wildlife (2017)</i> ?	0-5, where: 0 = Does not discuss recommendations 5 = Includes extensive design features to address report recommendations
3. Project Area Land Use Rights	Does the project require obtaining new land use right(s) (license, easement, land purchase, etc.) or a change in land use zoning?	0-5, where: 0 = Yes 5 = No
	What is the probability of obtaining the required land use right(s) in an amicable agreement between the affected parties?	1-5, where: 1 = Low probability 5 = High probability
	What is the probability of obtaining the required change in land use (zoning or conditional use permit(s) with Town approval?	1-5, where: 1 = Low probability 5 = High probability

4. Scope of Social and Biological Environmental Impacts	What is the diversity of natural resources (cultural resources, wetlands, soils, water, vegetation, wildlife, botany, fisheries, etc.) potentially affected by the project?	1-5, where: 1 = High diversity 5 = Low diversity
	Is the project in an area of concern or critical habitat for threatened, endangered or sensitive species as defined by SHPO, USACOE, USFWS, USFS, CPW and other recognized environmental agencies?	1-5, where: 1 = High critical/sensitive habitat 5 = No critical/sensitive habitat
	What is the probability that environmental regulatory agencies (SHPO, USCOE, CDPHE, USFWS, etc.) will require special permits/requirements before, during and after project completion?	1-5, where: 1 = High probability 5 = Low probability
6. Effect of Environmental Impacts	What is the probability of impacts to environmental resources, directly and indirectly affected by the project?	1-5, where: 1 = High probability 5 = Low probability
	What is the severity of the consequences to impacts to environmental resources, directly and indirectly affected by the project?	1-5, where: 1 = High severity 5 = Low severity
	Does the project planning adequately identify a reasonable range of alternatives to address the impacts to environmental resources directly and indirectly affected by the project?	1-5, where: 1 = Minimum range of alternatives considered 5 = Wide range of alternatives considered
7. Resolution of Environmental Impacts	What is the probability of avoiding impacts to environmental resources, directly and indirectly affected by the project?	1-5, where: 1 = Low probability 5 = High probability
	What is the probability of minimizing impacts to environmental resources, directly and indirectly affected by the project?	1-5, where: 1 = Low probability 5 = High probability
	What is the probability of implementing positive measures impacts to mitigate unavoidable environmental impacts, directly and indirectly affected by the project?	1-5, where: 1 = Low probability 5 = High probability

Blue River Criteria - Fiscal and Budget Impacts - Project fits within town budget and provides cost benefit		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
Project fits within town budget and provides cost benefit.	Cost Range - Classify points by range of project costs	Score project by its cost estimate. 5 pts: \$0 to \$999,999 4 pts: \$1,000,000 to \$1,999,999 3 pts: \$2,000,000 to \$4,999,999 2 pts: \$5,000,000 to \$9,999,999 1 pt: \$10,000,000 +
	Percent range of Town of Blue River annual CIP budget?	Score project by its cost estimate. 5 pts: 0 to 19% 4 pts: 20% - 39% 3 pts: 40% - 59% 2 pts: 60% - 79% 1 pt: 80% to 100% 0 pt: 100%+

Blue River Criteria - Risk Uncertainty: Risks with constructing and maintaining the project.		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Permitting Process - Obtaining required regulatory authorizations and permits for the project	What is the probability of securing all required regulatory authorizations without unnecessary delay or increased costs to the project?	1-5, where: 1 = Low probability 5 = High probability
	What is the severity of the consequences to proceed with the project without obtaining legal land use/rights required for the project?	1-5, where: 1 = High severity 5 = Low severity
	Will the cost/scope of the project increase substantially because of taking the risk to move ahead without proper authorizations?	1-5, where: 1 = High increase in cost/scope 5 = Low increase in cost/scope
2. ROW needs of project	What is the probability of securing all required land use/rights without unnecessary delay or increased costs to the project?	1-5, where: 1 = Low probability 5 = High probability
	What is the severity of the consequences to proceed with the project without obtaining legal land use/rights required for the project?	1-5, where: 1 = High severity 5 = Low severity
	Will the cost/scope of the project increase substantially because of taking the risk to move ahead without proper authorizations?	1-5, where: 1 = High increase in cost/scope 5 = Low increase in cost/scope
3. Construction risks – Worker Safety	What is the probability of negative impacts to worker health and safety when implementing the project to meet deadlines and cut costs?	1-5, where: 1 = High probability 5 = Low probability
	What is the severity of the consequences to proceed with the project and subjecting workers to unnecessary risks to meet deadlines?	1-5, where: 1 = High severity 5 = Low severity
	Will the cost/scope of the project increase substantially because of taking the risk to inadvertently put workers at high risk?	1-5, where: 1 = High increase in cost/scope 5 = Low increase in cost/scope

4. Construction risks - Workmanship	What is the probability of negative impacts to quality of work when implementing the project to meet deadlines and cut costs?	1-5, where: 1 = High probability 5 = Low probability
	What is the severity of the consequences to proceed with the project and accepting a lesser quality product or alternative to meet deadlines or budget constraints?	1-5, where: 1 = High severity 5 = Low severity
	Will the cost/scope of the project increase substantially because of taking the risk to accepting a lesser quality product or alternative to meet deadlines or budget constraints?	1-5, where: 1 = High increase in cost/scope 5 = Low increase in cost/scope
5. Maintenance risks – Environmental Impacts	What is the probability of impacts to environmental resources, directly and indirectly affected by the project, because of improper or inadequate short and long-term maintenance activities?	1-5, where: 1 = High probability 5 = Low probability
	What is the severity of the consequences to impacts to environmental resources, directly and indirectly affected by the project, because of improper or inadequate short and long-term maintenance activities?	1-5, where: 1 = High severity 5 = Low severity
	Will the cost/scope of the project increase substantially because of taking the risk to inadequately address impacts to environmental resources, directly and indirectly affected by the project, because of improper or inadequate short and long-term maintenance activities?	1-5, where: 1 = High increase in cost/scope 5 = Low increase in cost/scope
6. Off-site impacts	What is the probability of off-site properties and residents being affected by the project?	0-5, where: 0 = High probability of negative impact 5 = High probability of positive impact

Blue River Criteria - Economic Development: Promotes economic growth within Town		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Project “policies” and economic development	To what extent does the project offer an opportunity to address the Town of Blue River Comprehensive Plan Fiscal Solution Strategy C - “Diversify the in-Town economy by exploring future development opportunities. • Explore opportunities for small-scale commercial uses in Blue River that are in keeping with the character of the Town and the Upper Blue River.”?	0-5, where: 0 = No opportunity available 5 = High opportunity available
2. Direct economic benefit to the Town	To what extent does the project contribute directly to the economic benefit of the Town financial base?	0-5, where: 0 = Detriment to economic growth 1 = No or little economic benefit 5 = Direct economic benefit
3. Indirect economic development benefits	To what extent does the project offer an opportunity for an adjacent existing or planned land use to create an economic benefit for the Town?	0-5, where: 0 = Detrimental economic benefit 1 = No opportunity for economic benefit 5 = High opportunity for economic benefit
4. Potential of economic benefit(s) to individual private property owners	To what extent does the project potentially affect the value of individual private properties?	0-5, where: 0 = Potential decrease in property value 1 = No property value increase or decrease 5 = Potential increase in property value

Blue River Criteria – Collaboration: Provides opportunities to work with non-profits, volunteers, town residents, and other entities		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Involvement of Town residents	To what extent does resident involvement play in the project planning, design and pre-decision process?	1-5, where: 1 = Low involvement 5 = High involvement
	To what extent does resident involvement play in the project implementation process?	1-5, where: 1 = Low involvement 5 = High involvement
	To what extent does resident involvement play in the project ongoing maintenance and operations process?	1-5, where: 1 = Low involvement 5 = High involvement
2. Opportunity to involve a variety of non-profit entities, NGOs, and home owner associations, individual residents to engage volunteers in diverse opportunities	Number of opportunities available for volunteer participation	0-5, where: 0 = No opportunities available 5 = High number of opportunities available
	Diversity of opportunities available for volunteer participation	1-5, where: 1 = Low diversity of opportunities 5 = High diversity of opportunities
3. Opportunity to involve local, state and federal agencies (Town of Breckenridge, Summit County, VCO, GOCO, DOLA USFS, CDOT, NWCOG, CPW, etc.)	Interagency Coordination--Number of opportunities to work with other agencies on project.	0-5, where: 0 = No opportunities available 5 = High number of opportunities available
	By taking on the project, what is the probability for the Town to grow and nurture relationships and partnerships within the Summit County community?	1-5, where: 1 = High probability 5 = Low probability

Blue River Criteria – Maintenance: This improvement reduces the Town’s maintenance		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Assessment of maintenance budget costs due to project implementation and operation	Does the project improvement require substantial annual maintenance once constructed?	1-5, where: 1 = High maintenance 5 = Low maintenance
	Does the short-term project monitoring require an increase in the Town’s annual maintenance budget?	1-5, where: 1 = High increase 5 = No increase in maintenance cost
	What is the increased percent range of the annual maintenance budget after the project is completed?	1-5, where: 1 = Greater than 15% 2 = 11% - 15% 3 = 6% - 10% 4 = 1% – 5% 5 = 0%
2. Assessment of the impact of post construction maintenance activities on the Town visual and environmental integrity	What is the probability of increased presence of personnel and equipment on roads and project site?	1-5, where: 1 = High probability 5 = Low probability
	What is the probability of impacts to aesthetic quality of adjacent natural environment due to indirect consequences of maintenance, or lack of, maintenance activities, e.g. distressed vegetation from road grading, introduction of invasive species, soil compaction, etc.?	1-5, where: 1 = High probability 5 = Low probability
3. Assessment of post-construction project maintenance to insure long-term positive results of the construction project	What is the value of post-construction periodic and/or ongoing maintenance to insure long-term beneficial results of the construction project?	1-5, where: 1 = Low value 5 = High value
	What is the probability of deterioration of project outcomes without post-construction periodic or ongoing maintenance?	1-5, where: 1 = High probability 5 = Low probability

Blue River Criteria - Effects of Deferral of Work		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Project Schedule/Time Line	What is the probability that the project can be scheduled further out without substantial impact to the scope of the project?	1-5, where: 1 = low probability 5 = high probability
	What is the probability that the project can be implemented in practical sequential phases, without substantial cost increases?	1-5, where: 1 = low probability 5 = high probability
2. Scaled-back or interim work project	What is the probability of coordinating with the public works official and affected property owners a scaled-back or interim work project?	1-5, where: 1 = low probability 5 = high probability
	What is the probability of securing Town funding and/or funding from another source(s) and/or volunteer work for a scaled back or interim work project requiring less funding than the fully-implemented project?	1-5, where: 1 = low probability 5 = high probability
	What is the probability of redesigning the original project to take into account the scaled-back or interim work project?	1-5, where: 1 = low probability 5 = high probability
3.Coordination and relationship with other projects, partners and regulatory authorities	Are other planned Town improvements dependent on this one being completed in a certain timeframe?	1-5, where: 1 = low dependency 5 = high dependency
	How important is the project schedule driven by timelines required of regulatory agencies?	1-5, where: 1 = low importance 5 = high importance
	If the project is delayed what is the probability of negative consequences of working relationships with partners, funding sources, neighboring jurisdictions and community at large?	1-5, where: 1 = low probability 5 = high probability
4. Budget Considerations	How dependent is the project schedule on grants or other non-Town funding opportunities?	1-5, where: 1 = high dependency 5 = low dependency

	Will the cost/scope of the project increase substantially as a consequence of inaction or delayed action?	1-5, where: 1 = high increase in cost/scope 5 = low increase in cost/scope
5.Environmental Impacts/Consequences	What are the potential negative environmental consequences of not implementing the project?	1-5, where: 1 = high consequences 5 = low consequences
	What are the potential negative environmental consequences of terminating the project before completion?	1-5, where: 1 = high consequences 5 = low consequences
6. Health and Safety and Personal Property	If the project is delayed/deferred what is the probability of increased risk to human health and safety and personal property?	1-5, where: 1 = high probability 5 = low probability
	What is the severity of the consequences to human health and safety and personal property?	1-5, where: 1 = high severity 5 = low severity

Blue River Criteria - Outside Funding Sources: Eligibility for grants or other funding that can be pursued.		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Opportunity to apply for and secure grants from non-government philanthropic sources (Summit Foundation, private corporations, Rotary, Elks Club, etc.)	Number of grants available for project	0-5, where: 0 = No grant opportunities available 5 = High number of grant opportunities available
	Diversity of grants available for project	1-5, where: 1 = Low diversity of grant types/sources 5 = High diversity of grant types/sources
	Likelihood of project’s eligibility for grant	1-5, where: 1 = Low chance of eligibility 5 = Definite eligibility
	Probability to leverage outside funding with multiple matching grant sources	1-5, where: 1 = Low probability 5 = High probability
2. Opportunity to apply for and secure grants from local, state and federal government programs (SHPO, GOCO, DOLA, Summit County, CDOT, NWCOG, Intermountain MPO, etc.)	Number of grants available for project	0-5, where: 0 = No grant opportunities available 5 = High number of grant opportunities available
	Diversity of grants available for project	1-5, where: 1 = Low diversity of grant types/sources 5 = High diversity of grant types/sources
	Likelihood of project’s eligibility for grant	1-5, where: 1 = Low chance of eligibility 5 = Definite eligibility
	Probability to leverage outside funding with multiple matching grant sources	1-5, where: 1 = Low probability 5 = High probability

Blue River Criteria - Community and Social: Community benefits from the completion of the project.		
Criteria Components	Evaluation Elements The characteristics noted in Evaluation Elements “that would earn the highest rating in this category” correspond with a score of 5 in the Evaluation Rating column.	Evaluation Rating
1. Was project discussed in Comprehensive Plan?	Number of references to the Town of Blue River Comprehensive Plan, citing specific Goals/Strategies on pages 11 through 30.	1-5, where: 1 = Low number of Goals/Strategies addressed 5 = High number of Goals/Strategies addressed
2. What is the Town-wide benefit of the project?	Number of neighborhoods, subdivisions and/or residents that will benefit positively from implementation of the project	1-5, where: 1 = Low number of residents benefiting 5 = High number or residents benefiting
	Probability to encounter negative response and opposition to implementation of the project	1-5, where: 1 = High probability for opposition 5 = Low probability for opposition
3. Does it address feedback heard from public?	Number of alternatives to the project that address significant issues and concerns from public comments	1-5, where: 1 = Low number of alternatives considered 5 = High number or alternatives considered
	Probability to develop alternatives based on issues and concerns voiced by the public.	1-5, where: 1 = Low probability to develop alternatives 5 = High probability for develop alternatives
	Number and type of opportunities to obtain public comments throughout planning and implementation phases of project.	1-5, where: 1 = Low opportunity for public input 5 = High opportunity for public input
4. Opportunity to provide for multiple uses and connectivity with recreation resources outside Town limits.	Number and kind of uses able to benefit from implementation of the project	1-5, where: 1 = Low opportunity to provide multiple benefits 5 = High opportunity to provide multiple benefits
	Compatibility with adjoining landowners’ (USFS, Town of Breckenridge, & Summit County) recreation management objectives and resources.	1-5, where: 1 = Low compatibility with adjoining landowners 5 = High compatibility with adjoining landowners
5. Need versus Want?	How does the project address identified priority needs of the Town to meet current	0-5, where: 5 = Project is an identified need 0 = Project is not a current need

	goals and strategies versus meeting a future desired condition that is “nice to do” amenity	
6. Compatibility of diverse and multiple uses	Probability of potential user conflicts	1-5, where: 1 = High probability for user conflicts 5 = No user conflicts

May 23, 2018

Greetings—

Intro note: This is written for those who attended the May 9th meeting; however, if it's a good idea to pass this along to others involved in the CIP evaluation process, please do so. Michelle, would you send this message to Mark Fossett since his email address is not yet on the Town web site. The text of this email is quite long so I have included the text in the attached Word document.




I was amazed at the valuable information Audrey, Steve and Jeff shared with us at the May 9th meeting. As a member of the Citizens Advisory Committee regarding our role to review CIP proposed projects, evaluate these projects, and to be a part of the recommendation process to the Board of Trustees, additional thoughts have occurred to me that could better insure a quality and informed evaluation process.

When we the CAC, P&Z, and Trustees receive the projects and evaluation/scoring rubric from Muller, a narrative with information noted below will help me—and hopefully others—to evaluate/score each CIP proposed project from a well-informed perspective. Along with each CIP project, it would be helpful for Muller Engineering to include a brief narrative with rationale for each of the following questions:

- What is the current condition of the road(s) or area of the project?
- What is the specific problem, issue, need, desire, etc. the project addresses/resolves?
- What is the scope—including key project elements?
- What are key impacts of the project to adjacent lands for the project to be implemented and completed?
- How was the project identified?
- What is the recommended time to start a project and to complete the project as well as the purpose and need for action to start and end a project by a certain date?

It has been helpful for me to read the information under the Capital Improvement Plan and Documents on the Town of Blue River web site. Link: <https://www.colorado.gov/pacific/townofblueriver/capital-improvement-plan-information-documents>

Throughout the process, projects that the Town's residents have mentioned as important have made the CIP list. At the same time, residents have raised concerns via the public meetings and surveys which those of us involved in the evaluation process must take into consideration.

It appears the online CIP documents that best include both the pros and cons of the proposed projects are...1)  [Open House Survey results 3-1-18.pdf](#) (most recent survey results);  [Survey Result Highlights.pdf](#) (November 30, 2017);  [CIP Survey Results.pdf](#) (November 14, 2017). Although all the CIP documents offer important information.

For example, the Creekside Drive project is one about which I only have a general concept via the CIP project description: "Creekside Drive - Establish ditches to convey drainage along Creekside Drive to Grey Squirrel; upsizing existing culvert at Grey Squirrel." This is one example of the importance of my having a project narrative and rationale, plus the above pdf. documents to guide me in the evaluation process. So far in the CIP process we only have available an identified list of projects with general descriptions.

A number of Town leaders have been involved with the CIP proposed projects for years and Muller Engineering has done in-depth and long-term work with the Town. These two groups are well aware of the rationale for each project that has made the CIP list. However, unless a resident in the Town of Blue River lives on Creekside and has been involved with the issues on that particular road, it's hard for those evaluating this project to know some specifics as to why it's on the CIP list. A narrative with rationale will help those of us who are unfamiliar with the Creekside example to become familiar with this project as well as the other projects.

A narrative with rationale for each project will help us to understand each project based on its own individual merit as well as how each project fits into the overall Capital Improvement Plan.

Hopefully, the requested information can be provided.

Many thanks for everything you all have done to guide the Town through the present and into the future.

Best regards,

Martie Semmer

Town of Blue River
Citizens Advisory Committee
Attn: Martie Semmer

Re: Town of Blue River – Evaluation Criteria Run-through, June 11, 2018
Project Ratings and Justification

Thank you for sharing the referenced documents. I appreciate the opportunity to comment.

The brief narrative associated with the nineteen (19) identified projects provides only a bare minimum of information as to the extent and purpose of the project(s). The considerations column is equally short of definition. The listing provides information as to the physical activity with scant information as to the how and why. In order to fully evaluate these projects, I would suggest that a much more inclusive narrative be attached, possibly including some or all of the following:

- 1) Identify the purpose and need for the project. What are the specific issues and problems the project is being designed to solve? What is the history of the problem and possible solutions?
- 2) Identify negative aspects and impacts of the project. Is an issue just being relocated?
- 3) Specifically, what are these “Safety Feature Points?”
- 4) Many of the proposed projects require easements. How are these easements to be acquired? Does the Town expect property owners to donate them? Some of the easements will create significant negative impact to the affected property.
- 5) Explain “Flood Risk.” What is the source of the risk and the history of flooding? What are the alternatives to alleviate the risk?
- 6) Explain “Limited Tree Removal.” What are the criteria for removing trees vis-à-vis alternatives?
- 7) What are the “downstream” impacts of the project(s)? Will the alleviation of one issue (ie. flooding) at one location simply relocate it to another?
- 8) What has been the extent of “expert” input? Bob Wheeler undoubtedly knows more about the Town roads than anyone. I was Town Building Official and Road Manager for 15-years, or so. Any questions directed at me? How about the resources of the State Water Commission? The Forest Service? How much input has been received from actual affected property owners?
- 9) Have options of improved and/or increased maintenance been reviewed, as an alternative to new facilities?

I have a couple of specific project comments related to Dead Man's Corner and Starlit Lane.

- 1) Years ago, the Town initiated a project to improve safety and reduce maintenance at all the road intersections with Highway 9. The main aspect was the grading and paving of an apron leading to the highway. The intersection of Red Mountain Trail with the highway was omitted from this project because of the plan to connect Red Mountain Trail with Starlit Lane. Once that connection was completed the intersection with the highway was to be closed. The connection has been long completed, but the intersection with the highway remains open. The original plan seems like a simple solution.
- 2) The Starlit Lane/Sherwood Lane project keeps coming back, even though it was tabled. Where is the historical justification for calling this a high-level flood risk? How can property 20 feet above the river flood? Drainage issues can be addressed. At one time there was some flood risk downstream that was addressed by replacing the Blue River Road culvert with a bridge. Starlit Lane has some drainage issues that can be addressed with improved ditches and culverts, but where is the water supposed to go? There seems to be no consideration of drywells as an option. If a culvert emptying into the river from the Starlit Lane/Sherwood Lane intersection makes sense, OK. What doesn't make sense is the conveying of water down Sherwood Lane to the river. (Sherwood Lane does not actually adjoin the river.) In any case, difficult easements will be necessary.

My feeling is that this pie-in-the-sky approach to spending money was misguided and should be reset. Why can't we identify historical problems before throwing out solutions? The Town of Blue River is what it is – The Town of Blue River – not Breckenridge, Vail or Dallas. Most of us came to Blue River because we liked what it was, not what it wasn't. I recall a bumper sticker worn by many of us years ago. This bumper sticker was the brainchild of a long term Blue River resident, now deceased. It read "Don't Pave Paradise."

06/27/2018

Nelson C. "Pete" Turner

June 29, 2018

Re: Town of Blue River (ToBR) – CIP – Evaluation Criteria Run Through, June 11, 2018 – Project Ratings and Justification

CIP Development Team,

Thank you for the opportunity to review and comment on the CIP evaluation criteria documentation, as well as allowing us to participate in the development of the CIP process. My comments are based on limited participation in the development process, and I apologize if some of these points have been addressed in previous meetings. As part of my review, I haven't focused on any one specific project's details, nor the accuracy of the point system criteria (I am assuming Muller has provided sufficient points rating based on their expertise). My comments relate to the "process" of how projects will be handled when submitted for CIP consideration – a template or format for CIP project submittal / review / approval and implementation.

- During review of the "Evaluation Criteria Process" pages 1 thru 5, I questioned why only a "High Level Project Overview" was provided. I had envisioned a more detailed narrative description of each project. I was surprised by the condensed version with up to (4) projects listed on each 11x17 page. It's my understanding that Muller will be providing project evaluation, but as a board member with the potential task of green-lighting projects, I would want to see more detailed project specific information to assist in making an informed decision when prioritizing projects within budget cycle constraints. I understand that (4) criteria hold some of the information requested, but I believe that a narrative with a bit more detail would be extremely helpful for the Board. I am including a rudimentary CIP example, which I created from a field report template that I have used for my work. This is by no means the best format which would convey project information, but hopefully it will serve as an example of what type of information I had hoped to see. Is it possible to provide a narrative with the following: history of the problem in narrative form, how a potential project was identified (ex 7/29/17 CIP development survey), CIP Entry #, the need to address the problem and possible solutions with a limited description of the extent of the scope (easements, etc.)? – See included "2018-06-29 CIP Example" for consideration.
- During the 5/9/18 CIP meeting, I had mentioned project numbering. I believe that some type of numbering would be useful to track when a project was first entered into the CIP evaluation process. In my mind, a database for each road, or at a minimum, sub-division would exist where we could store information regarding problems associated with areas in question. If a project takes multiple years to budget / plan / implement solutions, or if it doesn't meet the criteria for CIP funding then a record would exist for future residents / board members, roads department staff to reference. Such a database could carry forward historical information despite "changing of the guard" of staff and / or board members.
- Going forward, how will future CIP projects be developed / conceived / identified – by public input or roads department staff (or both)? How often will new projects be considered – annually, semi-annually? How will they vetted – Muller's evaluation, public outreach, etc?
- If not already outlined elsewhere, can we define the number of meetings / public input period, etc. for various project types – small / medium / large / short / long term, etc.?
- Question regarding information noted on pg 2 of 5 of the "Evaluation Criteria Runthrough" See Health & Safety, Comments for Coronet Drive → What do the numbers under "Comments" mean? ie 2 – Formalize roadway template, 1 – Install sign, 2 – Geometric roadway improvements, 2 – Improve clear zone conditions... Should these add up to a safety score of (7)? Also, can you provide a legend that describes what a "safety feature point" is, or are the safety features being referenced under the comments heading?

I want to thank Muller for all their efforts to date. Without their input and guidance this development process wouldn't be as near completion as it is. That said, I cannot fully support the Evaluation Criteria as outlined on June 11, 2018 at this time.

Respectfully,

Dan L. Cleary



CIP EVALUATION

Red text below denotes alternate proposed status and / or recommendations...

PROJECT: Rustic Terrace Drainage Improvements

ENTRY #: 1801.00

REFERRED BY: John Smith (Resident)

REFERRED DATE: 5/9/18

ENTERED BY: Dan Cleary

ENTRY DATE: 6/29/18

PURPOSE OF PROJECT: Alleviate Standing Water

STATUS: Under Review *(or Active, Archived)*

PRIORITY: Low

PROJECT BENEFIT SCORE: 14

RECOMMENDATION: For Approval *(or Denied - Recommended for approval of increased maintenance and limited)*

 X Identified by the Public

 Identified by Staff

I. General Project Information

- A. The project under consideration was identified by John Smith who has lived at 25 Rustic Terrace since 2004. The condition was identified during the May 9, 2018 public outreach survey. Over the past decade, staff has been contacted about standing water on the road on multiple occasions, but the issue was alleviated with periodic grading and no further action has been taken to date.

II. Conditions

- A. Rustic Terrace is accessed from Highway 9, and the street is a dead end accessing less than a dozen homes. The road is narrow and not located within the easements (See figure 1 below).

Insert Picture Here

Figure 1

- B. Aside from the resident who has identified the issue, there have been no other complaints, and according to staff the problem poses no safety issue.
- C. The road has no notable crown to the grade, and there are no existing ditches alongside the road.

III. Proposed Solution

- A. Preferred – As previously stated, the condition has been improved with grading. It is our recommendation to grade the roadway and provide a crown to promote drainage. Based on the slope to the north, we recommend that ditches be installed alongside the north side of the road

to drain the water away from the lower lying area that has suffered the most significant ponding water.

B. Alternate #1 – If cost is of immediate concern, the Town may consider doubling the number of seasonal gradings from (2) to (4). Such an increase could be made for X years before exceeding the budget for the previous solution.

IV. Considerations

A. Based on our preferred solution above, no permanent easements would be required.

B. Design Cost is estimated at $\$X$, and construction is estimated to be $\$Y$.

V. Conclusion

A. Based on the overall cost of the project versus it's Project Benefit Score (See Summary Score Sheet of this packet), it is staff's recommendation that this project be approved for (1) year of increased grading for the summer of 2019, until summer of 2020 when the preferred solution outlined above be implemented.

THIS IS WHERE I WOULD INSERT THE (4) POINTS RATING
CONSIDERATIONS CRITERIA FOR THE SPECIFIC PROJECT.
HOWEVER I WOULD STILL LIKE TO HAVE THE RUNTHROUGH
AND SUMMARY SCORE SHEET AS PROVIDED...

Thank you Team Muller for all your efforts.

To: Muller Engineering
From: Martie Semmer, Member
Town of Blue River Citizens Advisory Committee
Re: Response/Comments Concerning "Town of Blue River – Evaluation Criteria Runthrough"
Date: June 29, 2018

Muller Engineering is competently directing and guiding the CIP process. However, after reviewing and reflecting upon the "Town of Blue River – Evaluation Criteria Runthrough" there are some puzzle pieces still missing. The format of the comments I am presenting will highlight each missing puzzle piece with ideas for solutions.

I have involved my husband Paul, who has a great deal of experience in the process of developing similar types of plans in his role with the U.S. Forest Service Dillon Ranger District. Also, I have involved Pete Turner, former Town of Blue River Road Manager. Please refer to Pete's comments sent to Michelle on 6/27. Also, the comments presented in this document reflect informal communications with other Town residents.

To address the missing puzzle pieces, I strongly recommend a time-out or extending the timeline to address the issues and problems that perhaps are not Muller Engineering's responsibilities—although some solutions may involve Muller Engineering's professional expertise in a supporting role instead of their current role. It appears that there are a number of CIP projects that can still be included in the 2019 budget even though the CIP planning process is not yet completed.

It is essential that the planning process is done right since this will serve as a guide to evaluate future projects in the Town. Rushing into completing this phase of the CIP planning process to keep to a timeline weakens the process, and therefore weakens the product. I strongly encourage the Board of Trustees to follow through with an intermediary phase to address the missing puzzle pieces even though this may postpone the remaining phases of the CIP timeline. This information and proposed solution options—which may generate other solution options—can better guide Muller Engineering in completing their work and the carrying out of the remaining CIP planning phases.

Missing Puzzle Pieces and Solution Option(s) for Consideration

Missing: detailed description of all 8 evaluation criteria categories – This is an essential component for the reviewing team which includes the Board of Trustees, Planning and Zoning, and Citizens Advisory Committee commenting on the document. Ideas to the CIP-Evaluation Criteria Examples were discussed at the May 9th meeting; we never received the revisions in writing. If I had not attended the May 9th meeting, the summarized evaluation categories would be even more murky. There were only four members of the above-mentioned reviewing team who attended the May 9th meeting. How were the other members of the reviewing team informed of the discussions that took place?

What are the "safety feature points" within the Health and Safety category considerations? Also, within the Health and Safety category what do the numbers and phrases mean in the Comments column under each project (e.g. see Tarn Improvements – "2 – Access improvement; 2 – Geometric improvements; 2 – Improve clear zone condition"? The single words and short phrases in the Environmental/Aesthetic

category do not give the reviewers enough details to understand the evaluation criteria categories for reviewers to give informed feedback. Also, under Develop Trail Network Study, the comment “ge to existing condition by performing” appears to be a typographical error.

Solution Option(s) for Consideration: In addition to the summarized “Town of Blue River – Evaluation Criteria Runthrough,” an accompanying detailed description of all the evaluation criteria categories needs to be included. Later in these comments, I have provided a rationale for an accompanying document to also include a narrative for each proposed project’s rationale and a narrative of the scope of the project, as well as possible non-CIP steps to solve issues.

Missing: first steps/premise/foundation – It appears that from the beginning, the focus of the CIP process has been for residents to identify projects they would like to see happen instead of what issues, problems, etc. that need to be addressed. As a result, projects were identified without Town residents being informed about pros and cons of those projects. Residents were asked to identify desired projects without identifying a purpose and need or why.

Solution Option(s) for Consideration: The identification of issues, problems, etc. can still be done via documentation of previous discussions and identification of the CIP projects as well as additional surveys, public meetings, and door-to-door interviewing. At the same time, residents can comment on what’s working fine in the Town, which include positive aspects and strengths.

Missing: Purpose and Need for CIP proposed actions – The identification of issues, problems, etc. sets the stage for the purpose and need of any action to be taken.

Solution Option(s) for Consideration: In a 5/23/18 email message to all who had attended the May 9th meeting, I included the following request: “Along with each CIP project, it would be helpful for Muller Engineering to include a brief narrative with rationale for each of the following questions: 1) What is the current condition of the road(s) or area of the project? 2) What is the specific problem, issue, need, desire, etc. the project addresses/resolves? 3) What is the scope—including key project elements? 4) What are key impacts of the project to adjacent lands for the project to be implemented and completed? 5) How was the project identified? 6) What is the recommended time to start a project and to complete the project as well as the purpose and need for action to start and end a project by a certain date?” In summary, these are guiding questions to provide us with Purpose and Need for each proposed project & Proposed Action to resolve the issue/problem. Is there or will there be another section in the final CIP report that addresses the above questions?

Missing: experts and professionals in addition to engineers: – Currently, the proposed CIP projects are written from a professional engineering perspective, which is indeed valuable. It seems that other professional resources should be involved.

Solution Option(s) for Consideration: Before immediately coming up with a CIP engineering project, the question needs to be asked and researched: Is this something on-the-ground-professionals, such as Bob Wheeler and/or John McCormick and others (such as District State Water Commissioner), individual property owners and/or a pod of property owners can resolve? This approach honors individual Town residents as “experts.” The inclusion of the residents opens doors to buy-in and ownership in solutions. Also, this approach can be a more effective solution by diminishing the urbanization factor and is much less expensive than a CIP project. On another level, a non-CIP project may be an intermediary step to a

CIP project that is less costly and is more aligned with the natural feature/character of Blue River. It is key to involve a team of professionals in non-CIP solutions as well as CIP solutions. Engaging the services of a team professionals/related professional organizations including those already mentioned as well as others such as U.S. Forest Service, Colorado State Forest Service, Colorado Parks and Wildlife, former Town officials, residents with a historical perspective, etc. will strengthen the solutions.

Missing: additional funds for maintenance – The maintenance criteria features have put an emphasis on funding expensive, invasive and urbanization-type CIP projects instead of looking at the positives of increasing resources for on-the-ground maintenance. The fix-it approach via a high-cost CIP project is not necessarily fiscally sound. It seems that the criteria to lower the operation budget via decreased maintenance is carving unnecessarily at the overall character of Blue River.

Solution Option(s) for Consideration: As was mentioned during the May 9th meeting (again only four members of the reviewing team attended), Town residents may prefer increased maintenance funding in the operating budget to maintain and conserve the character of the Town. This appears to be a better fiscal approach and helps to conserve the aesthetic/environmental features of the Town instead of full-blown CIP projects to address situations.

Missing: Purpose and Need or Why for CIP proposed actions specific to this document - The “High-Level Project Overview” has no mention or very little mention of the purpose and need for each project. Without a purpose and need, the proposed action does not make sense and leads to multiple interpretations by the reviewers. Also, there are a number of projects that the proposed action invents problems elsewhere with unintended consequences.

Solution Option(s) for Consideration: The format of “Town of Blue River – Evaluation Criteria Runthrough” is a very good summary. In addition to this summary, those of us reviewing this document need to have at least a one-page document with a narrative of both the purpose and need followed by the proposed action. For example, when I first read Providing Parking & High-Level Project Overview, I thought why does there need to be a parking area near Davies Court? With a description of the purpose and need, the proposed action may make sense. For example, the proposed action for the Overview statement of the Providing Parking project could read: “To incentivize and to increase Summit Stage ridership and to reduce the volume of commuter traffic on Highway 9, there is a need for the Town to provide an area for parking in a central location close to a bus stop.” Then continue with “Clearing, grubbing, and providing paved parking...”

Missing: the mention of non-CIP projects (such as increased maintenance) as solutions – Once the purpose and need has been identified for problem areas or types of projects, a non-CIP solution should be considered and properly evaluated as a viable alternative to a CIP project.

Solution Option(s) for Consideration: Take a time-out from the CIP timeline to identify with Town residents’ input the issues, problems, potential solutions and alternatives. Then evaluate these options using the same criteria as the currently proposed CIP projects. Non-CIP projects as stand-alone projects or as first steps could reduce the need for urbanized, high-cost, invasive CIP projects. Extending the timeline to include key missing components in the planning process is essential to short-term and long-term success.

Detailed Analysis of the Sherwood and Starlit Lane Project

Next, I would like to comment on a specific project with which I am familiar. I did not feel comfortable commenting intelligently on many of the other projects because I did not have enough information as discussed above. I would hope that other members of the reviewing team are knowledgeable enough regarding other CIP projects to offer comments.

Sherwood and Starlit Lane

High-Level Project Overview: Establishing ditches and driveway culverts along both Sherwood and Starlit with a main culvert and outfall to convey runoff to the Blue River.

- What is the purpose and need? How was the need identified? When? How many residences affected?
- What is/are a non-CIP project or maintenance option(s) for this issue?
- Where is the problem and where are the affected residences/properties?
- What are the proposed CIP options for solutions?
- How or will other knowledgeable resources be consulted?
- What is the CIP project scope?
- Do the proposed solutions cause problems elsewhere, where there is none? If so, how are the adjacent properties affected?
- What is the location of the “main culvert and outfall”? In other documents, it’s noted that this location of the main culvert outfall is off Blue Grouse Trail. Has a location other than Blue Grouse Trail been identified since Blue Grouse Trail is not mentioned in the Overview? If so, the location should be mentioned in this document.
- Water does not flow as surface water from the land off the south end of Blue Grouse Trail. Water is filtered into the soils and the flow is underground.

Health and Safety Score: 5

Comments column: 5- Reduces flood risk to properties (comments received regarding property flooding)

- I have no idea what the score of 5 means since the health and safety features are not identified.
- What does “5” mean in the Comments column?
- Which properties, where and how many have “flood risk”? A general description and location of these properties should be noted.
- If the “flood risk” is on Starlit Lane, then the source(s) should be identified, as well as how and why the issue has grown over the years. Fix-it options should occur where the flood risk issues is located. An underground pipe(s), ditch(es), or dry well(s) could be installed. At least the feasibility of these ideas could be researched with other knowledgeable resources. A State official, such as the District Water Commissioner, should be consulted regarding acceptable options for water diversion.

Maintenance Score: 4

Comments column:

Reduced maintenance requirements on the roadway, minimal additional infrastructure to maintain.

- How was this determined? If other options are explored, additional maintenance may be required; re-vegetation and monitoring success of re-growth comes to mind.

Risk Uncertainty Score: 2

Comments column: *Relatively high risk due to public concerns regarding easements and outfall location.*

- In the design that has been proposed and as one can infer from the sketchy High-Level Overview, this is an accurate score.

Environmental/Aesthetic Score: 3

Comments column:

Minor alterations to existing roadway template, limited tree removal, existing condition maintained.

- This score should be lower because of the following:
 - Based on the project discussed a few years ago, there would be significant alterations to the “existing roadway template”.
 - What number of trees (or possible range) is “limited tree removal”? What is the scope of the area for tree removal?
 - From what previous proposals have indicated, existing condition will be changed, not maintained.
- The Environmental/Aesthetic needs to be more detailed.

Community and Social? Yes

- In looking at the original criteria, the Town-wide benefit is only to a few residents and negatively impacts a large number of residents and properties.
- The document we are being asked to review appears to not have taken into consideration the comments that expressed concerns about the current proposed action.

I have provided some details regarding what is missing in the Sherwood and Starlit Lane project. With all the missing pieces regarding this project, I do not recommend the approval of this project as presented in the current “Town of Blue River – Evaluation Criteria Runthrough.”

Regarding my review of the other projects, there are a number of projects that appear to be logical. At the same time, there is not enough information—i.e. missing detailed description of eight criteria categories, missing narrative of project rationale/need and purpose/why, missing non-CIP option(s), missing narrative of CIP-proposed actions/how—for me to review this at the highest level that the Town and the planning process deserve.

Conclusion

The document does not adequately define the purpose and need and details of the individual CIP projects to be able to objectively apply the evaluation criteria and score the project. Without more information on the individual projects, I cannot agree nor disagree with the scoring that has been presented for our review. Therefore, I cannot approve or concur with the present content of the document.”

July 18th is the scheduled date for the CIP Public Open House. The “Town of Blue River – Evaluation Criteria Runthrough” and the evaluated projects are not ready to be presented to the public. I appreciate the work that Muller Engineering has done to date. However, more information is needed and additional time for the reviewing team to adequately review the CIP projects.

When the missing pieces have been addressed, the revised documents will be ready for another review by the Board of Trustees, Planning and Zoning, and the Citizens Advisory Committee. I am confident that the revised document will only need minor tweaks to be ready for a public meeting later this summer.

Many thanks to Muller Engineering for guiding the Town leadership and Town residents through this vital and necessary planning process.

Respectfully submitted,

Martie

Martie Semmer, Member
Citizens Advisory Committee

FINAL CIP FEEDBACK



From: Paul and Martie Semmer <semmer@colorado.net>
Date: December 17, 2018 at 10:43:46 PM MST
To: michelle <michelle@townofblueriver.org>
Cc: "semmer@colorado.net" <semmer@colorado.net>, psemmer <psemmer@fs.fed.us>
Subject: RE: Mueller Engineering draft plan given to the Trustees on 11/20

Michelle,

Thanks for the opportunity to comment on the final draft of the CIP. It is well written and clearly outlines the process for considering capital projects for the Town. Attached are my comments referencing specific sections of the report. Please share my comments with the Trustees as they discuss final approval of the plan tomorrow night.

The most substantive comments I have deal with how the report addresses trails and the natural ecosystem (wildlife in particular). Trails are mentioned as "Develop Trail Network Study" and is the only project labeled as a planning project as opposed to the others looking at specific on-the-ground improvements. And, there are no projects directly related to environmental enhancement.. Consequently, the report lacks any statements expressing the importance of trails and the natural environment in the context of capital improvements in the Town. Yet both of these elements were identified as being important in the surveys.

The surveys also identified other important "projects" that the CIP evaluated and disclosed how to address them on page 3 "2.1.7 Why are some projects considered policies in the CIP?

- *Some project ideas that were received were determined by the Town to be considered as policies— items that will be considered for justification, feasibility, and cost-benefit as part of each project's development. The list of policies being considered by the Town are the following:*
 - o Installing road-edge markers and signage*
 - o Providing speed bumps and/or traffic control*
 - o Paving roads*
 - o Repairing narrow roads*
 - o Providing community shelter and/or pavilions"*

These policies are further discussed in Section 2.3.2.1 "Establishing the Policy Framework" and on page 17 the report states, "The Town and its committees took the public feedback received and refined it into a final list of capital needs to be included within the CIP either as **potential projects or policies to consider as part of each CIP project**. [emphasis added]. The projects and policies that were identified to be considered in the Capital Improvement Plan are shown in Table 3-2 and Table 3-3."

I would recommend that the final CIP include a policy statement for trails and environmental/aesthetic resources much that same as the others in section 2.3.2.1. Superficially:

There needs to be a policy statement that deals with opportunities to address the public rights-of-way on existing platted roads and pedestrian easements. If and when a project is proposed in an area where there is a platted public right-of-way it is important for the Town to evaluate the purpose and need of the easement as it relates to the proposed project as well as opportunities to expand the scope of the project to meet the objective of the easement. Suggested wording ; Policy - Improving or providing pedestrian trails. Description - Including measures to improve trail connections and enhance recreation trail opportunities.

And,

There needs to be a policy statement dealing with the environmental and aesthetic component of a project. While the CIP does not have any project directly related to enhancing the natural environment, aesthetics, or wildlife habitat and movement, there are recognized design criteria that can be applied to many capital projects. The recently completed "Summit County Safe Passages for Wildlife Plan" was prepared as resource planning tool to support the integration of wildlife movement needs into transportation projects, land use and land management throughout Summit County. The report focuses on the importance of landscape connectivity - the degree to which wildlife are able to move freely across the landscape is an essential component of healthy ecosystems and wildlife populations. As development, roads and other human activities leave animals with smaller and more isolated pockets of intact habitat, active landscape planning and protection efforts are needed to allow wildlife continued access to seasonal habitats and the ability to disperse into new habitat areas. Suggested wording ; Policy - Improving or enhancing the natural environment, aesthetics, or wildlife habitat and movement. Description - Including an environmental assessment to determine potential impacts to the natural ecosystem and incorporate appropriate criteria to avoid adverse effects and enhance the existing environment.

Please consider my comments to be included in the final approval of the CIP.

Again, the CIP is a very good document and I appreciate the Town's efforts to present it for public comment and approval tomorrow.

Paul

2018 CAPITAL IMPROVEMENT PLAN

Town of Blue River

November 2018

12-16-18 Paul Semmer comments highlighted in yellow

Page 2

2.1.2 Why did the Town develop a Capital improvement Plan?

- The Town will be better prepared to coordinate projects with other agencies such as the Town of Breckenridge, the Forest Service, Upper Blue Sanitary District, and others.

Should be "Sanitation"

Include Summit County in the list, since they are a key governmental partner as well as landowner (Royal Placer) in the Town.

Page 3

2.1.7 Why are some projects considered policies in the CIP?

- Some project ideas that were received were determined by the Town to be considered as policies – items that will be considered for justification, feasibility, and cost-benefit as part of each project's development. The list of policies being considered by the Town are the following:

This list is non-exclusive and should be dynamic to be able to add policies as needed. Consider rewording the statement to read ..."Examples of policies being considered "

What about a policy statement that deals with opportunities to address the public right-of-ways on existing platted roads and pedestrian easements? If and when a project is proposed in an area where there is a platted public right-of-way it is important for the Town to evaluate the purpose and need of the easement as it relates to the proposed project as well as opportunities to expand the scope of the project to meet the objective of the easement.

Page 5

2.2.5 Project Construction

Project Construction takes place when a set of final design plans for a project is ready to be sent to Contractors Why is "Contractors" capitalized

Page 6

2.3.2.1 Establishing the Policy Framework

The Policy Framework includes the program and financial policies to be adopted in the CIP. This step was completed congruent with the rest of the CIP process, as the project identification and Town financial assessment helped establish both the program and financial policies the Town would adopt.

Program Policies – Program policies are items that will be considered for justification, feasibility, and cost benefit as part of each project's development. The list of program policies being considered by the Town are described below.

This list is non-exclusive and should be dynamic to be able to add policies as needed. Consider rewording the statement to read ..."Examples of policies being considered"

Need a statement that emphasizes that there may be additional policies that are created in the future and/or identified as a specific project is evaluated at the project planning level.

What about a policy statement that deals with opportunities to address the public right-of-ways on existing platted roads and pedestrian easements? If and when a project is proposed in an area where there is a platted public right-of-way it is important for the Town to evaluate the purpose and need of the easement as it relates to the proposed project as well as opportunities to expand the scope of the project to meet the objective of the easement.

What about a policy statement dealing with the environmental and aesthetic component of a project? While the CIP does not have any project directly related to enhancing the natural environment, aesthetics, or wildlife habitat and movement, there are recognized design criteria that can be applied to many capital projects. The recently completed "Summit County Safe Passages for Wildlife Plan" was prepared as resource planning tool to support the integration of wildlife movement needs into transportation projects, land use and land management throughout Summit County. The report focuses on the importance of landscape connectivity - the degree to which wildlife are able to move freely across the landscape is an essential component of healthy ecosystems and wildlife populations. As development, roads and other human activities leave animals with smaller and more isolated pockets of intact habitat, active landscape planning and protection efforts are needed to allow wildlife continued access to seasonal habitats and the ability to disperse into new habitat areas. As the Town selects a project to advance to design and construction, it is important to include an environmental assessment to determine potential impacts to the natural ecosystem and incorporate appropriate criteria to avoid adverse affects and, more importantly, enhance the existing environment.

Page 10

2.3.5 Plan Adoption and Implementation

The final step in the CIP process is the Town's official adoption of the Plan. The CIP Report is developed.....

Is the "CIP Report" the same as the CIP? Why add the word "Report"? It confuses the reader implying that there are two documents the "CIP" and the "CIP Report".

Page 13

Figure 3-2 Question 1 Survey Responses through Figure 3-5 Question 4 Survey Responses

CIP-Eligible (89) Non-Eligible (32)

What does "Eligible" and "Non Eligible" mean?

Page 16

A list of the locations mentioned in the November survey results, including those identified by the Town Board and commented on at the November public meeting, are available below.

Dead Man's Corner

Negative choice of words. Every road may have its own "Dead Man's Corner". All others on the list are located with reference to a road or geographic feature. Delete "Dead Man's Curve" and use "Highway 9 at milepost XX, north of the Blue River".

Page 18

Table 3-2 Capital Improvement Plan Project List

18-03 Sherwood and Starlit Lane Widen roadway, establish ditches and install culverts to drain to Blue River.

The description here is edited from the one used in Figure 3-1 and Figure 4-1. Specifically, the description here does not include "... install culverts to drain northeast along Blue Grouse Trail to Blue River."

08-04 Spruce Creek Road Regrade and realign intersection with Highway 9, establish ditches and culverts.

Description should match that used in Figure 3-1 and Figure 4-1. "... establish ditches and culverts. potentially including culvert across HWY 9."

18-12 Dead Man's Corner Pursue signage, safety and/or access improvements at Dead Man's Corner.

Negative choice of words. All others on the list are located with reference to a road or geographic feature. Delete "Dead Man's Curve" and use "Highway 9 at milepost XX, north of the Blue River".

18-13 Timber Creek Estates Install speed bumps through Timber Creek Estates

Description should match that used in Figure 3-1 and Figure 4-1. "Perform study to assess speed control signage, speed bump installation". If the scope of the project has changed as a result of actions taken since the original project description it should be noted somewhere as to why the scope has changed, (e.g. traffic study was done on such and such a date while the CIP was being drafted, and concluded that).

18-17

Park-n-Ride/Town Parking Lot Provide parking lot for Town use.

Description should match that used in Figure 3-1 and Figure 4-1. "Providing Parking; RV parking, Bus Stop parking, Visitor/guest parking, Trailhead parking - Indiana Creek".

18-19 Develop Trail Network Study Conduct trail network planning study for trails through Town with connections to existing trails. Includes Breckenridge to Blue River/Fairplay train connection

Description should match that used in Figure 3-1 and Figure 4-1. Change the first sentence to read "... connections to existing trails in the Blue River area including: Flume trail, East trails and trail to Pennsylvania Gulch.." Also in Fig 3-1 and 4-1 spell out Pennsylvania Gulch. There is no "Penn Gulch" in Summit County.

Page 19

Table 3-3 Capital Improvement Plan Policies List

What about a policy statement that deals with opportunities to address the public right-of-ways on existing platted roads and pedestrian easements? If and when a project is proposed in an area where there is a platted public right-of-way it is important for the Town to evaluate the purpose and need of the easement as it relates to the proposed project as well as opportunities to expand the scope of the project to meet the objective of the easement. Suggested wording for this table; Policy - Improving or providing pedestrian trails. Description - Including measures to improve trail connections and enhance recreation trail opportunities.

What about a policy statement dealing with the environmental and aesthetic component of a project? While the CIP does not have any project directly related to enhancing the natural environment, aesthetics, or wildlife habitat and movement, there are recognized design criteria that can be applied to many capital projects. The recently completed "Summit County Safe Passages for Wildlife Plan" was prepared as resource planning tool to support the integration of wildlife movement needs into transportation projects, land use and land management throughout Summit County. The report focuses on the importance of landscape connectivity - the degree to which wildlife are able to move freely across the landscape is an essential component of healthy ecosystems and wildlife populations. As development, roads and other human activities leave animals with smaller and more isolated pockets of intact habitat, active landscape planning and protection efforts are needed to allow wildlife continued access to seasonal habitats and the ability to disperse into new habitat areas.

As the Town selects a project to advance to design and construction, it is important to include an environmental assessment to determine potential impacts to the natural ecosystem and incorporate appropriate criteria to avoid adverse affects and, more importantly, enhance the existing environment.

Page 29

Conditions in the Town will inevitably change over time, resulting in the identification of new projects that are not in the original CIP. It is recommended **that that** the Town use the CIP Evaluation Criteria...
Typo error duplicate word.

7 CLOSING

The Town of Blue River's charge is to maintain and improve its capital assets to ensure quality of life, ease of access, and safety for its residents. The Blue River landscape is beautiful but challenging, and the Town needs to prioritize its limited funding to address its needs to meet this charge. The Town of Blue River Capital Improvement Plan **was intended** to be a tool that is continually updated to help the Town plan, schedule, and manage projects efficiently and effectively.

"...was..."? Shouldn't it be "... is..."?

To: Michelle Eddy, Town of Blue River Administrator
Town of Blue River Board of Trustees

From: Martie Semmer

Re: Draft Muller Engineering Capital Improvement Plan Comments: Focus on the Bridge to the Future

Date: December 18, 2018

Many thanks to all involved that contributed to a dynamic guide to the evaluation and implementation of future Town capital improvement projects. After reviewing the 2/14/2017 results of the first survey the Citizens Advisory Committee (CAC) which lead to the Capital Improvement Plan (CIP) process prior to the December 7th meeting of the Citizens Advisory Committee, I realized how many of the Town's residents survey responses had been addressed.

At the same time, I noted that many comments from Town residents on this initial CAC survey expressed that they value the peace and serenity of our community (paraphrased) nestled in a scenic natural setting in the mountains with beautiful landscaping including vegetation and awe-inspiring wildlife could only be partially addressed via a capital improvement plan. Also, a number of comments indicated that people appreciated the peace and serenity of nature without the attractions that neighboring towns already offer. If they want attractions of most municipalities, people can quickly access those modern municipal amenities in nearby towns.

It's important for the Town to realize that there are other pro-active projects beyond capital improvement projects that can ensure a future with healthy vegetation, healthy wildlife habitats—including habitat pockets without "urbanization" (see next paragraph) interference—and movement patterns, healthy and ample wildlife food sources, minimal human-caused sound and light pollution that negatively impacts wildlife, plus ample quality water for wildlife and humans, healthy wetlands, etc. The surveys during the CIP process did not provide a venue for Town residents to explore ideas for ensuring "our serene mountain community."—Town Mission Statement

At the May 2018 CIP public meeting in conjunction with a CAC meeting, Dan Clary mentioned the idea that he feared "urbanization can be defined as projects that provide infrastructure and amenities that look like any municipality without taking into adequate consideration the negative impacts on the natural environment, i.e. landscaping, wildlife, etc." could dramatically change the character of the Town, especially the natural mountain environment. Instead of trying to avoid something not wanted, it seemed more appropriate to have a term that better reflects what we want, thus "living in harmony with nature" came to mind.

The CIP process has resulted in a blueprint for the future as the Town looks at capital improvement projects. This blueprint can also be extended to non-capital improvement projects, such as projects that are pro-active to ensure a healthy natural mountain environment, i.e. wildlife, etc.

The Bridge to the Future – Within the Draft CIP document, there is an action tool/template that with revisions can be a guide for all proposed projects. Dan Cleary's input on pages 244-246 and dated June 29, 2018, offers the Town that bridge or action tool. The Town Leadership has done a great job of gathering input from Town residents. A natural extension would be to ask Town residents to give input to a project proposal evaluation form. This would insure that all aspects are evaluated.

The power of the product is in the process. Again, many thanks to all who contributed to an extensive process that has led to the product of a dynamic guiding document for the Town of Blue River.

The logo of the Town of Blue River is a circular emblem. It features a stylized landscape with a snow-capped mountain peak in the center, flanked by evergreen trees. A blue river flows in the foreground, and several birds are depicted flying in the sky above the mountain. The words "TOWN OF" are written in a light blue arc at the top, and "BLUE RIVER" is written in a light blue arc at the bottom.

PROJECTS NOT CONSIDERED IN CIP

Projects Not Considered as Part of the Capital Improvement Plan

CIP non-eligible items

Some suggestions were received that were not capital projects. Items like increased maintenance or revisions to current policy are items that the Town can consider revising or addressing outside of the Capital Improvement Plan.

Highway 9 Bus Route

The Town Board and its committees initially discussed installing bus stops and other bus system improvements along Highway 9 as a capital need to be considered in the plan. However, as the Plan progressed, the Town Board started to engage in conversations with Summit Stage on altering and improving the bus service available to the Town. It was decided that the Town would continue coordinating with Summit Stage to improve the bus service outside of the Capital Improvement Plan.

Spruce Creek Road

Throughout the public input process, many comments were received regarding Spruce Creek Road south of the intersection with Crown Drive closer to Mohawk Lake and other US Forest Service trailheads. The comments expressed concern with road safety, parking, speed control, and washboarding of the roadway. This is a known issue with several parties critical to its solution, including Summit County, The US Forest Service, and the Town of Blue River. Additionally, the Town limits and jurisdiction only covers a portion of Spruce Creek Road. For these reasons, the decision was made by the Town and its committees to include Spruce Creek Road as a project from Highway 9 to Crown Drive only. Improvements to the section south of Crown Drive will continue to be pursued as part of a larger discussion with the affected stakeholders.

Lakeshore Loop

Comments suggesting improvements be made at Lakeshore Loop were received during the public input process. The Town recently constructed improvements in this area in 2015, installing formalized ditches and grading to improve roadway erosion and rutting during snowmelt and rainfall. It was decided that the Capital Improvement Plan should focus on areas of capital need that have not been previously addressed.

Highway 9 Snow Removal

Highway 9 has limited sight distance through the Town of Blue River. This has historically been made more challenging as snow removal practices leave large piles of snow along the highway, further limiting sight distance for vehicles accessing Highway 9 from Blue River. The Town Board is currently working with CDOT to revise their snow removal storage practices, and it was decided to remove this project item from consideration in the CIP.

CR 801

A comment identifying drainage, potholing, and washboarding issues at CR 801 was collected as part of the public input. CR 801 is outside of the Town's limits and jurisdiction and was removed from consideration within the Plan.

Town Park Expansion

An option to expand the Town Park was offered at the November Public meeting. A strong response in favor of this capital project was not received. It was decided that the Park size is currently sufficient, and that capital funds would be better spent addressing other identified needs.

Employee Housing

Subsidized employee housing for Town of Blue River employees was initially conceived as a potential capital need. However, it was decided that additional thought and consideration needed to be given to this notion, and that more pressing capital needs should be addressed over the next 5 – 10 years. It was removed from the CIP.

Community Center

One idea from the Town Board was to create a Town of Blue River community center. However, no land parcels currently owned by the Town appeared favorable. It was decided that additional thought and consideration needed to be given to this notion, and that more pressing capital needs should be addressed over the next 5 – 10 years. It was removed from the CIP.

Police Department

Pursuing a police department for the Town was initially considered as a potential project for the CIP. However, it was determined that the current system was functioning well, and that more pressing capital needs should be addressed over the next 5 – 10 years. It was removed from the CIP.

Commercial Development

Comments were received regarding installing a “country store” or changing land use code to allow for other commercial development to grow in the Town of Blue River. The decision to increase commercial development in the Town is a more complex decision, one needing more public comment and consideration from the Town than the CIP could provide. It was removed from the CIP.

Tarn Improvements

One of the questions in the November 2017 survey asked the residents of Blue River to identify improvements they would like to see at the Tarn. Suggestions including boat ramps, pavilions and shelters, amenities, and parking were received. However, the tarn property is owned by a private owner, and any such improvements or additions to the Tarn would have to first be approved by the owner. The Town Board and its committees decided to coordinate with the property owner on continued improvements outside of the Capital Improvement Plan.

Appendix C: Project Summaries

The logo of the Town of Blue River is a circular emblem. The outer ring is blue with the words "TOWN OF" at the top and "BLUE RIVER" at the bottom in white, serif, all-caps font. The inner circle depicts a landscape: a blue lake in the foreground, a green shoreline with several evergreen trees, and a snow-capped mountain in the background under a light blue sky with a few birds flying.

CIP PROJECT DESCRIPTIONS



18-01: Mountain View Trail

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area was previously identified as a potential project in 2012. High-level alternatives have been discussed as part of an analysis to repair Wilderness Drive drainage issues upstream of Mountain View Trail. No previous capital projects have been performed in this area.

AVAILABLE DATA

Previous consideration: Preliminary discussion

Culvert Log

Previous cost estimates: None

Available Survey: LIDAR, USGS

PUBLIC FEEDBACK EXCERPTS

CIP Committee-identified project

Road gets rutted out by the spring

EXISTING CONDITION

The existing roadway corridor at Mountain View is relatively wide, approximately ~30-ft in some areas. Approximate drainage basin limits extend east to Wilderness Drive, likely that Mountain View sees flows from Wilderness Drive.

Roadway Width: ~30 feet

Utilities: UG sanitary line, low OH power and telephone, UG gas

Culverts: #37, Culverts under Blue River Road. 24" RCP

ROW: Historic easement

SITE OBSERVATIONS

- The grade in the area is very flat, making Mountain View Trail a low point.
- There are no formalized ditches or cross-culverts in place. The road is over-widened in some areas.
- Annual maintenance practices were performed just prior to field investigation, reducing severity of issues observed.
- Several utilities are present or marked immediately adjacent to the roadway, including gas, sanitary, and low-hanging overhead power and telephone.
- Multiple ROW easements would be required for outfalls to Blue River
- Minimal tree removal would be required as part of project
- Potential ditch conveyance at Blue Grouse Trail



CIP PROJECT DESCRIPTION:

CIP ESTIMATE: \$409,000

Establishing crowned surface, formalizing roadway template for approximately 1/2 mile of roadway. Constructing roadside ditches and driveway culverts along Mountain View to reduce ponding and convey drainage from Mountain View Trail to the adjacent Blue River. An estimated four separate outlets to the river are assumed, locations to be determined.



18-02: Wilderness Drive

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area was previously identified as a potential project in 2015. Three alternatives were discussed in a memo to the Town of Blue River to improve the drainage issues in the area, particularly at Hinterland Trail. The existing conditions have since changed with new houses built that make a re-assessment of the area necessary.

AVAILABLE DATA

Previous consideration: Preliminary discussion	Culvert Log
Previous cost estimates: ~\$100,000 to \$250,000	Available Survey: LIDAR, USGS

PUBLIC FEEDBACK EXCERPTS

CIP Committee-identified project	Larger roadside ditches and pavement
Significant potholes, ponding, and a need for ditches and drainage	Asphalt treatment

EXISTING CONDITION

The drainage basin for Wilderness Drive is large, extending to the top of the ridge to the East. There are no formal ditches, and a low point at the intersection with Hinterland causes significant ponding. Runoff also crosses Wilderness Drive to flow down towards Mountain View Trail	Roadway Width: ~20 feet
	Utilities: Phase 3 UG sanitary line, OH power and telephone, UG gas
	Culverts: None
	ROW: Historic easement

SITE OBSERVATIONS

- The low-point at Hinterland causes ponding and erosion issues. Adjacent properties surrounding low point present challenge to convey drainage.
- There are no formalized ditches or cross-culverts in place.
- Annual maintenance practices were performed just prior to field investigation, reducing severity of issues observed.
- Several utilities are present or marked immediately adjacent to the roadway, including gas, sanitary, and low-hanging overhead power and telephone.
- Multiple ROW easements would be required to convey drainage away from low point.
- Moderate tree removal would be required as part of project.
- Wetlands to Northeast would require permit and mitigation if impacted.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$427,000

Constructing a cross-culvert just south of Backland Court across Wilderness; formalizing crowned template for approximately 1/2 mile of roadway, establishing ditches and driveway culverts along Wilderness Drive from South of Backland Court to Hinterland Trail, and from Hinterland Trail to the intersection with Grey Squirrel Lane. Constructing ditches along Hinterland Trail from the wetland crossing west to the intersection with Wilderness. Fill in the low-point at Hinterland/Wilderness and convey drainage down existing driveway to NE-wetlands.



18-03: Sherwood and Starlit Lane

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area was previously identified as a potential project, and design progressed to construction-ready level in 2015 but the project was postponed.

AVAILABLE DATA

Previous consideration: Final design

Culvert Log

Previous cost estimates: ~\$175,000 to \$350,000

Available Survey: Local, LIDAR, USGS

PUBLIC FEEDBACK

CIP committee-identified project

Grading does not fully address pot holes

Drainage issues and potholes

Concerns with previous project

EXISTING CONDITION

Sherwood and Starlit Lane are both narrow roadway corridors. There are reports of garages and properties flooding have been previously made to the Town of Blue River. Public concerns against the project have also been received.

Roadway Width: ~20 feet

Utilities: UG sanitary line, OH power and telephone, UG gas

Culverts: #42, #43

ROW: Historic easement

SITE OBSERVATIONS

- There are no formalized ditches or cross-culverts in place.
- Roadway corridor is narrow.
- Annual maintenance practices were performed just prior to field investigation, reducing severity of issues observed.
- Several utilities are present, including gas, sanitary, and overhead power and telephone.
- ROW easements would be required to convey drainage off road to Blue River
- Minimal tree removal would be required as part of project.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$237,000

Establishing ditches and driveway culverts along both Sherwood and Starlit with a main culvert and outfall to convey runoff to the Blue River.



18-04: Spruce Creek Road

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has often been identified in the past as a potential project. While a few alternatives have been previously discussed, one cost-effective solution to mitigate sight distance issues was constructed in 2015. It has been identified as an area to be paved in the Town Comprehensive Plan.

AVAILABLE DATA

Previous consideration: Conceptual alternatives

Culvert Log

Previous cost estimates: None

Available Survey: Local, USGS

PUBLIC FEEDBACK

CIP Committee-identified project

Paving requested

Bad washboarding, speed control

Potholes and deep ridges

EXISTING CONDITION

The intersection of Spruce Creek Road and Highway 9 is unsafe, with a steep slope on Spruce Creek Road and minimal sight distance. Spruce Creek Road leads to a very popular trail in the summertime, and the increased traffic affects the condition of the roadway. Drainage flows east towards Highway 9.

Roadway Width: ~30 feet

Utilities: OH power, CDOT camera

Culverts: #21, #22, #23 (see Culvert Log)

ROW: Historic easement

SITE OBSERVATIONS

- Slope is steep leading up to intersection with Hwy 9
- Severe washboarding present on roadway.
- Informal ditch and culvert on south side of Spruce Creek Road
- Rutting and erosion observed on roadway at Crown Drive and Spruce Creek intersection
- Steep embankment slopes are present on both sides of roadway
- ROW easements required to flatten grade of roadway.
- Moderate tree removal would be required as part of project.
- Two roadway accesses connected along Spruce Creek Road in between Hwy 9 and Crown Drive which may result in impacts to these roads also



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$484,000

Performing major grading to reduce the maximum grade of Spruce Creek from Highway 9 to Crown Drive. Regrading several accesses and intersections. Formalizing ditches and repairing drainage on the south side of Spruce Creek Road with ditches and driveway culverts extending from Highway 9 to Crown Drive. Additional ditch and culvert improvements on Spruce Creek Road, approximately 150-ft south of intersection with Crown Drive on the west side.



18-05: Royal Drive and Regal Circle

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

Regal Circle had been previously identified as an area that could potentially benefit from paving in 2015. No previous capital projects have been completed in the area.

AVAILABLE DATA

Previous consideration: Preliminary discussion

Culvert Log

Previous cost estimates: None

Available Survey: Local, LIDAR, USGS

PUBLIC FEEDBACK

CIP Committee-identified project

Drainage changes from one side of street to other

Heavy damage due to drainage

Washboarding

EXISTING CONDITION

Regal Circle and Royal Drive intersect with each other twice, and both roads also intersect with Blue River Road. Generally, the drainage basin flows northwest towards Blue River Road, which is paved at the intersection with Regal Circle.

Roadway Width: ~20 feet

Utilities: Phase 3 UG sanitary line, OH power and telephone, UG gas

Culverts: #33, #34

ROW: Historic easement

SITE OBSERVATIONS

- There are no formalized ditches or cross-culverts in place.
- Roadway corridor is relatively narrow.
- Annual maintenance practices were performed just prior to field investigation, reducing severity of issues observed.
- Several utilities are present, including gas, sanitary, and overhead power and telephone.
- Rutting, potholes, and drainage erosion across roadway observed at North Royal and Regal intersection
- Regal Circle drains across paved Blue River Road. Installing a culvert to convey drainage under pavement represents a challenge.
- Moderate tree removal would be required as part of project.
- Large number of ROW easements and driveway culverts may be required



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$353,000

Establishing ditches along Regal Circle from its eastern high point to Blue River Road. Installing a culvert and inlet underneath Blue River Road. Formalizing ditches on Royal Drive, including placing a culvert underneath Regal Circle at the Regal/Royal intersection. Draining Royal north to Blue River roadside ditches flowing north. 900-ft of driveway culverts approximated.



18-06: Coronet Drive

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has previously been identified as an area for improvement, but no alternatives or recent projects were identified.

AVAILABLE DATA

Previous consideration: Conceptual only

Culvert Log

Previous cost estimates: None

Available Survey: LIDAR, USGS

PUBLIC FEEDBACK

CIP Committee-identified project

Paving requested

Drainage improvements needed

Washboarding on hairpin turn

EXISTING CONDITION

Coronet Drive is used by residents and the public alike to gain access to properties and the Pennsylvania Creek trailhead. The hairpin turn mentioned in the public feedback is in regards to a switchback located near the eastern limit of the Town. There are also no formalized ditches.

Roadway Width: ~20 feet

Utilities: OH power and telephone, UG Gas

Culverts: #28, #30

ROW: Historic easement

SITE OBSERVATIONS

- Severe washboarding present on roadway at switchback turn
- Road is relatively narrow at switchback turn, adding to safety risk
- Rutting and erosion observed on east side and at intersection with Holly Lane
- Steep embankment slopes are present on west side of roadway
- Historic drainage conveyance west down slope to Pennsylvania Creek Trail observed
- Minimal to no tree removal would be required as part of project.
- Two roadway accesses connected along Spruce Creek Road in between Hwy 9 and Crown Drive



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$107,000

Formalizing roadway surface around hairpin turn at Coronet Drive. Installing Type 3 guardrail south of driveway on hairpin and establishing ditches along the eastern side of Coronet Drive. Performing minor grading to reduce maximum grade. Constructing culvert crossing Holly Lane, and another crossing Coronet Drive and releasing to existing drainage with riprap outfall. Project scope also considers re-grading roadway and upsizing culvert at low point along Pennsylvania Creek Trail.



18-07: Blue River Road and Hwy 9

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has previously been identified as an area for improvement and is currently being reviewed as part of a CDOT Access Study that is under development at the time of this report.

AVAILABLE DATA

Previous consideration: Preliminary discussion

CDOT Data

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

CIP Committee-identified project

Poor sight distance

Turning lanes needed

EXISTING CONDITION

Ingress and egress from Blue River Road onto Highway 9 has limited sight distance, high speed limits, and a lack of acceleration, deceleration, and turn lanes to remove Blue River traffic from the two-lane highway.

Roadway Width: ~28 feet

Utilities: OH Power and telephone, UG Sanitary, UG Gas

Culverts: None

ROW: None (CDOT ROW)

SITE OBSERVATIONS

- Limited sight distance leading up to intersection with Blue River Road
- Historic "firehouse" located immediately adjacent to Highway 9 and Blue River Road intersection within clear zone if roadway is widened.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$746,000

Expanding Highway 9 to include a median left turn lane, right turn lane, and northbound acceleration lane to Blue River Road, and installing guardrail on the north side of the intersection to satisfy clear zone issues.



18-08: Leap Year Trail

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

Leap Year Trail has not previously been identified as an area for a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Drainage issues at Leap Year Trail

Potholes on Leap Year Trail

EXISTING CONDITION

Leap Year Trail is on the west side of Blue River and accesses Highway 9 directly. It serves as access for approximately ten properties.

Roadway Width: ~20 feet

Utilities: OH Power and telephone, UG Gas

Culverts: None

ROW: Historic easements

SITE OBSERVATIONS

- Rutting and erosion, potholes on road observed adjacent to access onto Highway 9
- Informal ditch flow ends at Highway 9 with no conveyance to south
- Potential buried culvert across Highway 9
- Limited sight distance onto Highway 9
- Minimal ROW required to convey drainage to south
- Moderate tree removal required to improve sight distance



CIP PROJECT DESCRIPTION

CIP ESTIMATE: 23,000

Establishing ditches and culverts at the south end of Leap Year Trail to convey runoff to existing drainage to South. Removing obstacles and trees to increase sight distance, depending on findings of ongoing CDOT access plan. Work within CDOT ROW will require permits and approval. A well-established outfall path for the drainage is also necessary within the ROW.



18-09: Calle de Plata

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

Calle de Plata has not previously been identified as an area for a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Potholes badly at the entrance

Spring runoff erosion at Calle de Plata and New Eldorado Lane

Request for pavement extension from highway

EXISTING CONDITION

Calle de Plata accesses Highway 9 directly and is on the south side of the Town. There are wetlands to the north of Calle de Plata and Highway 9.

Roadway Width: ~20 feet

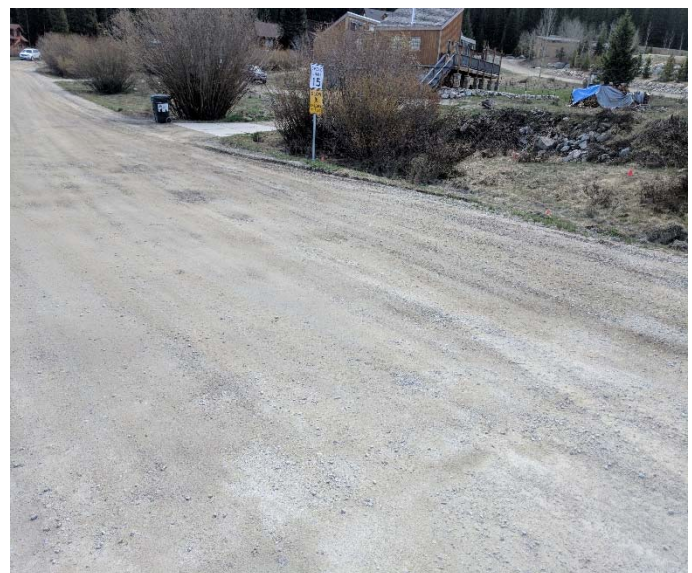
Utilities: UG Gas, UG Telephone, OH Power and telephone

Culverts: None

ROW: Established easement

SITE OBSERVATIONS

- Culvert underneath Calle de Plata adjacent to Highway 9 is clogged
- Rutting and erosion, potholes on road observed
- Informal ditch flow on south side does not convey drainage to buried culvert
- Several utilities present adjacent to roadway including buried telephone and gas
- Wetlands to north of Calle will require permitting if impacted
- Minimal tree removal required to improve sight distance



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$78,000

Grading a sloped roadway and constructing ditches and driveway culverts on the south side of Calle to convey runoff west to culvert adjacent to Highway 9. Installing culvert upstream of Eldorado to convey ponding runoff to existing drainage to the North.



18-10: Crown Drive

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area was previously identified for potential improvements, but no formal recommendations or projects were completed. The culvert crossing Golden Nugget Drive was recommended to be repaired in 2015.

AVAILABLE DATA

Previous consideration: Preliminary discussion

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Culvert needed at Golden Crown Lane

Narrow roads

Culvert damage and potholes on Crown

Re-grading at Nugget Lane

EXISTING CONDITION

Crown Drive is a narrow, steep roadway corridor without formalized drainage ditches. There are steep embankments on either side of the roadway.

Roadway Width: ~20 feet

Utilities: UG Telephone, OH Power and telephone

Culverts: #19, #21

ROW: Historic easement

SITE OBSERVATIONS

- Rutting and erosion, potholes down Crown Drive to the north
- Potential buried culvert conveying drainage across Crown Drive near access to Highway 9
- Embankment slopes steep on either side of roadway
- Roadway is relatively narrow.
- Rutting and erosion, potholes on road observed
- OH Power and telephone utilities observed immediately adjacent to roadway
- Rutting across Crown Drive from Gold Nugget Drive and also Golden Crown Lane observed
- ROW easements required to improve drainage in area
- Minimal to no tree removal assumed



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$296,000

Formalizing crowned surface along Crown Drive. Establishing ditches and culverts on east side of Crown from Highway 9 to Gold Nugget Drive, approximately 900-ft. Re-establishing ditches on both sides of Gold Nugget Drive as it approaches Crown Drive. Re-grading Nugget Lane. Installing culvert across Golden Crown Lane.



18-11: Creekside Drive

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS, LIDAR

PUBLIC FEEDBACK

Drainage issues at Grey Squirrel, Wilderness

Creekside and Grey Squirrel rutting from erosion

General drainage issues

Driveway culverts requested on Grey Squirrel

EXISTING CONDITION

Creekside Drive is a narrow roadway with minimal slope. There are currently no culverts or formal ditches to convey drainage.

Roadway Width: ~20 feet

Utilities: UG Sanitary, OH Power and telephone, UG Gas

Culverts: None

ROW: Historic easement

SITE OBSERVATIONS

- Potholes observed on roadway
- Roadway adjacent to Pennsylvania Creek, but limited drainage conveyance to creek
- Roadway is relatively narrow.
- OH Power and Telephone utilities observed immediately adjacent to roadway
- Wetlands adjacent to roadway, mitigation and permitting required if impacted
- Grey Squirrel Lane drains northwest to Wilderness Drive and Blue River Road
- Culvert under Wilderness Drive undersized, clogging
- Informal ditch present between Wilderness Drive and Blue River Road
- Large number of ROW easements required to improve drainage in area
- Moderate tree removal assumed as part of project



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$284,000

Establishing ditches and driveway culverts from the east end of Creekside west to Blue River Road. Ditch outlets assumed along Creekside, and down Placer Trail Road to the existing wetland drainage. Conveyance down Grey Squirrel continues northwest to Blue River Road and includes a culvert replacement across Wilderness and formalizing the ditch along Blue River Road.



18-12: Dead Man's Curve

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS, LIDAR

PUBLIC FEEDBACK

A taller guardrail with more collision reduction

Warning signs before Dead Man's Corner

EXISTING CONDITION

Dead Man's Corner is on Highway 9, and is so named due to its apparent safety hazard, with rapidly changing horizontal and vertical alignment and limited sight distance.

Roadway Width: ~28 feet

Utilities: UG Sanitary, OH Power and Telephone, UG Gas

Culverts: None

ROW: None (CDOT ROW)

SITE OBSERVATIONS

- Sight distance is extremely limited in this area
- Presence of trees, changing grade, and sharp turn
- Several accesses – a driveway, Red Mountain Trail, and 97 Circle access Highway 9 directly adjacent the turn
- Steep grades between driveway and Red Mountain Trail prohibit reduction of access to one
- Cars enter Highway 9 from accesses at extreme risk
- OH Power and Telephone utilities observed immediately adjacent to roadway
- Moderate tree removal assumed as part of project to improve sight distance
- Red Mountain Trail grade leading up to access to Highway 9 is steep and could be flattened out.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$76,000

Major grading to reduce the slope leading up to Red Mountain Trail access to Highway 9. Removal of trees to increase available sight distance. Additional scope may be added in conjunction with the CDOT access plan.



18-13: Timber Creek Estates

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Speed control issues

EXISTING CONDITION

Timber Creek Estates is a subdivision on the south side of Blue River connected by a paved loop street. The Estates includes an HOA. The grade of the roadway fluctuates up and down throughout the loop

Roadway Width: ~25 feet

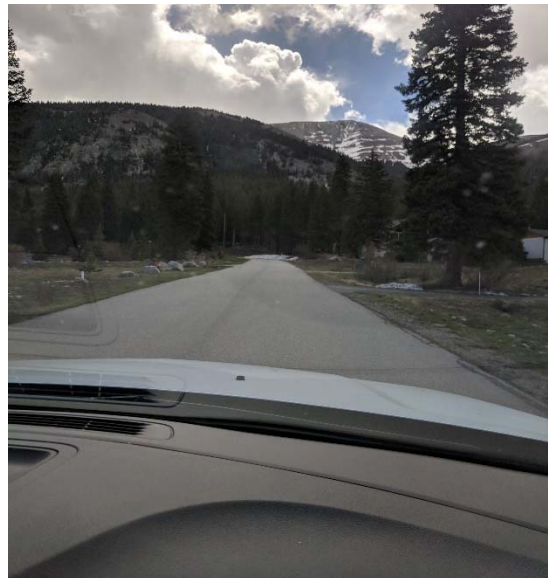
Utilities: UG Sanitary, UG Gas

Culverts: #54, #61

ROW: Established easement

SITE OBSERVATIONS

- The roadway grade rises and falls throughout the loop
- No tree removal assumed for project
- Coordination with plowing operations and approval of adjacent landowners would be required as part of this project.
- Other traffic calming activities/items could be more suitable for this area.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$7,000

Installing two speed humps through the Timber Creek neighborhood. Locations should be as flat and straight as is possible given existing conditions.



18-14: Whispering Pines Entrance

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Potholes and damage at entrance near the station.

EXISTING CONDITION

Near Town Hall and the Fire Station, Peaks View Court intersects with Whispering Pines Circle. Both Peaks View Court and Whispering Pines Circle are paved roads.

Roadway Width: ~25 feet

Utilities: UG Sanitary, UG Gas, UG Power and telephone

Culverts: E/W culvert across Whispering Pines (no #)

ROW: Established easement

SITE OBSERVATIONS

- Substantial ponding and erosion observed on the southeast corner of Peaks View Court and Whispering Pines Circle, perhaps from snow storage
- Drop inlet and culvert conveying drainage to west under Whispering Pines Circle has become higher than low point of ponding
- Informal ditch flows northwest down Whispering Pines Circle to Highway 9
- No tree removal assumed for project
- Culvert installation underneath pavement could present an expensive challenge



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$61,000

Addressing ponding on SE corner of Whispering Pines and Peaks View Court. Installing inlet and culvert to convey runoff north across Peaks View Ct. Formalizing existing ditch down Whispering Pines to Highway 9 roadside ditch. Relocation of stop sign may be required.



18-15: Blue River Road

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area was previously identified for a potential project, but no projects or formal design recommendations were made.

AVAILABLE DATA

Previous consideration: Preliminary discussion

Culvert Log

Previous cost estimates: None

Available Survey: USGS, LIDAR

PUBLIC FEEDBACK

Drainage issues and potholing in unpaved areas.

Requests to extend project previously performed.

EXISTING CONDITION

This area is north of the paving extension project that was recently completed. There are no formalized ditches, and condensed property development makes draining to the Blue River a challenge.

Roadway Width: ~20 feet

Utilities: UG Gas, OH Power, OH Telephone

Culverts: None

ROW: Historic easement

SITE OBSERVATIONS

- Low point in profile of roadway leading to ponding, road erosion
- Dense properties at low point located in between roadway and outlet to Blue River, prone to localized flooding
- Large ROW easements needed to convey drainage from low point to Blue River to west
- Avoiding impact to property may be a challenge
- Minimal tree removal assumed for project



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$115,000

Adding fill to adjust low point in between properties at Blue River Road. Installing culvert and ditches to convey flow to low point and outlet to Blue River wetlands.



18-16: Emergency Access Route

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

A redundant emergency route over the Blue River has been previously identified as a desirable safety improvement to the Town, but no previous projects have been completed to date.

AVAILABLE DATA

Previous consideration: Preliminary discussion

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

CIP Committee-identified project

EXISTING CONDITION

Currently, the only road crossing over the Blue River is Highway 9. If Blue River were to flood and Highway 9 access was cutoff, as it has been in the past, there would be no direct connection from Breckenridge to Blue River to Fairplay.

Roadway Width: NA

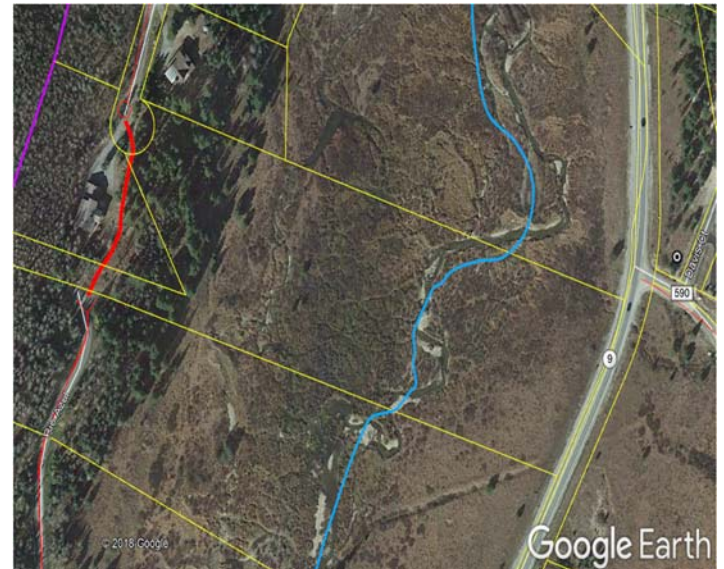
Utilities: UG Gas, UG Power

Culverts: None

ROW: None

SITE OBSERVATIONS

- Potential opportunity to grade emergency access connecting 97 Circle and Rio Azul
- Significant ROW needs assumed for this project
- Significant tree removal needs assumed for this project
- Observations limited to roadway due to lack of right of entry permission



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$534,000

Perform major grading and road work to connect 97 Circle and Rio Azul Road with a new 4x4 single lane roadway to be used only if regular access through Blue River from Breckenridge to Fairplay is lost.



18-17: Town-Use Parking Lot

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

Park-n-Ride requested

Farmer's Market space, food truck parking

Guest parking, visitor parking

EXISTING CONDITION

The Town property at Davis Court and Highway 9 is currently not developed and may contain wetlands.

Roadway Width: NA

Utilities: UG Gas

Culverts: None

ROW: None

SITE OBSERVATIONS

- Potential opportunity to grade multi-use parking lot for park-n-ride, visitor parking, or other Town use
- Significant tree/vegetation removal needs assumed for this project
- Wetlands could be present in area, permitting and mitigation required if impacted.



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$433,000

Utilize Town property along Highway 9 off of Davis Court to construct a parking lot for Town use. Project would require grading work (including export of excess materials offsite), subgrade preparation and pavement.



18-18: Tarn Improvements

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has not been previously identified as a potential project.

AVAILABLE DATA

Previous consideration: None

Culvert Log

Previous cost estimates: None

Available Survey: USGS

PUBLIC FEEDBACK

CIP Committee-identified project

Additional parking at the Tarn

Boat ramp, dock

Observation deck and Tarn trail

EXISTING CONDITION

There is an informal access to the Tarn connected to Highway 9 that residents use for access. The land is private, owned by the Theobald's. Residents of Blue River can pay a fee to have non-motorized boat access to the Tarn.

Roadway Width: NA

Utilities: None

Culverts: None

ROW: None

SITE OBSERVATIONS

- Sight distance for access to Highway 9 is limited
- Access to Highway 9 from the Tarn is very steep
- Erosion and rutting observed on access from Highway 9
- Minimal tree removal assumed as part of project



CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$143,000

Reduce grade of Tarn access at Highway 9 to allow for safer ingress/egress of vehicles. Scope may be revised depending on information from CDOT access plan.



18-19: Trail Network Study

PROJECT SUMMARY

DATE:

December 2018

PAST HISTORY

This area has been previously identified as a desire for the Town and its residents

AVAILABLE DATA

Previous consideration: Trails Committee

NA

Previous cost estimates: None

Available Survey: USGS, LIDAR

PUBLIC FEEDBACK

CIP Committee-identified project

Safer passage for cyclists

Trail network through Town

Strong interest in formalizing trail network, and Breckenridge to Blue River trail

EXISTING CONDITION

There are informal trails that residents use within Blue River to connect to outside trails and other parts of Town. However, these public easements are either not recognized or there are no easements in place for these informal trails.

Roadway Width: NA

Utilities: NA

Culverts: NA

ROW: Varies

SITE OBSERVATIONS

- Not Applicable



No Picture Available

CIP PROJECT DESCRIPTION

CIP ESTIMATE: \$120,000

Completing a Master Plan and study on the expansion of formal trails through the Town, connecting to adjacent USFS and local trails, including potential Breckenridge to Blue River bike trail.



Project Detail Template

PROJECT SUMMARY

DATE:

PAST HISTORY

AVAILABLE DATA

Culvert Log:

Available Survey:

PUBLIC FEEDBACK EXCERPTS

EXISTING CONDITION

Roadway Width:

Utilities:

Culverts:

ROW:

SITE OBSERVATIONS

[insert picture]

PROJECT DESCRIPTION

CIP ESTIMATE:

The logo of the Town of Blue River is a circular emblem. It features a central illustration of a mountain range with snow-capped peaks, evergreen trees, and a body of water. Above the mountain, several birds are depicted in flight. The words "TOWN OF" are written in a serif font along the top arc of the circle, and "BLUE RIVER" is written along the bottom arc.

CIP PROJECT COST ESTIMATES



CIP Planning Level Estimate Summary

BLUE RIVER CAPITAL IMPROVEMENT PLAN PROJECTS

DATE: Dec 2018

PROJECT ID	PROJECT NAME	MAJOR SCOPE ELEMENTS	COST	
18-01	Mountain View Trail	Roadway grading, ditch grading, culverts	Construction:	\$ 276,000
			Program:	\$ 409,000
18-02	Wilderness Drive	Roadway grading, ditch grading, culverts, placing fill	Construction:	\$ 284,000
			Program:	\$ 427,000
18-03	Sherwood and Starlit	Roadway grading, ditch grading, culverts	Construction:	\$ 178,000
			Program:	\$ 237,000
18-04	Spruce Creek Road	Roadway grading, ditch grading, culverts, cut and fill	Construction:	\$ 350,000
			Program:	\$ 484,000
18-05	Royal and Regal Drive	Roadway grading, ditch grading, culverts, pavement patching	Construction:	\$ 265,000
			Program:	\$ 353,000
18-06	Coronet Drive	Roadway grading, ditch grading, culverts, guardrail	Construction:	\$ 71,000
			Program:	\$ 107,000
18-07	Blue River Road and Hwy 9	Pavement widening, guardrail, striping	Construction:	\$ 596,000
			Program:	\$ 746,000
18-08	Leap Year Trail	Ditch grading, culverts	Construction:	\$ 14,000
			Program:	\$ 23,000
18-09	Calle de Plata	Roadway grading, ditch grading, culverts	Construction:	\$ 50,000
			Program:	\$ 78,000
18-10	Crown Drive	Roadway grading, ditch grading, culverts	Construction:	\$ 197,000
			Program:	\$ 296,000
18-11	Creekside Drive	Roadway grading, ditch grading, culverts	Construction:	\$ 198,000
			Program:	\$ 284,000
18-12	Dead Man's Corner	Roadway grading, placing fill	Construction:	\$ 49,000
			Program:	\$ 76,000
18-13	Timber Creek Estates	Speed humps	Construction:	\$ 5,000
			Program:	\$ 7,000
18-14	Whispering Pines Entrance	Ditch grading, culverts, pavement patching	Construction:	\$ 40,000
			Program:	\$ 61,000
18-15	Blue River Road	Ditch grading, culverts, placing fill	Construction:	\$ 65,000
			Program:	\$ 115,000
18-16	Breckenridge Emergency Access Route	Placing fill, tree removal,	Construction:	\$ 267,000
			Program:	\$ 534,000
18-17	Providing Town Parking	Placing fill, tree removal, pavement	Construction:	\$ 341,000
			Program:	\$ 433,000
18-18	Tarn Improvements	Roadway grading, placing fill	Construction:	\$ 107,000
			Program:	\$ 143,000
18-19	Developing Town Trail Network	Meetings, coordination, and plan development	Construction:	NA
			Program:	\$ 120,000



18-01: Mountain View Trail

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Establishing crowned surface, formalizing roadway template for approximately 1/2 mile of roadway. Constructing roadside ditches and driveway culverts along Mountain View to reduce ponding and convey drainage from Mountain View Trail to the adjacent Blue River. An estimated four separate outlets to the river are assumed, locations to be determined.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1500	CY	\$ 38.00	\$ 57,000
DITCH	4663	LF		(included above)
MAJOR GRADING	20	CY		(included above)
CDOT CLASS 6 BASE COURSE	500	CY	\$ 54.00	\$ 27,000
FORMALIZE ROADWAY	2750	LF		(included above)
CULVERTS	1000	LF	\$ 100.00	\$ 100,000
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	5	EA	\$ 300.00	\$ 1,500
			Total Major Items	\$ 185,500
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 18,550
MOBILIZATION	6%	LS	--	\$ 11,130
TRAFFIC CONTROL	3%	LS	--	\$ 5,565
			Total Additional Items	\$ 35,245
			Contingency (25%)	\$ 55,186
			Construction Subtotal	\$ 275,931
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 8,278
EASEMENTS	20%	LS	--	\$ 55,186
DESIGN	15%	LS	--	\$ 41,390
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 13,797
TOWN INDIRECTS	5%	LS	--	\$ 13,797
			Total Program Items	\$ 132,447
			Total Estimate	\$ 409,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 2:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.

Major Grading: Quantity consists of removal of fill spoils identified in field



18-02: Wilderness Drive

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Constructing a cross-culvert just south of Backland Court across Wilderness; formalizing crowned template for approximately 1/2 mile of roadway, establishing ditches and driveway culverts along Wilderness Drive from South of Backland Court to Hinterland Trail, and from Hinterland Trail to the intersection with Grey Squirrel Lane. Constructing ditches along Hinterland Trail from the wetland crossing west to the intersection with Wilderness. Fill in the low-point at Hinterland/Wilderness and convey drainage down existing driveway to NE-wetlands.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	2000	CY	\$ 38.00	\$ 76,000
DITCH	3900	LF		(included above)
MAJOR GRADING	200	CY		(included above)
CDOT CLASS 6 BASE COURSE	500	CY	\$ 54.00	\$ 27,000
FORMALIZE ROADWAY	2700	LF		(included above)
CULVERTS	850	LF	\$ 100.00	\$ 85,000
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	10	EA	\$ 300.00	\$ 3,000
			Total Major Items	\$ 191,000
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 19,100
MOBILIZATION	6%	LS	--	\$ 11,460
TRAFFIC CONTROL	3%	LS	--	\$ 5,730
			Total Additional Items	\$ 36,290
			Contingency (25%)	\$ 56,823
			Construction Subtotal	\$ 284,113
PROGRAM ITEMS				
SURVEY	5%	LS	--	\$ 14,206
EASEMENTS	20%	LS	--	\$ 56,823
DESIGN	15%	LS	--	\$ 42,617
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 14,206
TOWN INDIRECTS	5%	LS	--	\$ 14,206
			Total Program Items	\$ 142,056
Total Estimate				\$ 427,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.

Major Grading: Assumes 18" at the low-point with transition back to existing grade along driveways, Hinterland, and Wilderness.



18-03: Sherwood and Starlit Lane

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Establishing ditches and driveway culverts along both Sherwood and Starlit with a main culvert and outfall to convey runoff to the Blue River.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1000	CY	\$ 38.00	\$ 38,000
DITCH	2300	LF	--	(included above)
MAJOR GRADING	0	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	300	CY	\$ 54.00	\$ 16,200
FORMALIZE ROADWAY	1500	LF	--	(included above)
CULVERTS	625	LF	\$ 100.00	\$ 62,500
SIGNAGE	4	EA	\$ 375.00	\$ 1,500
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	5	EA	\$ 300.00	\$ 1,500
Total Major Items				\$ 119,700
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 11,970.00
MOBILIZATION	6%	LS	--	\$ 7,182.00
TRAFFIC CONTROL	3%	LS	--	\$ 3,591.00
Total Additional Items				\$ 22,743
Contingency (25%)				\$ 35,611
Construction Subtotal				\$ 178,054
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 5,341.61
EASEMENTS	10%	LS	--	\$ 17,805.38
DESIGN	10%	LS	--	\$ 17,805.38
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 8,902.69
TOWN INDIRECTS	5%	LS	--	\$ 8,902.69
Total Program Items				\$ 58,758
Total Estimate				\$ 237,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.



18-04: Spruce Creek Road

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Performing major grading to reduce the maximum grade of Spruce Creek from Highway 9 to Crown Drive. Regrading several accesses and intersections. Formalizing ditches and repairing drainage on the south side of Spruce Creek Road with ditches and driveway culverts extending from Highway 9 to Crown Drive. Additional ditch and culvert improvements on Spruce Creek Road, approximately 150-ft south of intersection with Crown Drive on the west side.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	4700	CY	\$ 38.00	\$ 178,600
DITCH	380	LF	--	(included above)
MAJOR GRADING	4500	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	400	CY	\$ 54.00	\$ 21,600
FORMALIZE ROADWAY	850	LF	--	(included above)
CULVERTS	150	LF	\$ 100.00	\$ 15,000
REMOVE CULVERT	80	LF	\$ 55.00	\$ 4,400
REMOVE TREE	15	EA	\$ 300.00	\$ 4,500
			Total Major Items	\$ 224,100
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 22,410
MOBILIZATION	10%	LS	--	\$ 22,410
TRAFFIC CONTROL	5%	LS	--	\$ 11,205
			Total Additional Items	\$ 56,025
			Contingency (25%)	\$ 70,031
			Construction Subtotal	\$ 350,156
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 10,505
EASEMENTS	10%	LS	--	\$ 35,016
DESIGN	15%	LS	--	\$ 52,523
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 17,508
TOWN INDIRECTS	5%	LS	--	\$ 17,508
			Total Program Items	\$ 133,059
Total Estimate				\$ 484,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template after major grading, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.

Major Grading: For major earthwork, assumed 5-ft depth cut/fill with 2:1 side slopes on level surface.



18-05: Royal Drive and Regal Circle

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Establishing ditches along Regal Circle from its eastern high point to Blue River Road. Installing a culvert and inlet underneath Blue River Road. Formalizing ditches on Royal Drive, including placing a culvert underneath Regal Circle at the Regal/Royal intersection. Draining Royal north to Blue River roadside ditches flowing north. 900-ft of driveway culverts approximated.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1400	CY	\$ 38.00	\$ 53,200
DITCH	4500	LF	--	(included above)
MAJOR GRADING	0	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	500	CY	\$ 54.00	\$ 27,000
FORMALIZE ROADWAY	2510	LF	--	(included above)
CULVERTS	900	LF	\$ 100.00	\$ 90,000
REMOVE CULVERT	40	LF	\$ 55.00	\$ 2,200
REMOVE TREE	10	EA	\$ 300.00	\$ 3,000
			Total Major Items	\$ 175,400
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 17,540
MOBILIZATION	6%	LS	--	\$ 10,524
TRAFFIC CONTROL	5%	LS	--	\$ 8,770
			Total Additional Items	\$ 36,834
			Contingency (25%)	\$ 53,059
			Construction Subtotal	\$ 265,293
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 7,959
EASEMENTS	10%	LS	--	\$ 26,529
DESIGN	10%	LS	--	\$ 26,529
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 13,265
TOWN INDIRECTS	5%	LS	--	\$ 13,265
			Total Program Items	\$ 87,547
Total Estimate				\$ 353,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 2:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be moderate.



18-06: Coronet Drive

PLANNING LEVEL ESTIMATE	DATE: December 2018
Summary of Work:	
Formalizing roadway surface around hairpin turn at Coronet Drive. Installing Type 3 guardrail south of driveway on hairpin and establishing ditches along the eastern side of Coronet Drive. Performing minor grading to reduce maximum grade. Constructing culvert crossing Holly Lane, and another crossing Coronet Drive and releasing to existing drainage with riprap outfall. Project scope also considers re-grading roadway and upsizing culvert at low point along Pennsylvania Creek Trail.	

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	500	CY	\$ 38.00	\$ 19,000
DITCH	300	LF	--	(included above)
MAJOR GRADING	350		--	(included above)
CDOT CLASS 6 BASE COURSE	100	CY	\$ 54.00	\$ 5,400
FORMALIZE ROADWAY	500	LF	--	(included above)
CULVERTS	80	LF	\$ 100.00	\$ 8,000
REMOVE CULVERT	20	LF	\$ 55.00	\$ 1,100
REMOVE TREE		EA	\$ 300.00	\$ -
SIGNAGE	2	EA	\$ 375.00	\$ 750
GUARDRAIL	125	LF	\$ 108.00	\$ 13,500
			Total Major Items	\$ 47,750
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 4,775
MOBILIZATION	6%	LS	--	\$ 2,865
TRAFFIC CONTROL	3%	LS	--	\$ 1,433
			Total Additional Items	\$ 9,073
			Contingency (25%)	\$ 14,206
			Construction Subtotal	\$ 71,028
PROGRAM ITEMS				
SURVEY	5%	LS	--	\$ 3,551
EASEMENTS	10%	LS	--	\$ 7,103
DESIGN	25%	LS	--	\$ 17,757
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 3,551
TOWN INDIRECTS	5%	LS	--	\$ 3,551
			Total Program Items	\$ 35,514
Total Estimate				\$ 107,000

Notes, Assumptions, Comments:
Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.
CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.
Major Grading: Assumed to be 2-ftx20' depth cut/fill for 300ft, 2:1 side slopes on level surface



18-07: Blue River Road and Hwy 9

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Expanding Highway 9 to include a median left turn lane, right turn lane, and northbound acceleration lane to Blue River Road, and installing guardrail on the north side of the intersection to satisfy clear zone issues

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	2500	CY	\$ 38.00	\$ 95,000
DITCH		LF		(included above)
MAJOR GRADING	2000	CY		(included above)
CDOT CLASS 6 BASE COURSE	550	CY	\$ 54.00	\$ 29,700
HOT MIX ASPHALT	1250	TN	\$ 100.00	\$ 125,000
GUARDRAIL	800	LF	\$ 108.00	\$ 86,400
REMOVE TREE	15	EA	\$ 300.00	\$ 4,500
			Total Major Items	\$ 340,600
ADDITIONAL ITEMS				
CLEARING AND GRUBBING	10%	LS	--	\$ 34,060
ENVIRONMENTAL/EROSION CONTROL	5%	LS	--	\$ 17,030
SIGNING AND STRIPING	5%	LS	--	\$ 17,030
MOBILIZATION	10%	LS	--	\$ 34,060
TRAFFIC CONTROL	10%	LS	--	\$ 34,060
			Total Additional Items	\$ 136,240
			Contingency (25%)	\$ 119,210
			Construction Subtotal	\$ 596,050
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 17,882
EASEMENTS	2%	LS	--	\$ 11,921
DESIGN	10%	LS	--	\$ 59,605
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 29,803
TOWN INDIRECTS	5%	LS	--	\$ 29,803
			Total Program Items	\$ 149,013
Total Estimate				\$ 746,000

Notes, Assumptions, Comments:

Earthwork: Assumed 1-ft across widened section for earthwork

CDOT Class 6: Assumed 8" subbase over entire widened area

HMA: Assumed 4" over new widened area, 2" over existing roadway

Guardrail: Assumed guardrail on northeast side of Hwy 9



18-08: Leap Year Trail

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Establishing ditches and culverts to convey runoff from Leap Year Trail to existing drainage to South. Removing obstacles and trees to increase sight distance, if CDOT access plan supports it.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	40	CY	\$ 38.00	\$ 1,520
DITCH	80	LF	--	(included above)
MAJOR GRADING	0	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	20	CY	\$ 54.00	\$ 1,080
FORMALIZE ROADWAY	100	LF	--	(included above)
CULVERTS	30	LF	\$ 100.00	\$ 3,000
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	5	EA	\$ 300.00	\$ 1,500
			Total Major Items	\$ 7,100
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 710.00
MOBILIZATION	20%	LS	--	\$ 1,420.00
TRAFFIC CONTROL	10%	LS	--	\$ 710.00
			Total Additional Items	\$ 2,840
			Contingency (40%)	\$ 3,976.00
			Construction Subtotal	\$ 13,916.00
PROGRAM ITEMS				
SURVEY	10%	LS	--	\$ 1,392
EASEMENTS	10%	LS	--	\$ 1,392
DESIGN	25%	LS	--	\$ 3,479
CONSTRUCTION OBSERVATION	10%	LS	--	\$ 1,392
TOWN INDIRECTS	10%	LS	--	\$ 1,392
			Total Program Items	\$ 9,045
Total Estimate				\$ 23,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.



18-09: Calle de Plata

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Grading a sloped roadway and constructing ditches and driveway culverts on the south side of Calle to convey runoff west to culvert adjacent to Highway 9. Installing culvert upstream of Eldorado to convey ponding runoff to existing drainage to the North.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	200	CY	\$ 38.00	\$ 7,600
DITCH	400	LF	--	(included above)
MAJOR GRADING	0	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	230	CY	\$ 54.00	\$ 12,420
FORMALIZE ROADWAY	600	LF	--	(included above)
CULVERTS	120	LF	\$ 100.00	\$ 12,000
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	0	EA	\$ 300.00	\$ -
			Total Major Items	\$ 32,020
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 3,202
MOBILIZATION	10%	LS	--	\$ 3,202
TRAFFIC CONTROL	5%	LS	--	\$ 1,601
			Total Additional Items	\$ 8,005
			Contingency (25%)	\$ 10,006
			Construction Subtotal	\$ 50,031
PROGRAM ITEMS				
SURVEY	10%	LS	--	\$ 5,003
EASEMENTS	10%	LS	--	\$ 5,003
DESIGN	25%	LS	--	\$ 12,508
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 2,502
TOWN INDIRECTS	5%	LS	--	\$ 2,502
			Total Program Items	\$ 27,517
			Total Estimate	\$ 78,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be low from field visit and Google Earth imagery



18-10: Crown Drive

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Formalizing crowned surface along Crown Drive. Establishing ditches and culverts on east side of Crown from Highway 9 to Gold Nugget Drive, approximately 900-ft. Re-establishing ditches on both sides of Gold Nugget Drive as it approaches Crown Drive. Re-grading Nugget Lane. Installing culvert across Golden Crown Lane.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	740	CY	\$ 38.00	\$ 28,120
DITCH	1650	LF	--	(included above)
MAJOR GRADING	0	CY	--	(included above)
CDOT CLASS 6 BASE COURSE	1200	CY	\$ 54.00	\$ 64,800
FORMALIZE ROADWAY	3220	LF	--	(included above)
CULVERTS	350	LF	\$ 100.00	\$ 35,000
REMOVE CULVERT	80	LF	\$ 55.00	\$ 4,400
REMOVE TREE	0	EA	\$ 300.00	\$ -
			Total Major Items	\$ 132,320
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 13,232
MOBILIZATION	6%	LS	--	\$ 7,939
TRAFFIC CONTROL	3%	LS	--	\$ 3,970
			Total Additional Items	\$ 25,141
			Contingency (25%)	\$ 39,365
			Construction Subtotal	\$ 196,826
PROGRAM ITEMS				
SURVEY	5%	LS	--	\$ 9,841
EASEMENTS	20%	LS	--	\$ 39,365
DESIGN	10%	LS	--	\$ 19,683
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 9,841
TOWN INDIRECTS	10%	LS	--	\$ 19,683
			Total Program Items	\$ 98,413
			Total Estimate	\$ 296,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be low from field visit and Google Earth imagery



18-11: Creekside Drive

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Establishing ditches and driveway culverts from the east end of Creekside west to Blue River Road. Ditch outlets assumed along Creekside, and down Placer Trail Road to the existing wetland drainage. Conveyance down Grey Squirrel continues northwest to Blue River Road and includes a culvert replacement across Wilderness and formalizing the ditch along Blue River Road.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1600	CY	\$ 38.00	\$ 60,800
DITCH	3600	LF		(included above)
MAJOR GRADING	0	CY		(included above)
CDOT CLASS 6 BASE COURSE	400	CY	\$ 54.00	\$ 21,600
FORMALIZE ROADWAY	2040	LF		(included above)
CULVERTS	440	LF	\$ 100.00	\$ 44,000
REMOVE CULVERT	60	LF	\$ 55.00	\$ 3,300
REMOVE TREE	10	EA	\$ 300.00	\$ 3,000
SIGNAGE	1	EA	\$ 375.00	\$ 375
			Total Major Items	\$ 133,075
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 13,308
MOBILIZATION	6%	LS	--	\$ 7,985
TRAFFIC CONTROL	3%	LS	--	\$ 3,992
			Total Additional Items	\$ 25,284
			Contingency (25%)	\$ 39,590
			Construction Subtotal	\$ 197,949
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 5,938
EASEMENTS	15%	LS	--	\$ 29,692
DESIGN	15%	LS	--	\$ 29,692
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 9,897
TOWN INDIRECTS	5%	LS	--	\$ 9,897
			Total Program Items	\$ 85,118
Total Estimate				\$ 284,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 3" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be moderate from field visit and Google Earth imagery.



18-12: Dead Man's Curve

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Major grading to reduce the slope leading up to Red Mountain Trail access to Highway 9. Removal of trees to increase available sight distance. Additional scope may be added in conjunction with the CDOT access plan.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	450	CY	\$ 38.00	\$ 17,100
DITCH	0	LF		(included above)
MAJOR GRADING	450	CY		(included above)
CDOT CLASS 6 BASE COURSE	120	CY	\$ 54.00	\$ 6,480
FORMALIZE ROADWAY	300	LF		(included above)
CULVERTS	0	LF	\$ 100.00	\$ -
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	6	EA	\$ 300.00	\$ 1,800
SIGNAGE	2	EA	\$ 375.00	\$ 750
			Total Major Items	\$ 26,130
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 2,613
MOBILIZATION	10%	LS	--	\$ 2,613
TRAFFIC CONTROL	15%	LS	--	\$ 3,920
			Total Additional Items	\$ 9,146
			Contingency (40%)	\$ 14,110
			Construction Subtotal	\$ 49,386
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 1,482
EASEMENTS	10%	LS	--	\$ 4,939
DESIGN	25%	LS	--	\$ 12,346
CONSTRUCTION OBSERVATION	10%	LS	--	\$ 4,939
TOWN INDIRECTS	5%	LS	--	\$ 2,469
			Total Program Items	\$ 26,174
Total Estimate				\$ 76,000

Notes, Assumptions, Comments:

Earthwork: Assumed 2% slope for 25-ft off of Highway 9, then 6% slope to low point.

CDOT Class 6: To establish crowns and formalize roadway template, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.



18-13: Timber Creek Estates

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Installing two speed humps through the Timber Creek neighborhood. Locations should be as flat and straight as is possible given existing conditions.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
HOT MIX ASPHALT	8	TN	\$ 100.00	\$ 800
PAVEMENT MARKERS	50	SF	\$ 13.00	\$ 650
INSTALL SIGN PANEL (CL II)	2	EA	\$ 310.00	\$ 620
DELINEATOR (TY III) (EXTRA HT)	8	EA	\$ 89.00	\$ 712
			Total Major Items	\$ 2,782
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	5%	LS	--	\$ 139
MOBILIZATION	20%	LS	--	\$ 556
TRAFFIC CONTROL	15%	LS	--	\$ 417
			Total Additional Items	\$ 1,113
			Contingency (25%)	\$ 974
			Construction Subtotal	\$ 4,869
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 146
EASEMENTS	10%	LS	--	\$ 487
DESIGN	10%	LS	--	\$ 487
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 243
TOWN INDIRECTS	10%	LS	--	\$ 487
			Total Program Items	\$ 1,850
Total Estimate				\$ 7,000

Notes, Assumptions, Comments:

Asphalt: Assumes Summit County standard speed hump, quantity assumed to be 14'x24'x3" triangle.



18-14: Whispering Pines Entrance

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Addressing ponding on SE corner of Whispering Pines and Peaks View Court. Installing inlet and culvert to convey runoff north across Peaks View Ct. Formalizing existing ditch down Whispering Pines to Highway 9 roadside ditch. Relocation of stop sign may be required.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	300	CY	\$ 38.00	\$ 11,400
DITCH	500	LF		(included above)
MAJOR GRADING	0	CY		(included above)
CDOT CLASS 6 BASE COURSE	0	CY	\$ 54.00	\$ -
FORMALIZE ROADWAY	0	LF		(included above)
RELOCATE SIGN	1	EA	\$ 375.00	\$ 375
INLET TYPE C	1	EA	\$ 4,500.00	\$ 4,500
CULVERTS	50	LF	\$ 150.00	\$ 7,500
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	0	EA	\$ 300.00	\$ -
			Total Major Items	\$ 23,775
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 2,378
MOBILIZATION	10%	LS	--	\$ 2,378
TRAFFIC CONTROL	15%	LS	--	\$ 3,566
			Total Additional Items	\$ 8,321
			Contingency (25%)	\$ 8,024
			Construction Subtotal	\$ 40,120
PROGRAM ITEMS				
SURVEY	10%	LS	--	\$ 4,012
EASEMENTS	5%	LS	--	\$ 2,006
DESIGN	25%	LS	--	\$ 10,030
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 2,006
TOWN INDIRECTS	5%	LS	--	\$ 2,006
			Total Program Items	\$ 20,060
			Total Estimate	\$ 61,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.



18-15: Blue River Road

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Adding fill to adjust low point in between properties at Blue River Road. Installing culvert and ditches to convey flow to low point and outlet to Blue River wetlands.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	500	CY	\$ 38.00	\$ 19,000
DITCH	600	LF		(included above)
MAJOR GRADING	150	CY		(included above)
CDOT CLASS 6 BASE COURSE	300	CY	\$ 54.00	\$ 16,200
FORMALIZE ROADWAY	600	LF		(included above)
CULVERTS	25	LF	\$ 150.00	\$ 3,750
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	0	EA	\$ 300.00	\$ -
			Total Major Items	\$ 38,950
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 3,895
MOBILIZATION	5%	LS	--	\$ 1,948
TRAFFIC CONTROL	5%	LS	--	\$ 1,948
			Total Additional Items	\$ 7,790
			Contingency (40%)	\$ 18,696
			Construction Subtotal	\$ 65,436
PROGRAM ITEMS				
SURVEY	15%	LS	--	\$ 9,815
EASEMENTS	25%	LS	--	\$ 16,359
DESIGN	25%	LS	--	\$ 16,359
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 3,272
TOWN INDIRECTS	5%	LS	--	\$ 3,272
			Total Program Items	\$ 49,077
Total Estimate				\$ 115,000

Notes, Assumptions, Comments:

Earthwork: Assumed a 2-ft depth V-ditch with 3:1 side slopes.

CDOT Class 6: To establish crowns and formalize roadway template, 6" of new CDOT Class 6 material assumed for 20-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be low.



18-16: Emergency Access Route

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Perform major grading and road work to connect 97 Circle and Rio Azul Road with a new 4x4 single lane roadway to be used only if regular access through Blue River from Breckenridge to Fairplay is lost.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1800	CY	\$ 38.00	\$ 68,400
DITCH	500	LF		(included above)
MAJOR GRADING	1500	CY		(included above)
CDOT CLASS 6 BASE COURSE	300	CY	\$ 54.00	\$ 16,200
FORMALIZE ROADWAY	500	LF		(included above)
CULVERTS	60	LF	\$ 150.00	\$ 9,000
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	50	EA	\$ 300.00	\$ 15,000
SIGNAGE	4	EA	\$ 375.00	\$ 1,500
			Total Major Items	\$ 110,100
ADDITIONAL ITEMS				
CLEARING AND GRUBBING	30%	LS	--	\$ 33,030
ENVIRONMENTAL/EROSION CONTROL	20%	LS	--	\$ 22,020
MOBILIZATION	20%	LS	--	\$ 22,020
TRAFFIC CONTROL	3%	LS	--	\$ 3,303
			Total Additional Items	\$ 80,373
			Contingency (40%)	\$ 76,189
			Construction Subtotal	\$ 266,662
PROGRAM ITEMS				
SURVEY	15%	LS	--	\$ 39,999
EASEMENTS	50%	LS	--	\$ 133,331
DESIGN	25%	LS	--	\$ 66,666
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 13,333
TOWN INDIRECTS	5%	LS	--	\$ 13,333
			Total Program Items	\$ 266,662
Total Estimate				\$ 534,000

Notes, Assumptions, Comments:

Earthwork: Assumed 3-ft cut/fill for length of access road, 6-ft cut/fill for accesses to Rio and 97 Circle

CDOT Class 6: To establish driveable surface, 12" of new CDOT Class 6 material assumed for 15-ft width of roadway.

Removal of Tree: Removal of trees quantity assumed to be substantial



18-17: Town-Use Parking Lot

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Utilize Town property along Highway 9 off of Davis Court to construct a parking lot for Town use. Project would require grading work (including export of excess materials offsite), subgrade preparation and pavement.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1600	CY	\$ 38.00	\$ 60,800
DITCH	350	LF		(included above)
MAJOR GRADING	1400	CY		(included above)
CDOT CLASS 6 BASE COURSE	500	CY	\$ 54.00	\$ 27,000
HOT MIX ASPHALT	700	TN	\$ 100.00	\$ 70,000
REMOVE TREE	15	EA	\$ 300.00	\$ 4,500
			Total Major Items	\$ 162,300
ADDITIONAL ITEMS				
CLEARING AND GRUBBING	10%	LS	--	\$ 16,230
ENVIRONMENTAL/EROSION CONTROL	20%	LS	--	\$ 32,460
SIGNING AND STRIPING	5%	LS	--	\$ 8,115
MOBILIZATION	10%	LS	--	\$ 16,230
TRAFFIC CONTROL	5%	LS	--	\$ 8,115
			Total Additional Items	\$ 81,150
			Contingency (40%)	\$ 97,380
			Construction Subtotal	\$ 340,830
PROGRAM ITEMS				
SURVEY	5%	LS	--	\$ 17,042
EASEMENTS	2%	LS	--	\$ 6,817
DESIGN	10%	LS	--	\$ 34,083
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 17,042
TOWN INDIRECTS	5%	LS	--	\$ 17,042
			Total Program Items	\$ 92,024
Total Estimate				\$ 433,000

Notes, Assumptions, Comments:

Earthwork: Assumed 2-ft across parking lot site for prep

CDOT Class 6: Assumed 8" subbase over entire parking lot area

HMA: Assumed 6" cover over entire parking lot area

Removal of Tree: Removal of trees quantity assumed from field visit and Google Earth imagery.



18-18: Tarn Improvements

PLANNING LEVEL ESTIMATE **DATE: December 2018**

Summary of Work:

Reduce grade of Tarn access at Highway 9 to allow for safer ingress/egress of vehicles. Scope may be revised depending on information from CDOT access plan.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MAJOR CONSTRUCTION ITEMS				
EARTHWORK	1500	CY	\$ 38.00	\$ 57,000
DITCH	0	LF		(included above)
MAJOR GRADING	1500	CY		(included above)
CDOT CLASS 6 BASE COURSE	100	CY	\$ 54.00	\$ 5,400
FORMALIZE ROADWAY	250	LF		(included above)
CULVERTS	0	LF	\$ 150.00	\$ -
REMOVE CULVERT	0	LF	\$ 55.00	\$ -
REMOVE TREE	0	EA	\$ 300.00	\$ -
SIGNAGE	2	EA	\$ 375.00	\$ 750
			Total Major Items	\$ 63,150
ADDITIONAL ITEMS				
ENVIRONMENTAL/EROSION CONTROL	10%	LS	--	\$ 6,315
MOBILIZATION	6%	LS	--	\$ 3,789
TRAFFIC CONTROL	5%	LS	--	\$ 3,158
			Total Additional Items	\$ 13,262
			Contingency (40%)	\$ 30,565
			Construction Subtotal	\$ 106,976
PROGRAM ITEMS				
SURVEY	3%	LS	--	\$ 3,209
EASEMENTS	10%	LS	--	\$ 10,698
DESIGN	10%	LS	--	\$ 10,698
CONSTRUCTION OBSERVATION	5%	LS	--	\$ 5,349
TOWN INDIRECTS	5%	LS	--	\$ 5,349
			Total Program Items	\$ 35,302
Total Estimate				\$ 143,000

Notes, Assumptions, Comments:

Grading: Assumed 2% off of Highway 9 for 50-ft, then 8% down to parking lot (existing is 10-12%).



18-19: Trail Network Study

PLANNING LEVEL ESTIMATE

DATE: December 2018

Summary of Work:

Completing a Master Plan and study on the expansion of formal trails through the Town, connecting to adjacent USFS and local trails, including potential Breckenridge to Blue River bike trail.

DESCRIPTION OF ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MEETINGS	144	HR	\$ 125.00	\$ 18,000.00
STAKEHOLDER	80	HR	\$ 125.00	(included above)
PUBLIC	64	HR	\$ 125.00	(included above)
ALTERNATIVE DEVELOPMENT	120	HR	\$ 125.00	\$ 15,000
ANALYSIS AND EVALUATION	120	HR	\$ 125.00	\$ 15,000
PRIORITIZATION	80	HR	\$ 125.00	\$ 10,000
DOCUMENTATION	120	HR	\$ 125.00	\$ 15,000
GRAPHIC SUPPORT	80	HR	\$ 100.00	\$ 8,000
CAD SUPPORT	200	HR	\$ 75.00	\$ 15,000
Total Major Items				\$ 96,000
Contingency (25%)				\$ 24,000
Total Estimate				\$ 120,000

Notes, Assumptions, Comments:

Appendix D: Evaluation Criteria

The logo of the Town of Blue River is a circular emblem. The outer ring is blue with the words "TOWN OF" at the top and "BLUE RIVER" at the bottom in white, serif, all-caps font. The inner circle depicts a landscape with a blue lake in the foreground, green evergreen trees on the left and right, and a snow-capped mountain in the background under a light blue sky with several black birds flying.

CIP PROJECT EVALUATION CRITERIA SCORES

Town of Blue River Evaluation Criteria

Summary Score Sheet
November 2018

		Priority Criteria (0 - 5 points)				Supplemental Criteria (1 point)				Total	Fiscal Impacts	
Project Number	Project Name	Health and Safety (0 - 5)	Maintenance (0 - 5)	Risk Uncertainty (0 - 5)	Environ. Aesthetic (0 - 5)	Economic Dev.? (Yes/No)	Collab.? (Yes/No)	Costs due to Deferral? (Yes/No)	Community and Social? (Yes/No)	Project Benefit Score	ROM Program Cost Estimate	Outside Funding Potential?
18-01	Mountain View Trail	3	3	1	3	No	No	No	Yes	11	\$ 409,000	No
18-02	Wilderness Drive	5	3	1	1	No	No	Yes	Yes	12	\$ 427,000	No
18-03	Sherwood and Starlit Lane	5	4	2	3	No	No	No	Yes	15	\$ 237,000	No
18-04	Spruce Creek Road	5	4	3	2	No	Yes	Yes	Yes	17	\$ 484,000	Yes
18-05	Royal Drive and Regal Circle	3	4	1	2	No	No	Yes	Yes	12	\$ 353,000	No
18-06	Coronet Drive	5	2	4	3	No	Yes	Yes	No	16	\$ 107,000	Yes
18-07	Blue River Road/Hwy 9	5	3	3	3	No	Yes	No	Yes	16	\$ 746,000	Yes
18-08	Leap Year Trail	3	3	4	2	No	No	No	No	12	\$ 23,000	No
18-09	Calle de Plata	3	3	3	3	No	No	No	No	12	\$ 78,000	No
18-10	Crown Drive	3	3	3	3	No	No	No	Yes	13	\$ 296,000	No
18-11	Creekside Drive	3	4	1	2	No	No	Yes	No	11	\$ 284,000	No
18-12	Dead Man's Corner	5	3	4	2	No	Yes	No	Yes	16	\$ 76,000	Yes
18-13	Timber Creek Estates	1	2	3	3	No	No	No	Yes	10	\$ 7,000	No
18-14	Whispering Pines Entrance	1	4	4	3	No	No	No	No	12	\$ 61,000	No
18-15	Blue River Road	5	3	1	2	No	No	Yes	No	12	\$ 115,000	No
18-16	Breckenridge Emergency Access Route	5	2	1	1	No	Yes	No	Yes	11	\$ 534,000	Yes
18-17	Park-n-Ride Lot	1	1	5	1	Yes	Yes	No	Yes	11	\$ 433,000	No
18-18	Tarn Improvements	5	3	4	3	No	Yes	No	Yes	17	\$ 143,000	No
18-19	Develop Trail Network Study	1	3	5	3	Yes	Yes	No	Yes	15	\$ 120,000	Yes

<div>Town of Blue River - Evaluation Criteria</div> <div>November 2018</div> <div>Project Ratings and Justification</div> <div>Page 2 of 5</div>	18-05 Royal and Regal Drive		18-06 Coronet Drive		18-07 Blue River Road and Highway 9		18-08 Leap Year Trail		
	High-Level Project Overview: Establishing ditches along Regal Circle from its eastern high point to Blue River Road. Installing a culvert and inlet underneath Blue River Road. Formalizing ditches on Royal Drive, including placing a culvert underneath Regal Circle at the Regal/Royal intersection. Draining Royal north to Blue River roadside ditches flowing north. 900-ft of driveway culverts approximated.		High-Level Project Overview: Formalizing roadway surface around hairpin turn at Coronet Drive. Installing Type 3 guardrail south of driveway on hairpin and establishing ditches along the eastern side of Coronet Drive. Performing minor grading to reduce maximum grade. Constructing culvert crossing Holly Lane, and another crossing Coronet Drive and releasing to existing drainage with riprap outfall. Project scope also considers re-grading roadway and upsizing culvert at low point along Pennsylvania Creek Trail.		High-Level Project Overview: Expanding Highway 9 to include a median left turn lane, right turn lane, and northbound acceleration lane to Blue River Road, and installing guardrail on the north side of the intersection to satisfy clear zone issues.		High-Level Project Overview: Establishing ditches and culverts at the south end of Leap Year Trail to convey runoff to existing drainage to South. Removing obstacles and trees to increase sight distance, depending on findings of ongoing CDOT access plan. Work within CDOT ROW will require permits and approval. A well-established outfall path for the drainage is also necessary within the ROW.		
Health and Safety - An evaluation of how the proposed project addresses safety of the Town.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project has five or more safety feature points	5	3	2 - Formalize the roadway template 1 - Reduce ponding	5	2 - Formalize roadway template 1 - Install sign 2 - Geometric roadway improvements 2 - Improve clear zone conditions	5	5 - Mitigate frequent crashes	3	2 - Increase sight distance 1 - Reduce ponding on road
The project has four safety feature points	4								
The project has three safety feature points	3								
The project has two safety feature points	2								
The project includes one or no safety feature points	1								
Maintenance - Evaluates the proposed project's impact to Town operating budget.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
Decrease: The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5	4	Reduce consistent roadway maintenance attention with ditches and culverts	2	Addition of guardrail to Town maintenance requirements	3	CDOT maintenance item, no change to Blue River	3	No perceived change to Town maintenance responsibilities
The Town's annual maintenance costs will be minimally reduced after the project's completion	4								
No change: The Town's annual maintenance costs will experience little to no change after the project's completion	3								
The Town's annual maintenance costs will be moderately increased after the project's completion	2								
The Town incurs substantial additional maintenance responsibility after project completion	1								
Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation).									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
Project has low risk associated with it: No easements required, no outside coordination, few utilities present	5	1	Due to public concerns regarding easements and outfall location. Large number of additional easements required.	4	Minimal easements required, project located on roadway.	3	Coordination with CDOT required, historic firehouse in project limits	4	Minimal easements required, project located on roadway
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present	4								
Project has moderate level of risk associated with it: Some easements required, some permits , utilities present	3								
Project has relatively high-risk: several easements required, utility coordination	2								
Project has high risk associated with it: Significant easements required, utilities present, several permits required	1								
Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town. Tree removal, peace and quiet, avoiding urbanization, impact to vegetation and wildlife.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5	2	Widening of narrow roadways altering existing condition, moderate tree removal potential	3	No perceived effect on existing condition, minimal to no tree removal potential	3	Adjustments to existing paved roadway, no perceived urbanization increase	2	Moderate tree removal potential
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity	4								
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)	3								
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity	2								
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity	1								

<div>Town of Blue River - Evaluation Criteria</div> <div>November 2018</div> <div>Project Ratings and Justification</div> <div>Page 3 of 5</div>	18-09 Calle de Plata		18-10 Crown Drive		18-11 Creekside Drive		18-12 Dead Man's Corner		
	High-Level Project Overview: Grading a sloped roadway and constructing ditches and driveway culverts on the south side of Calle to convey runoff west to culvert adjacent to Highway 9. Installing culvert upstream of Eldorado to convey ponding runoff to existing drainage to the North.		High-Level Project Overview: Formalizing crowned surface along Crown Drive. Establishing ditches and culverts on east side of Crown from Highway 9 to Gold Nugget Drive, approximately 900-ft. Re-establishing ditches on both sides of Gold Nugget Drive as it approaches Crown Drive. Re-grading Nugget Lane. Installing culvert across Golden Crown Lane.		High-Level Project Overview: Establishing ditches and driveway culverts from the east end of Creekside west to Blue River Road. Ditch outlets assumed along Creekside, and down Placer Trail Road to the existing wetland drainage. Conveyance down Grey Squirrel continues northwest to Blue River Road and includes a culvert replacement across Wilderness and formalizing the ditch along Blue River Road.		High-Level Project Overview: Major grading to reduce the slope leading up to Red Mountain Trail access to Highway 9. Removal of trees to increase available sight distance. Additional scope may be added in conjunction with the CDOT access plan.		
Health and Safety - An evaluation of how the proposed project addresses safety of the Town.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project has five or more safety feature points	5	3	2 - Formalize roadway template 1 - Reduce ponding on road	3	2 - Formalize roadway template 2 - Reduce ponding on road	3	2 - Formalize roadway template 1 - Reduce ponding	5	5 - Mitigating frequent crashes
The project has four safety feature points	4								
The project has three safety feature points	3								
The project has two safety feature points	2								
The project includes one or no safety feature points	1								
Maintenance - Evaluates the proposed project's impact to Town operating budget.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
Decrease: The Town's annual maintenance costs will become substantially lower after the proposed project's completion	5	3	No perceived change to Town maintenance responsibilities	3	Replacing existing culverts and drainage issues maintenance responsibilities remain consistent post-project.	4	Reduce consistent roadway maintenance attention with ditches and culverts	3	CDOT maintenance item or no change to Town's maintenance responsibilities
The Town's annual maintenance costs will be minimally reduced after the project's completion	4								
No change: The Town's annual maintenance costs will experience little to no change after the project's completion	3								
The Town's annual maintenance costs will be moderately increased after the project's completion	2								
The Town incurs substantial additional maintenance responsibility after project completion	1								
Risk Uncertainty - Evaluates the risk associated with completing the proposed project (ease of implementation).									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
Project has low risk associated with it: No easements required, no outside coordination, few utilities present	5	3	Minor easement requirements, utilities present	3	Moderate number of easements required	1	Potential wetland mitigation required, large number of easements required, utilities present	4	CDOT coordination required, low number of easements
Project has relatively low risk associated with it: A few minor easements, no outside coordination, utilities present	4								
Project has moderate level of risk associated with it: Some easements required, some permits , utilities present	3								
Project has relatively high-risk: several easements required, utility coordination	2								
Project has high risk associated with it: Significant easements required, utilities present, several permits required	1								
Environmental/Aesthetic - Evaluates the proposed project's impact to environment or aesthetic of Town. Tree removal, peace and quiet, avoiding urbanization, impact to vegetation and wildlife.									
ConsiderationsRating		Score	Comments	Score	Comments	Score	Comments	Score	Comments
The project brings a significant perceived benefit to Town's aesthetic and/or environmental integrity.	5	3	No perceived change to existing condition, low tree removal potential	3	No perceived change to existing condition, repairing/replacing existing infrastructure, minimal to no tree removal potential	2	Minimal change to existing conditions, potential wetland mitigation, moderate tree removal.	2	Moderate tree removal potential for sight distance.
The project brings a minor perceived benefit to Town's aesthetic and/or environmental integrity	4								
The project has no perceived effect on the Town's aesthetic and/or environmental integrity (maintained)	3								
The project causes a minor perceived impact to the Town's aesthetic and/or environmental integrity	2								
The project causes a substantial perceivable impact to the Town's aesthetic and/or environmental integrity	1								

