# TOWN OF ERIE

645 Holbrook Street
Erie, CO 80516

## Meeting Agenda

## Town Council

**Tuesday, October 8, 2024** | **6:30 PM** | **Council Chambers**

**Link to Watch or Comment Virtually: https://bit.ly/TownCouncil2ndTuesday2024**

### I. Call Meeting to Order and Pledge of Allegiance

*6:30 p.m.*

### II. Roll Call

### III. Approval of the Agenda

### IV. Consent Agenda

*6:30-6:35 p.m.*

24-475 Approval of the September 24, 2024 Town Council Meeting Minutes

***Attachments:*** 09-24-2024 Council Minutes

24-421 A Resolution of the Town Council of the Town of Erie Approving a Replacement License Agreement with the New Consolidated Lower Boulder Reservoir and Ditch Company and the Northern Colorado Water Conservancy District for the Weld County Road 3 Culvert Replacement

***Attachments:*** Resolution 24-146
License Agreement
Vicinity Map

24-427 A Resolution of the Town Council of the Town of Erie Adopting the Flex Ride Service Plan for Flex Ride Operations

***Attachments:*** Resolution 24-132
Erie Flex Ride Service Plan

24-443 A Resolution of the Town Council of the Town of Erie Approving a Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C. for the Erie Town Center

***Attachments:*** Resolution 24-137
Disposition and Development Agreement

### V. Public Comment On Non-Agenda and Consent Items only.

*6:35-6:45 p.m.*

*(This agenda item provides the public an opportunity to discuss items that are not on the agenda or consent agenda items only. The Town Council is not prepared to decide on matters brought up at this time, but if warranted, will place them on a future agenda.)*

## VI. General Business

24-422 Bi-Monthly Vector Air Airport Report

***Attachments:*** Airport Report

*6:45-6:55 p.m.*
*Presenter(s): Jason Hurd, Airport Manager*
*Todd Fessenden, Utilities Director*

24-454 PUBLIC HEARING: A Resolution of the Town Council of the Town of Erie Approving the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie

***Attachments:*** Staff Report
Resolution 24-145
Planning Commission Resolution
Presentation
Elevate Erie - Comprehensive Plan
Engagement Scrapbook
Written Public Comment to Planning Commission
Notice

*6:55-8:25 p.m.*
*Presenter(s): Sarah Nurmela, Director of Planning and Development*
*Kelly Driscoll, Planning Manager*
*Josh Campbell, Senior Strategic Planner*
*Keiley Gaston, Senior Strategic Planner*

24-476 An Ordinance of the Town Council of the Town of Erie Approving a Purchase and Sale Agreement, a Bill of Sale, a Partial Assignment of Easements and a Transition Agreement, all for the Purchase of Streetlights and Related Easements from Public Service Company of Colorado d/b/a Xcel Energy for $827,458.71

***Attachments:*** Presentation
Ordinance 040-2024
PSCo-Erie SL PSA-4890-6722-2697-v2 FINAL EXECUTION MARKED_Revised
PSCo-Erie Bill of Sale (Street Lights)(4855854.2) FINAL EXECUTION MARKED
PSCo-Erie Assignment of SL Easements (street lights) FINAL EXECUTION(519
PSCo-Erie street lights Transition Agreement-4866-6821-1881-v2 FINAL EXEC

*8:25-8:55 p.m.*
*Presenter(s): Eryka Thorley, Sustainability Manager*
*David Frank, Director of Environmental Services*

## VII. Staff Reports

*Information Only*

## VIII. Council Member Reports and Announcements

*8:55-9:15 p.m.*

## IX. Executive Session

24-486 EXECUTIVE SESSION: (1) to hold a conference with the Town Attorney to receive legal advice on specific legal questions, pursuant to C.R.S. § 24-6-402(4)(b), and (2) to determine positions relative to matters that may be subject to negotiations, develop a strategy for negotiations, and/or instruct negotiators, pursuant to C.R.S. § 24-6-402(4)(e), all regarding the Town Attorney's contract and the position of in-house counsel.

*9:15-9:45 p.m.*

## X. Adjournment

*9:45 p.m.*

*(The Town Council's Goal is that all meetings be adjourned by 10:30pm. An agenda check will be conducted at or about 10:00 p.m., and no later than at the end of the first item finished after 10:00 p.m. Items not completed prior to adjournment will generally be taken up at the next regular meeting.)*

Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-475, **Version:** 1

**SUBJECT:**
Approval of the September 24, 2024 Town Council Meeting Minutes

**DEPARTMENT:** Administration

**PRESENTER(S):** Debbie Stamp, Town Clerk

**TIME ESTIMATE:** ___ minutes

**FISCAL SUMMARY:**
Cost as Recommended: $_____
Balance Available: $_____
Budget Line Item Number: xxx-xx-xxx-xxxxxx-xxxxxx
New Appropriation Required: Yes/No

**POLICY ISSUES:**

**STAFF RECOMMENDATION:**
Approve the September 24, 2024 Town Council Meeting Minutes

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**

**COUNCIL PRIORITY(S) ADDRESSED:**
- ✓ Effective Governance

**ATTACHMENT(S):**
1. 09-24-2024 Council Minutes

# TOWN OF ERIE

645 Holbrook Street
Erie, CO 80516

## Meeting Minutes

## Town Council

**Tuesday, September 24, 2024** | **6:30 PM** | **Council Chambers**

**Link to Watch or Comment Virtually: https://bit.ly/TownCouncil4thTuesday2024**

### I. Call Meeting to Order and Pledge of Allegiance

Mayor Brooks opened the meeting at 6:31 p.m.

### II. Roll Call

**Present:** 6 - Mayor Brooks, Mayor Pro Tem Loflin, Council Member Baer, Council Member Sawusch, Council Member Hoback, and Council Member Bell

### III. Approval of the Agenda

**Mayor Pro Tem Loflin made a motion to approve the Agenda. Councilor Bell seconded the motion. The motion passed by the following vote at 6:32 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

### IV. Consent Agenda

24-468 Approval of the September 10, 2024 Town Council Meeting Minutes

***Attachments:*** 09-10-2024 Council Minutes

24-025 Proclamation on Code Enforcement Officer Appreciation Month

***Attachments:*** 2024 Code Enforcement Proclamation

24-031 Proclamation on Domestic Violence Awareness Month October, 2024

***Attachments:*** 2024 Domestic Violence Awareness Month Proclamation

24-354 An Ordinance of the Town Council of the Town of Erie Repealing and Reenacting Section 6-8-7 of the Erie Municipal Code Regarding False Reports

***Attachments:*** Ordinance 030-2024

24-392 A Resolution of the Town Council of the Town of Erie Approving a Construction Contract with Adiona Transportation Solutions, LLC for the Sheridan Parkway Ridge View Intersection Traffic Signal Project

***Attachments:*** Resolution 24-131
Budget Change Request
Adiona Contract executed

24-413 A Resolution of the Town Council of the Town of Erie Approving Two 2024 Colorado Parks and Wildlife Non-Motorized Trails Grant Applications

***Attachments:*** Resolution

24-417 An Ordinance of the Town Council of the Town of Erie Amending Various Provisions of the Erie Municipal Code Regarding the Director of Utilities

***Attachments:*** Ordinance 033-2024

24-418 A Resolution of the Town Council of the Town of Erie Approving a Construction Contract with Hudick Excavating, Inc. for the Zone 3 Weld County Road 7 Waterline Improvements

***Attachments:*** Resolution 24-139
Construction Contract
Vicinity Map

24-419 A Resolution of the Town Council of the Town of Erie Approving a Third Amendment to Agreement for Professional Services with Burns & McDonnell Engineering Company, Inc. for Construction Management Services for Zone 3 Weld County Road 7 Waterline Improvements

***Attachments:*** Resolution 24-138
Third Amendment
Vicinity Map

24-434 A Resolution of the Town Council of the Town of Erie Urging Voters to Vote in Favor of St. Vrain Valley School District Ballot Issue No. 5C at the November 5, 2024 Election

***Attachments:*** Resolution 24-144

24-445 A Resolution of the Town Council of the Town of Erie Approving a Third Amendment to the Lease Agreement with Vector Air Management, LLC

***Attachments:*** Resolution 24-140

Third Amendment

**Councilor Hoback made a motion to approve the Consent Agenda. Mayor Pro Tem Loflin seconded the motion. The motion passed by the following vote at 6:33 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

## V. Public Comment On Non-Agenda and Consent Items only.

Mayor Brooks opened Public Comment at 6:34 p.m.

With no speakers in person or online virtually, Mayor Brooks closed Public Comment at 6:34 p.m.

## VI. General Business

24-435 Proclamations Honoring Erie High School Boy's Lacrosse and Girls Golf Teams for Winning State Championships

***Attachments:*** Lacrosse Proclamation

Golf Proclamation

Mayor Brooks read the proclamations at 6:36 p.m.

24-438 An Ordinance of the Town Council of the Town of Erie Approving the Purchase of Real Property

***Attachments:*** Ordinance

Purchase and Sale Agreement

Map

Luke Bolinger, Director of Parks & Recreation, presented the item at 6:43 p.m.

**Mayor Pro Tem Loflin made a motion to approve Ordinance 036-2024. Councilor Hoback seconded the motion. The motion passed by the following vote at 6:50 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

24-450 PUBLIC HEARING: An Ordinance of the Town Council of the Town of Erie Amending Section 8-1-3 of the Erie Municipal Code to Update the Town's Fee in Lieu of Water Dedication and Water Tap Fee

***Attachments:*** 20240910 Ordinance re Water Tap Fees and Fees in Lieu of Dedication

Mayor Brooks opened the Public Hearing at 6:51 p.m.

Todd Fessenden, Utilities Director, introduced the item at 6:52 p.m.

Todd Cristiano, Raftelis, presented the item at 6:53 p.m.

Pete Johnson, Water Attorney, joined the meeting to answer questions.

The following spoke:
1. Matt Jenkins
2. Dan Galasso
3. Morgan Cullen

With no additional speakers in person or online virtually, Mayor Brooks closed the Public Hearing at 6:29 p.m.

**Mayor Pro Tem Loflin made a motion to continue this item to October 22, 2024 Town Council Meeting. Councilor Sawusch seconded the motion. The motion passed by the following vote at 6:42 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

24-449 PUBLIC HEARING: An Ordinance of the Town Council of the Town of Erie Providing for the Supplemental Appropriation of Money to Various Funds for the 2024 Budget Year

***Attachments:*** Supplemental Ordinance and Schedule A.docx
09-24-24 2025 Fleet Supplemental Memo.docx
Fleet Line Item Detail.pdf
Fleet Lease Schedule.pdf

Mayor Brooks opened the Public Hearing at 7:44 p.m.

Cassie Bethune, Budget & Fiscal Manager, presented the item at 7:46 p.m.

With no speakers, the Mayor closed the Public Hearing at 7:48 p.m.

**Councilor Bell made a motion to approve Ordinance 037-2024. Councilor Sawusch seconded the motion. The motion passed by the following vote at 7:48 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

24-327 PUBLIC HEARING: An Ordinance of the Town Council of the Town of Erie Repealing and Reenacting Chapter 9 of Title 4 of the Erie Municipal Code, to Establish Licensing Procedures for Medical and Retail Marijuana Businesses in the Town, and Amending Title 10 of the Erie Municipal Code (the "UDC") Regarding Use-specific Standards for Marijuana Businesses, Adding a Definition for "Marijuana Business" and Repealing and Reenacting the Definition of "School"

***Attachments:*** Ordinance No. 031-2024, Option 1
Ordinance No. 031-2024, Option 2
Notice of Public Hearing - Colorado Hometown Weekly 9.4.2024
Marijuana Ordinance Presentation FINAL

Mayor Brooks opened the Public Hearing at 7:52 p.m.

Stephanie Pitts-Noggle, Development Manager, Amy Teetzel, Director of Administrative Operations, and Kelly Driscoll, Planning Manager, presented the item at 7:53 p.m.

The following spoke:
1. Liz Zukowski (virtual)
2. Truman Bradley (virtual)

With no additional speakers in person or online virtually, Mayor Brooks closed the Public Hearing at 8:35 p.m.

**Councilor Sawusch made a motion to approve Ordinance 031-2024 as amended. Councilor Hoback seconded the motion. The motion passed by the following vote at 8:49 p.m.**

**Ayes** 4 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Hoback

**Nayes** 2 - Council Member Sawusch
Council Member Bell

24-439 PUBLIC HEARING: An Ordinance of the Town Council of the Town of Erie Amending Title 10 of the Erie Municipal Code by the Addition of a New Chapter 14 Regarding Flood Damage Prevention, and Repealing other Code Sections in Conflict Therewith

***Attachments:*** PC Resolution P24-13
Ordinance No. 035-2024
Staff Report
Staff Presentation
Notice

Mayor Brooks opened the Public Hearing at 8:52 p.m.

Kelly Driscoll, Planning Manager, and Wendi Palmer, Civil Engineer III, presented the item at 8:53 p.m.

With no speakers in person or online virtually, Mayor Brooks closed the Public Hearing at 9:03 p.m.

**Councilor Bell made a motion to approve Ordinance 035-2024. Councilor Baer seconded the moton. The motion passed by the following vote at 9:02 p.m.**

**Ayes** 6 - Mayor Brooks
Mayor Pro Tem Loflin
Council Member Baer
Council Member Sawusch
Council Member Hoback
Council Member Bell

24-305 Communitywide Waste Hauler Discussion

***Attachments:*** Presentation

David Frank, Director of Environmental Services, Eryka Thorley, Sustainability Manager, and Emma Marino, Sustainability & Water Conservation Specialist I, presented the item at 9:06 p.m.

## VII. Staff Reports

24-453 Environmental Services Monthly Report - August 2024

***Attachments:*** Environmental Services Staff Report - August 2024.docx

24-447 Planning & Development Monthly Report - August 2024

***Attachments:*** Planning & Development Monthly Report - August 2024

## VIII. Council Member Reports and Announcements

Council Members spoke about Beer Fest on October 5th, Boo on Briggs

on October 26th, the Youth Council is slowly moving, Coffee with a Cop is coming up next week, Tree Rebate is going on now, there will be no Leaf Composting Event this year; however you may bring leaves to the Recycle Center, Biscuit Day was great, King Soopers Grand Opening is October 2nd and please remember that schools are back in session so watch out for kids.

## IX. Adjournment

Mayor Brooks adjourned the meeting at 10:11 p.m.

Approved _____
Mayor

Attest _____
Town Clerk

# TOWN OF ERIE

645 Holbrook Street
Erie, CO 80516

## Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-421, **Version:** 1

**SUBJECT:**
A Resolution of the Town Council of the Town of Erie Approving a Replacement License Agreement with the New Consolidated Lower Boulder Reservoir and Ditch Company and the Northern Colorado Water Conservancy District for the Weld County Road 3 Culvert Replacement

**DEPARTMENT:** Public Works

**PRESENTER(S):** David Pasic, Interim Public Works Director
Zachary Ahinga, Civil Engineer

**FISCAL SUMMARY:**

| | |
|---|---|
| Cost as Recommended: | $3,000.00 |
| Balance Available: | $ 1,177,897 |
| Fund: | General Capital |
| Budget Line Item Number: | 100-70-710-605000-100085 |
| New Appropriation Required: | No |

**POLICY ISSUES:**
None.

**STAFF RECOMMENDATION:**
Approve the Resolution

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**
The Town owns and maintains the existing roadway and bridge at the Weld County Road 3 crossing over the Lower Boulder Ditch located approximately .25 miles south of State Highway 52.

At this location, the New Consolidated Lower Boulder Reservoir and Ditch Company (Lower Boulder) and Northern Colorado Water Conservation District (Northern Water) jointly own the Lower Boulder Ditch and ditch easements; which are used by Lower Boulder to convey irrigation water through an existing ditch culvert under Weld County Road 3, to shareholders and other users.

This License Agreement will provide the Town permission for the following activities within the Northern Water and Lower Boulder ditch easements:

1. Relocate and extend the existing culvert;
2. Widen the roadway in the future;
3. Extend the roadway crossing over the ditch; and
4. Operate and maintain the roadway and bridge.

As consideration for mutual promises under the License, the Town is required to pay Northern Water $500.00; and pay Lower Boulder $2,500. In addition, Town is required to reimburse Northern Water and Lower Boulder reasonable legal, engineering cost, costs incurred in negotiating, preparing, finalizing, recording and ensuring deadlines are complied with as set forth in the License Agreement.

Design for the bridge replacement project has been completed by the Town. The design includes replacement of the existing bridge and culvert with an extended concrete box-culvert to convey the irrigation water under the roadway while supporting the road above. Staff received competitive construction bids and will be requesting approval of a construction contract for the Weld County Road 3 Bridge Replacement project at the Oct. 22, 2024 Town Council meeting.

Approval of this License Agreement by Council enables staff to implement the bridge replacement project and complete "essential repairs" on schedule. Approval also enables staff to utilize $1,036,368 in CDOT grant funding pursuant to the executed IGA authorized by Town Resolution No. 23-112.

This License Agreement has been reviewed by the Town's Water Attorney, Vranesh and Raisch, LLP, and has been deemed acceptable for Town signature.

**COUNCIL PRIORITY(S) ADDRESSED:**

- ✓ Well-Maintained Transportation Infrastructure
- ✓ Safe and Healthy Community
- ✓ Effective Governance
- ✓ Fiscally Responsible

**ATTACHMENT(S):**

1. Resolution 24-146
2. License Agreement
3. Vicinity Map

**Town of Erie**
**Resolution No. 24-146**

**A Resolution of the Town Council of the Town of Erie Approving a Replacement License Agreement with the New Consolidated Lower Boulder Reservoir and Ditch Company and the Northern Colorado Water Conservancy District for the Weld County Road 3 Culvert Replacement**

**Whereas**, the Town Council finds that it is in the best interest of the Town and the public health, safety and welfare to approve a Replacement License Agreement with the New Consolidated Lower Boulder Reservoir and Ditch Company and the Northern Colorado Water Conservancy District for the Weld County Road 3 Culvert Replacement.

**Now Therefore be it Resolved by the Town Council of the Town of Erie, Colorado, that:**

**Section 1.** The License Agreement with the New Consolidated Lower Boulder Reservoir and Ditch Company and the Northern Colorado Water Conservancy District is hereby approved in substantially the form attached hereto, subject to approval by the Town Attorney. Upon such approval, the Mayor is authorized to execute the License Agreement on behalf of the Town.

**Adopted this 8th day of October, 2024.**

_____
Justin Brooks, Mayor

**Attest:**

_____
Debbie Stamp, Town Clerk

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

# NEW CONSOLIDATED LOWER BOULDER RESERVOIR AND DITCH COMPANY, NORTHERN COLORADO WATER CONSERVANCY DISTRICT, AND TOWN OF ERIE WELD COUNTY ROAD 3 CULVERT REPLACEMENT LICENSE AGREEMENT

THIS LICENSE AGREEMENT (the "**Agreement**") is executed this _____ day of _____, 2024 between the New Consolidated Lower Boulder Reservoir and Ditch Company, a Colorado nonprofit corporation ("**Lower Boulder**"), Northern Colorado Water Conservancy District, a quasi-municipal entity and political subdivision of the State of Colorado ("**Northern Water**"), and the Town of Erie, a Colorado statutory town ("**Licensee**"). This Agreement collectively refers to Lower Boulder, Northern Water, and Licensee, as the "**Parties**."

## RECITALS

A. Lower Boulder, as successor in interest to the Lower Boulder Extension Ditch Company, owns an easement, recorded at the Weld County Clerk and Recorder's Office on July 12, 1911, Reception No. 168684 (the "**Lower Boulder Easement**"). Northern Water owns an easement, recorded at the Weld County Clerk and Recorder's Office on February 20, 1956, Reception No. 1224120 (the "**Northern Water Easement**"). The Lower Boulder Ditch and the South Platte Supply Canal are the same structure and are referred to below as the "**Canal**." This Agreement refers to the Northern Water Easement and the Lower Boulder Easement, jointly, as the "**Canal Easements**." The Canal Easements provide for the construction, operation, and maintenance of the Canal. Northern Water and Lower Boulder co-own the Canal. The Canal is part of the Colorado-Big Thompson Project, which Northern Water owns and operates. Lower Boulder owns or controls decreed water rights and uses the Canal to deliver water to shareholders and other users pursuant to agreements.

B. Licensee is responsible for the maintenance of the section of Weld County Road 3 ("**WCR 3**") within Licensee's town limits. WCR 3 currently passes over the Canal, and across the Canal Easement, at three locations within the town limits. The northernmost location at which WCR 3 passes over the Canal and Canal Easements, and which is the subject of this Agreement, is depicted on attached **Exhibit A**. Licensee desires to obtain Northern Water and Lower Boulder's permission to relocate a portion of the Canal and Canal Easements for the purpose of widening WCR 3 at this location. Licensee will relocate the Canal by installing a new, extended box culvert (the "**Extended Culvert**") through which the Canal will pass under the widened portion of WCR 3 (the "**Road Crossing**"). The installation of the Extended Culvert and widening of WCR 3 are referred to as the "**Project**". The plans for the Project are attached as **Exhibit B** (the "**Plans**"). This Agreement refers to the Extended Culvert and the Road Crossing, together, as the "**Licensed Facilities**." Pursuant to the terms and conditions of this Agreement, Northern Water and Lower Boulder agree to grant Licensee a license for the Project.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is acknowledged, the Parties agree:

## AGREEMENT

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1. The above Recitals are incorporated as if fully set forth below.

2. Northern Water and Lower Boulder grant to Licensee, its successors and permitted assigns, with respect to the title and interest that Northern Water and Lower Boulder may have, and upon the terms and conditions stated, a license for the Project, as set forth in the Plans, and to maintain, repair, and replace the Licensed Facilities (the Project and Licensee's maintenance, repair, and replacement of the Licensed Facilities, together, the "**Licensed Activities**").

3. As consideration Licensee shall, upon execution of this Agreement, pay Northern Water $500 and shall pay Lower Boulder $2,500. In addition, Licensee shall pay to Northern Water and Lower Boulder any amounts necessary to reimburse their reasonable legal, engineering costs, and costs of inspection incurred in negotiating, preparing, finalizing, recording and ensuring deadlines are complied with as set forth in this Agreement. Licensee shall not construct or maintain any additional structures on the Canal Easements without first obtaining a separate license for the structures from Northern Water and Lower Boulder.

4. Northern Water and Lower Boulder shall continue to have the right to use the Canal Easements for all purposes in connection with the Canal and the Colorado-Big Thompson Project, and the license granted to Licensee for the use of the Canal Easements is subject to the rights of Northern Water and Lower Boulder to use the Canal Easements for such purposes as described in the applicable deeds and under Colorado law. Northern Water and Lower Boulder reserve the right for their officers, agents, employees, licensees, and permittees to have ingress to, passage over, and egress from the Canal Easements for the purpose of exercising, enforcing, and protecting their rights granted in the Canal Easements.

5. Northern Water and Lower Boulder reserve the right to grant to others the use of the Canal Easements for any purposes consistent with the Canal Easements, provided that the grants shall not unreasonably interfere with the Licensed Facilities and Licensee's rights under this Agreement.

6. Construction, Maintenance, and Repair.

6.1 A copy of this Agreement shall be on the job site at all times.

6.2 Northern Water and/or Lower Boulder's approval of the Plans shall not relieve Licensee of its sole responsibility to ensure that the Project will not interfere with Northern Water and/or Lower Boulder's use and enjoyment of the Canal and the Canal Easements. The Licensed Facilities shall be constructed in accordance with the Plans. Licensee shall obtain the written approval of both Northern Water and Lower Boulder for any deviation in the construction of the Licensed Facilities from the Plans.

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6.3 Northern Water and/or Lower Boulder's review and approval of the Plans is for their benefit only, creates no obligation or responsibility on either Northern Water or Lower Boulder, and does not relieve Licensee of any obligation or responsibility contained in this Agreement.

6.4 Except as provided in Paragraph 18, Licensee shall notify the operational contacts for Northern Water and Lower Boulder three (3) working days (Saturdays, Sundays, and State of Colorado holidays excluded) preceding the date of commencing work on the Project. Northern Water and/or Lower Boulder shall have the right to inspect all of the Licensed Facilities during the Licensed Activities. Licensee agrees to reimburse Northern Water and Lower Boulder, respectively, for its reasonable administrative and inspection costs incurred for this purpose. If Licensee commences construction without notifying Northern Water and Lower Boulder as required, Northern Water and Lower Boulder, at their option, may require Licensee to disassemble and reconstruct any work completed without having provided the required notice. For purposes of this Agreement, Licensee shall reimburse labor costs to Northern Water and Lower Boulder at the actual hourly rate that Northern Water and Lower Boulder currently utilize in computing job costs. Northern Water and Lower Boulder will forward a statement for the total costs chargeable to Licensee hereunder upon acceptance of the Licensed Facilities, and Licensee shall pay those reasonable costs to Northern Water and Lower Boulder respectively within thirty (30) days of the billing date. If either Northern Water and Lower Boulder do not receive payment within forty five (45) days of the billing date, interest shall thereafter accrue on the unpaid balance at the rate of twelve percent (12%) per annum and, to the extent allowable by law.

6.5 Licensee agrees that no construction of the Licensed Facilities that effects the operation of the Canal shall take place within the Canal Easements during the water delivery season, which is from April 1 through October 31, of any calendar year except as provided for in Paragraph 18 or otherwise approved in writing by Northern Water and Lower Boulder.

6.6 Northern Water and Lower Boulder shall have the right to inspect the Licensed Facilities. All construction shall proceed with due diligence from its initiation to its completion, except in the case of a *force majeure* event, in which event Licensee shall take all practicable measures to complete construction as soon as possible or otherwise to overcome the *force majeure* event, unless Northern Water and/or Lower Boulder reasonably requests that Licensee interrupt or cease construction.

6.7 Licensee shall immediately repair, at Licensee's expense, any damage to the Canal, the Canal Easements, or appurtenances to the Canal or Canal Easements, that results from the Licensed Activities, and Licensee shall restore all portions of the Canal, the Canal

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Easements, and/or appurtenances to the Canal or Canal Easements that are disturbed by Licensee during the Project to their original condition and revegetation. In the event of any resettling, Licensee shall restore the surface of the Canal Easements by grading and compacting the irregularities that result from the Project.

6.8 Licensee shall not blast or permit any blasting above, underneath, or near the Canal or Canal Easements, without first having received prior written permission from Northern Water and Lower Boulder. Licensee shall conduct any such blasting in the presence of a representative of Northern Water and/or Lower Boulder, and in accordance with directions such representative may give for the protection or safety of the Canal, the Canal Easements, and the Licensed Facilities, in the area that Northern Water and Lower Boulder operate.

6.9 Upon completion of the Project, Licensee shall notify Northern Water and Lower Boulder and shall fix a date within fourteen (14) days thereafter upon which representatives of Northern Water, Lower Boulder, and Licensee shall jointly inspect the Licensed Facilities. If completion of the Project is satisfactory, Northern Water and Lower Boulder shall issue written acceptance of the Licensed Facilities to Licensee as soon as reasonably possible thereafter. If completion of the Project is not satisfactory, Northern Water and Lower Boulder shall provide Licensee with a written explanation of any corrections necessary to bring the Licensed Facilities into material conformance with the Plans and Licensee shall, at its sole expense, make any corrections. Licensee shall be responsible for the correction of any defects or failures of the facilities that Northern Water and/or Lower Boulder operate, due to Licensee's faulty design, use of materials, or workmanship, of the Licensed Facilities. Also, within twenty (20) days of receipt of written acceptance of the Licensed Facilities from Northern Water and Lower Boulder, Licensee shall provide a set of "as builts" or record drawings to Northern Water and Lower Boulder. Following Northern Water and Lower Boulder's inspection and acceptance of the Licensed Facilities, Licensee shall not materially modify the Licensed Facilities without obtaining the prior written approval of Northern Water and Lower Boulder.

7. All provisions of this License shall also apply to any other work involving the installation, maintenance, repair, or relocation of the Licensed Facilities.

8. Licensee shall bear the sole obligation of obtaining from the fee title owner of the property burdened by the Canal Easements or any other owner of a proprietary interest in the property burdened by the Canal Easements such authority or rights as Licensee may need in addition to the rights provided in this Agreement for the Licensed Activities.

9. In the event that Licensee's activities on the Canal Easements should, in the sole discretion of Northern Water or Lower Boulder, interfere with or constitute a hazard to the facilities, officials, employees, or contractors of Northern Water or Lower Boulder, or to the general public, Northern

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Water or Lower Boulder may require immediate relocation, modification, or removal of the Licensed Facilities to eliminate the interference or hazard and may suspend Licensee's right to use the Canal Easements under this License until such relocation or modification is completed. If Licensee should fail to take such action as requested, Northern Water and/or Lower Boulder may take such action at the expense of Licensee.

10. Licensee may not grant any license or other interest in the Canal Easements that in any way interferes with or threatens to interfere with use of the Canal Easements or any operation, maintenance, use, or administration of the Colorado-Big Thompson Project by Northern Water or Lower Boulder. Prior to granting any license or interest in the Canal Easements, Licensee shall obtain the written permission of Northern Water and Lower Boulder.

11. Licensee shall not cause nor permit to be caused by any of its contractors, agents, or employees, any hazardous substances, as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), pollutants or contaminants, as defined by CERCLA, or hazardous wastes, as defined by the Resource Conservation and Recovery Act ("RCRA"), including, but not limited to asbestos, polychlorinated biphenyls ("PCB's"), and/or urea formaldehyde, or any pollutants or toxic pollutants as defined by the Clean Water Act, and any amendments thereto, to be dumped, spilled, released, permanently stored, or deposited on, over, or beneath the Canal Easements. Any hazardous, toxic, or flammable substances used by Licensee or its agents, representatives, or independent contractors in the construction, operation, maintenance, repair, or replacement of the Licensed Facilities shall be utilized in a lawful manner and in compliance with all federal, state, and local requirements relating to protection of health or the environment. Upon completion of the activities, Licensee shall remove any and all such hazardous, toxic, or flammable substances.

12. To the extent permitted by law, and without in any manner waiving the protections, procedural requirements, and defenses and monetary or limitations on damages provided for in the Colorado Governmental Immunity Act at C.R.S. §§ 24-10-101 to -120, or any successor or similar statutes of the State of Colorado, Licensee shall at all times protect, indemnify, hold harmless, and defend Northern Water and Lower Boulder, their officers, agents, and employees, from any and all claims, liability, or expenses, from any cause whatsoever arising from or growing out of the installation, existence, repair, maintenance, or removal of the Licensed Facilities or the activities of Licensee and its agents, employees, and contractors on the Canal Easements.

13. Northern Water and Lower Boulder shall use ordinary care not to damage the Licensed Facilities in the maintenance, relocation, or reconstruction of their facilities located on the Canal Easements. Licensee understands and acknowledges that normal repair, reconstruction, and maintenance of the Canal facilities on the Canal Easements includes, but is not limited to, excavating the bottom and shaping the sides of the Canal with heavy equipment which travels on the bottom of the Canal or on its banks; installing and replacing riprap; replacing, adding or

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reconstructing water turnouts, headgates, valves, check dams, and other structures and facilities to direct or control the flow of water; reconstructing and replacing eroded, weakened or breached canal banks; construction of culverts or bridges across the Canal; and emergency actions taken in the event of overtopping or breach of the Canal; and that such activities are necessarily imprecise with respect to depth of excavations, bank dimensions, and the like. Licensee shall have sole responsibility for assuring that the design and location of the Licensed Facilities are adequate to protect the Licensed Facilities from the foregoing activities.

14. Notwithstanding any other provisions of this Agreement, Northern Water and Lower Boulder shall not be responsible for any loss or damages to property arising from this Agreement, including, but not limited to, damages to growing crops, animals, and machinery; or injury to Licensee or its associates, officers, agents, employees, guests, invitees, trespassers, family, or any others who are on the premises; or for damages or interference caused by natural phenomena.

15. Licensee shall undertake Licensed Activities in a manner that does not interfere with the flow of water through the Canal to Northern Water's contractees and/or Lower Boulder's shareholders. Licensee shall be responsible for any damages caused by its negligence in installing the Licensed Facilities.

16. The cost of any repairs or maintenance to the Canal undertaken by Northern Water and Lower Boulder that are directly or indirectly caused by, or that result from, the Licensed Activities, and not immediately remedied by Licensee pursuant to Paragraphs 3 or 6.4, shall be reimbursed by Licensee to Northern Water and Lower Boulder, as the case may be, within thirty (30) days of billing.

17. Communications:

17.1 Any written communication or correspondence to any of the Parties shall be directed to the following contacts by mail or email:

Real Estate Management Department
Northern Colorado Water Conservancy District
220 Water Avenue
Berthoud, CO 80513
jstruble@northernwater.org

and to:

New Consolidated Lower Boulder Reservoir and Ditch Company

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P.O. Box 119
Longmont, CO 80502-0119
angie@dangrantbookkeeping.com

with a copy to:

Casey Weaver
Lyons Gaddis
P.O. Box 978
Longmont, CO 80502-0978
cweaver@lyonsgaddis.com

Michael Kopp
Trout Raley Freeman Sinor Thompson, P.C.
1120 Lincoln Street, Suite 1600
Denver, CO 80203
mkopp@troutlaw.com

Licensee: Town of Erie
Malcolm Fleming, Town Administrator
645 Holbrook Street
P.O. Box 750
Erie, CO 80516
mfleming@erieco.gov

with copy to: Vranesh and Raisch, LLP
Peter C. Johnson
5303 Spine Road, Suite 202
Boulder, CO 80301
pcj@vrlaw.com

17.2 For operational contacts, the following persons are designated as the entities' contacts:

Northern Water:
Brian Flockhart, Real Estate Department
E-mail:
bflockhart@northernwater.org
Office: 970-622-2270
Cell: 970-686-2806

Lower Boulder:
Shawn Spitz, Superintendent
E-mail: shawnlowerboulder@gmail.com
720-320-4605

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17.3 In the event of an emergency, as described in Paragraph 18, Northern Water, Lower Boulder, or Licensee shall provide notice to the other Parties as soon as practicable at the emergency contacts identified below.

EMERGENCY CONTACTS:

| | | | |
|---|---|---|---|
| Northern Water: | Brian Flockhart,<br>Office: 970-622-2270<br>Cell: 970-686-2806 | or | Jim Struble<br>Office: 970-622-2243<br>Cell: 970-593-2074 |
| Lower Boulder: | Shawn Spitz, Superintendent<br>shawnlowerboulder@gmail.com<br>Cell: 720-320-4605 | | |
| Licensee: | David Pasic, Town Engineer<br>dpasic@erieco.gov<br>303-926-2865 | | |

17.4 The parties may change the personnel and addresses to which notice is given, by written notice to the other Parties, at the addresses listed in this Paragraph 17.1 above.

18. In the event of an emergency, Northern Water or Lower Boulder, or Licensee may conduct maintenance or repair immediately, giving notice to the other party as soon as practicable at the emergency contacts identified in Paragraph 17.3. If Northern Water and/or Lower Boulder conduct emergency work on the Licensed Facilities, Licensee shall reimburse them for the cost of the work. Except for any negligent or intentional actions, Northern Water and/or Lower Boulder shall not be responsible or held liable for damages to the Licensed Facilities resulting from maintenance or repair within the Canal Easements.

19. The license shall terminate upon the abandonment of the use of the Licensed Facilities by Licensee. Abandonment shall be deemed to have occurred if the Licensed Facilities have not been used for a period of five (5) years or if Licensee fails to complete initial construction of the Licensed Facilities within three (3) years of the execution of this Agreement. Upon termination, Licensee shall bear all costs of restoring the Canal and Canal Easements to their original condition and removing the Licensed Facilities. In the event that Licensee fails to restore the Canal and Canal Easements to their original condition, Northern Water and/or Lower Boulder may do so at Licensee's expense. Licensee shall not acquire any vested rights in addition to those set forth in this license to maintain and use the Licensed Facilities as a result of Northern Water and Lower Boulder's continued acquiescence in the maintenance and use of the Licensed Facilities.

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20. If Licensee constructs or maintains the Licensed Facilities in any manner that is not in reasonable accordance with the Plans, Northern Water and Lower Boulder may require Licensee to remove or correct the nonconforming Licensed Facilities at Licensee's sole expense. Northern Water and Lower Boulder's failure to object, or delay in objecting, to the construction or maintenance of nonconforming Licensed Facilities shall not be deemed a waiver or relinquishment of their right to do so.

21. Licensee shall require all contractors and/or subcontractors, of the Licensed Facilities to provide and keep in full force and effect during the construction of the Licensed Facilities: i) a builder's risk policy in the amount of at least $1,000,000 per occurrence and the aggregate; ii) commercial general liability insurance, including contractual liability coverage and completed operations coverage, in the amount of at least $1,000,000 per occurrence and in the aggregate; iii) automobile liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; iv) excess liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; v) pollution liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; and vi) worker's compensation coverage as required by Colorado law covering all employees. The policies shall, except for the worker's compensation policy, name Northern Water and Lower Boulder as additional insureds. The completed operations coverage shall extend for a minimum of three (3) years after project completion. Licensee shall provide Northern Water and Lower Boulder with certificates of insurance from its builder showing that the required coverage is in effect prior to beginning the Project via e-mail at the following addresses: jstruble@northernwater.org; bflockhart@northernwater.org; ssinclair@lyonsgaddis.com; and angie@dangrantbookkeeping.com. Northern Water and Lower Boulder may change these e-mail addresses using the procedure set forth in Paragraph 17.4.

22. This License is issued subject to any prior licenses, easements, or leases granted by Northern Water and Lower Boulder in the Canal Easements.

23. This Agreement shall inure to the benefit of and be binding upon the successors and permitted assigns of the Parties hereto. This Agreement shall be recorded with the Weld County Clerk and Recorder.

24. This Agreement shall not be assigned by Licensee without the prior written approval of Northern Water and Lower Boulder. Any assignees or successors to the rights of Licensee hereunder shall be liable and bound under all provisions of this License to the same extent as Licensee. Licensee must provide a copy of this Agreement to any prospective assignee or purchaser of an interest in the Licensed Facilities or any real estate agent or broker assisting in the conveyance of such interest prior to such assignment.

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25. Nothing in this Agreement shall constitute a waiver, in whole or in part, of the governmental immunities, rights, or protections provided to Northern Water or Licensee by the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101 to -120, or any successor or similar statutes of the State of Colorado, or any protections offered to Lower Boulder under Colorado law.

26. This Agreement shall be interpreted and enforced under the laws of the State of Colorado. In the event of arbitration or litigation, venue shall be exclusively proper in Weld County, Colorado.

27. This Agreement may not be modified, amended, or terminated except by an agreement in writing executed and recorded by the Parties.

28. If any provision in this Agreement is held invalid, illegal, or unenforceable by a court of law, the validity, legality, and enforceability of the remaining provisions of this Agreement shall not be impaired and will remain in full force and effect.

29. This Agreement with exhibits constitutes the entire understanding and agreement between the Parties. Any prior agreements, understandings, and representations are of no further force and effect.

30. The Parties will cooperate in good faith to carry out their respective rights and obligations pursuant to this Agreement.

31. All exhibits referred to in this Agreement are, by reference, incorporated into this Agreement for all purposes.

32. Additional conditions:

33.1 Where compacting of earth materials is required around the Licensed Facilities, the material shall be clay deposited in horizontal layers and compacted using pneumatic and/or other suitable mechanical tampers. Backfill materials shall be deposited in horizontal layers of not more than six (6) inches in thickness after being compacted. Prior to and during compaction operations, backfill material shall have optimum practicable moisture content required for the purpose of compaction as determined by the Northern Water and Lower Boulder. Minimum of ninety five percent (95%) compaction required.

33.2 Licensee shall bear sole responsibility for the installation of any and all signage required by federal, state, or local rules and regulations and/or required by either Northern Water and/or Lower Boulder.

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34. Licensee shall acknowledge receipt and acceptance of these conditions by executing the signature and date spaces below and returning the executed License to Northern Water and Lower Boulder. For purposes of this Agreement, electronically transmitted signatures shall be considered original signatures. This Agreement may be executed in counterparts. An executed copy of this Agreement will be returned to Licensee, and Licensee may proceed with the Project only after Licensee has received its copy of the executed Agreement, all required payments from Licensee hereunder have been received by Northern Water and Lower Boulder, and Licensee has given proper notice pursuant to Paragraph 6.4 above.

IN WITNESS WHEREOF, this instrument has been executed the day and year first above written.

NORTHERN COLORADO WATER CONSERVANCY DISTRICT

Signature: DocuSigned by: Bradley D. Wind FC0471B7832F49C...

Print Name: Bradley D. Wind

Title: General Manager

Date: August 29, 2024

THE NEW CONSOLIDATED LOWER BOULDER RESERVOIR AND DITCH COMPANY

Signature: DocuSigned by: Erik Nelson 7EF70C45B38F4CA...

Print Name: Erik Nelson

Title: President

Date: 8/27/2024

THE TOWN OF ERIE:

_____

By: _____

Title: _____

Attest: _____

Title: _____

Date: _____

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WELD COUNTY ONLINE MAPPING

# Exhibit A: Location of Bridge to be Replaced

## Legend

- Highway
- County Boundary

## Notes

1,200.0 0 600.00 1,200.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

© Weld County Colorado

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 1 of 35)

| PoDI / NHS | | |
|---|---|---|
| FHWA PROJECTS OF DIVISION INTEREST (PoDI)? | ■ NO | □ YES |
| NATIONAL HIGHWAY SYSTEM? | ■ NO | □ YES |

# TOWN OF ERIE

## CONSTRUCTION BID PLANS OF PROPOSED

## WELD COUNTY ROAD 3
## BRIDGE REPLACEMENT

*WELD COUNTY, TOWN OF ERIE, COLORADO*

*PROJECT NO. BRO M400-012*

SUB ACCOUNT NO. 25793

**TABULATION OF LENGTH & DESIGN DATA**

| STATION | LINEAR FEET ROADWAY | LINEAR FEET MAJOR STR. |
|---|---|---|
| STA 1+24.00 BEGIN WELD COUNTY ROAD 3 | | |
| | 48.06 | |
| STA 1+72.06 BEGIN WELD COUNTY ROAD 3 CULVERT | | |
| | | 24.62 |
| STA 1+96.68 END WELD COUNTY ROAD 3 CULVERT | | |
| | 63.32 | |
| STA 2+60.00 END WELD COUNTY ROAD 3 | | |
| TOTAL | 111.38 | 24.62 |
| SUMMARY OF PROJECT LENGTH | FEET | MILES |
| ROADWAY (NET LENGTH) | 111.38 | 0.021 |
| MAJOR STRUCTURE | 24.62 | 0.005 |
| PROJECT GROSS LENGTH | 136.00 | 0.026 |
| DESIGN DATA | WELD COUNTY ROAD 3 | |
| MAXIMUM DESIGN SPEED (MDS) | 50 MPH | |
| POSTED SPEED | 45 MPH | |
| CLEAR ZONE | 20 FT | |
| MINIMUM SSD VERTICAL (CREST CURVE) | 425 FT | |
| MINIMUM K VALUE (CREST CURVE) | 84 | |

PROJECT LOCATION MAP

0 1000 2000

SCALE IN FEET

| SHEET NO. | INDEX OF SHEETS |
|---|---|
| 1 | TITLE SHEET |
| 2 | STANDARD PLANS LIST |
| 3 | SURVEY TABULATION |
| 4 | PROJECT CONTROL DIAGRAM |
| 5 | TYPICAL SECTIONS |
| 6-7 | GENERAL NOTES |
| 8-10 | SUMMARY OF APPROXIMATE QUANTITIES |
| 11 | TABULATION SHEETS |
| 12 | ROADWAY PLAN AND PROFILE |
| 13 | GUARDRAIL LAYOUT DETAIL |
| 14 | ACCESS DETAIL |
| 15-28 | STRUCTURE PLANS |
| 29-30 | UTILITY INFORMATION |
| 31 | UTILITY PLAN |
| 32 | DETOUR PLAN |
| 33-35 | STORMWATER MANAGEMENT PLAN |

ALL WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH CURRENT TOWN OF ERIE STANDARDS AND SPECIFICATIONS, AS MENDED. THIS DRAWING HAS BEEN REVIEWED AND FOUND TO BE IN GENERAL COMPLIANE WITH THESE STANDRDAS AND SPECIFICATIONS AND OTHER TOWN REQUIREMENTS. THIS ACCEPTANCE SHALL NOT BE CONSTRUCTED TO RELIVE ANY REQUIREMENT TO THESE STANDARDS AND SPECIFICATIONS NOT SPECIALLY ADDRESSED IN THESE PLANS. IN ADDITION, THE ENGINEERING DESIGN AND CONCEPT REMAINS THE RESPONSIBILITY OF THE PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE APPEAR HEREON.

ACCEPTED BY: _____
TOWN ENGINEER

DATE: _____

Know what's below. Call before you dig.

| PROJECT LIST OF CONTACTS | | |
|---|---|---|
| TOWN OF ERIE | Zachary Ahinga | 303-926-2878 |

Print Date: 4/28/2024
File Name: GN-001 TITLE SHEET.DWG
Horiz. Scale: As Noted Vert. Scale: N/A

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |
| | | |
| | | |
| | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TITLE SHEET | | Project No. |
|---|---|---|---|
| No Revisions: | Designer: R. PARKS | Structure Numbers | BRO-M400-012 |
| Revised: | Detailer: H. PUGH | | Drawing Number GN-001 |
| Void: | Sheet Subset: GENERAL | Subset Sheets: 1 of 2 | Sheet Number 1 |

Plot Date: 4/29/2024 10:22 AM Plotted By: Rudy Prieto
PLOTTED FROM: C:\PROJECTS\WCR3_BRIDGE_REHAB\WORK_COMPUTER DESIGN FILES\BRO_SHEET FILES\GN-001 TITLE SHEET.DWG

AD PLANS 4/29/2024

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| PLAN NUMBER | M STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ■ M-100-1 | STANDARD SYMBOLS (3 SHEETS) | 1-3 |
| ■ M-100-2 | ACRONYMS AND ABBREVIATIONS (4 SHEETS) | 4-7 |
| ☐ M-203-1 | APPROACH ROADS | 8 |
| ☐ M-203-2 | DITCH TYPES | 9 |
| ☐ M-203-11 | SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS (3 SHEETS) | 10-12 |
| ☐ M-203-12 | SUPERELEVATION STREETS (2 SHEETS) | 13-14 |
| ■ M-206-1 | EXCAVATION AND BACKFILL FOR STRUCTURES (2 SHEETS) | 15-16 |
| ☐ M-206-2 | EXCAVATION AND BACKFILL FOR BRIDGES (2 SHEETS) | 17-18 |
| ■ M-208-1 | TEMPORARY EROSION CONTROL (11 SHEETS) | 19-29 |
| ☐ M-210-1 | MAILBOX SUPPORTS (2 SHEETS) | 30-31 |
| ☐ M-214-1 | NURSERY STOCK DETAILS | 32 |
| ☐ M-216-1 | SOIL RETENTION COVERING (2 SHEETS) | 33-34 |
| ☐ M-412-1 | CONCRETE PAVEMENT JOINTS (9 SHEETS) ~~35-39~~ *(REVISED ON JANUARY 31, 2022)* | |
| ☐ M-412-2 | CONCRETE PAVEMENT CRACK REPAIR (6 SHEETS) *(REVISED ON SEPTEMBER 6, 2022)* | |
| ☐ M-510-1 | STRUCTURAL PLATE PIPE H-20 LOADING | 40 |
| ■ M-601-1 | SINGLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 41-42 |
| ☐ M-601-2 | DOUBLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 43-44 |
| ☐ M-601-3 | TRIPLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 45-46 |
| ☐ M-601-10 | HEADWALL FOR PIPES | 47 |
| ☐ M-601-11 | TYPE "S" SADDLE HEADWALLS FOR PIPE | 48 |
| ☐ M-601-12 | HEADWALLS AND PIPE OUTLET PAVING | 49 |
| ■ M-601-20 | WINGWALLS FOR PIPE OR BOX CULVERTS (2 SHEETS) | 50-51 |
| ☐ M-603-1 | METAL PIPE (4 SHEETS) | 52-55 |
| ■ M-603-2 | REINFORCED CONCRETE PIPE | 56 |
| ☐ M-603-3 | PRECAST CONCRETE BOX CULVERT ~~57~~ *(REVISED ON SEPTEMBER 10, 2020)* | |
| ☐ M-603-4 | CORRUGATED POLYETHYLENE PIPE (AASHTO M294) AND CORRUGATED POLYPROPYLENE PIPE (AASHTO M330) (2 sheets) ~~58~~ *(REVISED ON MARCH 7, 2022)* | |
| ☐ M-603-5 | POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304) | 59 |
| ☐ M-603-6 | STEEL REINFORCED POLYETHYLENE RIBBED PIPE (AASHTO MP 20) | 60 |
| ☐ M-603-10 | CONCRETE AND METAL END SECTIONS | 61 |
| ☐ M-603-12 | TRAVERSABLE END SECTIONS AND SAFETY GRATES (3 SHEETS) | 62-64 |
| ☐ M-604-10 | INLET, TYPE C | 65 |
| ☐ M-604-11 | INLET, TYPE D | 66 |
| ☐ M-604-12 | CURB INLET TYPE R (2 SHEETS) | 67-68 |
| ☐ M-604-13 | CONCRETE INLET TYPE 13 | 69 |
| ☐ M-604-20 | MANHOLES (3 SHEETS) | 70-72 |
| ☐ M-604-25 | VANE GRATE INLET (5 SHEETS) *(REVISED ON FEBRUARY 3, 2023)* | 73-77 |
| ☐ M-605-1 | SUBSURFACE DRAINS | 78 |

| PLAN NUMBER | M STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ■ M-606-1 | MIDWEST GUARDRAIL SYSTEM TYPE 3 W-BEAM 31 INCHES (19 SHEETS) ~~79-97~~ *(REVISED ON MARCH 5, 2020)* | |
| ☐ M-606-13 | GUARDRAIL TYPE 7 F-SHAPE BARRIER (4 SHEETS) | 98-101 |
| ☐ M-606-14 | PRECAST TYPE 7 CONCRETE BARRIER (4 SHEETS) ~~102-104~~ *(REVISED ON FEBRUARY 9, 2023)* | |
| ☐ M-606-15 | GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER (11 SHEETS) ~~105-115~~ *(REVISED ON FEBRUARY 17, 2023)* | |
| ☐ M-607-1 | WIRE FENCES AND GATES (3 SHEETS) | 116-118 |
| ☐ M-607-2 | CHAIN LINK FENCE (3 SHEETS) | 119-121 |
| ☐ M-607-3 | BARRIER FENCE | 122 |
| ☐ M-607-4 | DEER FENCE, GATES, AND GAME RAMPS (7 SHEETS) ~~123-127~~ *(REVISED ON JULY 13, 2020)* | |
| ☐ M-607-10 | PICKET SNOW FENCE | 128 |
| ☐ M-607-15 | ROAD CLOSURE GATE (9 SHEETS) | 129-137 |
| ☐ M-608-1 | CURB RAMPS (10 SHEETS) | 138-147 |
| ☐ M-609-1 | CURBS, GUTTERS, AND SIDEWALKS (4 SHEETS) | 148-151 |
| ☐ M-611-1 | CATTLE GUARD (2 SHEETS) | 152-153 |
| ☐ M-611-2 | DEER GUARD (2 SHEETS) | 154-155 |
| ☐ M-614-1 | RUMBLE STRIPS (3 SHEETS) | 156-158 |
| ☐ M-614-2 | SAND BARREL ARRAYS (2 SHEETS) | 159-160 |
| ☐ M-615-1 | EMBANKMENT PROTECTOR TYPE 3 | 161 |
| ☐ M-615-2 | EMBANKMENT PROTECTOR TYPE 5 | 162 |
| ☐ M-616-1 | INVERTED SIPHON | 163 |
| ☐ M-620-1 | FIELD LABORATORY CLASS 1 | 164 |
| ☐ M-620-2 | FIELD LABORATORY CLASS 2 (2 SHEETS) | 165-166 |
| ☐ M-620-11 | FIELD OFFICE CLASS 1 | 167 |
| ☐ M-620-12 | FIELD OFFICE CLASS 2 | 168 |
| ☐ M-629-1 | SURVEY MONUMENTS (2 SHEETS) | 169-170 |

COLORADO
DEPARTMENT OF TRANSPORTATION

# M&S STANDARDS PLANS LIST

July 31, 2019

Revised on April 4, 2024

ALL OF THE M&S STANDARD PLANS, AS SUPPLEMENTED AND REVISED, APPLY TO THIS PROJECT WHEN USED BY DESIGNATED PAY ITEM OR SUBSIDIARY ITEM.

THE M&S STANDARD PLANS USED TO DESIGN THIS PROJECT ARE INDICATED BY A MARKED BOX ■, AND WILL BE ATTACHED TO THE PLANS. ALL OTHER M&S STANDARD PLANS ARE STILL ELIGIBLE FOR USE IN CONSTRUCTION IF APPROVED BY AN APPROPRIATE CDOT ENGINEER.

| PLAN NUMBER | S STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ☐ S-612-1 | DELINEATOR INSTALLATIONS (8 SHEETS) ~~171-178~~ *(REVISED ON NOVEMBER 7, 2023)* | |
| ☐ S-613-1 | ROADWAY LIGHTING (6 SHEETS) ~~179-186~~ *(REVISED ON SEPTEMBER 30, 2020)* | |
| ☐ S-613-2 | ALTERNATIVE ROADWAY LIGHTING (4 SHEETS) *(NEW, ISSUED ON SEPTEMBER 30, 2020)* | |
| ☐ S-613-3 | PULL BOX DETAIL (2 SHEETS) *(NEW, ISSUED ON APRIL 4, 2024)* | |
| ☐ S-613-4 | TRAFFIC SIGNAL ONE-LINE DIAGRAMS (6 SHEETS) *(NEW, ISSUED ON JUNE 15, 2023)* | |
| ☐ S-614-1 | GROUND SIGN PLACEMENT (2 SHEETS) *(REVISED ON MARCH 1, 2024)* | 187-188 |
| ☐ S-614-2 | CLASS I SIGNS *(REVISED ON MARCH 1, 2024)* | 189 |
| ☐ S-614-3 | CLASS II SIGNS *(REVISED ON MARCH 1, 2024)* | 190 |
| ☐ S-614-4 | CLASS III SIGNS (3 SHEETS) *(REVISED ON MARCH 1, 2024)* | 191-193 |
| ☐ S-614-5 | BREAK-AWAY SIGN SUPPORT DETAILS FOR CLASS III SIGNS (2 SHEETS) | 194-195 |
| ☐ S-614-6 | CONCRETE FOOTINGS AND SIGN ISLANDS FOR CLASS III SIGNS (2 SHEETS) | 196-197 |
| ☐ S-614-8 | TUBULAR STEEL SIGN SUPPORT DETAILS (7 SHEETS) *(REVISED ON MARCH 1, 2024)* | 198-204 |
| ~~S-614-9~~ | ~~PEDESTRIAN PUSH BUTTON POST ASSEMBLY (2 SHEETS)~~ *(SUPERSEDED ON JANUARY 23, 2020 BY S-614-45)* | ~~205-206~~ |
| ☐ S-614-10 | MARKER ASSEMBLY INSTALLATIONS | 207 |
| ☐ S-614-11 | MILEPOST SIGN DETAIL FOR HIGH SNOW AREAS | 208 |
| ■ S-614-12 | STRUCTURE NUMBER INSTALLATION (2 SHEETS) | 209-210 |
| ☐ S-614-14 | FLASHING BEACON AND SIGN INSTALLATIONS (4 SHEETS) | 211-214 |
| ☐ S-614-20 | TYPICAL POLE MOUNT SIGN INSTALLATIONS *(REVISED ON MARCH 1, 2024)* | 215 |
| ☐ S-614-21 | CONCRETE BARRIER SIGN POST INSTALLATIONS (2 SHEETS) *(REVISED ON SEPTEMBER 21, 2020)* | 216-217 |
| ☐ S-614-22 | TYPICAL MULTI-SIGN INSTALLATIONS | 218 |
| ☐ S-614-23 | J-POST SIGN SUPPORT (3 SHEETS) | |
| ☐ S-614-40 | TYPICAL TRAFFIC SIGNAL 30'-75' DOUBLE MAST ARMS 65'-75' SINGLE MAST ARMS (5 SHEETS) | 219-223 |
| ☐ S-614-40A | ALTERNATIVE TRAFFIC SIGNAL 25'-55' SINGLE MAST ARMS (4 SHEETS) | 224-227 |
| ☐ S-614-41 | TEMPORARY SPAN WIRE SIGNALS (13 SHEETS) | 228-240 |
| ☐ S-614-42 | CABINET FOUNDATION DETAIL (4 SHEETS) *(REVISED ON APRIL 4, 2024)* | 241-244 |
| ☐ S-614-43 | TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS (7 SHEETS) *(REVISED ON APRIL 4, 2024)* | 245-252 |
| ☐ S-614-44 | PEDESTAL POLE SIGNALS (2 SHEETS) | 253-254 |
| ☐ S-614-45 | PEDESTRIAN PUSH BUTTON POST ASSEMBLY DETAILS (6 SHEETS) *(REVISED ON DECEMBER 3, 2020)* | |
| ☐ S-614-50 | STATIC SIGN MONOTUBE STRUCTURES (12 SHEETS) | 255-266 |
| ☐ S-614-60 | DYNAMIC SIGN MONOTUBE STRUCTURES (14 SHEETS) | 267-280 |
| ■ S-627-1 | PAVEMENT MARKINGS (11 SHEETS) *(REV. APRIL 14, 2023)* | ~~281-289~~ |
| ■ S-630-1 | TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION (26 SHEETS) *(REVISED ON JULY 24, 2023)* | ~~290-313~~ |
| ■ S-630-2 | BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP) AND VERTICAL PANELS | 314 |
| ☐ S-630-3 | FLASHING BEACON (PORTABLE) DETAILS | 315 |
| ■ S-630-4 | STEEL SIGN SUPPORT (TEMPORARY) INSTALLATION DETAILS (2 SHEETS) | 316-317 |
| ☐ S-630-5 | PORTABLE RUMBLE STRIPS (TEMPORARY) (2 SHEETS) | 318-319 |
| ☐ S-630-6 | EMERGENCY PULL-OFF AREA (TEMPORARY) | 320 |
| ☐ S-630-7 | ROLLING ROADBLOCKS FOR TRAFFIC CONTROL (3 SHEETS) | 321-323 |

Print Date: 4/28/2024
File Name: GN-002 STANDARD PLANS LIST.DWG
Horiz. Scale: N/A Vert. Scale: N/A

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
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TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

| WELD COUNTY ROAD 3 BRIDGE REPLACEMENT STANDARD PLANS LIST | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | GENERAL | Subset Sheets: | 2 of 2 |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | GN-002 |
| Sheet Number | 2 |

Plot Date: 4/29/2024 8:57 AM Plotted By: Rudy Parra
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AD PLANS 4/29/2024

## TO ESTABLISH GEOMETRIC CONTROL FOR THE CONSTRUCTION OF THIS PROJECT, THE DEPARTMENT HAS PROVIDED THE FOLLOWING INFORMATION:

Format *

- ☐ 3D Design Modeling Electronic Files _____
- ■ Horizontal Control _____
- ■ Vertical Control _____
- ■ Roadway Alignment _____
- ☐ Original Terrain Data _____
- ☐ Other: _____

* Specify the information format, ie., plan sheet, computer disk, computer printout, or other. The information marked is either contained on the plans or is available from the Engineer.

**TYPE OF PROJECT**

- ☐ Landscaping
- ☐ Signalization
- ■ Safety Improvement
- ■ Asphalt Overlay
- ☐ Concrete Overlay
- ■ Minor Widening
- ☐ Major Reconstruction
- ☐ New Roadway Construction
- ■ Bridge Replacement
- ☐ Bridge Widening
- ☐ New Bridge
- ☐ Other: _____

**SURVEY WORK TO BE PERFORMED BY OTHERS:** _____

## WORK PERFORMED BY THE CONTRACTOR'S SURVEYOR UNDER SECTION 625:

- ___ ☐ A complete passing Base Line report (completed within 6 months prior to the start of the project)
- ___ ■ An instrument calibration Certification (completed within 6 months prior to the start of the project)
- ___ ■ Establish and Maintain Project Centerline or Engineer Approved Offset Line(s)
- ___ ■ Verification and Maintenance of Horizontal and Vertical Control
- ___ ■ Verify or Determine existing grades and alignments
- ___ ☐ Verify or Determine existing topography
- ___ ☐ Clearing and Grubbing Limits (Section 201)
- ___ ☐ Removal Limits (Section 202)
- ___ ☐ Reset Items (Section 210)
- ___ ■ Excavation and Embankment (Section 203)
  - ___ ■ Excavation
    - ___ ■ Unclassified
    - ___ ☐ Stripping
    - ___ ☐ Muck
    - ___ ☐ Rock
    - ___ ☐ Borrow
    - ___ ☐ Other: _____
    - ___ ☐ Potholing
  - ___ ■ Embankment
    - ___ ☐ Site Grading
    - ___ ☐ Erosion Control (Perm)
    - ___ ☐ Other: _____
    - ___ ☐ As Staked Earthwork Quantities (See General Notes)

| | Slope Staking (Y/N) | Grid (Y/N) | Grade (Y/N) | Special Interval |
|---|---|---|---|---|
| Excavation | YES | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |

| | | | | |
|---|---|---|---|---|
| Embankment | YES | - | - | - |
| | - | - | - | - |
| | - | - | - | - |

- ___ ☐ Landscaping
  - ___ ☐ Top Soil (Section 207)
  - ___ ☐ Seeding (Section 212)
  - ___ ☐ Mulching (Section 213)
  - ___ ☐ Planting (Section 214)
  - ___ ☐ Herbicide (Section 217)
  - ___ ☐ Other: _____
- ___ ☐ Erosion Control (Section 208)
  - ___ ☐ Seeding (Temp)
  - ___ ☐ Silt Fence
  - ___ ☐ Erosion Bales
  - ___ ☐ Erosion Logs
  - ___ ☐ Riprap (Temp)
  - ___ ☐ Other: _____
- ___ ☐ Roadway Bases
  - ___ ☐ Untreated Subgrade
  - ___ ☐ Treated Subgrade
  - ___ ■ Aggregate Base Course (Section 304)
  - ___ ☐ Reconditioning
  - ___ ☐ PMBB - Plant Mix Bituminous Base
  - ___ ☐ Other: _____

| | Grid (Y/N) | Grade (Y/N) | Special Interval | Special Offset |
|---|---|---|---|---|
| Roadway Bases | - | - | - | - |
| | - | - | - | - |
| | - | YES | - | - |
| | - | - | - | - |
| | - | - | - | - |

- ___ ■ Pavements
  - ___ ■ HMA - Hot Mix Asphalt (Section 403)
  - ___ ☐ Concrete (Section 412)
  - ___ ☐ Heating & Scarifying Treatment
  - ___ ☐ Prime Coat, Tack Coat & Rejuvenating Agent (Section 407)
  - ___ ☐ Seal Coat or Chip Seal (Section 409)
  - ___ ☐ Other: _____
- ___ ■ Roadway Elements
  - ___ ☐ Curb and Gutter (Section 609)
  - ___ ☐ Drop inlets - alignment and grades (Section 604)
  - ___ ☐ Retaining Walls
  - ___ ■ Guard Rail (Section 606)
  - ___ ☐ Sidewalk (Section 608)
  - ___ ■ Overlay Stationing
  - ___ ☐ Other: _____
- ___ ☐ Riprap (Perm) (Section 506)
- ___ ☐ Slope and Ditch Paving (Section 507)
- ___ ■ Minor Structures
  - ___ ☐ Structure Excavation limits (Section 206)
  - ___ ☐ Culverts (Section 603)
  - ___ ☐ Culverts w/ Headwalls and Wingwalls (Section 601)
  - ___ ☐ Concrete Box Culverts w/ Headwalls and Wingwalls
  - ___ ■ Pipes (Section 603)
    - ___ ☐ Sanitary Sewer
    - ___ ☐ Storm Sewer
    - ___ ☐ Water
    - ___ ☐ Irrigation
    - ___ ■ Miscellaneous
  - ___ ☐ Manholes (Section 604)
  - ___ ☐ Inlets (Section 604)
  - ___ ☐ Permanent Water Quality BMP (Section 208)
  - ___ ☐ Other: _____
- ___ ■ Major Structures - Overhead Signs (Section 614), Concrete Box Culverts, Bridges - and all other structures assigned a structure number
  - ___ ■ Structure Excavation limits (Section 206)
  - ___ ■ Concrete Box Culverts (Section 603) w/ Headwalls and Wingwalls (Section 601)
  - ___ ☐ Piling locations and cut off elevations (Section 502)
  - ___ ☐ Caisson locations and elevations (Section 503)
  - ___ ■ Footing locations, alignment, and elevations
  - ___ ☐ Abutment/Pier locations, alignment, and elevations
  - ___ ■ Wingwall skew angles/offsets
  - ___ ☐ Structural concrete form locations
  - ___ ☐ Substructure As-constructed survey required for Bridges (Subsection 601 .12) and Overhead signs (S-614-50)
  - ___ ☐ Bridge expansion joint(s) alignment and grade (longitudinal and transverse)
  - ___ ☐ Deck grades at Girder 10th or "n" th point locations and elevations
  - ___ ☐ Slope and Ditch Paving (Section 507)
  - ___ ■ Other: Temp Shoring
- ___ ☐ Fencing (Section 607)
  - ___ ☐ Temporary
  - ___ ☐ Permanent
  - ___ ☐ Sound Barrier
  - ___ ☐ Other: _____
- ___ ☐ Delineators (Section 612)
  - ___ ☐ Temporary
  - ___ ☐ Permanent
- ___ ☐ Lighting (Section 613) and Traffic Control Devices (Permanent) (Section 614)
  - ___ ☐ Signal pole locations and elevations
  - ___ ☐ Light pole locations and elevations
  - ___ ☐ Sign locations
  - ___ ☐ Field verify sign post locations, elevations, and lengths before fabrication.
  - ___ ☐ Other: _____

| | Grid (Y/N) | Special Interval | Special Offset |
|---|---|---|---|
| Pavements | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |

| | Tangent Interval | Curve Interval | Special Offset |
|---|---|---|---|
| Curb & Gutter | - | - | - |

| | Left Interval | Center Interval | Right Interval |
|---|---|---|---|
| Stationing | - | - | - |

- ___ ■ Pavement Marking (Section 627)
  - ___ ☐ Striping (Temp)
  - ___ ■ Striping (Perm)
  - ___ ☐ Symbols
  - ___ ☐ Other: _____
- ___ ☐ Temporary Lighting and Construction Traffic Control Devices (Section 630)
  - ___ ☐ Signal pole locations and elevations (Temp)
  - ___ ☐ Light pole locations and elevations (Temp)
  - ___ ☐ Sign Locations (Temp)
  - ___ ☐ Other: _____
- ___ ☐ All Easements (Temp Staking by P.L.S. Only)
- ___ ☐ Right of Way (Temp Staking by P.L.S. Only)

## WORK PERFORMED BY THE CONTRACTOR'S SURVEYOR UNDER SECTION 629:

- ___ ☐ Monumentation (Section 629)
  - ___ ☐ Control
  - ___ ☐ Right of Way
  - ___ ☐ Land corners, Aliquot corners
  - ___ ☐ Easements
  - ___ ☐ Reference the specified existing monuments:** _____
  - ___ ☐ Replace the specified existing monuments: ** _____
  - ___ ☐ Locate monuments. It is estimated___ hours are required.

NOTE: All 629 items shall include adequate research, calculations, and evaluations of evidence for monuments to be set.

** A Tabulation of Survey Monuments may be provided on the plans.

## GENERAL NOTES:

1. Unless indicated otherwise on this Survey Tabulation Sheet, all survey work and staking intervals shall be done in accordance with the latest edition of the CDOT Survey Manual.
2. Adequate information for establishing lines, grades, and locations for all work items have been specified on the plans. Any additional information required to stake the item or element shall be generated by the Contractor's surveyor.
3. The Contractor's surveyor shall provide an estimate of the man-hours necessary to complete the work items indicated on this sheet. A copy of this sheet, with the estimated man-hours written on the blank line to the left of the specified items, shall be submitted with the Survey Schedule to the Engineer _____ days prior to the Presurvey Conference - Construction Survey.
4. Stakes and Monuments which are damaged or destroyed by the progress of construction shall be replaced by the Contractor at no additional cost to the Department.
5. The Contractor shall furnish an As Staked (or 3D Design Modeling Electronic Files) Earthwork Quantity report to the Engineer prior to completion of twenty percent (20%) of the planned earthwork in any phase as per the CDOT Survey Manual. A printed copy of the As Staked (or 3D Design Modeling Electronic Files) Earthwork data report and a computer disk with that information on it, in the specified format shall be submitted to the Engineer. The Contractor shall field verify original ground cross sections at a maximum 500 feet intervals.
6. Prior to beginning work on any subsequent operation, such as placing base course or paving, the Contractor shall certify in writing to the Engineer that the final grade is within specified tolerance.
7. The Contractor's surveyor shall perform all field surveying and calculations necessary to tie plan grades into field grades.
8. The Contractor shall coordinate construction staking on the project with any utility work.
9. Fieldbooks shall contain daily records of points set and or measurements observed. The information recorded shall contain: date, crew members' names, point no., description, staking information, and sketches. If the survey information is collected electronically, information recorded shall be provided to the Project Engineer in a hard copy format that is intuitive, clear and related to the supplemental information recorded in the field books. All linear surveys, such as slope stakes and blue tops, shall have the station and offset information related to the measured information. Non-linear surveys such as structures staking shall have sketches relating electronic information, such as point numbers, to the sketch.
10. The Contractor's surveyor shall submit the following fieldbooks to the Engineer:
    - ■ Horizontal Control (Primary & Secondary)
    - ■ Vertical Control (i.e. Benchmarks)
    - ☐ Property Pin Ties
    - ■ Horizontal Alignment
    - ■ Grading
    - ■ Slope Staking
    - ■ Minor Structures
    - ■ Major Structures
    - ☐ One fieldbook for each work category shown on this sheet
    - ☐ Other Fieldbook(s): _____
11. The Contractor's surveyor shall submit the following (prior to surveying on the project) to the Engineer:
    - ■ All required Instrument Calibrations

| | | | |
|---|---|---|---|
| Print Date: 4/28/2024 | Sheet Revisions | | |
| File Name: SCT-001 SURVEY TABULATION.DWG | Date | Comments | Initials |
| Horiz. Scale: N/A Vert. Scale: N/A | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT SURVEY TABULATION | | Project No. |
|---|---|---|---|
| No Revisions: | | | P22-076 |
| Revised: | Designer: R. PARKS | Structure Numbers | Drawing Number SCT-001 |
| Void: | Detailer: H. PUGH | | |
| | Sheet Subset: SURVEY | Subset Sheets: 1 of 1 | Sheet Number 3 |

Plot Date: 4/29/2024 8:58 AM Plotted By: Rudy Parks
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AD PLANS 4/29/2024

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# SURVEY CONTROL DIAGRAM

## WCR 3 - SULLIVAN DITCH BRIDGE




VERTICAL DATUM:
NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88)
BENCHMARK:
NGS DESGINATION – "C 119 MP49.50 RESET"
ELEV=5154.19'

HORIZONTAL DATUM:
COLORADO STATE PLANE COORDINATES NAD 83(2011)
PROJECT COORDINATES HAVE BEEN SCALED TO GROUND USING A COMBINED SCALE FACTOR OF 0.9997216445 (1.0002784433) ABOUT THE ORIGIN (0,0).

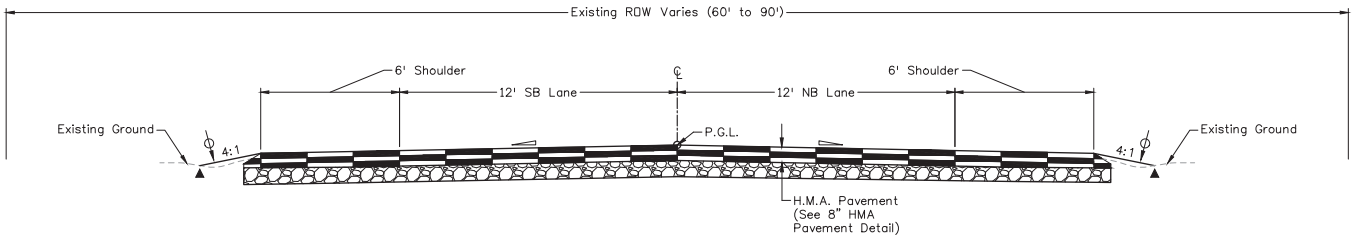
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR
Michael Chad Dilka
38106
7-24-2023
LAND SURVEYOR

MICHAEL CHAD DILKA – ON BEHALF OF KING SURVEYORS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR #38106

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
Phone: (970) 686-5011 | Fax: (970) 686-5821
Email: contact@KingSurveyors.com

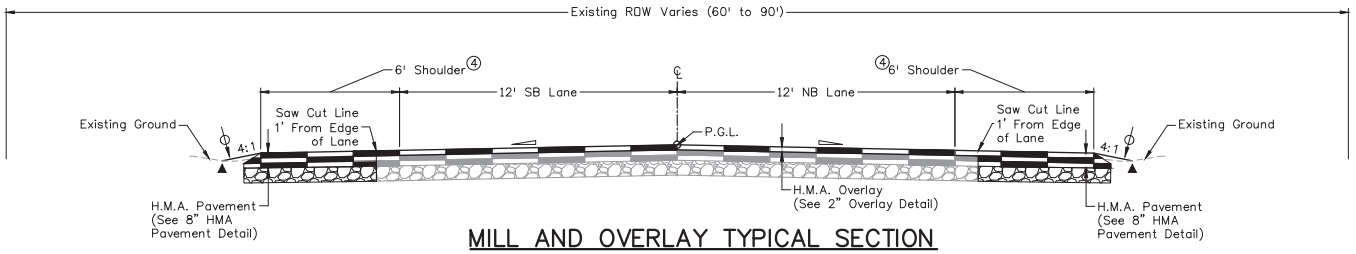
**PROJECT NO:** 20230070
**DATE:** 7/24/2023
**CLIENT:** ROCKSOL
**DWG:** 20230070SCD
**DRAWN:** SAF **CHECKED:** MCD

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 5 of 35)



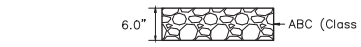

## FULL DEPTH PAVEMENT TYPICAL SECTION

Sta 1+45.00 to 1+72.06
Sta 1+96.68 to 2+24.00

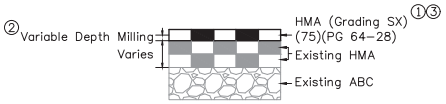



## MILL AND OVERLAY TYPICAL SECTION

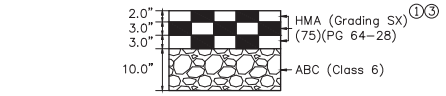
Sta 1+24.00 to 1+45.00
Sta 2+24.00 to 2+60.00




### ACCESS DRIVE PAVEMENT SECTION




### 2-INCH HMA OVERLAY DETAIL




### 8-INCH HMA PAVEMENT DETAIL

### TYPICAL SECTION NOTES

2% Cross Slope

The Contractor will be required to place 4 inches (minimum) of topsoil to this line after completion of paving operation.

▲ Break points on slopes and in bottoms of ditches shall be rounded during construction for a pleasing appearance. The depth and width of the side ditch shall be varied as approved by the engineer where necessary in order to provide proper drainage.

① The Contractor shall apply a layer of Emulsified Asphalt (Slow-Setting) in between each lift of pavement.

② Where finished grade is less than 2 inches above existing grade, provide variable depth milling for overlay to achieve a minimum pavement thickness of 2 inches.

③ Vertical joints shall not extend the full depth of HMA. Top mat shall be offset from lower mats. Longitudinal joints shall be within 6 to 12 inches of lane lines.

④ Taper shoulder width down to match existing shoulder 10 feet from Sta 1+24.00 and Sta 2+60.00 both sides of roadway. See roadway plan.

811 Know what's below. Call before you dig.

### SAFETY EDGE DETAIL NOTES

1. The safety edge shall be constructed concurrently (monolithically) with the roadway pavement.
2. The Contractor may use a shoulder wedge maker or a similar device that produces the same compaction results.
3. Short sections of handwork will be allowed when necessary for transitions and turnouts.
4. Site preparation and additional earthwork required to construct the safety edge will not paid for separately but shall be included in the work.
5. Safety edge shall not be placed on top of organic material (grass or weeds) and shall be free from trash and construction debris.

### SAFETY EDGE LEGEND

▲ – Safety Edge with a 30°–35° slope and shoulder material (See Safety Edge Details).

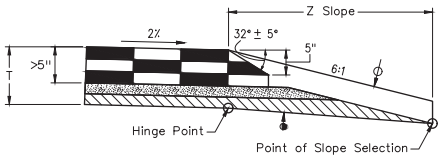
T - Total thickness of the pavement structure from top of pavement to top of subgrade.

— Subgrade Z slope 50:1 or steeper.

— Minimum 4" topsoil or specified alternative.

— BASE COURSE

— SUBBASE




### SAFETY EDGE DETAIL FOR HOT MIX ASPHALT PAVEMENT GREATER THAN 5 INCHES

| | | | |
|---|---|---|---|
| Print Date: 4/28/2024 | Sheet Revisions | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TYPICAL SECTIONS |
| File Name: TYP-001 TYPICAL SECTIONS.DWG | Date / Comments / Initials | No Revisions: | Project No. P22-076 |
| Horiz. Scale: NTS Vert. Scale: NTS | | Revised: | Designer: R. PARKS Structure Numbers |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | Void: | Detailer: H. PUGH Drawing Number TYP-001 |
| | | | Sheet Subset: TYPICALS Subset Sheets: 1 of 1 Sheet Number 5 |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

Plot Date: 4/29/2024 8:59 AM Plotted By: Rudy Parra
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526
AD PLANS 4/29/2024

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## CONSTRUCTION GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST "STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS" BY THE TOWN OF ERIE. COPIES OF THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS MAY BE OBTAINED FROM THE TOWN OF ERIE WEB SITE. CONTRACTOR SHALL HAVE A SET ON SITE AT ALL TIMES.
2. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE TOWN OF ERIE ENGINEERING STAFF PRIOR TO THE START OF CONSTRUCTION. THOSE IN ATTENDANCE SHALL INCLUDE THE TOWN OF ERIE ENGINEERING STAFF, REPRESENTATIVES OF THE CONTRACTORS AND OTHER AFFECTED AGENCIES. PLANS SIGNED AND ACCEPTED BY THE TOWN OF ERIE WILL BE DISTRIBUTED AT THE PRE-CONSTRUCTION MEETING. CONTRACTOR SHALL HAVE (1) COPY OF THE SIGNED PLANS ON SITE AT ALL TIMES.
3. THE TOWN OF ERIE, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT. THE DESIGN ENGINEER UNDERSTANDS THAT THE RESPONSIBILITY FOR THE ENGINEERING ADEQUACY OF THE FACILITIES DEPICTED IN THIS DOCUMENT LIES SOLELY WITH THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE ARE AFFIXED TO THIS DOCUMENT. REPORT ALL DISCREPANCIES TO THE DESIGN ENGINEER IMMEDIATELY.
4. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL OBTAIN ANY/ALL WRITTEN AGREEMENTS FOR INGRESS AND EGRESS TO THE WORK SITE FROM ADJACENT PRIVATE PROPERTY OWNERS. A COPY OF ALL AGREEMENTS SHALL BE PROVIDED TO THE TOWN. ACCESS TO ANY ADJACENT PRIVATE PROPERTY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF ERIE ENGINEERING STAFF. THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO TOWN STANDARDS AND SPECIFICATIONS. INSPECTIONS AND ONSITE VISITS ARE NOT TO BE CONSTRUED AS A GUARANTEE BY THE TOWN ENGINEERING STAFF OF THE CONTRACTORS' CONTRACTUAL COMMITMENT. REQUESTS FOR INSPECTION BY THE TOWN OF ERIE SHALL BE MADE BY THE CONTRACTOR A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE.
6. CONSTRUCTION WATER IS AVAILABLE TO THE CONTRACTOR AS ESTABLISHED IN THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE TOWN OF ERIE REGARDING CURRENT REGULATIONS, FEES AND REQUIRED AGREEMENTS RELATED TO THE PROVISION OF CONSTRUCTION WATER.
7. THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH THE AFFECTED UTILITY COMPANIES AND SHALL NOTIFY THE UTILITY NOTIFICATION CENTER, PHONE NUMBER 811, THREE (3) BUSINESS DAYS PRIOR TO THE START OF CONSTRUCTION.
8. UTILITIES IN THE AREA OF CONSTRUCTION ARE APPROXIMATE ONLY. THEY HAVE BEEN LOCATED FROM FIELD INVESTIGATION AND THE BEST AVAILABLE UTILITY RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION AND REPAIR OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL CONTACT ALL RESPECTIVE UTILITIES AND HAVE ALL UTILITIES FIELD-LOCATED PRIOR TO CONSTRUCTION. IF ANY UNKNOWN SUBSURFACE STRUCTURES ARE ENCOUNTERED DURING CONSTRUCTION, IT SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE TOWN OF ERIE ENGINEERING STAFF AND DESIGN ENGINEER PRIOR TO PROCEEDING.
9. THE CONTRACTOR SHALL NOTIFY TOWN OF ERIE ENGINEERING STAFF OF ANY PROBLEM IMPACTING WATER AND WASTE WATER FACILITIES THAT WOULD POTENTIALLY REQUIRE A VARIANCE FROM THE APPROVED PLANS AND SPECIFICATIONS. ANY VARIANCE FROM THE APPROVED DOCUMENTS SHALL BE AT THE SOLE DISCRETION OF THE TOWN OF ERIE ENGINEERING STAFF.
10. CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE SPECIFICATIONS AND PERMITS NECESSARY TO PERFORM THE PROPOSED WORK.
11. AS-BUILT DRAWINGS AS REQUIRED IN THE SPECIFICATIONS, ARE TO BE SUBMITTED BY THE CONTRACTOR PRIOR TO INITIAL ACCEPTANCE OF THE CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ANY EXISTING SIGNS, STRUCTURES, FENCES, ETC., ENCOUNTERED ON THE JOB AND RESTORING THEM TO THEIR ORIGINAL CONDITION.

## CONSTRUCTION GENERAL NOTES (CONTINUED)

13. THE CONTRACTOR IS RESPONSIBLE FOR:
    - A. NOTIFYING THE TOWN OF ERIE UTILITY CUSTOMERS OF POTENTIAL SERVICE OUTAGES, AND COORDINATE WITH THE TOWN OF ERIE FOR DETERMINATION OF MINIMUM TIME REQUIREMENT.
    - B. NOTIFYING THE TOWN OF ERIE ENGINEERING STAFF IF WORK IS SUSPENDED FOR ANY PERIOD OF TIME AFTER INITIAL START-UP. THE CONTRACTOR SHALL NOTIFY THE TOWN OF ERIE FORTY-EIGHT (48) HOURS PRIOR TO RESTART.
    - C. IN THE EVENT OF AN AFTER HOURS EMERGENCY, CALL 303-441-4444.
    - D. NOTIFYING THE MOUNTAIN VIEW FIRE PROTECTION DISTRICT OF ALL STREET CLOSURES AND EXISTING FIRE HYDRANTS TAKEN OUT OF SERVICE A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION.
14. PRIOR TO INSTALLATION OF UTILITY MAINS, ROAD CONSTRUCTION MUST HAVE COMPLETED THE OVER LOT GRADING STAGE.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER MUST BE MANAGED PER THE REQUIREMENTS IDENTIFIED BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE). GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS OR EROSION OF ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE USE OF ANY SANITARY SEWER TO DISPOSE OF TRENCH WATER WILL NOT BE PERMITTED. NO CONCRETE SHALL BE PLACED WHERE GROUNDWATER IS VISIBLE OR UNTIL THE GROUNDWATER TABLE HAS BEEN LOWERED BELOW THE PROPOSED IMPROVEMENTS. ANY UNSTABLE AREAS, AS A RESULT OF GROUNDWATER, ENCOUNTERED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE STABILIZED AS AGREED UPON BY THE CONTRACTOR, THE TOWN OF ERIE, AND THE DESIGN ENGINEER AT THE TIME OF THE OCCURRENCE.
16. DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS. THE TOWN OF ERIE OR THE DESIGN ENGINEER EXERCISE NO CONTROLS OVER THE SAFETY OR ADEQUACY OF ANY EQUIPMENT, BUILDING COMPONENTS, SCAFFOLDING, FORMS OR OTHER WORK AIDS USED IN OR ABOUT THE PROJECT, OR IN THE SUPERINTENDING OF THE SAME. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS FROM ANY AND ALL LIABILITY, REAL AND ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE DESIGN ENGINEER OR THE TOWN. THE TOWN OF ERIE ENGINEERING STAFF, OR ANY CONTRACTED ENGINEER, ARE NOT RESPONSIBLE FOR SAFETY IN, ON OR ABOUT THE PROJECT SITE, NOR FOR COMPLIANCE BY THE APPROPRIATE PARTY OF ANY REGULATIONS RELATING THERETO.
17. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
18. REGULAR WORK HOURS ARE SEVEN (7) A.M. UNTIL SEVEN (7) P.M. OR DUSK (WHICHEVER OCCURS FIRST) OF THE SAME DAY, MONDAY THROUGH FRIDAY. THE CONTRACTOR WILL NOT PERMIT OVERTIME WORK OUTSIDE OF REGULAR WORKING HOURS OR THE PERFORMANCE OF WORK ON SATURDAY, SUNDAY OR ANY LEGAL HOLIDAY WITHOUT RECEIVING WRITTEN CONSENT FROM THE TOWN ENGINEER. REQUESTS FOR WEEKEND WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN WEDNESDAYS AT 3:30 PM FOR SUBSEQUENT WEEKEND AND REQUESTS FOR HOLIDAY WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN 7:00 AM – 2 BUSINESS DAYS PRIOR TO THE HOLIDAY. WHEN APPROVED, STANDARD WORK HOURS FOR WEEKENDS AND HOLIDAYS ARE EIGHT (8) A.M. UNTIL FOUR (4) P.M. OR AS STIPULATED BY THE TOWN ENGINEER. WORK HOURS FOR WORK IN ACTIVE ROW SHALL BE SUBJECT TO APPROVAL OF THE TOWN ENGINEER AND SHALL BE CONSIDERED ON A CASE BY CASE BASIS. ALL EXPENSES INCURRED BY THE TOWN SHALL BE REIMBURSED AT A RATE TO BE DETERMINED BY DIRECTOR OF FINANCE.
19. THE CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL

## CONSTRUCTION GENERAL NOTES (CONTINUED)

WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL APPROPRIATE PERMITS FROM BOTH THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT AND THE TOWN OF ERIE FOR ANY PROJECT DISTURBING ONE ACRE OR MORE OR ANY PROJECT LESS THAN ONE ACRE THAT IS PART OF A LARGER COMMON PLAN OF DEVELOPMENT.

20. EACH TYPE OF CONSTRUCTION SHALL BE COMPLETED BY A CONTRACTOR THAT HAS DEMONSTRATED ACCEPTABLE QUALIFICATIONS TO THE TOWN AND IS A LICENSED CONTRACTOR IN THE TOWN OF ERIE.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL DURING CONSTRUCTION. ALL TRAFFIC CONTROLS SHALL CONFORM TO THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) LATEST EDITIONS. A PLAN SHALL BE SUBMITTED TO THE TOWN FOR REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.
22. ALL BACKFILL SHALL CONFORM TO THE TRENCH DETAIL LOCATED IN THE TOWN OF ERIE STANDARDS & SPECIFICATIONS.
23. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE IMMEDIATE REMOVAL OF ANY CONSTRUCTION DEBRIS OR MUD TRACKED ONTO EXISTING ROADWAYS.
24. THE CONTRACTOR SHALL REPAIR ANY EXCAVATION OR PAVEMENT FAILURES CAUSED BY HIS CONSTRUCTION.
25. THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED DURING HIS OPERATION. RENEWAL OF PAVEMENT STRIPING AND MARKING SHALL BE DONE IN CONFORMANCE WITH THE TOWN OF ERIE STANDARD SPECIFICATIONS.
26. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO TAKE EVERY MEASURE NECESSARY TO COMPLY WITH ANY STATE, COUNTY OR TOWN DUST CONTROL ORDINANCE.
27. CONSTRUCTION VEHICLES SHALL USE TRUCK ROUTES DESIGNATED BY THE TOWN.
28. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE PROPER FUNCTIONING OF THE IMPROVEMENTS FOR A MINIMUM OF TWO (2) YEARS FROM THE DATE OF INITIAL ACCEPTANCE OF THE IMPROVEMENTS BY THE TOWN OF ERIE. ANY FAILURE DURING THIS PERIOD OF GUARANTEE SHALL BE REMEDIED BY THE CONTRACTOR TO THE SATISFACTION OF THE TOWN OF ERIE AT NO EXPENSE TO THE TOWN.
29. THE CONTRACTOR SHALL NOTIFY THE TOWN WITHIN 24 HOURS OF BECOMING AWARE OF A DISCHARGE OF ANY POLLUTANT INTO THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4). THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO THE MS4, RECEIVING WATERS, WATERWAYS, WETLANDS, OR OTHER PUBLIC OR PRIVATE PROPERTIES, RESULTING FROM WORK DONE AS PART OF THIS PROJECT.

811 Know what's below. Call before you dig.

Plot Date: 4/29/2024 10:00 AM Plotted By: Rudy Flores
PLOTTED FROM: T:\PROJECTS\P22-076_TOWN OF ERIE - WCR3 BRIDGE REPLACEMENT\DESIGN FILES\MXD_COMPUTER DESIGN FILES\MXD_SHEET FILES\NT-001 GENERAL NOTES.DWG

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| Print Date: 4/28/2024 | Sheet Revisions | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT GENERAL NOTES |
| File Name: NT-001 GENERAL NOTES.DWG | Date / Comments / Initials | No Revisions: | Designer: R. PARKS; Detailer: H. PUGH; Sheet Subset: NOTES; Structure Numbers; Subset Sheets: 1 of 2 |
| Horiz. Scale: N/A Vert. Scale: N/A | | Revised: | Project No. P22-076 |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | Void: | Drawing Number NT-001 |
| | PUBLIC WORKS 645 HOLBROOK ST. ERIE, CO 80515 | | Sheet Number 6 |

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## GRADING GENERAL NOTES

1. ALL CONSTRUCTION ACTIVITIES THAT DISTURBS ONE OR MORE ACRES OF LAND, AS WELL AS ACTIVITIES THAT DISTURB LESS THAN ONE ACRE OF LAND, BUT IS PART OF A LARGER COMMON PLAN OF DEVELOPMENT,MUST COMPLY WITH BOTH LOCAL AND STATE REGULATIONS REGARDING STORMWATER DRAINAGE ON CONSTRUCTION SITES.OWNERS OR CONTRACTORS MUST OBTAIN A **COLORADO STORMWATER DISCHARGE PERMIT FOR CONSTRUCTION ACTIVITIES** FROM THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE) AND A GRADING AND STORMWATER QUALITY PERMIT FROM THE TOWN OF ERIE. CONTRACTOR SHALL:

   A. MAINTAIN A COPY OF THE STORM WATER MANAGEMENT PLAN (SWMP) ONSITE AT ALL TIMES OR PROVIDE AN UPDATED DIGITAL COPY WITHIN TWO BUSINESS DAYS UPON REQUEST. THE SWMP MUST BE MAINTAINED AND MADE AVAILABLE TO TOWN OF ERIE INSPECTORS UPON REQUEST.

   B. INSTALL AND MAINTAIN EROSION, SEDIMENT, AND MATERIALS MANAGEMENT CONTROL MEASURE AS SPECIFIED IN THE SWMP.

   C. INSPECT ALL CONTROL MEASURES AT LEAST EVERY SEVEN (7) DAYS OR EVERY FOURTEEN (14) DAYS AND WITHIN TWENTY FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE RUNOFF.

   D. MAINTAIN INSPECTION AND MAINTENANCE RECORDS OF CONTROL MEASURES WITH THE SWMP. COPIES OF THESE REPORTS SHALL BE PROVIDED TO THE TOWN OF ERIE ENGINEERING STAFF.

   E. BASED ON INSPECTIONS PERFORMED BY THE PERMIT HOLDER OR BY TOWN PERSONNEL, MODIFICATIONS TO THE SWMP WILL BE NECESSARY IF AT ANY TIME THE SPECIFIED CONTROL MEASURES DO NOT MEET THE OBJECTIVES OF THE PERMIT. ALL MODIFICATIONS SHALL BE COMPLETED AS SOON AS PRACTICABLE AFTER THE REFERENCED INSPECTION, AND SHALL BE RECORDED ON THE OWNER'S COPY OF THE SWMP.

   F. THE OPERATOR SHALL AMEND THE SWMP WHENEVER THERE IS A SIGNIFICANT CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE, WHICH HAS A SIGNIFICANT EFFECT ON THE POTENTIAL FOR DISCHARGE OF POLLUTANTS TO THE RECEIVING WATERS, OR IF THE SWMP PROVES TO BE INEFFECTIVE IN ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

   G. INSTALLATION AND MAINTENANCE OF CONTROL MEASURES SHALL BE SUPERVISED BY PERSONNEL CERTIFIED IN EROSION AND SEDIMENT CONTROL.

   H. ALL APPROPRIATE CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF EACH CONSTRUCTION PHASE.

   I. APPROPRIATE STABILIZED CONSTRUCTION ENTRANCES WITH VEHICLE TRACKING CONTROLS INSTALLED SHALL BE UTILIZED AT ALL TIMES TO REDUCE THE TRACKOUT OF SEDIMENT. IF NON-STRUCTURAL VEHICLE TRACKING CONTROLS ARE UTILIZED, CLEANUP OF TRACKOUT MUST OCCUR AT THE END OF EVERY BUSINESS DAY WITH CONSTRUCTION ACTIVITY OCCURRING.

2. ALL SITE GRADING (EXCAVATION, EMBANKMENT, AND COMPACTION) SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST SOILS INVESTIGATION FOR THIS PROPERTY AND SHALL FURTHER BE IN CONFORMANCE WITH THE TOWN OF ERIE "STANDARDS AND SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS", LATEST EDITION.

3. ALL GRADING AND FILLING OPERATIONS SHALL BE OBSERVED, INSPECTED AND TESTED BY A LICENSED SOILS ENGINEER. ALL TEST RESULTS SHALL BE SUBMITTED TO THE TOWN OF ERIE ENGINEERING STAFF.

4. NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATION AND FOR THE SHORTEST PRACTICAL PERIOD OF TIME. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AVOID ANY DAMAGE TO EXISTING FOLIAGE THAT LIES IN THE PROJECT AREA UNLESS DESIGNATED FOR REMOVAL AND SHALL BE LIABLE FOR SUCH DAMAGE AT HIS/HER EXPENSE.

5. TOPSOIL SHALL BE STOCKPILED TO THE EXTENT PRACTICABLE ON THE SITE FOR USE ON AREAS TO BE RE-VEGETATED. ANY AND ALL STOCKPILES SHALL BE LOCATED AND PROTECTED FROM EROSIVE ELEMENTS. IF MATERIALS ARE STORED OFFSITE, A WRITTEN USE AGREEMENT BETWEEN THE PERMITTEE AND THE OWNER/OPERATOR OF ANY CONTROL MEASURES BEING UTILIZED OUTSIDE OF THE PERMITTED AREA MUST BE MADE AVAILABLE TO TOWN PERSONNEL UPON REQUEST.

## GRADING GENERAL NOTES (CONTINUED)

6. TEMPORARY VEGETATION/STABILIZATION SHALL BE INSTALLED ON ALL DISTURBED AREAS WHERE PERMANENT SURFACE IMPROVEMENTS ARE NOT SCHEDULED FOR IMMEDIATE INSTALLATION BUT NO LATER THAN FOURTEEN (14) DAYS. SEEDING WILL BE DONE ACROSS THE SLOPE FOLLOWING THE CONTOURS. VEGETATION SHALL CONFORM TO THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS. PROJECT SCHEDULING SHOULD TAKE ADVANTAGE OF SPRING OR FALL PLANTING SEASONS FOR NATURAL GERMINATION. SEEDED AREAS SHALL BE IRRIGATED IN ACCORDANCE WITH THE TOWN OF ERIE'S STANDARDS AND SPECIFICATIONS.

7. AT ALL TIMES, A WATER TRUCK SHALL BE ON-SITE AND THE PROPERTY SHALL BE MAINTAINED AND/OR WATERED TO PREVENT WIND-CAUSED EROSION. EARTHWORK OPERATIONS SHALL BE DISCONTINUED WHEN FUGITIVE DUST SIGNIFICANTLY IMPACTS ADJACENT PROPERTY. IF EARTHWORK IS COMPLETE OR DISCONTINUED AND DUST FROM THE SITE CONTINUES TO CREATE PROBLEMS, THE CONTRACTOR SHALL IMMEDIATELY INSTITUTE MITIGATIVE MEASURES AND SHALL CORRECT DAMAGE TO ADJACENT PROPERTY.

8. FILL SLOPES SHALL BE COMPACTED BY MEANS OF SHEEPSFOOT COMPACTOR OR OTHER SUITABLE EQUIPMENT. COMPACTING SHALL CONTINUE UNTIL SLOPES ARE STABLE AND THERE IS NOT AN APPRECIABLE AMOUNT OF LOOSE SOIL ON THE SLOPES.

9. DEPTH OF MOISTURE-DENSITY CONTROL SHALL BE FULL DEPTH ON ALL EMBANKMENT AND SIX (6) INCHES ON THE BASE OF CUTS AND FILLS.

10. OUTLET SIDES OF ALL STORM PIPES SHALL BE GRADED TO DRAIN AND SHALL HAVE SUFFICIENT EROSION PROTECTION.

11. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE SITE GEOTECHNICAL ENGINEER WHEN THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:

    A. INITIAL INSPECTION WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT NOT LESS THAN TWO (2) DAYS BEFORE ANY GRADING OR GRUBBING IS STARTED.

    B. EXCAVATION INSPECTION AFTER THE EXCAVATION IS STARTED BUT BEFORE THE VERTICAL DEPTH OF THE EXCAVATION EXCEEDS TEN (10) FEET.

    C. FILL INSPECTION AFTER THE FILL PLACEMENT IS STARTED, BUT BEFORE THE FILL EXCEEDS TEN (10) FEET.

## ROADWAY GENERAL NOTES

1. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL PREPARE THE SUBGRADE BY SCARIFYING THE UPPER ONE (1) FOOT OF THE SUBGRADE IN CUT AREAS OR AREAS WITH LITTLE OR NO FILL, UNLESS SPECIFIED IN THE SOILS REPORT. THE WORK SHALL CONFORM TO THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. STREET PAVING SHALL NOT START UNTIL:
   A. ALL COMPACTION TEST REPORTS HAVE BEEN SUBMITTED TO THE TOWN ENGINEERING STAFF PRIOR TO PROOF ROLLS.
   B. PROOF ROLLS ARE PERFORMED USING A LOADED SINGLE AXLE 2000 GALLON WATER TRUCK AND MONITORED BY THE TOWN OF ERIE ENGINEERING STAFF.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL UTILITY MANHOLE COVERS AND ACCESS LIDS TO GRADE.
5. ALL CONCRETE SHALL BE A MINIMUM OF CLASS B, IN CONFORMANCE WITH CDOT STANDARDS.
6. ALL CONCRETE EDGES MUST BE ROUNDED TO A FOURTH (1/4) INCH RADIUS, EXCEPT WHERE SHOWN OTHERWISE ON DRAWINGS.
7. ONE HALF (1/2) INCH EXPANSION JOINTS SHALL BE INSTALLED AT ALL CURB RETURNS, CURB CUTS AND EXISTING STRUCTURES. CONTROL JOINTS SHALL BE INSTALLED PER THE TOWNS STANDARDS AND SPECIFICATIONS.
8. BEFORE PLACING OF ASPHALT THE SUBGRADE SHALL RECEIVE A GROUND STERILANT APPLIED AT A RATE IN ACCORDANCE TO MANUFACTURERS RECOMMENDATIONS.
9. THE GRADATION OF THE MINERAL AGGREGATE WILL BE GRADING SX (1/2" NOMINAL) FOR ALL TOP LIFTS AND OVERLAYS.
10. TACK COAT SHALL BE USED PRIOR TO OVERLAY, (CSS-1H), 50:50 DILUTION, 0.10 GAL/SY. ALL EDGES ABUTTING NEW PAVEMENT SHALL BE TACKED. TACK COAT WILL NOT BE PAID SEPARATELY BUT INCLUDED IN THE COST OF HMA PAVEMENT.
11. WHEN IT IS REQUIRED TO MATCH EXISTING PAVEMENT, EXISTING PAVEMENT SHALL BE SAW CUT IN A MANNER TO AFFECT A SMOOTH, VERTICAL STRAIGHT CUT EDGE. T PATCH MILLING MUST BE DONE PER STANDARD DETAILS.
12. ADDITIONAL AREA MILLED TO STAGGER THE JOINTS IS CONSIDERED INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
13. ALL SAWCUT EDGES OF EXISTING PAVEMENT SHALL BE CLEAN AND COATED WITH TACK COAT PRIOR TO PLACING NEW PAVEMENT ADJACENT TO THE EXISTING PAVEMENT.
14. ALL ASPHALT SHALL BE ONE FOURTH (1/4) INCH ABOVE CONCRETE EDGES, MANHOLE COVERS AND ACCESS LIDS.
15. SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COLORADO DEPARTMENT OF TRANSPORTATION M&S STANDARDS, AND THE TOWN OF ERIE STANDARD DESIGN CRITERIA AND STANDARD CONSTRUCTION REQUIREMENTS.
16. THE PURCHASE AND INSTALLATION OF STREET NAME SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE OWNER/CONTRACTOR SHALL SECURE THE APPROVAL OF THE TOWN OF ERIE ENGINEERING STAFF FOR TYPE AND LOCATION OF THE STREET NAME SIGNS PRIOR TO INSTALLATION.
17. ALL NEW ROADWAY SECTIONS SHALL HAVE SUBGRADE PREPARATION AND INITIAL ASPHALT PAVEMENT PLACED WITH A 1% CROWN. FINAL OVERLAY IS TO BE PLACED WITH A 2% CROWN. SEE DETAIL ST7 IN THE 'STANDARD DETAILS-STREET' FOR MORE INFORMATION.
18. THE SULFATE RESISTANCE LEVEL FOR THIS PROJECT IS CLASS 0.
19. ALL MILLED AREAS SHALL BE COVERED WITH ASPHALT PAVEMENT WITHIN 5 DAYS.

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Plot Date: 4/29/2024 10:00 AM Plotted By: Rudy Prieto
N:\PROJECTS\TOWN OF ERIE_TOWN OF ERIE - BOX3 BRIDGE REPLACEMENTS\00_COMPUTER DESIGN FILES\00_SHEET FILES\NT-001 GENERAL NOTES.DWG

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| Print Date: 4/28/2024 | Sheet Revisions | | |
| File Name: NT-001 GENERAL NOTES.DWG | Date | Comments | Initials |
| Horiz. Scale: N/A Vert. Scale: N/A | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

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| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT GENERAL NOTES | | | Project No. |
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| No Revisions: | Designer: R. PARKS | Structure Numbers | | P22-076 |
| Revised: | Detailer: H. PUGH | | | Drawing Number NT-002 |
| Void: | Sheet Subset: NOTES | Subset Sheets: 2 of 2 | | Sheet Number 7 |



AD PLANS 4/29/2024

Plot Date:4/28/2024 10:08 AM Plotted By: Rudy Parks
R:\Q-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER003.0-012.0D PLAN | STRUCTURE ER003.0-012.0D AS CONST. | | | | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
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| | | | 201-00000 | Clearing and Grubbing | LS | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | | 202-00001 | Removal of Structure | EACH | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | | 202-00035 | Removal of Pipe | LF | 50 | | | | | | | | | | | | | | | | | | 50 | |
| | | | 202-00220 | Removal of Asphalt Mat | SY | 146 | | | | | | | | | | | | | | | | | | 146 | |
| | | | 202-00240 | Removal of Asphalt Mat (Planing) | SY | 224 | | | | | | | | | | | | | | | | | | 224 | |
| | | | 202-00400 | Removal of Bridge | EACH | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 203-00060 | Embankment Material (Complete In Place) | CY | 100 | | | | | | | | | | | | | | | | | | 100 | |
| | | | 203-01597 | Potholing | HOUR | 24 | | | | | | | | | | | | | | | | | | 24 | |
| | | | 206-00000 | Structure Excavation | CY | | | | 233 | | | | | | | | | | | | | | | 233 | |
| | | | 206-00200 | Structure Backfill (Class 2) | CY | | | | 100 | | | | | | | | | | | | | | | 100 | |
| | | | 206-01781 | Shoring (Area 1) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01782 | Shoring (Area 2) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01783 | Shoring (Area 3) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01784 | Shoring (Area 4) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 207-00704 | Subgrade Soil Preparation | SY | | | | 168 | | | | | | | | | | | | | | | 168 | |
| | | | 208-00002 | Erosion Log Type I (12 Inch) | LF | 300 | | | | | | | | | | | | | | | | | | 300 | |
| | | | 208-00020 | Silt Fence | LF | 150 | | | | | | | | | | | | | | | | | | 150 | |
| | | | 208-00035 | Aggregate Bag | LF | 150 | | | | | | | | | | | | | | | | | | 150 | |
| | | | 208-00046 | Pre-fabricated Concrete Washout Structure (Type I) | EACH | 2 | | | | | | | | | | | | | | | | | | 2 | |
| | | | 208-00075 | Pre-fabricated Vehicle Tracking Pad | EACH | 2 | | | | | | | | | | | | | | | | | | 2 | |

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Hor'z. Scale: N/A Vert. Scale: N/A

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**Sheet Revisions**

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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

Designer: R. PARKS
Detailer: H. PUGH
Sheet Subset: SAQ

Structure Numbers
Subset Sheets: 1 of 3

**Project No.** P22-076
Drawing Number SAQ-001
Sheet Number 8

Plot Date:4/28/2024 10:08 AM Plotted By: Rudy Parks
R:\G-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER1003.0-012.0D PLAN | STRUCTURE ER1003.0-012.0D AS CONST. | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 208-00103 | Removal and Disposal of Sediment (Labor) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 208-00105 | Removal and Disposal of Sediment (Equipment) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 208-00106 | Sweeping (Sediment Removal) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 212-00006 | Seeding (Native) | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 212-00032 | Soil Conditioning | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 213-00012 | Spray-On Mulch Blanket | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 213-00150 | Bonded Fiber Matrix | ACRE | 1.0 | | | | | | | | | | | | | | | 1.0 | |
| | | | 217-00000 | Herbicide Treatment | SY | 200 | | | | | | | | | | | | | | | 200 | |
| | | | 304-06000 | Aggregate Base Course (Class 6) | TON | 163 | | | | | | | | | | | | | | | 163 | |
| | | | 403-34751 | Hot Mix Asphalt (Grading SX) (75) (PG 64-28) | TON | 179 | | | | | | | | | | | | | | | 179 | |
| | | | 420-00112 | Geotextile (Drainage)(Class 1) | SY | | | | 38 | | | | | | | | | | | | 38 | |
| | | | 506-00212 | Riprap (12 inch) | CY | | | | 25 | | | | | | | | | | | | 25 | |
| | | | 515-00120 | Waterproofing (Membrane) | SY | | | | 115 | | | | | | | | | | | | 115 | |
| | | | 516-00000 | Damping (Asphalt) | SY | | | | 96 | | | | | | | | | | | | 96 | |
| | | | 601-03030 | Concrete Class D (Box Culvert) | CY | | | | 132 | | | | | | | | | | | | 132 | |
| | | | 602-00020 | Reinforcing Steel (Epoxy Coated) | LB | | | | 48,506 | | | | | | | | | | | | 48,506 | |
| | | | 603-01180 | 18 Inch Reinforced Concrete Pipe | LF | 60 | | | | | | | | | | | | | | | 60 | |
| | | | 606-00302 | Guardrail Type 3 (31 Inch Midwest Guardrail System) | LF | 50 | | | | | | | | | | | | | | | 50 | |
| | | | 606-01400 | Transition Type BR10M-GR3 | EACH | | | | 4 | | | | | | | | | | | | 4 | |
| | | | 606-02003 | End Anchorage (Non-Flared) | EACH | 4 | | | | | | | | | | | | | | | 4 | |

Print Date: 4/28/2024
File Name: SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG
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**Sheet Revisions**

| Date | Comments | Initials |
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TOWN OF ERIE 1874

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

**As Constructed**

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Revised:

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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

| Designer: | R. PARKS | Structure Numbers | |
|---|---|---|---|
| Detailer: | H. PUGH | | |
| Sheet Subset: | SAQ | Subset Sheets: | 2 of 3 |

**Project No.** P22-076

Drawing Number SAQ-002

Sheet Number 9

Plot Date:4/28/2024 10:09 AM Plotted By: Rudy Parks
R:\G-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER003.0-012.0D PLAN | STRUCTURE ER003.0-012.0D AS CONST. | | | | | | | | | | | | | | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 606-11035 | Bridge Rail Type 10MASH | LF | | | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | 49 | |
| | | | 613-00200 | 2 Inch Electrical Conduit | LF | | | | 155 | | | | | | | | | | | | | | | | | | | | | | | | | | 155 | |
| | | | 614-85001 | Impact Attenuator | EACH | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | |
| | | | 620-00002 | Field Office (Class 2) | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 620-00020 | Sanitary Facility | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 625-00000 | Construction Surveying | LS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 626-00000 | Mobilization | LS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 630-00000 | Flagging | HOUR | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 300 | |
| | | | 630-00007 | Traffic Control Inspection | DAY | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 39 | |
| | | | 630-00012 | Traffic Control Management | DAY | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 80 | |
| | | | 630-80335 | Barricade (Type 3M-A) (Temporary) | EACH | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | |
| | | | 630-80341 | Construction Traffic Sign (Panel Size A) | EACH | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 | |
| | | | 630-80342 | Construction Traffic Sign (Panel Size B) | EACH | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | |
| | | | 630-80355 | Portable Message Sign Panel | EACH | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | |
| | | | 630-80360 | Drum Channelizing Device | EACH | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 30 | |
| | | | 630-80380 | Traffic Cone | EACH | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 75 | |
| | | | 700-70010 | F/A Minor Contract Revisions | FA | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |

Print Date: 4/28/2024
File Name: SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG
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**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

Designer: R. PARKS Structure: Drawing Number SAQ-003
Detailer: H. PUGH Numbers:
Sheet Subset: SAQ Subset Sheets: 3 of 3

**Project No.** P22-076

Sheet Number 10

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 11 of 35)

## TABULATION OF GUARDRAIL

| STATION | | | SIDE | GUARDRAIL TYPE 3 (31 Inch Midwest Guardrail System) (606-00302) | END ANCHORAGE (NON-FLARED) (606-02003) | IMPACT ATTENUATOR (614-85001) | Remarks |
|---|---|---|---|---|---|---|---|
| | | | | LF | EACH | EACH | |
| 0+74.00 | - | 0+99.00 | Rt. | 25 | 2 | | End Achorages attached to either end of Guardrail Type 3 |
| 1+38.00 | - | 2+32.00 | Lt. & Rt. | | | 4 | |
| 2+70.00 | - | 2+95.00 | Lt. | 25 | 2 | | End Achorages attached to either end of Guardrail Type 3 |
| TOTALS | | | | 50 | 4 | 4 | |

## TABULATION OF PAVEMENT ITEMS

| STATION | | | Side | REMOVAL OF ASPHALT MAT 202-00220 | REMOVAL OF ASPHALT MAT (PLANING) 202-00240 | AGGREGATE BASE COURSE (CLASS 6) 304-06000 | HOT MIX ASPHALT (GRADING SX) (75) (PG 64-28) 403-34751 | Remarks |
|---|---|---|---|---|---|---|---|---|
| | | | | SY | SY | TON | TON | |
| 1+18.84 | - | 1+46.62 | Lt. | | | 7 | | Access |
| 1+24.00 | - | 1+46.54 | Lt. | 6 | | 5 | 5 | Full Deptch Shoulder |
| 1+24.00 | - | 1+68.79 | Rt. | 7 | | 11 | 10 | Full Deptch Shoulder |
| 1+24.00 | - | 1+65.03 | Lt. & Rt. | | 91 | | 10 | 2 Inch Overlay |
| 1+45.61 | - | 1+81.71 | Rt. | | | 11 | | Access |
| 1+45.62 | - | 1+85.82 | Lt. & Rt. | 56 | | 34 | 30 | Full Deptch Roadway and Shoulder |
| 1+58.70 | - | 2+10.45 | Lt. & Rt. | | | | 41 | Variable Depth Over Culvert |
| 1+83.33 | - | 2+23.69 | Lt. & Rt. | 56 | | 34 | 30 | Full Deptch Roadway and Shoulder |
| 1+89.78 | - | 2+20.83 | Lt. | | | 11 | | Access |
| 2+00.26 | - | 2+60.00 | Lt. | 12 | | 15 | 14 | Full Deptch Shoulder |
| 2+04.08 | - | 2+60.00 | Lt. & Rt. | | 133 | | 15 | 2 Inch Overlay |
| 2+22.41 | - | 2+60.00 | Rt. | 9 | | 10 | 9 | Full Deptch Shoulder |
| 2+28.91 | - | 2+58.25 | Rt. | | | 4 | | Access |
| Irregularities and Safety Edge | | | | | | 21 | 16 | 10% For HMA and 15% for ABC |
| TOTALS | | | | 146 | 224 | 163 | 179 | |

Note:
1. Hot Mix Asphalt density used in calculations = 149.0 lbs/cuft
2. Aggregate Base Course density used in calculations = 135.0 lb/cuft

Know what's below. Call before you dig. 811

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Plot Date: 4/29/2024 10:11 AM Plotted By: Ruby Parks
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Print Date: 4/28/2024
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TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
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| Void: | |

WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
TABULATIONS

| | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | TABS | Subset Sheets: | 1 of 1 |

Project No. P22-076
Drawing Number TAB-001
Sheet Number 11

AD PLANS 4/29/2024

Plot Date:4/28/2024 10:11 AM Plotted By: Rudy Parks
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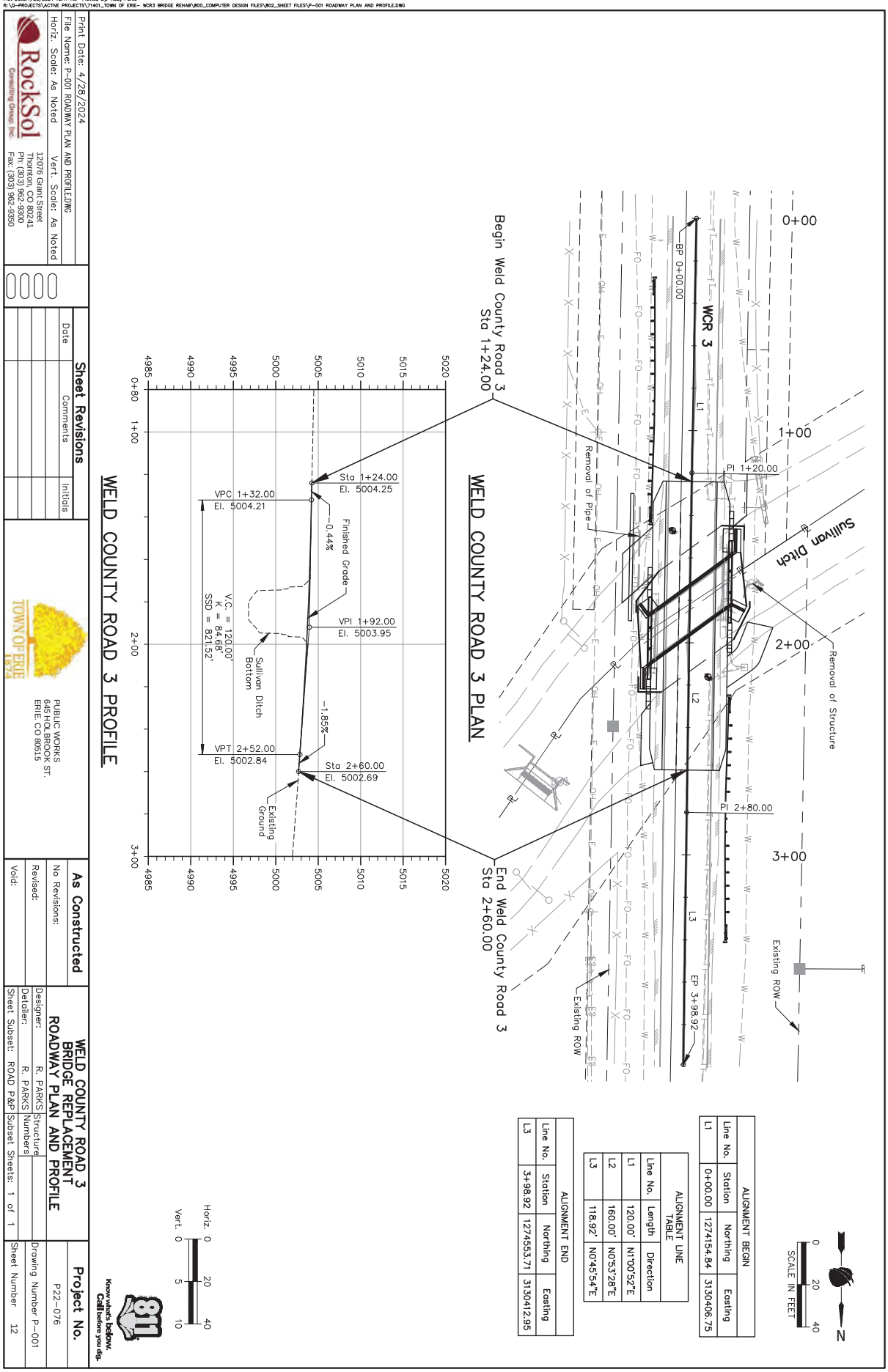


| ALIGNMENT BEGIN | | | |
|---|---|---|---|
| Line No. | Station | Northing | Easting |
| L1 | 0+00.00 | 1274154.84 | 3130406.75 |

| ALIGNMENT LINE TABLE | | |
|---|---|---|
| Line No. | Length | Direction |
| L1 | 120.00' | N1°00'52"E |
| L2 | 160.00' | N0°53'28"E |
| L3 | 118.92' | N0°45'54"E |

| ALIGNMENT END | | |
|---|---|---|
| Line No. | Station | Northing | Easting |
| L3 | 3+98.92 | 1274553.71 | 3130412.95 |

Horiz. 0 20 40
Vert. 0 5 10

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|---|---|---|---|
| File Name: P-001 ROADWAY PLAN AND PROFILE.DWG | | | |
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| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
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|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

| Project No. | |
|---|---|
| P22-076 | |

# WELD COUNTY ROAD 3 BRIDGE REPLACEMENT ROADWAY PLAN AND PROFILE

| | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | Drawing Number P-001 |
| Detailer: | | | |
| Sheet Subset: | ROAD P&P | Subset Sheets: 1 of 1 | Sheet Number 12 |

Plot Date:4/28/2024 10:12 AM Plotted By: Rudy Parks
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# GUARDRAIL LAYOUT DETAIL




## GUARDRAIL NOTES

1. Contractor is responsible for locating and verifying utilities prior to guardrail installation. See Utility Plan Sheets for additional information.
2. All guardrail shall be installed per CDOT M Standard M-606-1, or as shown.

Know what's below. Call before you dig. 811

| Project No. | |
|---|---|
| | P22-076 |
| Drawing Number | DET-001 |
| Sheet Number | 13 |

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**GUARDRAIL LAYOUT DETAIL**

| | |
|---|---|
| Designer: | R. PARKS |
| Detailer: | H. PUGH |
| Sheet Subset: | DETAILS |
| Subset Sheets: | 1 of 2 |

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TOWN OF ERIE 1874

**Sheet Revisions**

| Date | Comments | Initials |
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Print Date: 4/28/2024
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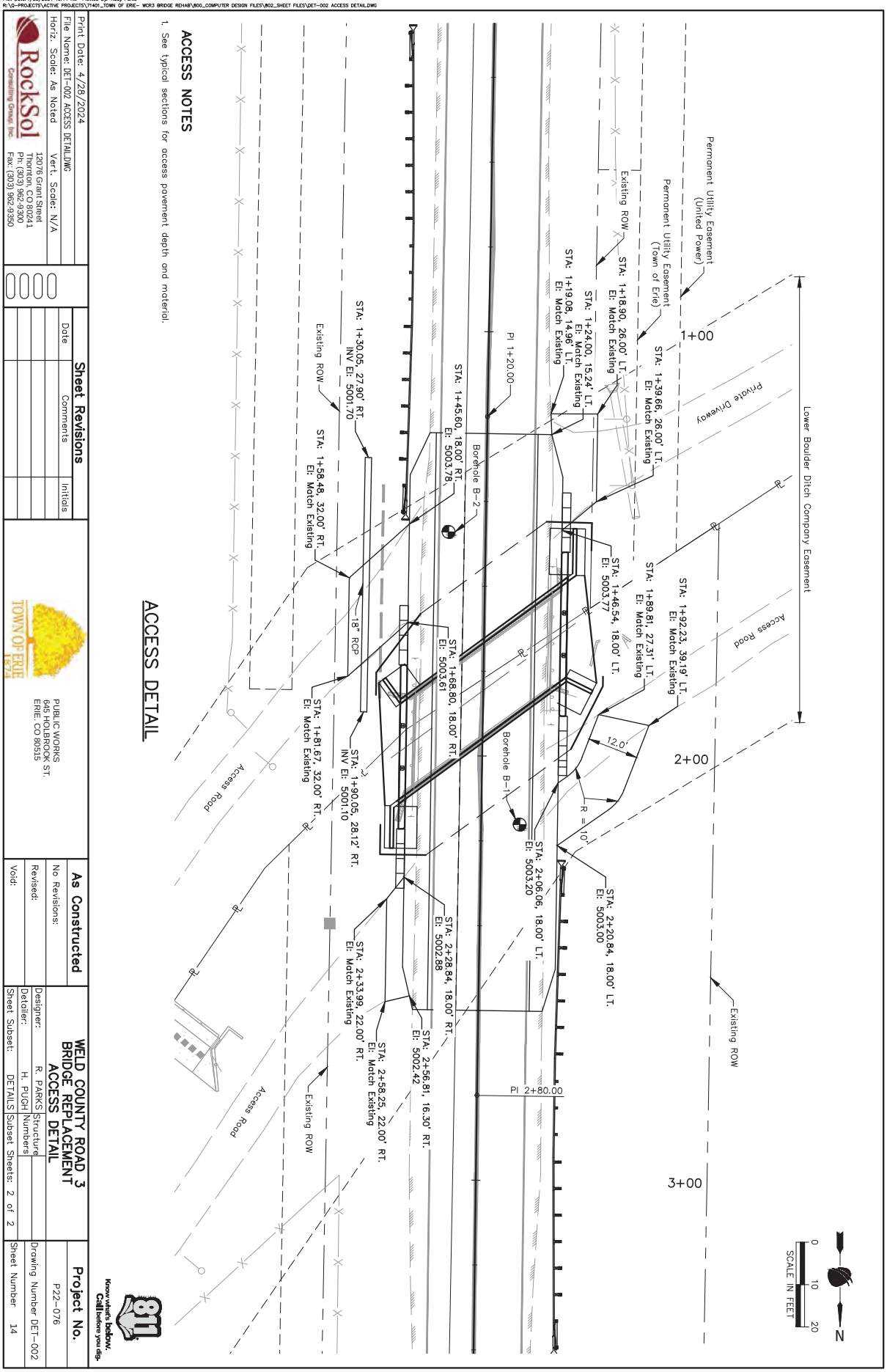


## ACCESS DETAIL

### ACCESS NOTES

1. See typical sections for access pavement depth and material.

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| Date | Comments | Initials |
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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**ACCESS DETAIL**

| | |
|---|---|
| Designer: | R. PARKS |
| Detailer: | H. PUGH |
| Sheet Subset: | DETAILS |
| Subset Sheets: | 2 of 2 |

| | |
|---|---|
| Project No. | P22-076 |
| Drawing Number | DET-002 |
| Structure Numbers | |
| Sheet Number | 14 |

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 15 of 35)

## GENERAL NOTES

All work shall be done in accordance with the Colorado Department of Transportation 2022 Standard Specifications and the Project Special Provisions.

Except as shown in the plans, Structure Excavation and Backfill shall be in accordance with M–206–1 for cast–in–place retaining walls, and cast–in–place concrete box culvert.

Expansion joint material shall conform to AASHTO Specification M123.

All concrete shall be Concrete Class D (Box Culvert), unless noted otherwise.

Structural concrete shall conform to Cementitious Material Requirements Class 2, corresponding to Sulfate Exposure Class 2.

The final finish for the surfaces of the headwall / railing curbs shall be Class 2. All other exposed concrete surfaces shall receive a Class 1 final finish to one foot below the ground line.

Structural Steel shall be the types and grades identified on the Railing Details.

Grade 60 reinforcing steel is required.

Ⓝ denotes non–coated reinforcing steel.

Non–designated or Ⓔ denotes epoxy–coated reinforcing steel.

Roughen construction joints to a ¼" amplitude.

All electric conduit in culvert shall be galvanized rigid metal conduit.

Damp proofing shall be applied to the fill–side of exterior walls and fill–side of retaining walls. Damp proofing shall conform to CDOT Specification 702.01 (B). Damp proofing is paid as described in the specifications.

Waterproofing (Membrane) shall be applied to the box culvert top surface and 18 inches down from the top of exterior walls.

Stations, elevations, and dimensions contained in these plans are calculated from a recent field survey. The contractor shall verify all dependent dimensions in the field before ordering or fabricating any material.

The information shown in these plans concerning the type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making the determination as to the type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall contact the Utility Notification Center of Colorado at 1–800–922–1987 at least 3 days (not including the day of notification) prior to any excavation or other earthwork.

The Contractor shall be responsible for the stability of the structure during construction.

The location of splices, except where shown on the plans, shall be based upon using 60 foot stock length bars for No. 6 bars and larger and 40 foot stock length bars for No. 4 and No. 5 bars. Splice locations not shown herein shall be approved by the Engineer. Splices shall be staggered unless noted otherwise.

## DESIGN DATA

AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020

Design Method: Load and Resistance Factor Design (LRFD)

Box Culverts
- Live Load HL–93 (Design Truck or tandem, and design lane)
- Vertical Dead Load
  - Pavement 146.67 pcf
  - Earth 2 ft of fill soil (130 pcf)
  - Combined 140 pcf
- Lateral Soil Load (Partially saturated, at rest/restrained)
  - 60 pcf (max)
  - 30 pcf (min)

Reinforced Concrete:

| | |
|---|---|
| Class D Concrete: | f'c = 4,500 psi |
| Reinforcing Steel | fy = 60,000 psi |

Structural Steel:

| | |
|---|---|
| AASHTO M270 Grade 36 | fy = 36,000 psi |
| AASHTO M270 Grade 50 | fy = 50,000 psi |

Soil Properties:
- Structure Backfill (Class 1): Y = 130 pcf, $\phi$ = 34°
- Nominal Bearing Resistance = 20.9 ksf
- Resistance Factor for Box Culvert Bearing = 0.45
- Resistance Factor for Sliding = 0.8
- Service Bearing Resistance = 3.0 ksf

Seismic Design Criteria: Extreme Event 1 Load Combination

$\gamma_{EQ}$ = 0.5

PGA = 0.05

$S_S$ = 0.120

$S_1$ = 0.032

$F_{pga}$ = 1.60

$S_{D1}$ = 0.077

$S_{DS}$ = 0.192

$A_S$ = 0.08

Seismic Zone 1
Site Class D

## INDEX OF DRAWINGS

S-01 GENERAL INFORMATION
S-02 SUMMARY OF QUANTITIES
S-03 CULVERT GENERAL LAYOUT
S-04 TYPICAL SECTION
S-05 REMOVAL DETAILS
S-06 ENGINEERING GEOLOGY
S-07 CULVERT HYDRAULIC INFORMATION
S-08 VERTICAL COVER OVER STRUCTURE
S-09 SHORING LAYOUT
S-10 BOX CULVERT DETAILS
S-11 WINGWALL LAYOUT
S-12 BRIDGE RAIL TYPE 10 MASH
S-13 TRANSITION TYPE BR10B-GR3
S-14 TRANSITION TYPE BR10B-GR3

## STRUCTURE DESCRIPTION

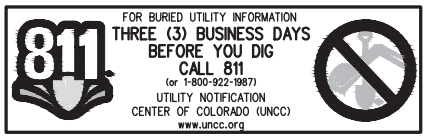
1–cell (18'–0" wide x 5'–1" high x 48'–10") cast–in–place concrete box culvert, skew: Centerline Culvert to WCR 3 HCL = 53°00'00" Right.

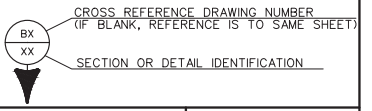
Replaces existing Str. WEL003.0–012.0C, single span bridge

Bridge Rail Type 10 MASH

## ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| BF | = | Back Face | JT | = | Joint |
| Brg | = | Bearing | KSF | = | Kips Per Square Foot |
| CBC | = | Concrete Box Culvert | KSI | = | Kips Per Square Inch |
| CFS | = | Cubic Feet Per Second | NF | = | Near Face |
| CG | = | Center of Gravity | OC | = | On Center |
| CL | = | Centerline | PCF | = | Pounds Per Cubic Foot |
| Clr | = | Clear | PSI | = | Pounds Per Square Inch |
| Const | = | Construction | Cont | = | Continuous |
| EF | = | Each Face | Sta | = | Station |
| Elev | = | Elevation | Str | = | Structure |
| Exist | = | Existing | Spa | = | Spaces |
| ES | = | Each Side | Typ | = | Typical |
| FDN | = | Foundation | Ver | = | Vertical |
| FF | = | Far Face | UNO | = | Unless Noted Otherwise |
| Hor | = | Horizontal | | | |

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Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |
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PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed |
|---|
| No Revisions: |
| Revised: |
| Void: |

WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
GENERAL INFORMATION

| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: | S-01 of |

Project No. P22–076
Drawing Number S–01
Sheet Number 15

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
536

Plot Date: 11/2024, 10:51 AM Plotted By: Dennis Gonzales
N:\PROJECTS\2022\22-076_TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-01 GENERAL INFORMATION.DWG

Plot Date:1/11/2024 2:22 PM Plotted By: Dennis Gonzales
R:\S-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-02 SUMMARY OF QUANTITIES.DWG

## Summary of Quantities

| Item No. | Description | Unit | CBC | Wingwalls | Total Quantity |
|---|---|---|---|---|---|
| 202-00400 | Removal of Bridge | EA | 1 | | 1 |
| 206-00000 | Structure Excavation | CY | 159 | 74 | 233 |
| 206-00200 | Structure Backfill (Class 2) | CY | 49 | 51 | 100 |
| 206-01781 | Shoring (Area 1) | LS | | 1 | 1 |
| 206-01782 | Shoring (Area 2) | LS | | 1 | 1 |
| 206-01783 | Shoring (Area 3) | LS | | 1 | 1 |
| 206-01784 | Shoring (Area 4) | LS | | 1 | 1 |
| 207-00704 | Subgrade Soil Preparation | SY | 131 | 37 | 168 |
| 420-00112 | Geotextile (Drainage)(Class 1) | SY | 38 | | 38 |
| 506-00212 | Riprap (12 Inch) | CY | 25 | | 25 |
| 515-00120 | Waterproofing (Membrane) | SY | 115 | | 115 |
| 516-00000 | Dampproofing (Asphalt) | SY | 68 | 28 | 96 |
| 601-03030 | Concrete Class D (Box Culvert) | CY | 117 | 15.5 | 132 |
| 602-00020 | Reinforcing Steel (Epoxy Coated) | LB | 46978 | 1528 | 48506 |
| 606-01402 | Transition Type BR10B-GR3 | EA | 4 | | 4 |
| 606-11035 | Bridge Rail Type 10 MASH | LF | 49 | | 49 |
| 613-00200 | 2 Inch Electrical Conduit | LF | 155 | | 155 |

Print Date: 11/05/2023
File Name: S-02 Summary of Quantities.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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**Sheet Revisions**

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ERIE, CO 80516

TOWN OF ERIE 1874

**As Constructed**

No Revisions:
Revised:
Void:

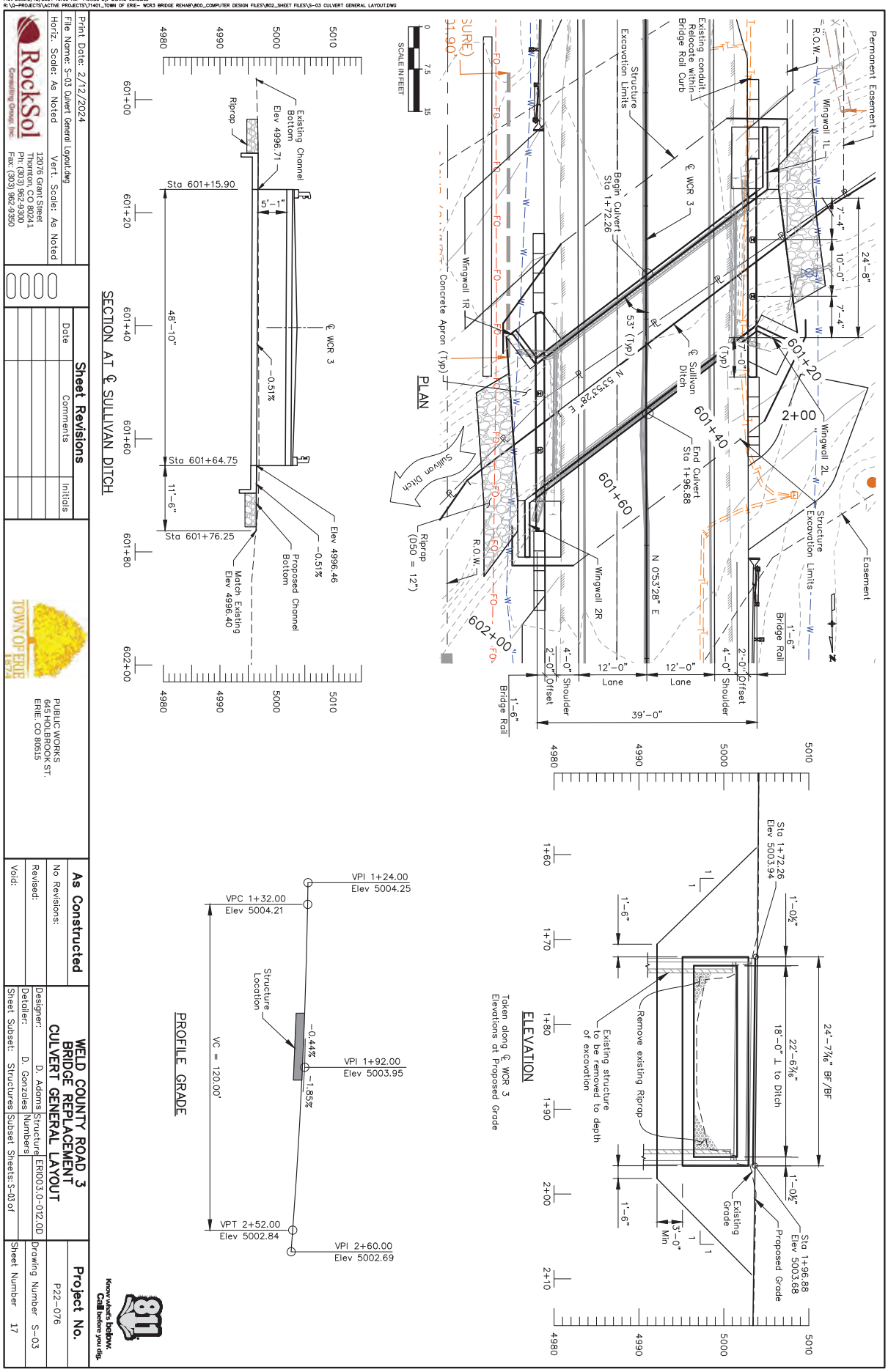
**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF QUANTITIES**

Designer: D. Adams
Detailer: D. Gonzales
Sheet Subset: Structures

Structure Numbers: ERI003.0-012.0D
Subset Sheets: S-02 of

**Project No.** P22-076

Drawing Number S-02
Sheet Number 16

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Fax: (303) 962-9350

Print Date: 2/12/2024
File Name: S-03 Culvert General Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

**As Constructed**
No Revisions:
Revised:
Void:

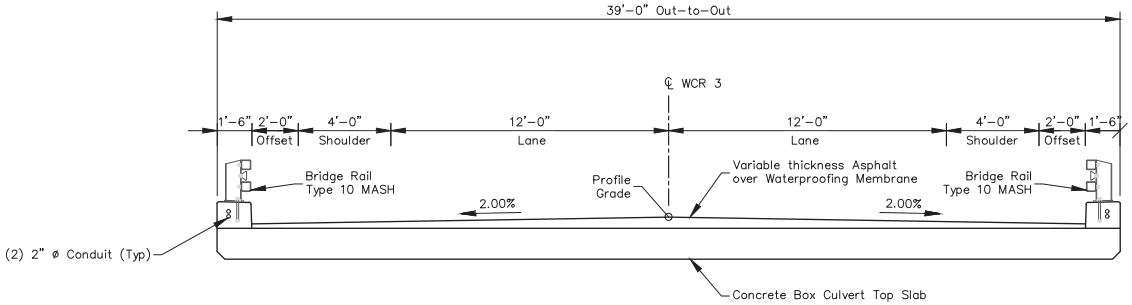
**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**CULVERT GENERAL LAYOUT**

Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-072.0D
Sheet Subset: Structures
Subset Sheets: S-03 of

Know what's below. Call before you dig. 811

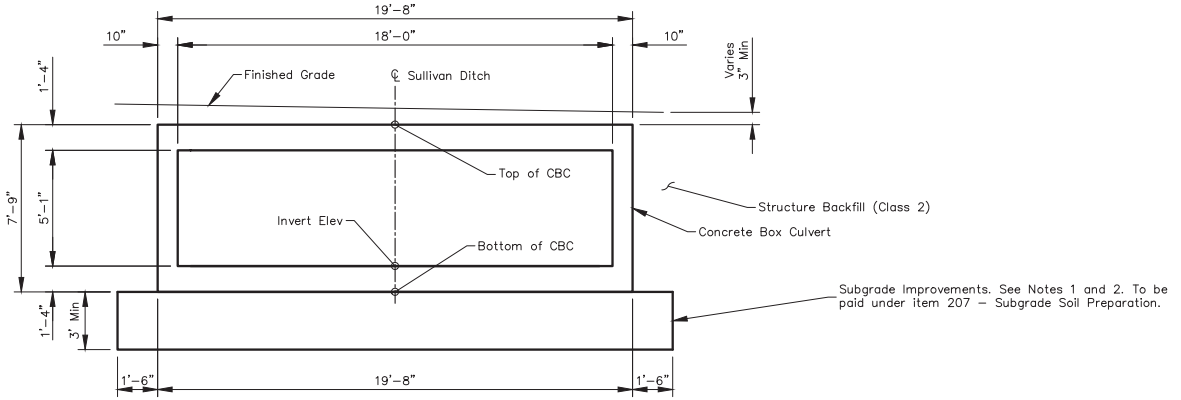
**Project No.** P22-076
Drawing Number S-03
Sheet Number 17

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 18 of 35)




TYPICAL SECTION - ROADWAY

Perpendicular to WCR 3 HCL




TYPICAL SECTION - BOX CULVERT

Perpendicular to Box Culvert

**NOTES:**

1. Over excavate and replace soft in-situ clay soil with properly compacted Structure Backfill (Class 1) to a minimum depth of 3-ft. If necessary to achieve a stable working surface, a platform of 6-in crushed aggregate material meeting CDOT No. 57 Concrete Aggregate which is fully wrapped with CDOT Class 1 stabilization/separator geotextile may be placed with 2.5-ft of Structure Backfill (Class 1).

2. Structure Excavation, Structure Backfill (Class 1), and all other work associated with subgrade preparation shall not be measured separately, but shall be incidental to Pay Item 207.

| | Upstream Elev | Downstream Elev |
|---|---|---|
| Top of CBC | 5003.13 | 5002.88 |
| Invert Elev | 4996.71 | 4996.46 |
| Bottom of CBC | 4995.38 | 4995.13 |

Plot Date: 2/12/2024 @ 9:43 AM - Plotted By: Dennis Gonzales
N:\PROJECTS\WELD COUNTY ROAD 3 BRIDGE REPLACEMENT\CIVIL_DESIGN\COMPUTER DESIGN FILES\WCR3_BRIDGE_REPLACEMENT\DGN_COMPUTER DESIGN FILES\WCR3_SHEET FILES\S-04 TYPICAL SECTION.DWG

Print Date: 2/12/2024
File Name: S-04 Typical Section.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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|---|---|---|
| Date | Comments | Initials |
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| As Constructed |
|---|
| No Revisions: |
| Revised: |
| Void: |

WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
TYPICAL SECTION

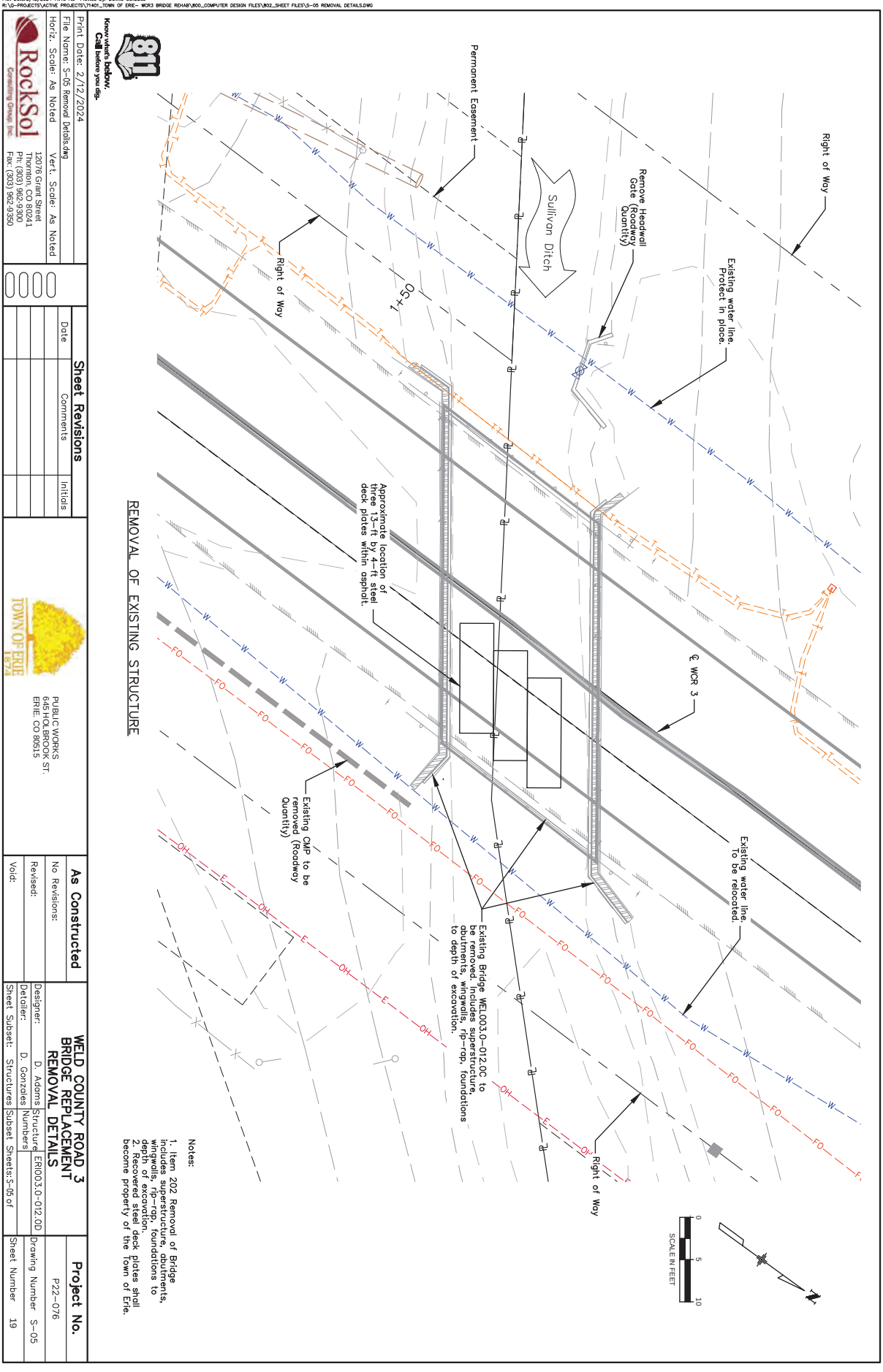
| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: | S-04 of |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | S-04 |
| Sheet Number | 18 |

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

Plot Date:2/12/2024 11:13 AM Plotted By: Dennis Gonzales
R:\S-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-05 REMOVAL DETAILS.DWG

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Print Date: 2/12/2024
File Name: S-05 Removal Details.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

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**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

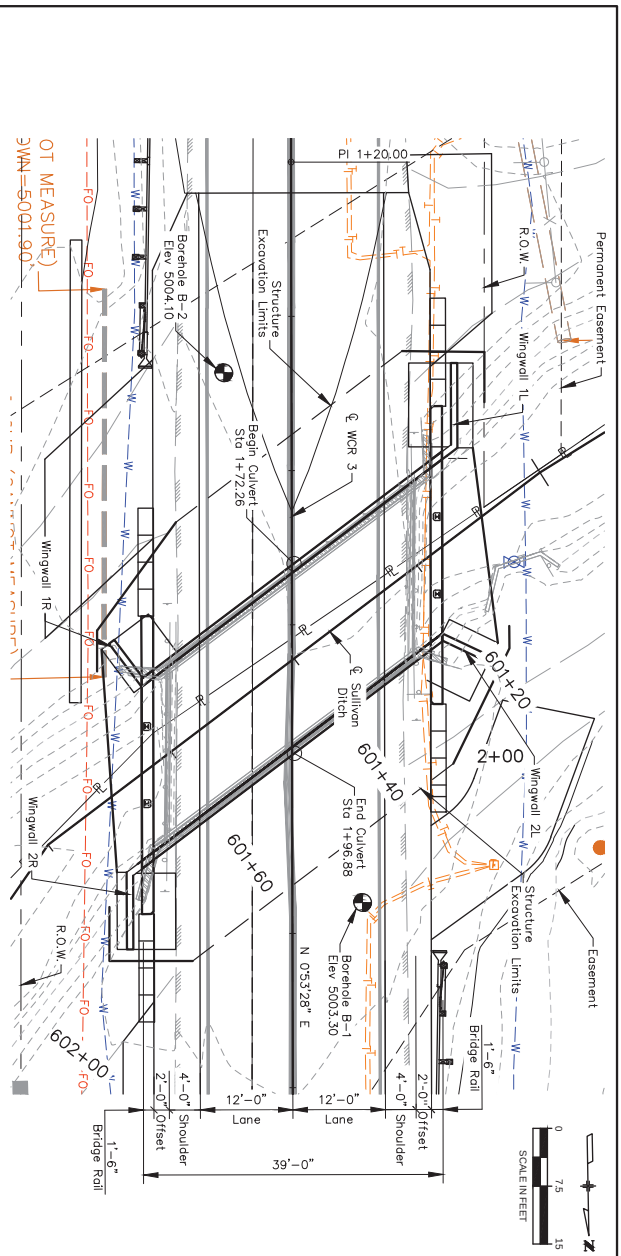
**As Constructed**
No Revisions:
Revised:
Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**REMOVAL DETAILS**

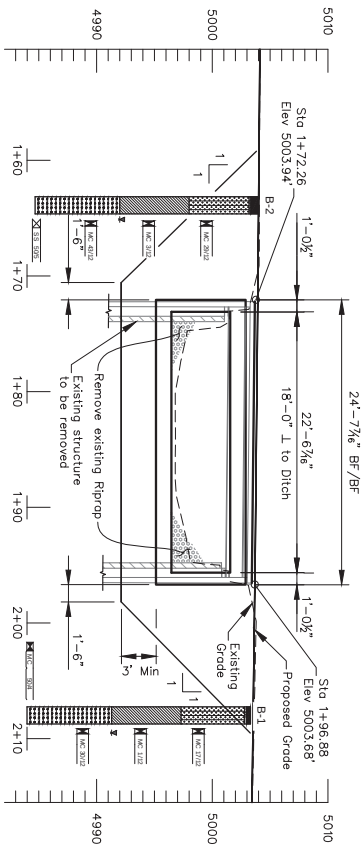
Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-012.0D
Sheet Subset: Structures
Subset Sheets: S-05 of 19

**Project No.** P22-076
Drawing Number S-05
Sheet Number 19

Plot Date:2/12/2024 10:03 AM Plotted By: Dennis Gonzales
R:\S-PROJECTS\ACTIVE PROJECTS\11401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-06 ENGINEERING GEOLOGY.DWG




PLAN




ELEVATION

Taken along ℄ WCR 3
Elevations at Proposed Grade

## SUMMARY OF TEST RESULTS

| Sample ID | Depth (ft) | Liquid Limit | Plastic Limit | Plasticity Index | %< #200 Sieve | Classification USCS | Classification AASHTO | Water Content (%) | Dry Density (%) | Sulfate (%) |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 0.5-4 | 17 | 15 | 2 | 39 | SM | A-4 (0) | | | |
| B-1 | 4 | | | | | | | 9.4 | 113.4 | |
| B-1 | 9 | | | | 83 | | | 29.1 | 92.0 | 0.02 |
| B-1 | 14 | | | | 21 | | | 19.3 | 110.4 | |
| B-2 | 0.83-4 | 20 | 14 | 6 | 45 | SC-SM | A-4 (0) | | | |
| B-2 | 4 | | | | | | | 9.1 | 111.9 | |
| B-2 | 9 | | | | 87 | | | 29.2 | 93.1 | 0.00 |
| B-2 | 14 | | | | 23 | | | 18.1 | 109.9 | |
| B-2 | 19 | | | | | | | 24.2 | | |

## LEGEND

### LITHOLOGY

- Asphalt Pavement
- Native - SAND, silty
- Native - CLAY, sandy
- Fill - Aggregate Base Course
- Native - CLAY
- Bedrock - SANDSTONE

### SAMPLE TYPE

- Auger Cuttings
- GRAB SAMPLE FROM CUTTINGS
- MODIFIED CALIFORNIA SAMPLER 2.5" O.D. AND 2" I.D. WITH BRASS LINERS INCLUDED
- SPLIT SPOON SAMPLER 2" O.D. AND 1 3/8" I.D. NO LINERS

Fines Content indicates amount of material, by weight, passing the US No 200 Sieve (%)

15/12 Indicates 15 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 12 inches.

50/11 Indicates 50 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 11 inches.

5,5,5 Indicates 5 blows, 5 blows, 5 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 18 inches.

- GROUND WATER LEVEL 1ST DEPTH
- GROUND WATER LEVEL 2ND DEPTH

B-# = Geotechnical Borehole

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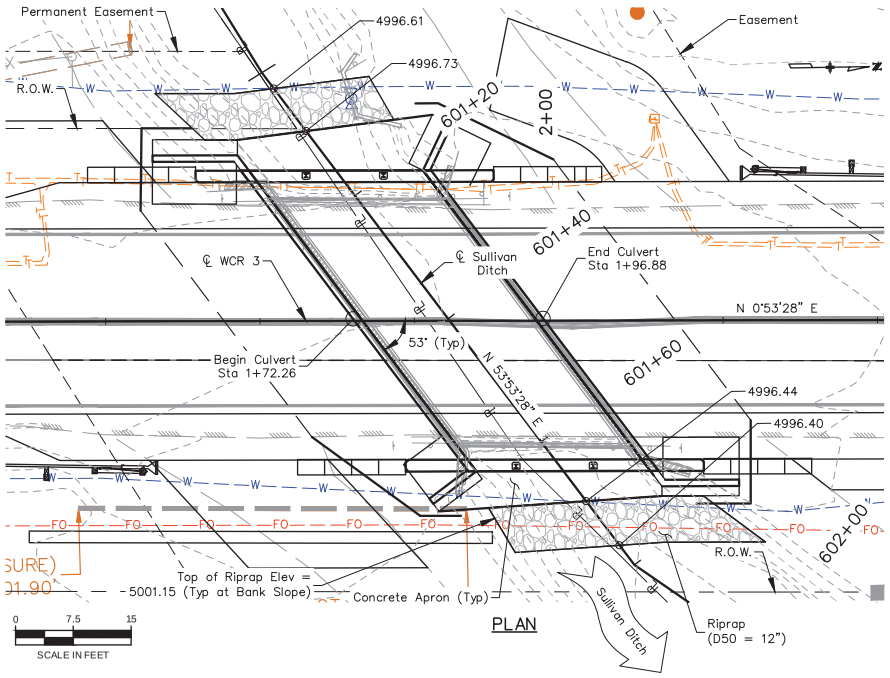
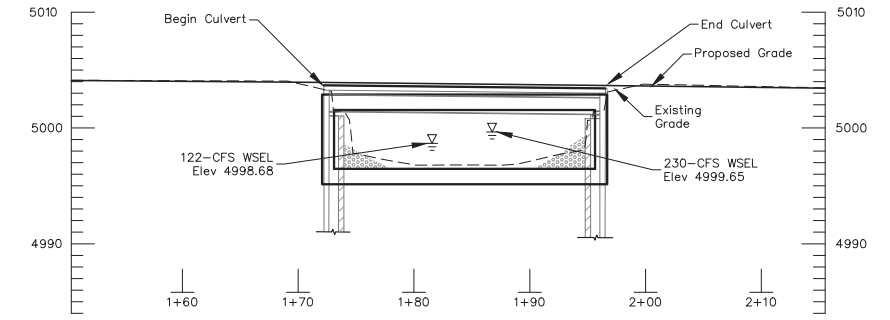
| Print Date: 2/12/2024 | Sheet Revisions | | | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT ENGINEERING GEOLOGY | Project No. |
|---|---|---|---|---|---|---|
| File Name: S-03 Culvert General Layout.dwg | Date | Comments | Initials | No Revisions: | | P22-076 |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | Revised: | Designer: D. Hunt Structure: ERI003.0-012.00 | Drawing Number S-06 |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | | Detailed: D. Gonzales Numbers: | | Sheet Number 20 |
| | | | | Void: | Sheet Subset: Structures Subset Sheets: S-06 of | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 21 of 35)

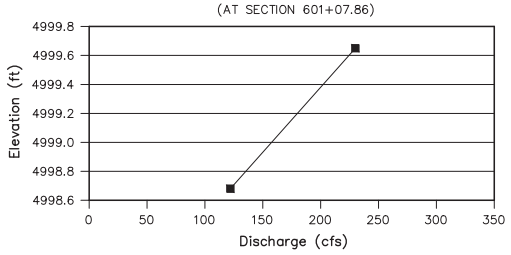


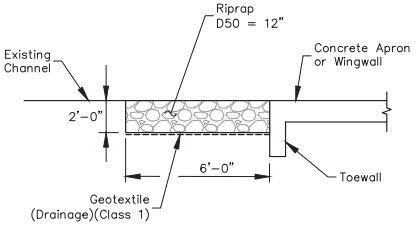

PLAN




ELEVATION
HORIZ. SCALE: 1" = 15'
VERT. SCALE: 1" = 10'

STAGE – DISCHARGE CURVE
(AT SECTION 601+07.86)




RIPRAP DETAIL

COMPARISON OF HYDRAULICS

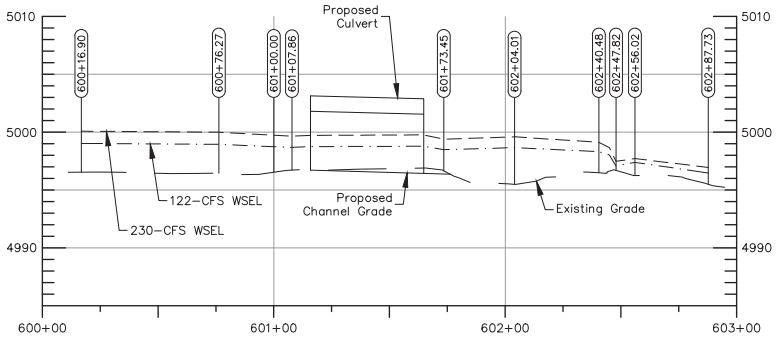
| HEC-RAS Model | Discharge (cfs) | Velocity (avg) **(ft/s) | Freeboard | | WSEL (ft) |
|---|---|---|---|---|---|
| | | | Required (ft) | Actual (U/S) (ft) | |
| Existing | 122 | 4.48 | 2.00 | 2.78 | 4998.69 |
| Proposed | 122 | 5.22 | 2.00 | 3.11 | 4998.68 |

**Velocity obtained from Downstream Bridge XS.

SCOUR ANALYSIS

| Event | Discharge (cfs) | WSEL** | Long Term Aggragation / Degradation (ft) | Contraction Scour (ft) | Abutment Scour | |
|---|---|---|---|---|---|---|
| | | | | | Left (ft) | Right (ft) |
| Intended Flow | 122 | 4998.68' | 0.0 | 0.81 | 0.0 | 0.0 |
| Maximum Potential Flow | 230 | 4999.65' | 0.0 | 1.55 | 0.0 | 0.0 |

**WSEL obtained from the Upstream Bridge XS.




PROFILE – SULLIVAN DITCH
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 10'

Print Date: 2/12/2024
File Name: S-07 Culvert Hydraulic Information.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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| Date | Comments | Initials |
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| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT CULVERT HYDRAULIC INFORMATION | | | Project No. |
|---|---|---|---|---|
| No Revisions: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | P22-076 |
| Revised: | Detailer: D. Gonzales | | | Drawing Number S-07 |
| Void: | Sheet Subset: Structures | Subset Sheets: S-07 of | | Sheet Number 21 |

Plot Date: 2/12/2024 8:52 AM - Plotted By: Dennis Gonzales
G:\PROJECTS\2022\22-076 - WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-07 CULVERT HYDRAULIC INFORMATION.dwg

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

Plot Date:11/5/2023 10:38 AM Plotted By: Dennis Gonzales
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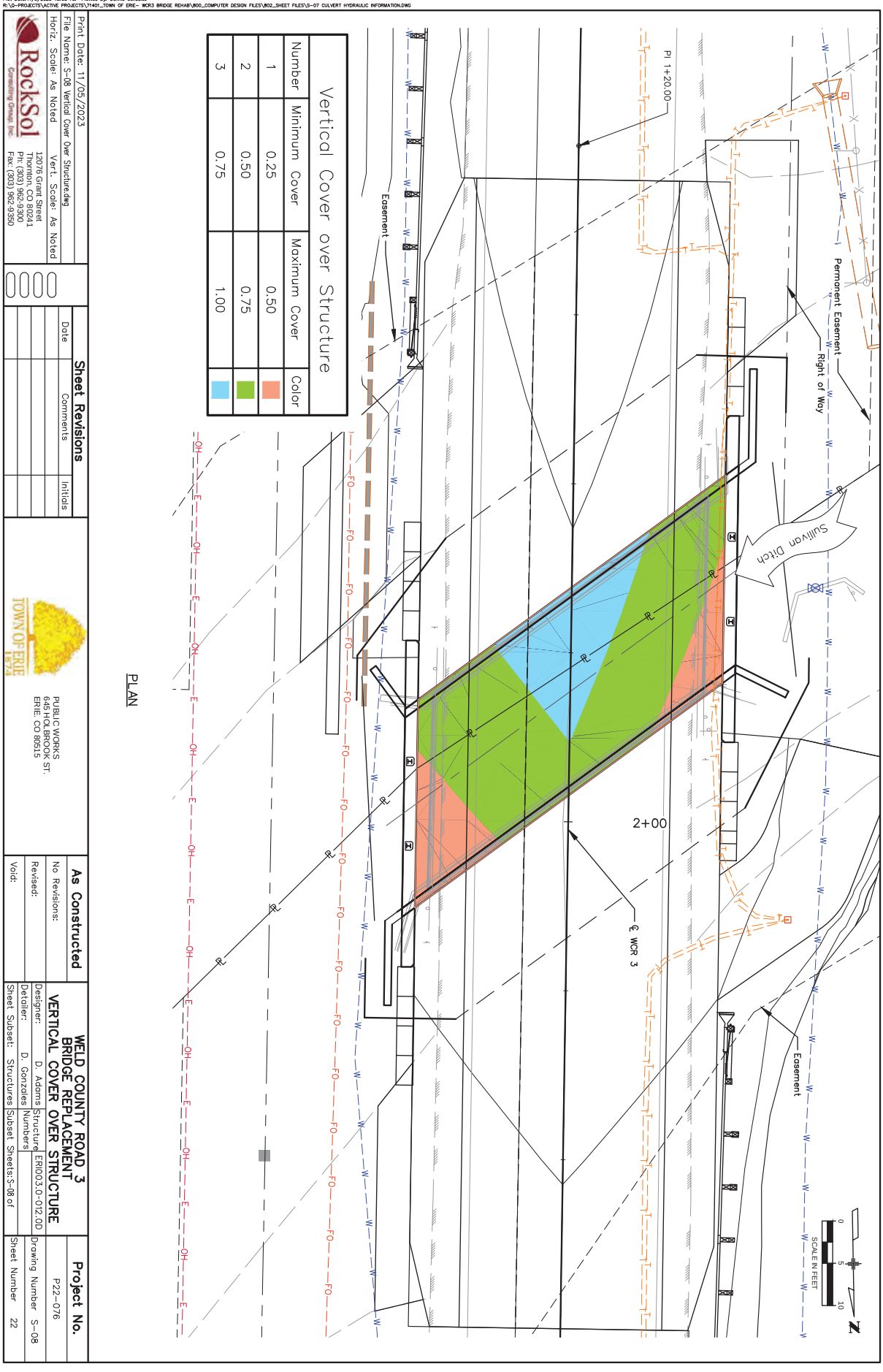


Print Date: 11/05/2023
File Name: S-08 Vertical Cover Over Structure.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

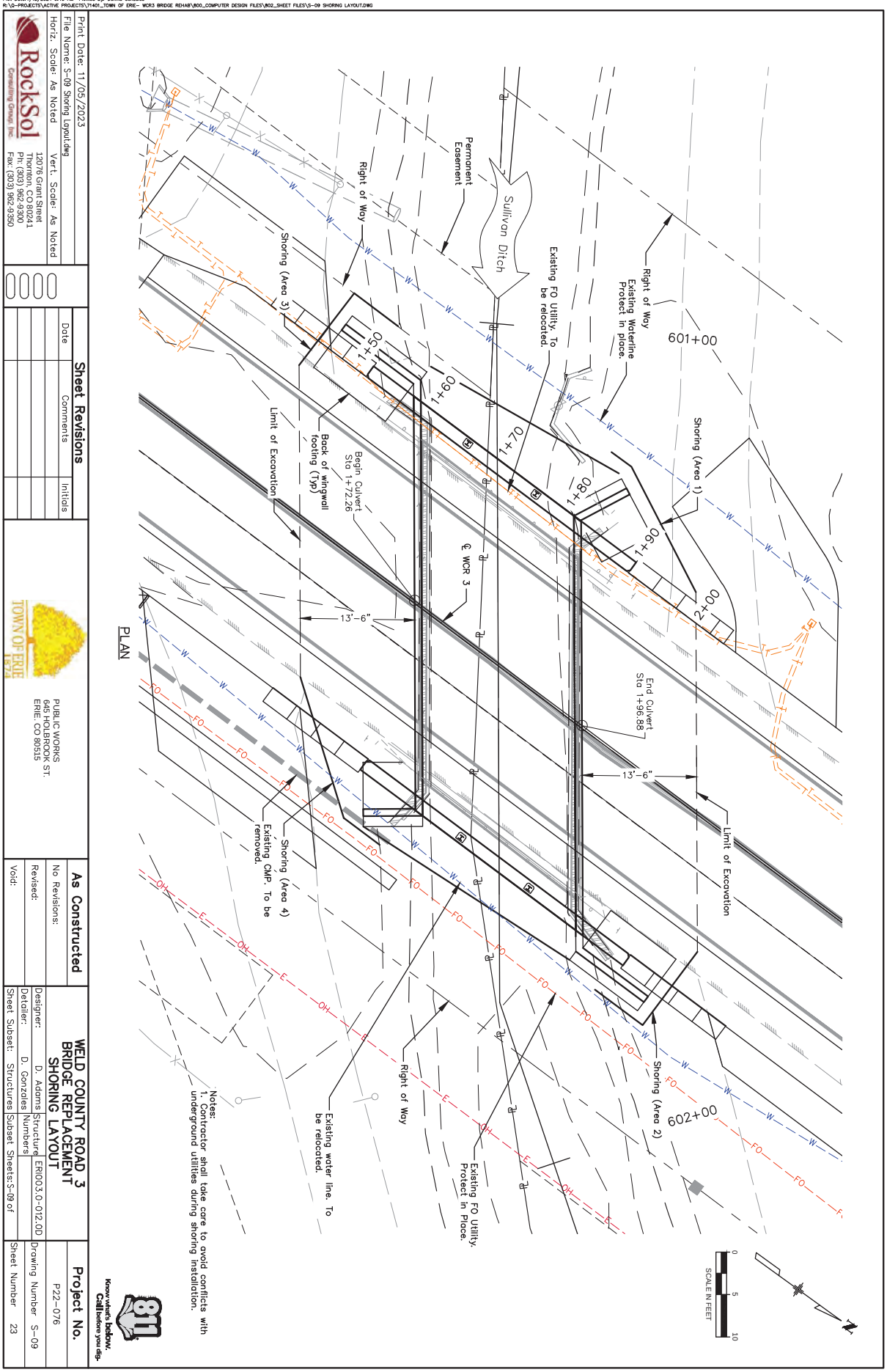
**As Constructed**
No Revisions:
Revised:
Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**VERTICAL COVER OVER STRUCTURE**

| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | Subset | Sheets:S-08 of |
| Sheet Subset: | Structures | | |

**Project No.** P22-076
Drawing Number S-08
Sheet Number 22

Plot Date:1/12/2024 9:15 AM Plotted By: Dennis Gonzales
R:\G-PROJECTS\ACTIVE PROJECTS\T1401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-09 SHORING LAYOUT.DWG




Print Date: 11/05/2023
File Name: S-09 Shoring Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

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|---|---|---|
| | | |

PUBLIC WORKS
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No Revisions:

Revised:

Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SHORING LAYOUT**

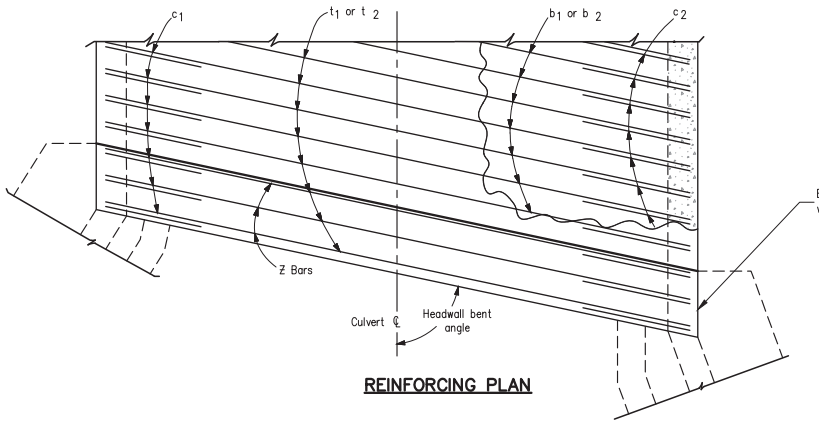
Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-012.0D
Sheet Subset: Structures
Subset Sheets: S-09 of

**Project No.** P22-076

Drawing Number S-09

Sheet Number 23

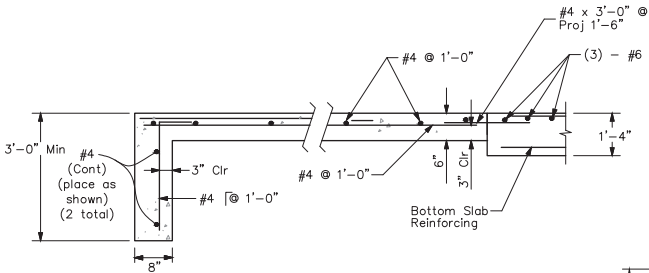
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 24 of 35)



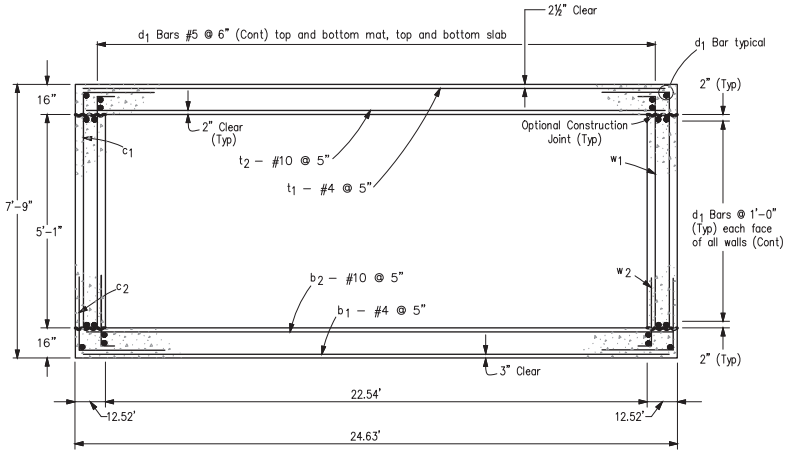

## REINFORCING PLAN

### NOTES:

1. All concrete shall be Class D (Box Culvert) unless otherwise noted.
2. All construction joints shall be thoroughly cleaned and roughened to ¼" amplitude before fresh concrete is placed.
3. All construction joints not shown on the plans shall be constructed only if approved by the Engineer.
4. All exposed concrete corners shall be chamfered by ¾".
5. Reinforcing steel shall be Grade 60 and epoxy coated.
6. Wingwalls shall be tied to Concrete Box Culvert in accordance with Standard Plan M-601-20.
7. A waterproofing membrane shall be provided for the top of the slab and 18 inches down from the top of the exterior walls.
8. Damp proofing shall be applied to fill-side of exterior walls below waterproofing membrane.
9. Minimum splice length for #5 bars is 2'-3".

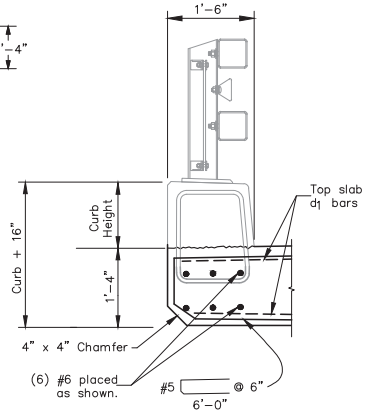



## TOEWALL WITH CONCRETE APRON SECTION



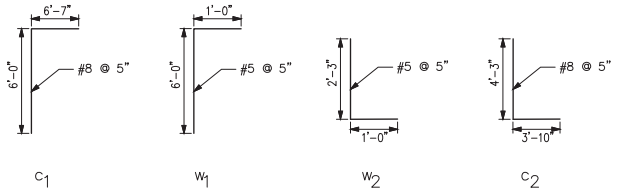

## TYPICAL SECTION

Taken parallel to reinforcing steel along skew




## HEADWALL TYPICAL SECTION

$t_2$ and $t_1$ bars not shown for clarity




| | | | |
|---|---|---|---|
| Print Date: 11/16/2023 | Sheet Revisions | | |
| File Name: S-10 Box Culvert Details.dwg | Date | Comments | Initials |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

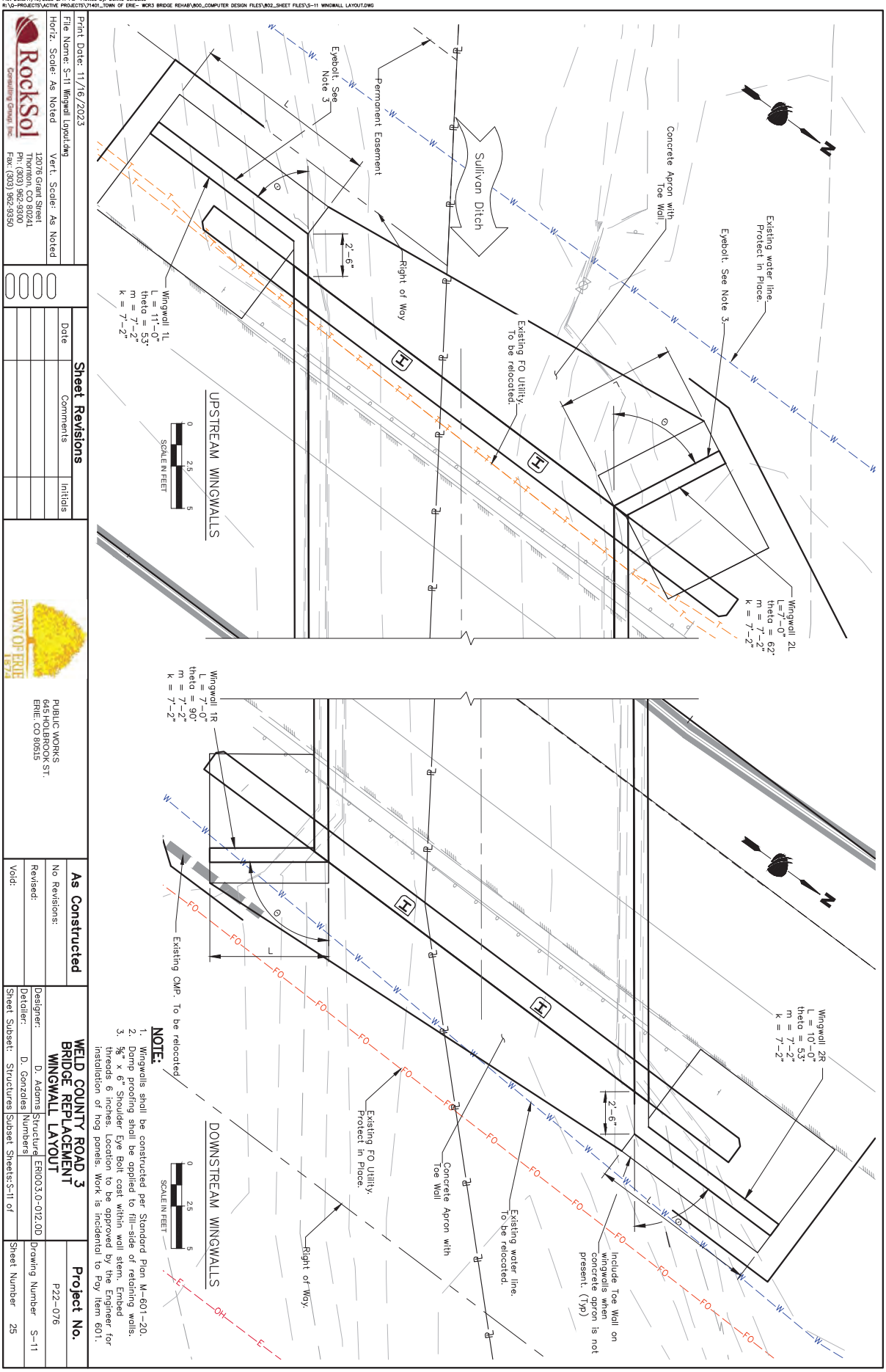
| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT BOX CULVERT DETAILS | | | Project No. |
|---|---|---|---|---|
| No Revisions: | | | | P22-076 |
| Revised: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | Drawing Number S-10 |
| Void: | Detailer: D. Gonzales | | | |
| | Sheet Subset: Structures | Subset Sheets: S-10 of | | Sheet Number 24 |

Plot Date: 12/13/2023 9:30 AM Plotted By: Derek Adams
N:\PROJECTS\P22-076 ERIE WCR3 BRIDGE REPLACEMENT\04_COMPUTER DESIGN FILES\WCR3_SHEET FILES\S-10 BOX CULVERT DETAILS.DWG

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC



AD PLANS 4/29/2024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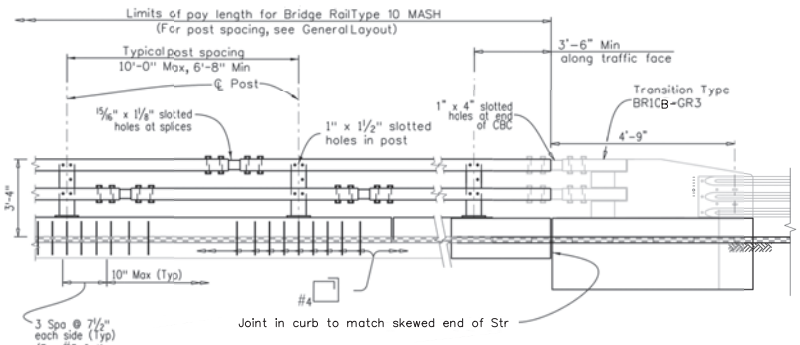
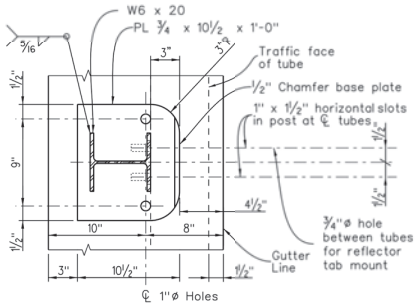
Print Date: 11/16/2023
File Name: S-11 Wingwall Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted
RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
PH: (303) 962-9300
Fax: (303) 962-9350
Sheet Revisions
Date
Comments
Initials
TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515
As Constructed
No Revisions:
Revised:
Void:
WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
WINGWALL LAYOUT
Project No.
P22-076
Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers ER003.0-012.0D
Drawing Number S-11
Sheet Subset: Structures
Sheet Number 25
Wingwall 1L
L = 11'-0"
theta = 53°
m = 7'-2"
k = 7'-2"
Wingwall 2L
L=7'-0"
theta = 62°
m = 7'-2"
k = 7'-2"
Eyebolt. See Note 3
Permanent Easement
Sullivan Ditch
Concrete Apron with Toe Wall
Existing water line Protect in Place.
Eyebolt. See Note 3
Right of Way
Existing FO Utility. To be relocated.
2'-6"
UPSTREAM WINGWALLS
SCALE IN FEET
Wingwall 1R
L = 7'-0"
theta = 90°
m = 7'-2"
k = 7'-2"
Wingwall 2R
L = 10'-0"
theta = 53°
m = 7'-2"
k = 7'-2"
Existing CMP. To be relocated
Existing FO Utility. Protect in Place.
Concrete Apron with Toe Wall
Existing water line. To be relocated.
Right of Way.
Include Toe Wall on wingwalls when concrete apron is not present. (Typ)
DOWNSTREAM WINGWALLS
SCALE IN FEET
NOTE:
1. Wingwalls shall be constructed per Standard Plan M-601-20.
2. Damp proofing shall be applied to fill-side of retaining walls.
3. ⅝" x 6" Shoulder Eye Bolt cast within wall stem. Embed threads 6 inches. Location to be approved by the Engineer for installation of hog panels. Work is incidental to Pay Item 601.

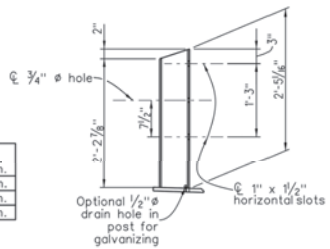
Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
547
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 26 of 35)
AD PLANS 4/29/2024



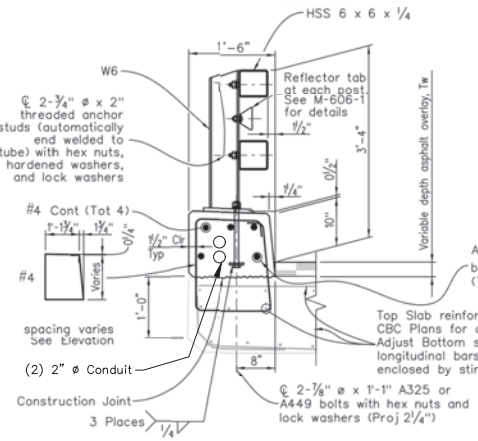

ELEVATION — BRIDGE RAIL




PLAN — POST DETAIL




POST ELEVATION

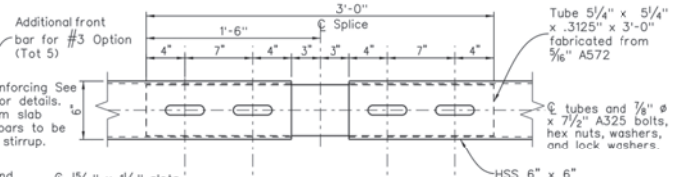



BRIDGE TYPICAL SECTION

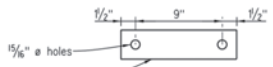
Used when placed on concrete slab.
Bottom of stirrup parallel to top of slab steel.

| LOCATION | Tw |
|---|---|
| West Curb @ Begin CBC | 6.82 in. |
| East Curb @ Begin CBC | 6.66 in. |
| West Curb @ End CBC | 4.17 in. |
| East Curb @ End CBC | 3.07 in. |

Outside Curb Height = 10.5" + Tw
Curb Height varies linearly from Begin CBC to End CBC




PLAN — TUBE SPLICE




ANCHOR DETAIL

FOR INFORMATION ONLY

| DESCRIPTION | UNIT | PER LF |
|---|---|---|
| Concrete Sealer | SY | 0.30 |
| Structural Steel (Galvanized) | LB | 71.9 |
| Concrete Class D with Macrofiber | CY | 0.069 |
| Reinforcing Steel (High Performance) △ | LB | 8.9 (6.6 for #3 Option) |

NOTES:

1. All tubes shall be ASTM A-1085. All posts, base plates, and splice tubes fabricated by welding shall be ASTM A-572 Grade 50. Post anchor, encased in concrete, shall be Grade 36 steel and need not be galvanized. All other steel shall be Grade 36 unless otherwise noted.

2. The above material and all anchor bolts and miscellaneous bolts, nuts, and washers shall be galvanized after fabrication in accordance with Section 509. Concrete, reinforcing steel, and structural steel elements shall conform to the requirements of sections 601 & 606, 602, and 509, respectively unless otherwise noted. Concrete sealer shall conform to section 515.

3. The tubes shall be shop bent or fabricated to fit horizontal curve when radius is less than 1,800 feet.

4. Tubes shall be continuous over not less than two posts, preferably 4 posts except at approach slab end joint. No welded butt splices will be allowed in the tube sections.

5. The centerline of the tube splice shall be 1'-8" minimum and 2'-6" maximum from the centerline of the posts.

6. All bolts that have lock washers shall be tightened to snug only.

7. Posts, curbs, and stirrups shall be perpendicular to the longitudinal roadway grade and cross slopes.

8. One or more 10'-0" post spaces may be reduced (6'-8" Min) in order to maintain dimensions from the end of the rail and expansion joints or concrete buttresses.

9. The top and inside face of the rail curb shall receive a coating of Item 515, Concrete Sealer, either a silane/siloxane or a type compatible with the concrete coating or sealer/stain shown in the plans.

10. Payment will be made under item 606, Bridge Rail Type 10 MASH, for all posts, post anchors, base plates, backing plates, anchor bolts, miscellaneous bolts, nuts, washers, tubes, tube expansion devices, tube splices, end plates, concrete (Class D), reinforcing steel, concrete sealer, and reflector tabs.

11. Prior to fabrication of this item, an electronic pdf which complies with the requirements of section 105, shall be submitted to the Engineer for information only. 3.29

12. #3 reinforcing may be substituted for #4 reinforcing with the spacing and additional bars shown.

DESIGN DATA

Design: AASHTO MASH 2016 TL-5 with rail height of 42" (by calculation), AASHTO MASH 2016 TL-4 for overlay thickness over 1" and resulting in a height of the top of rail over pavement of 36" Min (by Professional Evaluation and Crash Testing). Any changes to the bridge rail details must be approved by Staff Bridge.

Structural Steel:
AASHTO M270 Gr 36 (ASTM A709 Gr 36) fy = 36 ksi
AASHTO M270 Gr 50 (ASTM A992/A572 Gr 50) fy = 50 ksi
ASTM A1085 fy = 50 ksi

Concrete: Class D with Macrofiber, f'c = 4.5 ksi

△ Reinforcing Steel:
Splice Length = 2'-5" for #4, 1'-10" for #3
All tie wire, chairs and supports shall be stainless steel or plastic coated.
All reinforcing bends shown shall use a 4D pin diameter.

ASTM A955 fy = 75 ksi Min
Stainless steel reinforcing bars shall conform to ASTM 955, UNS Designations S24000, S31653, S31803, S32101 and S32304

ASTM A1035CS, (Grade 100) fy = 100 ksi Min
Reinforcing steel shall be Epoxy Coated.

| | | | | | |
|---|---|---|---|---|---|
| Print Date: 1/12/2024 | | Sheet Revisions | | | |
| File Name: S-12 Bridge Rail Type 10 MASH.dwg | | Date | Comments | Initials | |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | | | |
| | | | | | |
| | | | | | |

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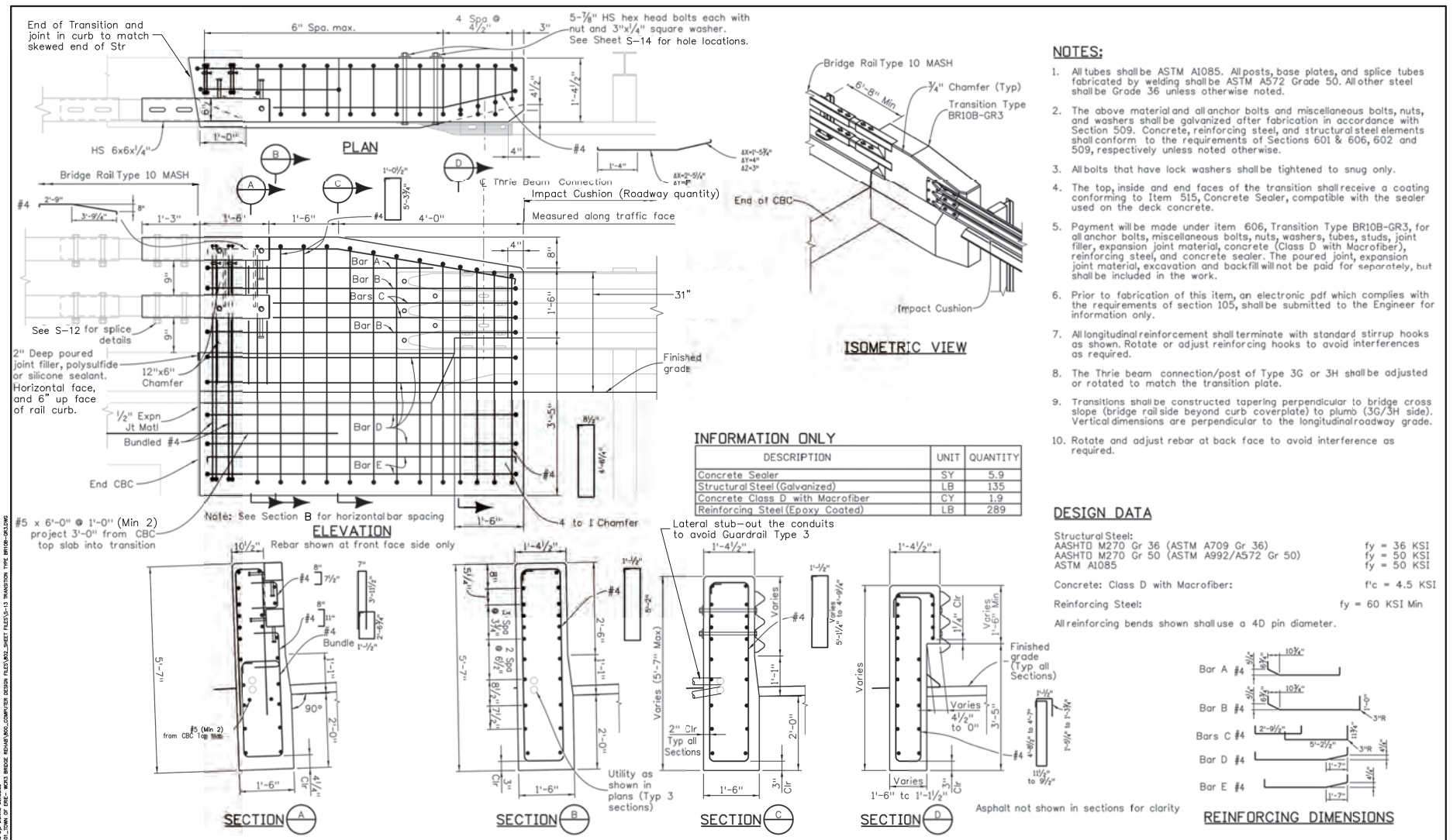
| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT BRIDGE RAIL TYPE 10 MASH | | | Project No. |
|---|---|---|---|---|
| No Revisions: | | | | P22-076 |
| Revised: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | Drawing Number S-12 |
| Void: | Detailer: D. Gonzales | | | |
| | Sheet Subset: Structures | Subset Sheets: S-12 of | | Sheet Number 26 |

Plot Date: 1/12/2024 8:39 AM - Plotted By: Dennis Gonzales
N:\PROJECTS\P22-076 ERIE WCR3 BRIDGE REHAB\MOD_COMPUTER DESIGN FILES\MOD_SHEET FILES\S-12 BRIDGE RAIL TYPE 10 MASH.DWG

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 27 of 35)




## INFORMATION ONLY

| DESCRIPTION | UNIT | QUANTITY |
|---|---|---|
| Concrete Sealer | SY | 5.9 |
| Structural Steel (Galvanized) | LB | 135 |
| Concrete Class D with Macrofiber | CY | 1.9 |
| Reinforcing Steel (Epoxy Coated) | LB | 289 |

## NOTES:

1. All tubes shall be ASTM A1085. All posts, base plates, and splice tubes fabricated by welding shall be ASTM A572 Grade 50. All other steel shall be Grade 36 unless otherwise noted.
2. The above material and all anchor bolts and miscellaneous bolts, nuts, and washers shall be galvanized after fabrication in accordance with Section 509. Concrete, reinforcing steel, and structural steel elements shall conform to the requirements of Sections 601 & 606, 602 and 509, respectively unless noted otherwise.
3. All bolts that have lock washers shall be tightened to snug only.
4. The top, inside and end faces of the transition shall receive a coating conforming to Item 515, Concrete Sealer, compatible with the sealer used on the deck concrete.
5. Payment will be made under item 606, Transition Type BR10B-GR3, for all anchor bolts, miscellaneous bolts, nuts, washers, tubes, studs, joint filler, expansion joint material, concrete (Class D with Macrofiber), reinforcing steel, and concrete sealer. The poured joint, expansion joint material, excavation and backfill will not be paid for separately, but shall be included in the work.
6. Prior to fabrication of this item, an electronic pdf which complies with the requirements of section 105, shall be submitted to the Engineer for information only.
7. All longitudinal reinforcement shall terminate with standard stirrup hooks as shown. Rotate or adjust reinforcing hooks to avoid interferences as required.
8. The Thrie beam connection/post of Type 3G or 3H shall be adjusted or rotated to match the transition plate.
9. Transitions shall be constructed tapering perpendicular to bridge cross slope (bridge rail side beyond curb coverplate) to plumb (3G/3H side). Vertical dimensions are perpendicular to the longitudinal roadway grade.
10. Rotate and adjust rebar at back face to avoid interference as required.

## DESIGN DATA

Structural Steel:
AASHTO M270 Gr 36 (ASTM A709 Gr 36) fy = 36 KSI
AASHTO M270 Gr 50 (ASTM A992/A572 Gr 50) fy = 50 KSI
ASTM A1085 fy = 50 KSI

Concrete: Class D with Macrofiber: f'c = 4.5 KSI

Reinforcing Steel: fy = 60 KSI Min

All reinforcing bends shown shall use a 4D pin diameter.

Print Date: 1/12/2024
File Name: S-13 Transition Type BR10B-GR3.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TRANSITION TYPE BR10B-GR3**

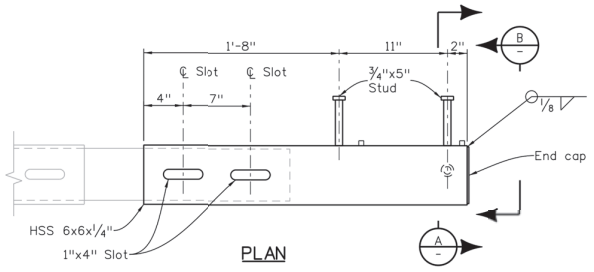
| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: S-13 of | |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | S-13 |
| Sheet Number | 27 |

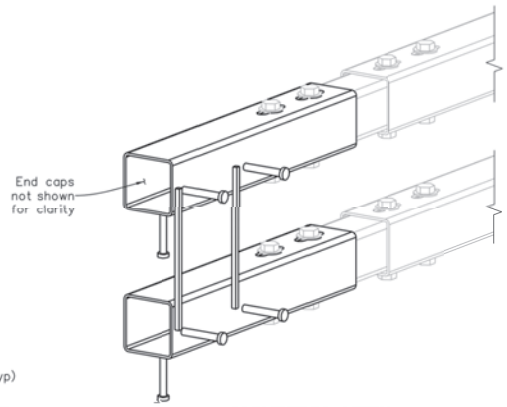
Plot Date: 1/12/2024 10:20 AM Plotted By: Denis Gonzales
N:\PROJECTS\WELD COUNTY\TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-13 TRANSITION TYPE BR10B-GR3.DWG

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
548
AD PLANS 4/29/2024

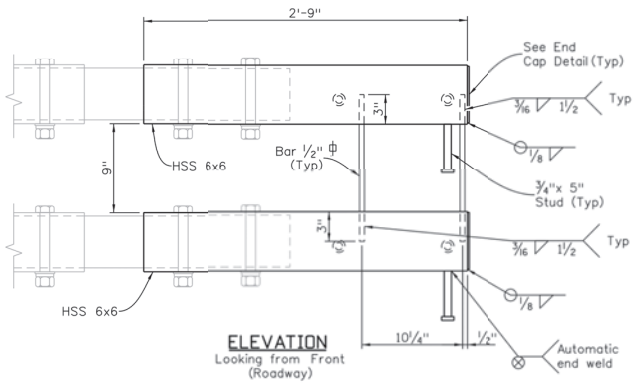
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 28 of 35)



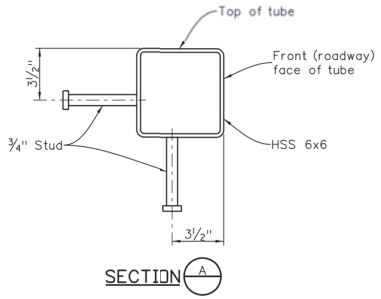

PLAN



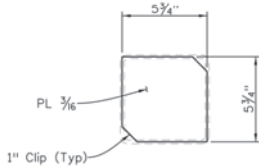

ISOMETRIC VIEW




ELEVATION
Looking from Front
(Roadway)



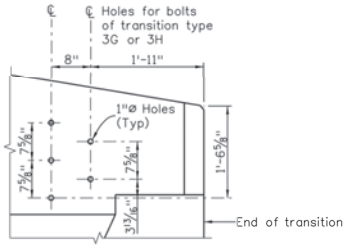

SECTION A




VIEW B
END CAP DETAIL

## NOTES:

1. See S-12 Bridge Rail Type 10 MASH for General Notes and details not shown.




Note: Holes shall be cored through concrete or 1" inside diameter full depth inserts placed before concrete placement.

HOLE LOCATION DIAGRAM*

DETAIL 1

* Modify hole pattern as needed to conform to impact cushion manufacturer recommendations.

Plot Date=11/16/2023 4:23 PM Plotted By: Denis Gonzales
N:\PROJECTS\P22-076_TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-14 TRANSITION TYPE BR10B-GR3.DWG

| | | | | | |
|---|---|---|---|---|---|
| Print Date: 11/16/2023 | | Sheet Revisions | | | PUBLIC WORKS<br>645 HOLBROOK ST.<br>ERIE, CO 80515 |
| File Name: S-14 Transition Type BR10B-GR3.dwg | | Date | Comments | Initials | |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | | | |

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TRANSITION TYPE BR10B-GR3 | | | Project No. |
|---|---|---|---|---|
| No Revisions: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | P22-076 |
| Revised: | Detailer: D. Gonzales | | | Drawing Number S-14 |
| Void: | Sheet Subset: Structures | Subset Sheets: S-14 of | | Sheet Number 28 |

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AD PLANS 4/29/2024

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 29 of 35)

## PROJECT LIST OF UTILITY CONTACTS

| COMPANY | ABBREVIATION | UTILITY TYPE | CONTACT NAME | EMAIL | PHONE | 811 ENG. TICKET RESULTS |
|---|---|---|---|---|---|---|
| Black Hills Energy – Weld County | BHE | Gas | Billie Taylor | Billie.Taylor@blackhillscorp.com | Not Available | Records Received, Nothing in Project Vicinity |
| Lumen (CenturyLink) | LUMEN | Fiber & Telco | Kari Rozsa | Kari.Rozsa1@Lumen.com | 970–481–4313 | Clear – Not True. Lumen Provided Maps |
| Crestone Peak Resources | CPR | Gas Pipeline | Delane | Not Available | 970–319–7227 | Clear – No Conflict |
| K.P Kauffman Co. | KPK | Gas Pipeline | Not Available | Not Available | Not Available | Clear – No Conflict |
| Left Hand Water District | LHWD | Water | Steve Buckbee | sbuckbee@lefthandwater.org | 303–530–4200 | Records Received |
| Northern Water/Lower Boulder Ditch Company | | Sullivan Ditch | Shawn Spitz | shawnlowerboulder@gmail.com | Not Available | Records Received |
| Occidental – Kerr McGee Prod | KMGP | Liquid Pipeline, Gas, Oil | Jasmine Hymes | Jasmine.Hymes@westernmidstream.com | 970–598–4133 | Records Received, Nothing in Project Vicinity |
| Town of Erie H2O | ERIE | Water | Zachary Ahinga | zahinga@erieco.gov | 303–926–2878 | Records Received |
| United Power | UNPO | Electric | Kasey Pfeil | kpfeil@UnitedPower.com | 303–637–1227 | Records Received |
| WesternMidstream – Kerr McGee – Awoc | WEST | Gas Pipeline | Jasmine Hymes | Jasmine.Hymes@westernmidstream.com | 970–598–4133 | Records Received, Nothing in Project Vicinity |

## UTILITY LEGEND

### QUALITY LEVEL B

—E— — —E— EXISTING ELECTRIC
—FO— — —FO— EXISTING FIBER OPTIC
—T— — —T— EXISTING TELEPHONE
—W— — —W— EXISTING WATER

### QUALITY LEVEL C

—E— — —OH— EXISTING OVERHEAD ELECTRIC

### SYMBOLOGY

TELEPHONE PEDESTAL
ELECTRIC POLE
GUY WIRE
WATER GATE VALVE
TEST HOLE LOCATION

## SUBSURFACE UTILITY GENERAL NOTES

1. Utility data depicted on the following sheets has been prepared in accordance with ASCE 38.02 and C.R.S. 9–1.5. This is not a subsurface utility engineering required project.
2. Quality level B designation has been completed by Primo Utility Locating Services, LLC.
3. Quality level A test holing was preformed by Kinetic on 8/10/2023.
4. Storm and sanitary sewer mains and laterals, where shown, meet ASCE quality level C. Service lines are not located.
5. It is the Contractor's responsibility to field verify horizontal and vertical locations of all utilities prior to commencing construction. The Contractor must call the Utility Notification Center of Colorado at least 2 business days prior to any excavation to request the exact field locations of utilities. If the exact location and depth of existing underground utilities are unknown, the Contractor shall perform all necessary exploratory excavation to locate these facilities.
6. The Contractor shall be responsible for protecting all utilities during construction and for coordinating with the appropriate utility company for any utility crossing or relocation required. Repair of damaged utilities shall be at the Contractor's expense, including but not limited to unknown underground utilities.

811 Know what's below. Call before you dig.

Plot Date: 4/29/2024 10:15 AM Plotted By: Rudy Parra
N:\PROJECTS\2076\ENGR\PLANS\PLANS_Town Of Erie - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\UTGN-001 UTILITY GENERAL NOTES.DWG

All seals for this set of drawings are applied to the cover page(s)

Print Date: 4/28/2024
File Name: UTGN-001 UTILITY GENERAL NOTES.DWG
Horiz. Scale: N/A Vert. Scale: N/A

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |
| | | |
| | | |
| | | |

TOWN OF ERIE 1874

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT UTILITY GENERAL NOTES**

| | | | |
|---|---|---|---|
| Designer: | N. CLOUSE | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | UTILITIES | Subset Sheets: | 1 of 3 |

| Project No. | |
|---|---|
| P22–076 | |
| Drawing Number | UTGN–001 |
| Sheet Number | 29 |

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC



## TEST HOLE TABLE (QUALITY LEVEL A)

| TH # | APPX STA | OFFSET (FT) | | UTILITY OWNER | UTILITY TYPE | SIZE (IN) | UTILITY MATERIAL | GROUND MATERIAL | DEPTH TO TOP (IN) | DEPTH TO BOP (IN) | GROUND ELEV (FT) | TOP ELEV (FT) | BOP ELEV (FT) | NORTHING | EASTING | DATE PERFORMED | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0+39 | 22 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5002.9 | – | – | 1274193.63 | 3130429.39 | 8/10/2023 | Did Not Find 14ft deep with 4ft sweep. |
| 2 | 1+33 | 20 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5003.1 | – | – | 1274287.08 | 3130429.16 | 8/10/2023 | Did Not Find 10ft deep with 3ft sweep. |
| 3 | 1+41 | 27 | RT | Lumen | Fiber | – | DNF | Dirt | – | – | 5002.8 | – | – | 1274295.85 | 3130436.34 | 8/10/2023 | Did Not Find 9ft deep with 3ft sweep |
| 4 | 2+98 | 20 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5001.7 | – | – | 1274452.11 | 3130431.62 | 8/10/2023 | Did Not Find |
| 5 | 3+03 | 28 | RT | Lumen | Fiber | 6 | HDPE | Dirt | 42.0 | 48.0 | 4999.9 | 4996.4 | 4995.9 | 1274457.72 | 3130439.59 | 8/10/2023 | Likely a sleeve, direct buried on south side of structure |
| 6 | 1+20 | 26 | LT | Erie | Water | 24 | Ductile Iron | Dirt | 120.0 | 144.0 | 5003.0 | 4993.0 | 4991.0 | 1274274.95 | 3130383.06 | 8/10/2023 | Records indicate a 12" line, so this is likely a sleeve |
| 6.1 | 1+20 | 24 | LT | Lumen | Telephone | (2x) 1" | Conduit | Dirt | 52.0 | 53.0 | 5003.1 | 4998.7 | 4998.7 | 1274275.08 | 3130385.20 | 8/10/2023 | |
| 7 | 2+35 | 26 | LT | Erie | Water | 24 | Ductile Iron | Dirt | 112.0 | 136.0 | 5000.9 | 4991.6 | 4989.6 | 1274390.52 | 3130384.88 | 8/10/2023 | Records indicate a 12" line, so this is likely a sleeve |
| 8 | 0+39 | 27 | RT | Lumen | Fiber | 0.5 | Direct Buried | Dirt | 24.0 | 24.5 | 5002.0 | 5000.0 | 5000.0 | 1274193.38 | 3130434.94 | 8/10/2023 | |

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All seals for this set of drawings are applied to the cover page(s)

Print Date: 4/28/2024
File Name: UTGN-001 UTILITY GENERAL NOTES.DWG
Horiz. Scale: N/A Vert. Scale: N/A

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TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

**As Constructed**
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Revised:
Void:

**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT UTILITY TEST HOLE TABLE**

Designer: N. CLOUSE
Detailer: H. PUGH
Sheet Subset: UTILITIES
Structure Numbers
Subset Sheets: 2 of 3

**Project No.** P22-076
Drawing Number UTGN-002
Sheet Number 30

Plot Date: 4/29/2024 10:15 AM Plotted By: Rudy Pena
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AD PLANS 4/29/2024

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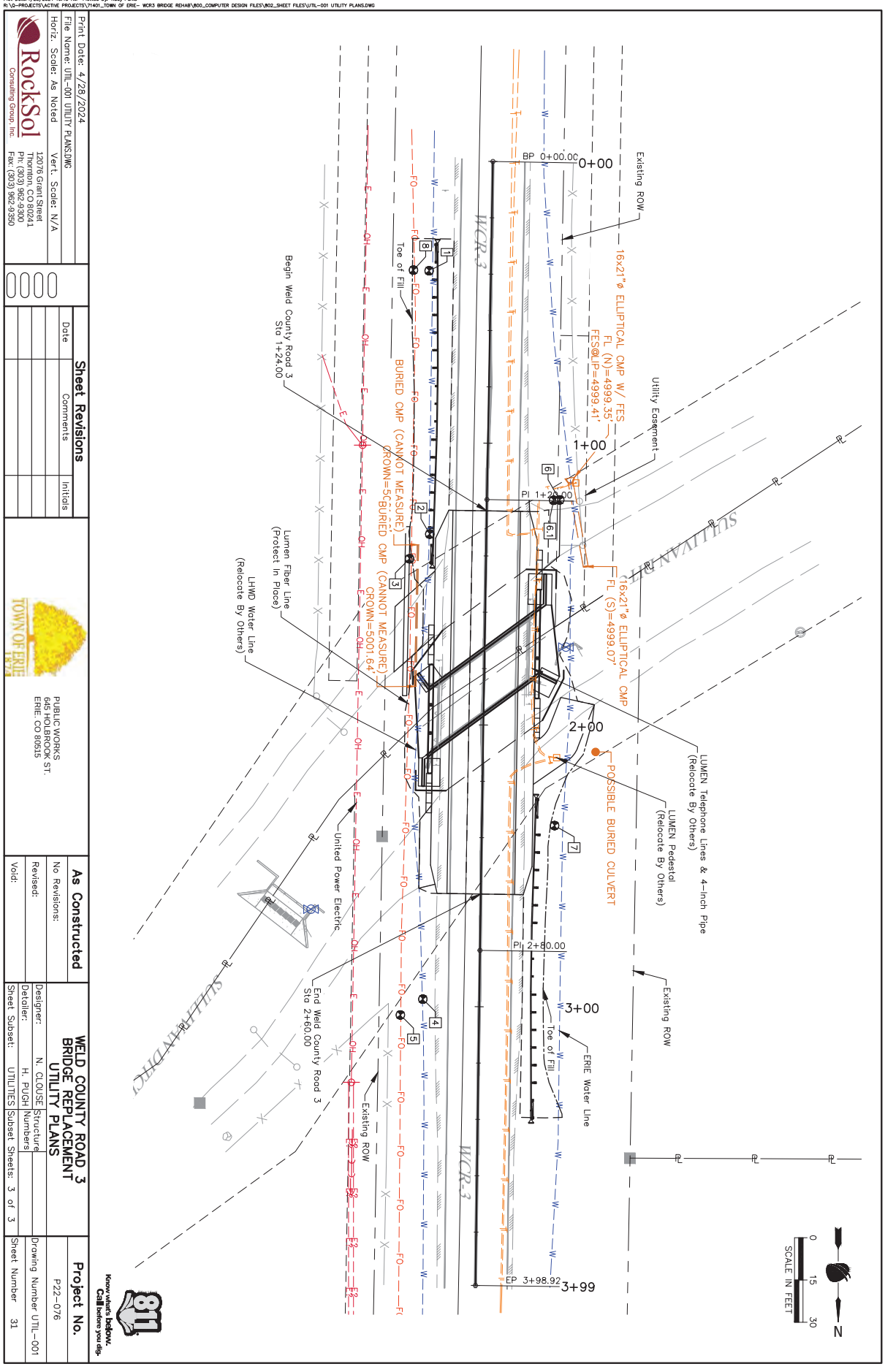


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TOWN OF ERIE

PUBLIC WORKS
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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**UTILITY PLANS**

| | | | |
|---|---|---|---|
| Designer: | N. CLOUSE | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | UTILITIES | Subset Sheets: | 3 of 3 |

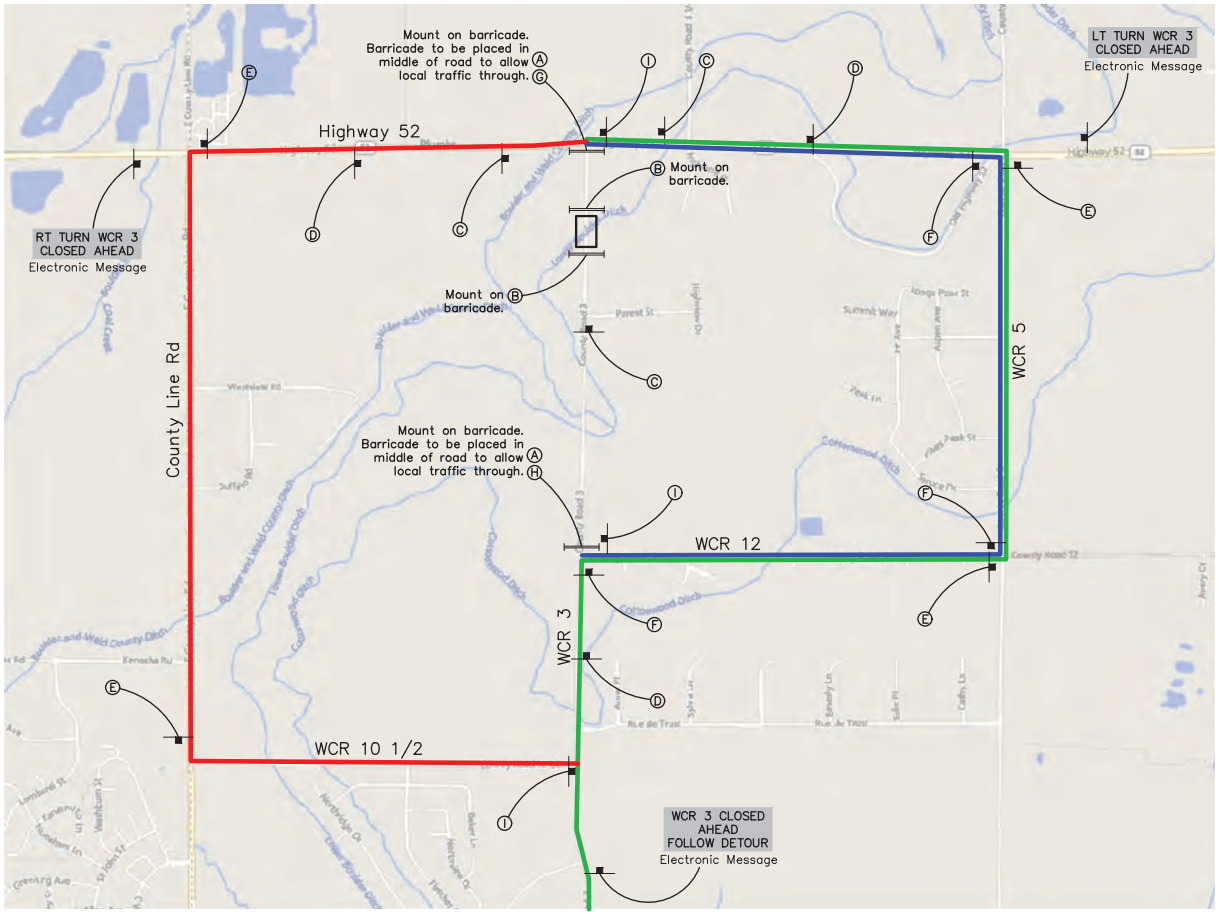
**Project No.** P22-076

Drawing Number UTIL-001

Sheet Number 31

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC






LEGEND

- Ground Sign
- Type III Barricade
- Westbound HWY 52 Detour
- Eastbound HWY 52 Detour
- Northbound WCR 3 Detour

N

0 750 1500
SCALE IN FEET

**TABULATION OF TEMPORARY TRAFFIC CONTROL SIGNING**

| SIGN | DESCRIPTION | DIMENSION | PANEL SIZE EACH A | PANEL SIZE EACH B |
|---|---|---|---|---|
| W20-1 | ROAD WORK AHEAD | 36" x 36" | 3 | |
| W20-7 | FLAGGER (SYMBOL) | 36" x 36" | 2 | |
| W20-4 | ONE LANE ROAD AHEAD | 36" x 36" | 2 | |
| W20-2 | DETOUR AHEAD | 36" x 36" | 2 | |
| M4-9L | DETOUR LEFT | 30" x 24" | 4 | |
| M4-9R | DETOUR RIGHT | 30" x 24" | 3 | |
| R11-3A | ROAD CLOSED LOCAL TRAFFIC ONLY | 60" x 30" | | 3 |
| R11-2 | BRIDGE OUT | 48" x 36" | | 2 |
| W20-3 | ROAD CLOSED 1000 FT | 36" x 36" | 3 | |
| M4-8A | END DETOUR | 24" x 18" | 3 | |
| M4-10R | DETOUR RIGHT | 48" x 18" | 1 | |
| M4-10D | DETOUR 2 | 48" x 18" | 1 | |
| | TOTALS | | 19 | 5 |

**TABULATION OF TRAFFIC CONTROL DEVICES**

| ITEM | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| 630-00009 | FLAGGING | HOUR | 100 |
| 630-00007 | TRAFFIC CONTROL INSPECTION | DAY | 35 |
| 630-00010 | TRAFFIC CONTROL MANAGEMENT | DAY | 90 |
| 630-00335 | BARRICADE (TYPE III-A (TEMPORARY)) | EACH | 7 |
| 630-00341 | CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A) | EACH | 19 |
| 630-00342 | CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B) | EACH | 5 |
| 630-00355 | PORTABLE MESSAGE SIGN PANEL | EACH | 2 |
| 630-00604 | DRUM CHANNELIZING DEVICE | EACH | 30 |
| 630-00300 | TRAFFIC CONE | EACH | 75 |

Ⓐ ROAD CLOSED LOCAL TRAFFIC ONLY — R11-3a
Ⓑ BRIDGE OUT — R11-2
Ⓒ ROAD CLOSED 1000 FT — W20-3
Ⓓ DETOUR AHEAD — W20-2
Ⓔ DETOUR — M4-9L
Ⓕ DETOUR — M4-9R
Ⓖ DETOUR — M4-10D
Ⓗ DETOUR — M4-10R
Ⓘ END DETOUR — M4-8a

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|---|---|---|---|
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| Revised: | Detailer: H. PUGH | | Drawing Number TRAF-001 |
| Void: | Sheet Subset: TRAFFIC | Subset Sheets: 1 of 1 | Sheet Number 32 |

AD PLANS 4/29/2024

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 33 of 35)

# STORMWATER MANAGEMENT PLAN: ERIE WELD COUNTY ROAD 3 BRIDGE REHABILITATION

## 1. SITE DESCRIPTION

The Contractor shall comply with all contractual requirements, CDOT specifications, and MS4 permit requirements.

A. PROJECT SITE LOCATION:
Location or address of construction office: _____
This project site is located approximately 1,100 ft south of State Highway 52, on Weld County Road 3, crossing Sullivan Ditch within the Town of Erie.

B. PROJECT SITE DESCRIPTION:
This project includes the construction of a new deck and bridge rail on the structure at Sullivan Ditch on WCR 3.

C. PROPOSED SEQUENCING FOR MAJOR CONSTRUCTION ACTIVITIES:
Construction will begin with installation of initial control measures. The order of project activities will include clearing and grubbing, removal of existing deck and bridge rail, construction of new deck and bridge rail, realigning driveways and access roads, pouring asphalt, and revegetation.

D. ACRES OF DISTURBANCE:
1. Total area of construction site (LOC): 0.66 acres
2. Total area of proposed disturbance (LDA): 0.45 acres
3. Total area of seeding: 0.09 acres

E. EXISTING SOIL DATA:
Most of the soils present on this site consist of hydrologic soil group B, which is composed primarily of sandy loam. This hydrologic soil group consists of soils with a moderately high infiltration rate when wet. This group can be described as a very deep and well drained soil. This hydrologic soil group is comprised of moderate coarse textured material. It can also be described as having a low potential for runoff.
Data Source(s): https://websoilsurvey.sc.egov.usda.gov/App/HomePage

F. EXISTING VEGETATION:
A survey including a general description of existing vegetation shall be conducted by the SWMP Administrator for Construction prior to any ground disturbance on the project. The SWMP Administrator shall photo-document existing vegetation where all work will be occurring.

## 2. STORMWATER MANAGEMENT CONTROLS FOR FIRST CONSTRUCTION ACTIVITIES

THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

A. POTENTIAL POLLUTANT SOURCES
Evaluate, identify, and describe all potential sources of pollutants at the site in accordance with subsection 107.25 and place any Control Measures required to contain potential pollutants.

## 3. OFFSITE DRAINAGE (RUN ON WATER):

Place Control Measures to address run-on water in accordance with subsection 208.03.

## 4. CONSTRUCTION DEWATERING:

Obtain a CDPS Dewatering Permit from CDPHE if conditions of their Low Risk Guidance for Discharges of Uncontaminated Groundwater to Land are not met; see subsections 107.02 and 107.25.

Refer to CDPHE Low Risk Discharge Guidance Document of Uncontaminated Groundwater to Land.
https://www.colorado.gov/pacific/sites/default/files/WQ%20LOW%20RISK%20GW.pdf

## 5. VEHICLE TRACKING CONTROL:

Control Measures shall be implemented in accordance with subsection 208.04.

## 6. PERIMETER CONTROL:

Perimeter control shall be established as the first item on the SWMP to prevent the potential for pollutants leaving the construction site boundaries, entering the stormwater drainage system, or discharging to state waters.
Perimeter control may consist of berms, silt fence, erosion logs, existing landforms, or other Control Measures as approved.

## 7. DURING CONSTRUCTION

During construction, the following items shall be added, updated, or amended as needed by the Contractor in accordance with Section 208.

A. MATERIALS HANDLING AND SPILL PREVENTION:
Prior to construction commencing the Contractor shall submit a Spill Prevention, Control and Countermeasure Plan, see subsection 208.06. Materials handling shall be in accordance with subsection 208.06.

## 8. OTHER CDPS PERMITS:

List applicable CDPS permits associated with the permitted site and activities.

## 9. STOCKPILE MANAGEMENT:

Shall be done in accordance with subsections 107.25 and 208.07.

## 10. CONCRETE WASHOUT:

Concrete washout water or waste from field laboratories and paving equipment shall be contained in accordance with subsection 208.05.

## 11. SAW CUTTING:

Shall be done in accordance with subsections 107.25, 208.04, 208.05.

## 12. STREET SWEEPING:

Shall be done in accordance with subsection 208.04.

## 13. CONTROL MEASURE MAINTENANCE

Maintenance shall be in accordance with subsection 208.04 (f).

## 14. INTERIM AND PERMANENT STABILIZATION

The Contractor shall comply with all interim stabilization and permanent stabilization requirements in accordance with Erie Parks and Recreation Construction Section 1000 and CDOT subsection 208.04(e).

A. SEEDING PLAN
The following seed mix(es) and rates are for drill seeding method in all areas where bare soil remains after project completion:

| COMMON NAME | BOTANICAL NAME | LBS. PLS PER ACRE |
|---|---|---|
| Sideoats grama | Bouteloua curtipendula | 2.0 |
| Blue grama | Bouteloua gracilis | 5.0 |
| Crested wheatgrass | Agropyron cristatum | 5.0 |
| Streambank wheatgrass | Elymus lanceolatus | 5.0 |
| Western wheatgrass | Pascopyrum smithii | 8.0 |
| Buffalo grass | Buchloe dactyloides | 3.0 |
| Sand dropseed | Sporobolus cryptandrus | 1.0 |
| TOTAL | | 29.0 |

## 15. SEEDING APPLICATION:

The following seeding methods shall be used for all areas which are not surfaced. Soil compaction shall be minimized for areas where permanent stabilization will be achieved through vegetative cover. Hand broadcast at double the PLS rate per acre and rake 0.25 inch to 0.5 inch into the soil per Section 212 of CDOT Standards and Specifications. **Seeding shall be performed between October 30th and April 30th only.** Seeding application shall be completed in conformance with Erie Parks and Recreation Section 1033.

| Pay Item | Seeding Method (subsection 212.05) | Acre |
|---|---|---|
| 212-00708 | Seeding (Native) | 0.09 |
| | Total | 0.09 |

The Contractor shall provide the location of where seed is stored and access to stored seed locations to the Engineer. Seed stored by the Contractor for longer than 30 days will be rejected.

Template Revised: 2.25.2022

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| File Name: ENVI-001 SWMP NARRATIVE.DWG | Date | Comments | Initials | | No Revisions: | Designer: L. GENTILE | Drawing Number ENVI-001 |
| Horiz. Scale: N/A Vert. Scale: N/A | | | | | Revised: | Detailer: H. PUGH | Sheet Number 33 |
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AD PLANS 4/29/2024
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## 16. MULCHING APPLICATION:

Spray-on-Mulch Blanket shall be applied in accordance with Erie Parks and Recreation Construction Section 1033. Seeded areas will be mulched with twenty-five hundred (2,500) pounds per acre of spray-on-mulch blanket immediately following seeding. Spray-on-mulch-blanket must include one hundred and fifty (150) pounds per acre organic tackifier. At this rate soil coverage is 100%. Any thin areas in the mulch, where soil is visible, will be cause for a request to reapply mulch until the coverage is satisfactory, at the Contractor's expense. If weather conditions deteriorate, Contractor will delay work until conditions improve. Mulch must be applied in a separate operation on the same day as seeding. No hay will be permitted on the construction site for any purpose.

## 17. SPECIAL REQUIREMENTS:

Soil amendments, seedbed preparation, and permanent stabilization mulching shall be accomplished within four working days of placing the topsoil. If placed topsoil is not mulched with permanent stabilization mulch within **four working days**, the Contractor shall complete interim stabilization methods in accordance with subsection 208.04(e) at no additional cost to the Town.
Permanent stabilization mulching shall be accomplished on the same day as application of native seed.
The Contractor shall submit a proposed Permanent Stabilization Phasing Plan to the Engineer for approval showing how the SWMP Permanent Stabilization Plans will be implemented to minimize damage to seeded areas.

## 18. SOIL AMENDMENT REQUIREMENTS:

Minimum amendment material requirements for all disturbances to receive seeding (native). Soil amendments shall be paid under 212-00032 Soil Conditioning and shall consist of a mixture consisting of the three below described amendments.

Total Acres of Seeding (Native) Broadcast with Topsoil Generated From Topsoil (Onsite)

| Seeding (Native) Pay Item 212-00006 | Description | Amount/Acre | Units | Total For This Method |
|---|---|---|---|---|
| | Organic Fertilizer High N | 300 | Pounds | 30 |
| | Compost | 65 | CY | 6.5 |
| | Humate | 200 | Pounds | 20 |
| | Mycorrhizae | 0 | Pounds | 0 |
| | Elemental Sulfur | 0 | Pounds | 0 |

A. RESEEDING OPERATIONS/CORRECTIVE STABILIZATION:
Prior to partial acceptance, all seeded areas shall be reviewed by the or Engineer for bare soils caused by surface or wind erosion. Bare areas caused by surface or gully erosion, blown away mulch, etc. shall be re-graded, seeded, and have the designated mulching applied as necessary, at no additional cost to the project.

## 19. PRIOR TO PROJECT FINAL ACCEPTANCE

1. When directed by the Engineer, removal and disposal of temporary control measures shall be included in the cost of work.
2. Refer to Specification 208.10 for items to be completed prior to requesting partial acceptance of work.

## 20. TABULATION OF STORMWATER QUANTITIES

1. Control Measure sediment removal and disposal shall be paid for as: 208 Removal and Disposal of Sediment (Equipment) and 208 Removal and Disposal of Sediment (Labor). All other control measure maintenance shall be included in the cost of the control measure.

The following pay items can be used for interim stabilization as defined in section 208.04(e)(2): 213-00012 and 213-00150

Website https://www.codot.gov/business/designsupport/cdot-construction-specifications/2021-construction-specifications

| PSP Spec. | Pay Item | Description | Pay Unit | Initial Const. | Interim Const. | Permanent Stabilization | *Total Quantity |
|---|---|---|---|---|---|---|---|
| | 208-00002 | Erosion Log Type I (12 inch) | LF | 150 | 150 | | 300 |
| | 208-00035 | Aggregate Bag | LF | 100 | 50 | | 150 |
| | 208-00020 | Silt Fence | LF | 100 | | | 100 |
| | 208-00046 | Pre-fabricated Concrete Washout Structure (Type 1) | Each | 2 | | | 2 |
| | 208-00075 | Pre-fabricated Vehicle Tracking Pad | Each | 2 | | | 2 |
| | 208-00106 | Sweeping (Sediment Removal) | Hour | | 24 | | 24 |
| | 208-00103 | Removal and Disposal of Sediment (Labor) | Hour | | 24 | | 24 |
| | 208-00105 | Removal and Disposal of Sediment (Equipment) | Hour | | 24 | | 24 |
| | 212-00006 | Seeding (Native) | Acre | | | | 0.1 |
| | 212-00032 | Soil Conditioning | Acre | | | | 0.1 |
| | 213-00012 | Spray-On Mulch Blanket | Acre | | | | 0.1 |
| | 213-00150 | Bonded Fiber Matrix | Acre | | 1.0 | | 1.0 |
| | | | | | | | |

*It is anticipated that additional control measures and control measure quantities not shown on the SWMP Site Maps shall be required on the project for unforeseen conditions and replacement of items that are beyond their useful service life, see subsections 208.03 and 208.04. **Quantities for all control measures shown above are estimated, and have been increased for unforeseen conditions and normal control measure life expectancy.** Quantities shall be adjusted according to the conditions encountered in the field as directed and approved by the Engineer. Payment shall be for the actual work completed and material used.

## 21. BIOLOGICAL IMPACTS and DEWATERING

A. ENVIRONMENTAL IMPACTS:
Wetland Impacts: NO
Stream Impacts: Yes

| Stream Name | Description |
|---|---|
| Sullivan Ditch | Manmade canal with vegetated banks |

Threatened and Endangered Species: No species are anticipated to be impacted by the project.

B. DEWATERING:
(Not covered under the CDPHE guidance document Low Risk Discharge Guidance Discharges of Uncontaminated Groundwater to Land):
https://www.colorado.gov/pacific/sites/default/files/WQ%20LOW%20RISK%20GW.pdf
Dewatering: Refer to other environmental permits in accordance with subsection 107.02 and the permits contained in Tab 16 of the SWMF.
If groundwater does not meet water quality standards for receiving water a separate CDPS Dewatering Permit shall be obtained by the Contractor from CDPHE in accordance with subsections 107.02 and 107.25.

Template Revised: 2.25.2022

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| File Name: ENVI-001 SWMP NARRATIVE.DWG | | Date | Comments | Initials | | No Revisions: | | P22-076 |
| Horiz. Scale: N/A Vert. Scale: N/A | | | | | | Revised: | Designer: L. GENTILE Structure Numbers | Drawing Number ENVI-002 |
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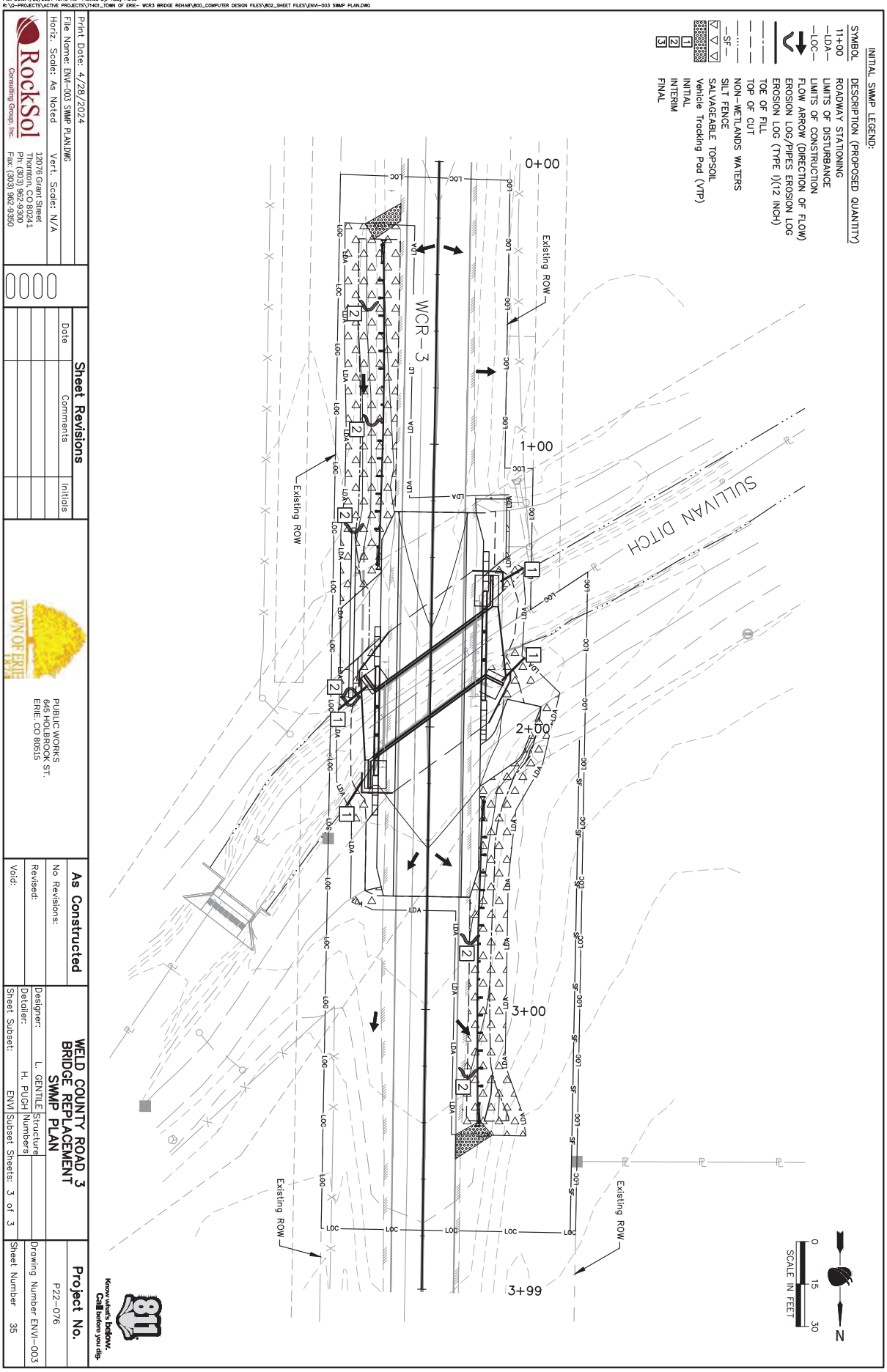


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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SWMP PLAN**

Designer: L. GENTILE
Detailer: H. PUGH
Sheet Subset: ENVI Subset Sheets: 3 of 3

**Project No.** P22-076

Drawing Number ENVI-003
Sheet Number 35

# Vicinity Map

Project Map – Replacement of WCR 3 Bridge over Sullivan Ditch

**File #:** 24-427, **Version:** 1

**SUBJECT:**
A Resolution of the Town Council of the Town of Erie Adopting the Flex Ride Service Plan for Flex Ride Operations

**DEPARTMENT:** Public Works

**PRESENTER(S):** Miguel Aguilar, Senior Transportation Planner

**POLICY ISSUES:**
The Erie Flex Ride Service Plan supports the Council's legislative agenda by establishing an operations plan that will increase transit access and transportation options in the Town.

**STAFF RECOMMENDATION:**
Adopt the Erie Flex Ride Service Plan for Flex Ride Service Operations.

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**
Increasing transit access and transportation options is a Council priority identified in the 2024 Legislative Agenda. To increase transit access, staff applied for a grant through the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP), as well as the Human Services Transportation Set-aside. The Town received grants for a total of $1,600,000 to operate Flex Ride service.

Prior to the funds becoming available, staff developed a draft service plan to define Flex Ride service operations. The service plan is now complete and is ready for review and direction from the Town Council.

## Flex Ride

Flex Ride is a form of microtransit that supplements existing fixed-route services, such as those provided by the Regional Transportation District (RTD). Where RTD routes cannot service portions of the Town, Flex Ride can fill in the transit gaps and bring transit closer to residents. Flex Ride functions similar to Uber or Lyft services, providing turn-key service where residents can schedule a trip to be picked up at their location and dropped off at their destination.

As currently outlined, the service will be open to all persons traveling within the Town of Erie, fares will be free, operations will be Monday through Friday 6 a.m. to 8 p.m. and trips can be placed

through either an app, a phone call, or online.

The grant funding will cover all costs for years 2025 and 2026, except for the Town's 10% match. Staff will include the appropriation for the match funding in the 2025 budget, when we anticipate the service will begin operations. Staff anticipates the program will have slow demand and therefore low costs initially, but will increase over the first year. We anticipate rolling over any unused funding from the first year to the following year. Our intent is to have this be a permanent transit program. Staff will use ridership data from this initial service period to seek grant funding through the DRCOG forums (where the existing grants came from) to continue operating the service after 2026. The next call for projects with DRCOG will occur in 2026 for years 2027-2031 funding. If awarded, the funding would cover the costs for the next several years.

**COUNCIL PRIORITY(S) ADDRESSED:**

- ✓ Attractive Community Amenities
- ✓ Engaged and Diverse Community
- ✓ Prosperous Economy
- ✓ Well-Maintained Transportation Infrastructure
- ✓ Safe and Healthy Community
- ✓ Environmentally Sustainable
- ✓ Fiscally Responsible

**ATTACHMENT(S):**

1. A Resolution of the Town Council of the Town of Erie Adopting the Flex Ride Service Plan for Flex Ride Operations
2. Erie Flex Ride Service Plan

**Town of Erie**
**Resolution No. 24-132**

**A Resolution of the Town Council of the Town of Erie Adopting the Flex Ride Service Plan for Flex Ride Operations**

**Whereas**, the Town Council finds that it is in the best interest of the Town and public health, safety, and welfare to adopt the Flex Ride Service Plan for Flex Ride Operations.

**Now Therefore be it Resolved by the Town Council of the Town of Erie, Colorado, that:**

**Section 1.** The Town Council hereby adopts the Flex Ride Service Plan for Flex Ride Operations in the form attached hereto.

**Adopted this 24th day of September, 2024.**

_____
Justin Brooks, Mayor

**Attest:**

_____
Debbie Stamp, Town Clerk

# Erie Microtransit Service Plan

Prepared for:
Town of Erie, CO

June 13, 2024

DN23-0774

FEHR PEERS

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# Chapter 1 – Introduction

This report details the Town of Erie's plan for an effective, innovative, and customer-focused transit solution for implementation and deployment within the Town boundaries. The project's goal is to provide an enhanced, flexible, convenient transportation solution for connections that may include first/final mile, community destinations, or specialty transportation needs. The purpose is to solve unmet transportation needs, and not to duplicate any existing transportation services. In particular, the service will improve transportation for marginalized population groups and those with less access to reliable transportation, including older adults, youth, individuals with limited English proficiency, individuals with a disability, and families with low incomes. The result of the project will be a service plan and microtransit procurement development for contracted service operations.

## Project Approach

The project approach is described in **Figure 1**, with each step relating back to the project's core goals.

*Figure 1: Project Approach*

## Report Contents

The report includes the following major sections:

- Background and Context
- Existing Transit Services
- Demographic Analysis
- Travel Patterns and Demand
- Community Input
- Transit Need & Travel Market Identification
- Recommended Microtransit Zone
- Implementation Plan

# Chapter 2 – Background & Context

## What is Microtransit?

Microtransit is an on-demand public transit service that matches and combines trip requests in real-time, similar to Uber or Lyft. Additional attributes of microtransit include:

- It typically operates in a smaller geographic area without a specific route.
- It picks up and drops off its passengers within a block of their origins and destinations.
- Smaller vehicles are used, with at least one vehicle able to accommodate wheelchairs.
- Riders are picked up in 30 minutes or less from when a trip is requested.
- Trip requests may serve one individual or can be shared among multiple passengers who request a ride along a similar route at the same time.
- Trips are requested via a smartphone application or through a call-in option.

Some of the advantages of microtransit over fixed-route transit include:

- Allows for a high degree of flexibility and adaptability in how the service is defined and operated.
- More effectively serve travel markets with lower population density, where origins and destinations are more dispersed.
- Can be more convenient to users than a low-frequency fixed route service by providing door-to-door service with pick-up in under 30 minutes.
- Smaller vehicles allow for more flexibility in locations served, are more fuel efficient, and make it easier to recruit and train drivers.

## Microtransit in Erie

A primary goal of this project is to close the transit service gap within the Town of Erie. Erie is a community of over 30,000 and as the fastest growing community in Boulder County is expected to add another 10,000 residents in the next decade. Additionally, the Town has limited transit service today. Less than half the Town (the portion within Boulder County) is included within the Regional Transportation District (RTD). Even within that portion, the only route that penetrates the Town is the JUMP, which connects to Boulder and operates every 30 minutes during peak periods, hourly in the evening, with no midday service, and hourly on Saturdays with no Sunday service. Limited additional service is provided on the edge of Erie, including additional frequency of the JUMP, the LD Route along US 287 between Longmont and Broomfield and the recently launched North Broomfield FlexRide that serves the very

southeastern corner of Erie. Additional service along CO 7 is planned in 2026 between Boulder and Broomfield.

The 2018 Erie Transportation Master Plan identified the need to provide flexible transit solutions in places where RTD has been unable to provide service. Some of the core goals of this project identified in that plan and by the Town include:

- Fill the missing transit gap within Erie.
- Connect Erie residents to the existing adjacent RTD transit network (including Lafayette and Louisville).
- Provide a transit connection to future BRT starter service along CO 7.
- Connecting Erie residents, in particular those that have no means of transportation, to services via transit (destinations in town, medical facilities, education, employment, shopping, etc.).
- Improve transportation for marginalized population groups and those with less access to reliable transportation, including older adults, youth, individuals with limited English proficiency, individuals with a disability, and families with low incomes.
- Reduce the need to rely on driving to get around Erie and to/from Erie.

The Town of Erie was awarded DRCOG TIP funding in the amount of $1,200,000 to partially fund microtransit services in Erie over a two-year period to fill the transportation gap identified. Additional funds will be provided by the Town and potentially other sources.

# Chapter 3 – Existing Transit Services

## Routes and Coverages

The western portion of Erie, west of County Line Road, is within Boulder County and is included in the Regional Transportation District, RTD, which provides transit services to the Denver Region. This portion of the town is currently served by the JUMP route that directly connects Erie to Boulder via Arapahoe Road.

Three other transit services operate adjacent to the Town boundary:

- RTD Route LD – The LD3 operates from Longmont to Broomfield along US 287 on the West edge of Erie and the LD1 operates the same general route along US 287 with service continuing into Union Station in Denver.
- Ride Free Lafayette - On-demand service in Lafayette managed by Boulder County just south of the southwest corner of Erie.
- RTD Broomfield North Flexride, - On-demand service roughly between 144$^{th}$ Avenue and CO 7 between I-25 and Countyline Road. A small portion of the FlexRide service area operates in the southeast corner of Erie.

Additionally, RTD Route 225 and 228 serve Lafayette, adjacent to Erie. A map of the existing transit service in and around Erie is provided in **Figure 2.** The service operating characteristics of existing transit in Erie (specifically span and frequency) are detailed in **Table 1**.

# Existing Transit

*Figure 2: Existing Transits around Erie*

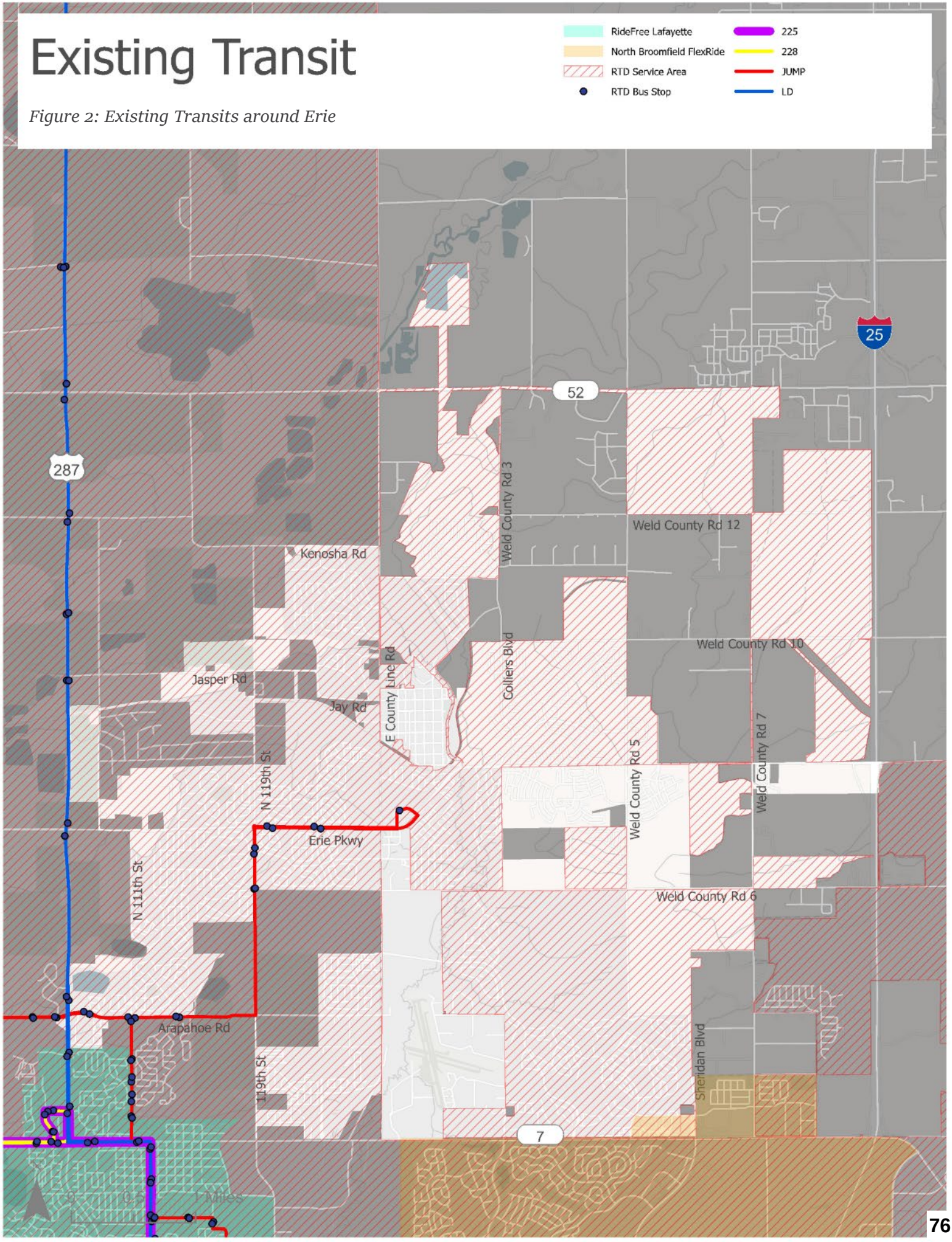


**Table 1: Existing Transit Operating Characteristics**

| Service | Direction | Operation Day | Operation Time | Frequency |
|---|---|---|---|---|
| **JUMP** (Erie Community Center runs only) | Eastbound | Monday-Friday | 7 AM - 9 AM<br>3:30 PM - 7 PM | 30 mins<br>30 mins |
| | | Saturday | 9 AM - 10 PM | 1 hour |
| | Westbound | Monday-Friday | 6 AM - 9 AM<br>4 PM – 6:30 PM<br>8:30 PM – 9:30 PM | 30 mins<br>30 mins<br>1 hour |
| | | Saturday | 8:30 AM - 9:30 PM | 1 hour |
| **LD1 & LD3** | Southbound | Monday-Friday | 6 AM - 7 AM<br>7 AM – 8 AM<br>8 AM – 10 AM<br>10 AM – 2 PM<br>2 PM – 10 PM | 30 mins<br>1 hour<br>2 hours<br>1 hour<br>2 hours |
| | | Saturday | 10 AM - 10 PM | 2 hours |
| | Northbound | Monday-Friday | 7 AM - 9 AM<br>9 AM - 5 PM<br>5 PM - 6 PM<br>6 PM - 11 PM | 2 hours<br>1 hour<br>30 mins<br>2 hours |
| | | Saturday | 11 AM - 11 PM | 2 hours |
| **Ride Free Lafayette** | On-demand, within the service area | Daily | 7 AM - 8 PM | By reservation or on-demand |
| **North Broomfield Flexride** | On-demand, within the service area | Monday-Friday | 9 AM - 4 PM | By reservation or on-demand if available |

Source: RTD Services, Ride Free Lafayette

## Frequency and Span

**Table 2** illustrates the frequency of existing fixed-route transit service within and adjacent to Erie. During the peak periods, the JUMP (segment east of 111th Street along Arapahoe Road) and 225 (along Baseline Road) operate every 15 minutes. Midday most service operates hourly except the 225.

- **JUMP** - The RTD JUMP Route operates every 30 minutes to the Erie Community Center only in the morning and afternoon peak periods during weekdays and hourly all day on Saturdays. More frequent service (every 15 minutes) is provided west of 111th Street during weekday peak periods and every 30 minutes on Saturday. On Sunday there is no service to Erie Community Center and service west of 111th Street operates hourly.

- **LD** - The LD Route operates every 30 minutes for one hour in the peak direction (southbound in the morning peak and northbound in the afternoon peak) and operates every hour midday on weekdays. Otherwise, it operates every two hours, including in the off-peak direction, in the

evening, and on Saturday. There is no service on Sunday. Two peak direction runs operate to Denver Union Station. All other runs terminate at the US 36 & Broomfield Station.

- **Ride Free Lafayette** – The Ride Free Lafayette operates from 7 AM to 8 PM daily. Rides can be reserved in advance, on-demand, or riders can walk on if they see the bus.
- **North Broomfield Flexride** – The North Broomfield Flexride operates from 9 AM to 4 PM on weekdays. Rides can be reserved in advance or on-demand if the service is not already booked by a conflicting trip.

**Table 2: Frequency of RTD Bus Routes in and Near Erie**

| Route | Destination | Weekday Peak | Weekday Midday | Saturday | Sunday |
|---|---|---|---|---|---|
| ***JUMP (Erie runs)*** | Erie - Boulder | 30 | - | 60 | - |
| ***JUMP (w of 111th)*** | Lafayette – Boulder | 15 | 60 | 30 | 60 |
| ***225*** | Lafayette - Boulder | 15 | 30 | 30 | 30 |
| ***228*** | Lafayette – Louisville - Broomfield | - | 60 | 60 | 60 |
| ***LD1 & LD3*** | Longmont - Broomfield | 30-120 | 60 | 120 | - |

Source: RTD Services, Ride Free Lafayette

# Ridership

The average daily boardings and alightings of existing fixed-route transit services at bus stops around Erie from the winter and spring of 2023 are shown in **Table 3** and mapped in **Figure 3**.

In general, the weekday ridership within Erie boundaries is higher than Saturday ridership. Erie Community Center has the highest boardings with an average of 25 passengers per weekday and 19 passengers per Saturday. Arapahoe Rd/Stonehenge Dr at the Southwest corner of Erie (west of US 287) served by the eastbound JUMP is the stop with the most alightings, with an average of 17 per weekday.

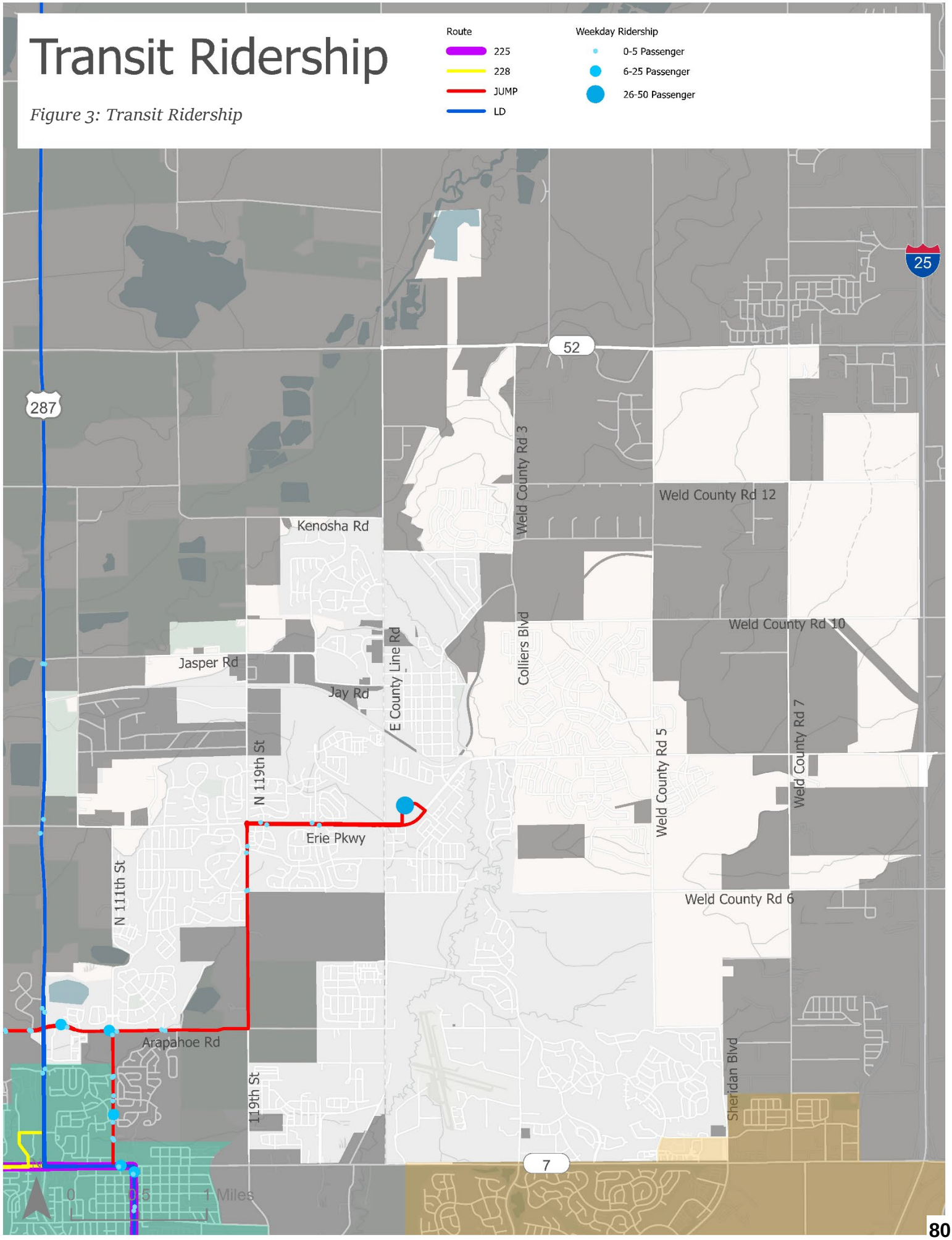
**Table 3. Major Ridership Stops around Erie**

| Operation Day | Transit Stop | Transit Route | Direction | Average Daily Boardings | Average Daily Alightings |
|---|---|---|---|---|---|
| Weekdays | Erie Community Center | JUMP | Westbound | 25 | 0 |
| Saturday | | | | 19 | 0 |
| Weekdays | Arapahoe Rd/US 287 | JUMP | Westbound | 11 | 3 |
| Saturday | | | | 6 | 3 |
| Weekdays | Arapahoe Rd/N 111th St | JUMP | Westbound | 6 | 4 |
| Saturday | | | | 2 | 1 |
| Weekdays | Arapahoe Rd/Stonehenge Dr | JUMP | Eastbound | 4 | 17 |
| Saturday | | | | 2 | 7 |
| Weekdays | Erie Pkwy/Meller St | JUMP | Westbound | 3 | 0 |
| Saturday | | | | 2 | 0 |

Source: RTD

# Transit Ridership

*Figure 3: Transit Ridership*



# Chapter 4 – Demographic Analysis

## Demographics

The Town of Erie is located in Boulder County and Weld County and as of the 2020 Census had 30,000 residents. **Table 4** summarizes the demographic characteristics of the Town's population in comparison to Boulder and Weld Counties. There are fewer Hispanic/Latino residents in Erie (9%) compared to Boulder County (14%) and Weld County (30%). The median household income in Erie is $140,000 which is higher than Boulder County ($90,000), Weld County ($85,000), and Colorado ($80,000).

**Table 4. Demographic Comparison of Erie, Boulder County, and Weld County**

| **American Community Survey Data** 5-Year Estimates (2021) | | **Erie[1]** | **Boulder County[2]** | **Weld County[2]** |
|---|---|---|---|---|
| Population | Number of Residents | 29,367 | 330,758 | 328,981 |
| | Population Density (residents/square mile) | 1,726 | 455.3 | 82.6 |
| Race and Ethnicity | White alone (%) | 82% | 77% | 63% |
| | Hispanic or Latino (%) | 9% | 14% | 30% |
| | Black or African American (%) | 0% | <1% | 1% |
| | American Indian and Alaska Native (%) | <1% | <1% | <1% |
| | Asian (%) | 5 % | 5% | 2% |
| | Native Hawaiian and Other Pacific Islander (%) | <1% | <1% | <1% |
| | Two or More Races (%) | 5% | 7% | 4% |
| Income | Median Household Income ($) | $140,409 | $90,168 | $85,290 |
| | Percent Below Poverty Line | 4% | 11% | 10% |

[1]Source: American Community Survey, 5-Year Estimates (2021)
[2]Source: Decennial Census (2020)

## Age Group

*Figure 4: Erie Age Distribution*

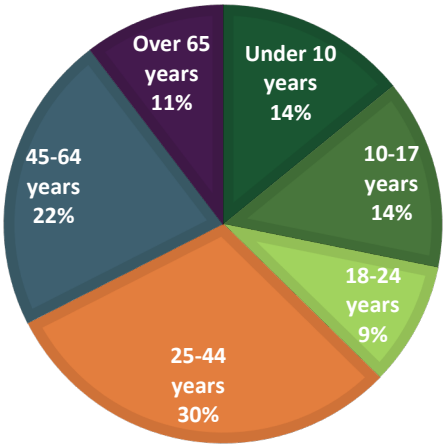



**Figure 4** shows that people aged 25-44 years old account for approximately 30% of the population. Youth (0-17 years old) also make up a significant portion of the population (28%), and 22% of the population is aged 45-64.

Source: American Community Survey, 5-Year Estimates (2021)

The age groups that typically generate the highest demand for microtransit services (when not considering other factors, such as income or access to a vehicle) are teenagers and older adults.

### *Youth Population*

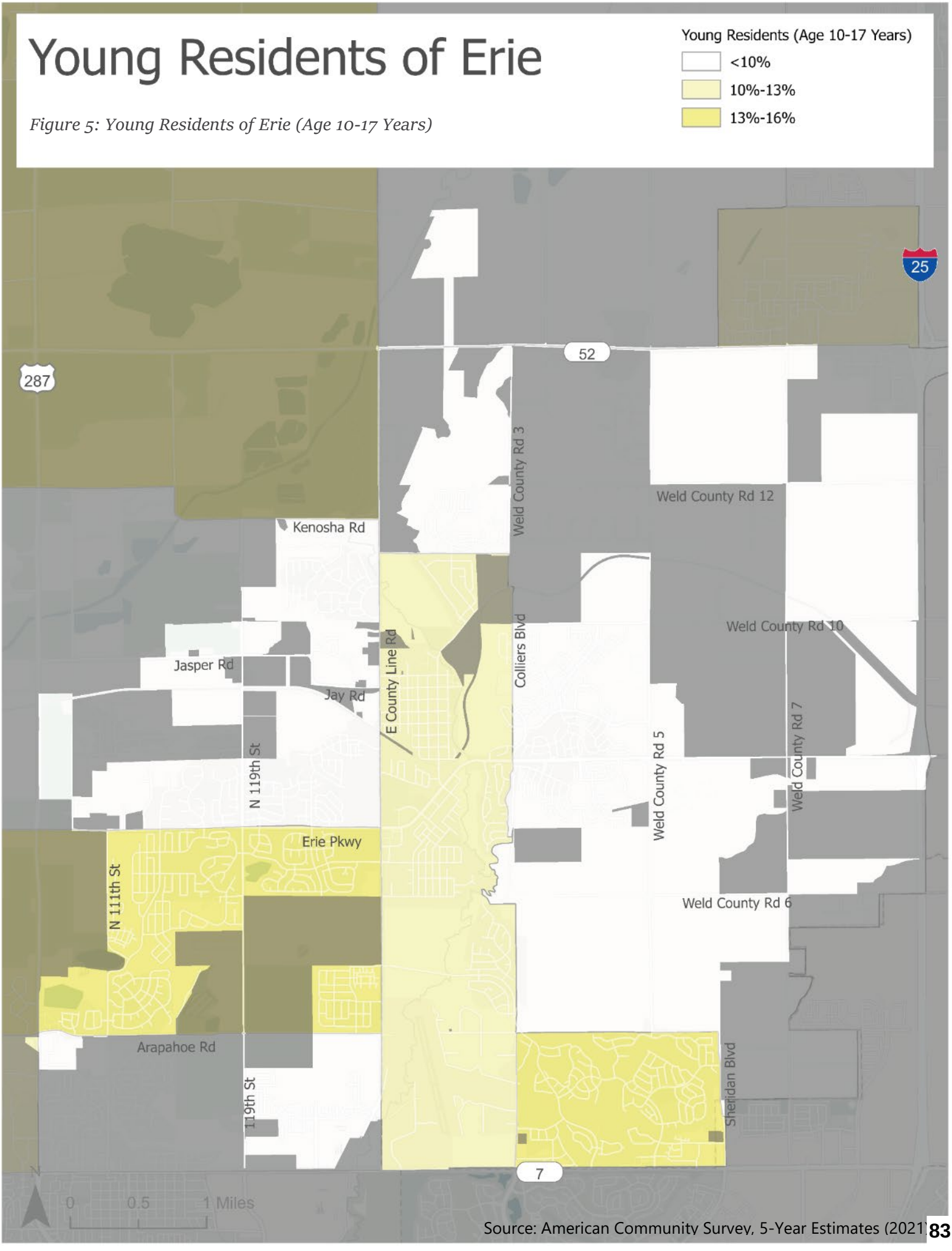
**Figure 5** shows the distribution of the youth population in Erie (aged 10-17). This data is based on Census Tracts, which include areas both in and out of Erie, thus some of the data is representative of demographic characteristics of the portion of the census blocks outside of Erie. With this caveat in mind, the locations in Erie with a disproportionally higher concentration of youth (ages 10-17) appear to be west of County Line Road between Erie Parkway and Arapahoe Road and in the Vista Ridge neighborhood in southeast Erie (13% - 16%).

### *Older Adult Population*

**Figure 6** shows the distribution of the older adults in Erie (aged 65+). This data shows that the older adult population in Erie appears to be relatively distributed evenly across the Town (10% - 13%) with slightly higher concentration in the southwest area and far north of Erie (16% - 19%).

# Young Residents of Erie

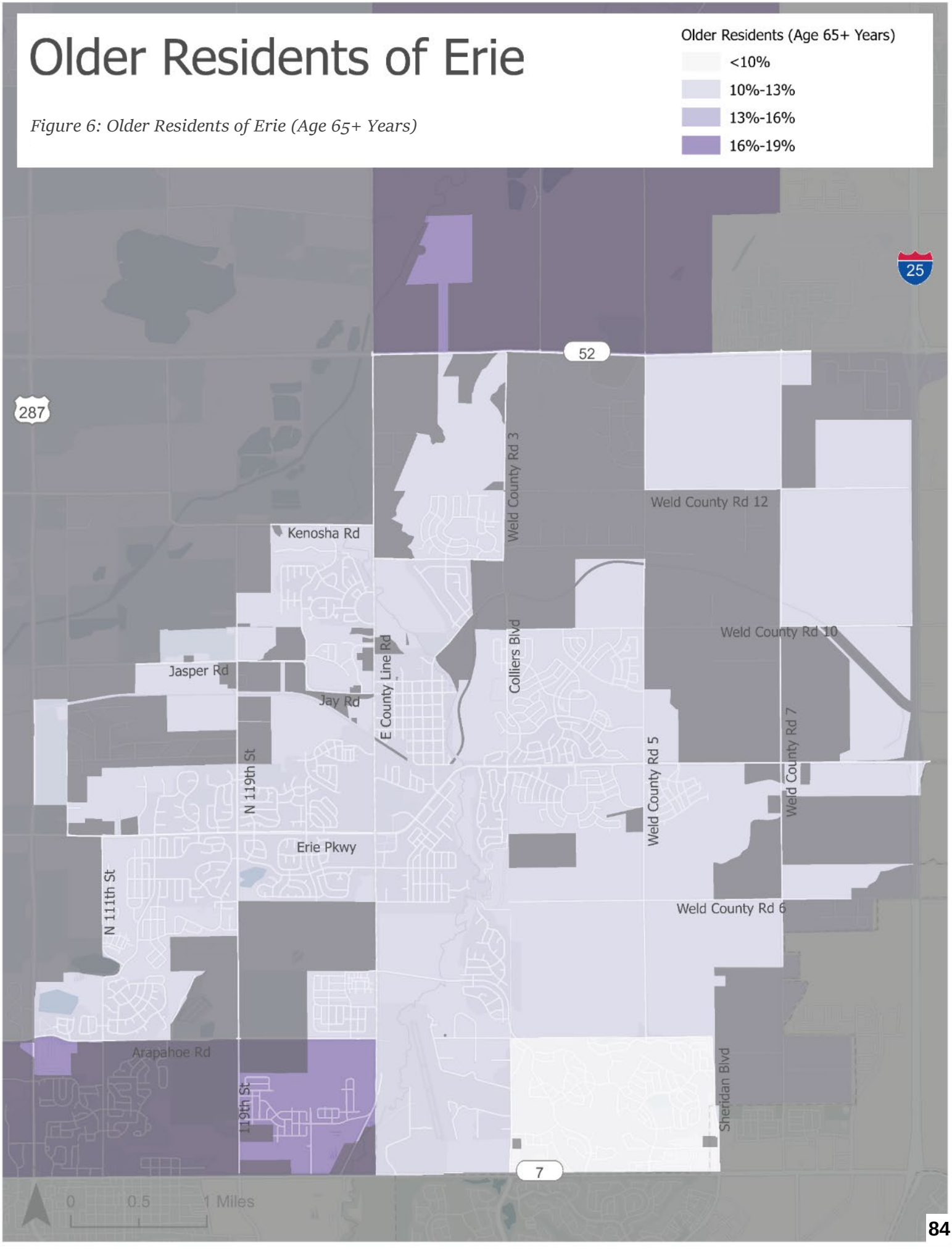
*Figure 5: Young Residents of Erie (Age 10-17 Years)*




Source: American Community Survey, 5-Year Estimates (2021)

# Older Residents of Erie

*Figure 6: Older Residents of Erie (Age 65+ Years)*



# Income

Transportation is the second highest household expense[1] after housing and income is an important determinant when evaluating transit demand.

### *Residents Living in Poverty*

Four percent of the population in Erie is below the poverty line. **Figure 7** displays the percentage of residents in each census tract in Erie who live under the poverty line. This data shows that the west side of Erie (west of Colliers Blvd) likely has a slightly higher percentage of residents living under the poverty line (4% - 6%) compared to the east side of Erie (<2%), and greater concentration appears in the southwest area and far north of Erie (6% - 8%). It should be noted that because the data is based on census tracts this data includes areas both within and outside of Erie and the exact concentrations of the census tracts just within Erie are not represented.

### *Residents of Low and Moderate Income*

The U.S. Department of Housing and Urban Development defines low-income populations as those earning 50 percent or less of the Area Median Income (AMI), and moderate-income populations as those earning between 50 percent and 80 percent of the AMI. Although some people with low and moderate incomes earn more than those living under the poverty line, they are still vulnerable to the burden of transportation costs.

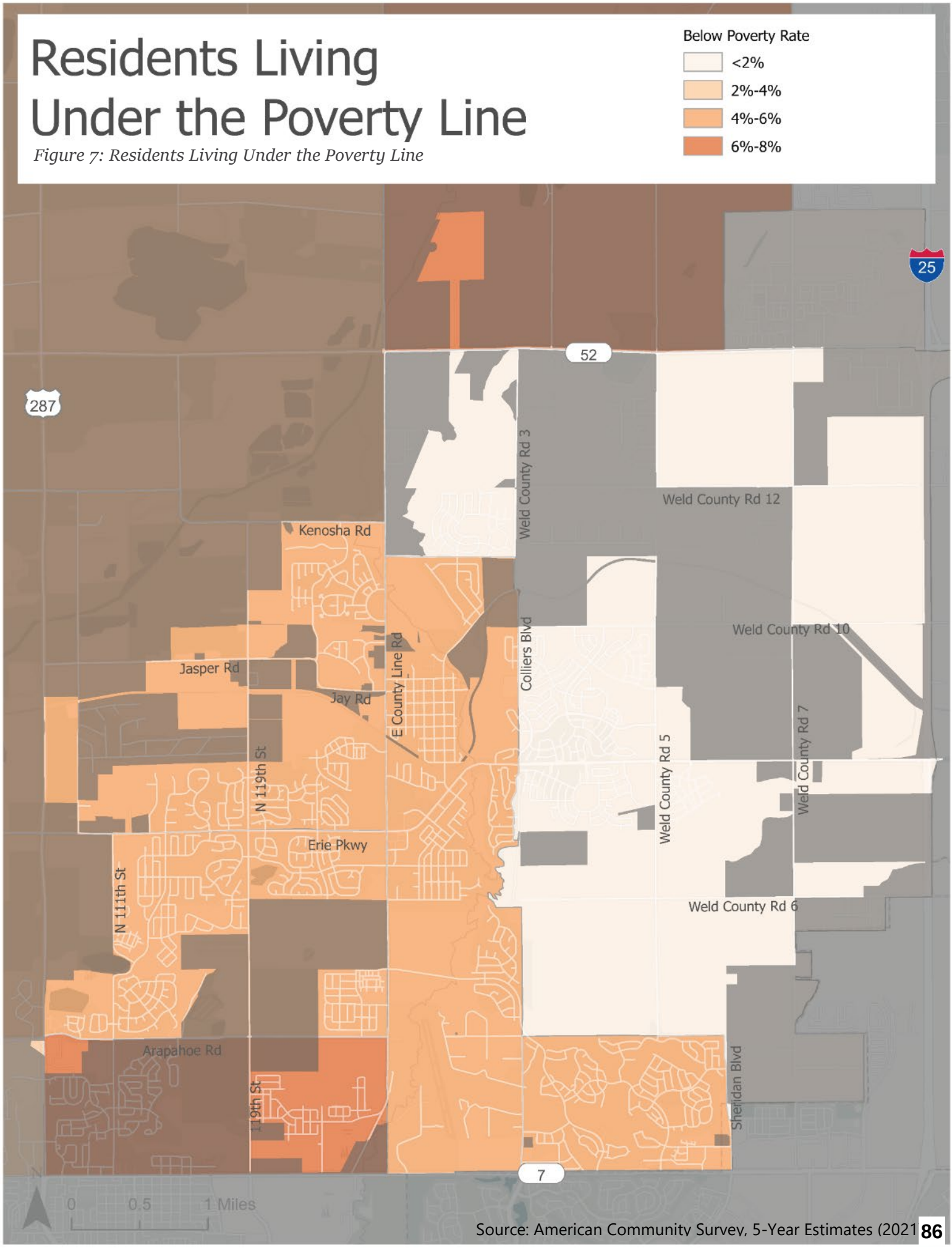
**Figure 8** displays the percentage of residents in each census tract in Erie who are considered low and moderate-income. This data shows that low- and moderate-income households are fairly evenly distributed across Erie and generally represent about 10% - 20% of the population. The highest concentration also appears in the southwest area and far north of Erie (>30%), and the lowest proportion is the southwest corner of Erie (<10%).

Whether people are living with low and moderate-income, or they are living under the poverty line, transportation is a burdensome cost. Improving transit access can significantly improve the quality of life for these residents.

[1] Housing and Transportation Affordability Index

# Residents Living Under the Poverty Line

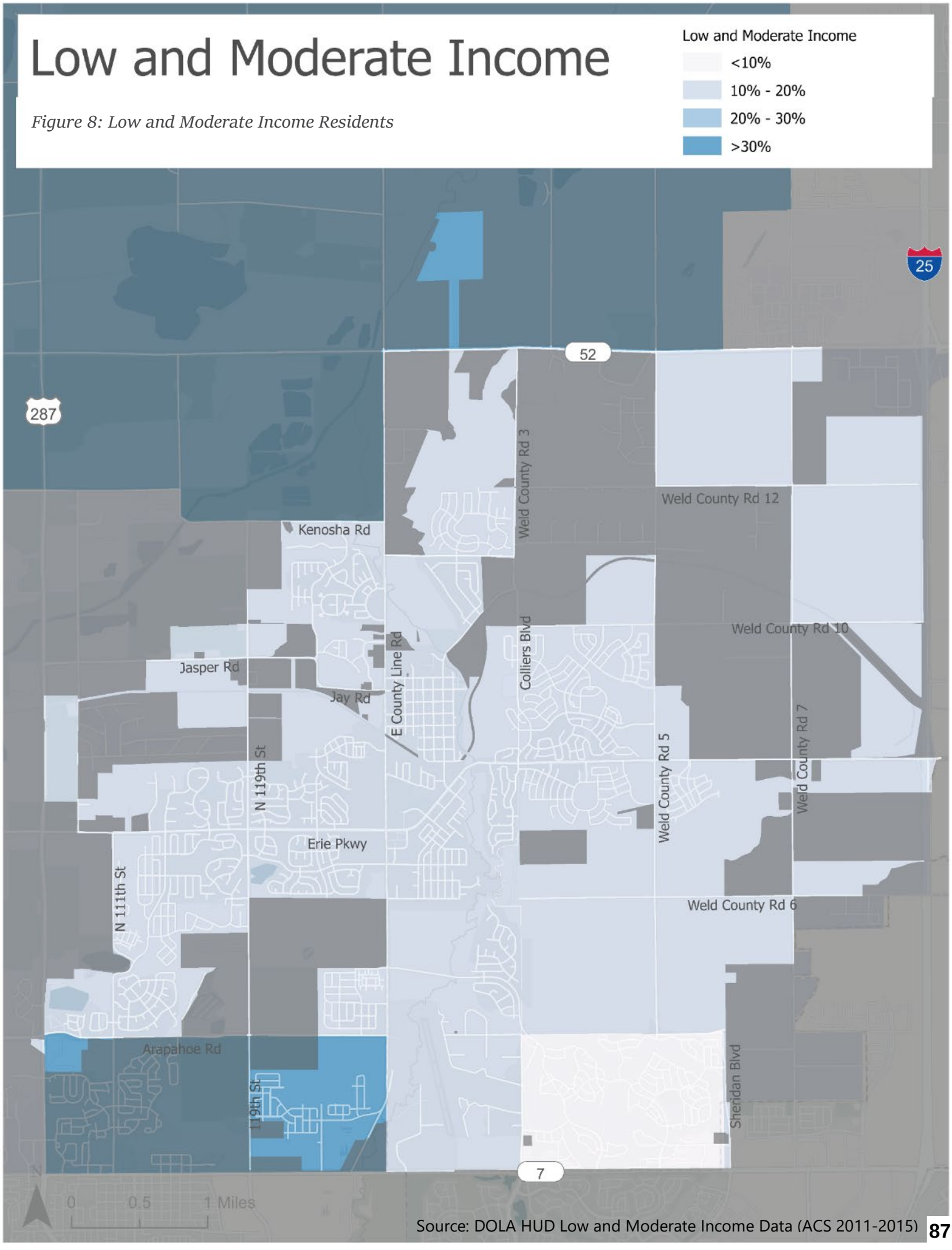
*Figure 7: Residents Living Under the Poverty Line*




Source: American Community Survey, 5-Year Estimates (2021

# Low and Moderate Income

*Figure 8: Low and Moderate Income Residents*

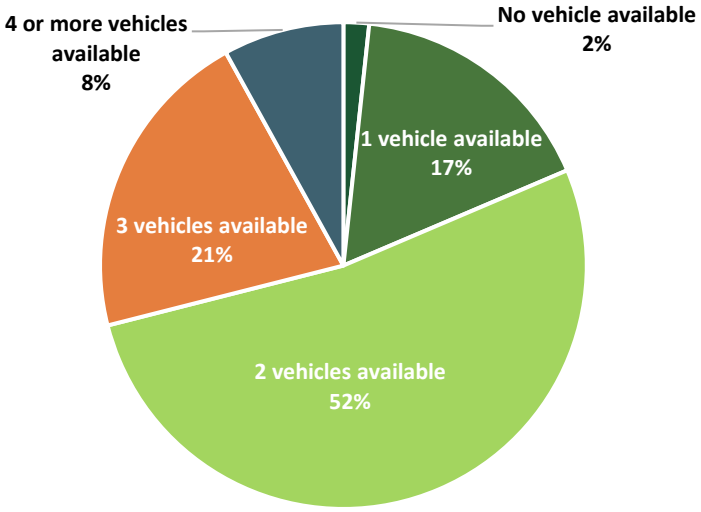



Source: DOLA HUD Low and Moderate Income Data (ACS 2011-2015)

## Vehicle Availability

More than half (52%) of Erie households have two vehicles, 29% have more than two vehicles, and 17% have one vehicle. The data shows that only 2% of Erie households don't have private vehicles.

*Figure 9: Household Vehicle Availability*

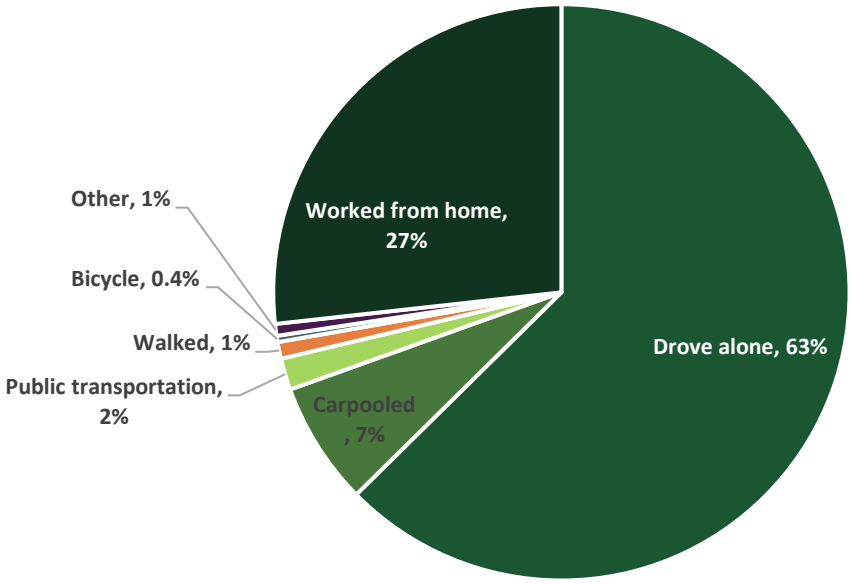



Source: American Community Survey, 5-Year Estimates (2020)

## Commute Mode Split

Based on the most recent American Community Survey data from the U.S. Census between 2018 and 2022 most Erie residents, approximately 63%, drove alone to work. Seven percent carpooled to work and two percent used public transportation. About one percent walked, one percent used other modes, and less than one percent biked. Additionally, 27% of Erie's population worked from home (**Figure 10**). It should be noted that this data includes an average of both pre-pandemic and post-pandemic data.

*Figure 10: Erie Commute Mode Split*




Source: American Community Survey, 5-Year Estimates (2022)

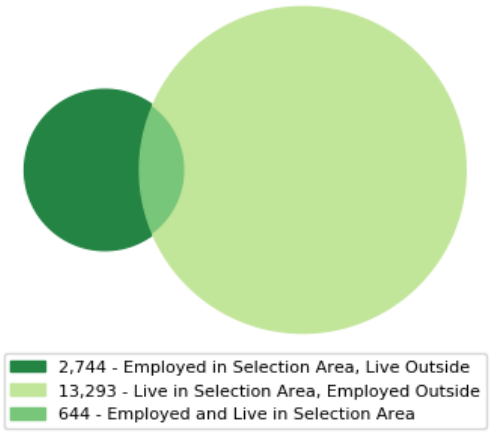
# Chapter 5 – Travel Patterns & Demand

## LEHD Commute Flows

The Longitudinal Employer-Household Dynamics (LEHD) from the U.S. Census collects survey data on travel and commute patterns. **Figure 11** shows that 95% of employed Erie residents worked outside of Erie in 2020. Additionally, about 80% of the 2,700 people who work in Erie commute from outside of Erie.

### Commute-in/Commute-out Chart

*Figure 11: Inflow/Outflow Jobs*




Source: LEHD (2020)

**Table 5. Erie Residents Inflow/Outflow Jobs**

| Category | 2020 | |
|---|---|---|
| | Count | Share |
| Living in the Selection Area | 13,937 | 100% |
| Living in the Selection Area but Employed Outside | 13,293 | 95% |
| Living and Employed in the Selection Area | 644 | 5% |
| Employed in the Selection Area | 3,388 | 100% |
| Employed in the Selection Area but Living Outside | 2,744 | 81% |
| Employed and Living in the Selection Area | 644 | 19% |

Source: LEHD (2020)

About 40% of Erie residents who work outside Erie work less than 10 miles from Erie, mostly in Boulder and Longmont. Another 39% work in the Denver area which is approximately within 10-24 miles from Erie, and about 15% work 25-50 miles from Erie, mostly in Aurora. About five percent of commuters' workplaces are greater than 50 miles from Erie.

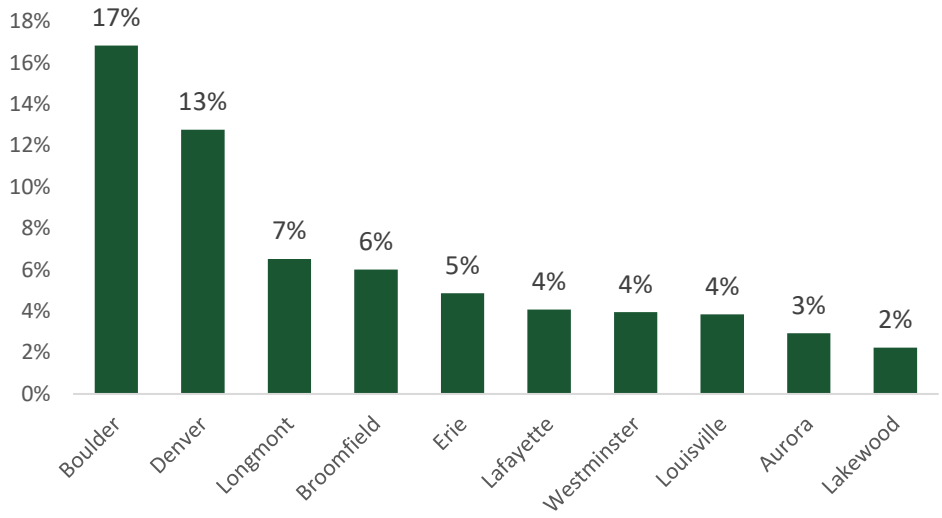
**Table 6. Erie Residents Work Distance**

| Category | 2020 | |
|---|---|---|
| | Count | Share |
| Total All Jobs | 13,937 | 100% |
| Less than 10 miles | 5,632 | 40% |
| 10-24 miles | 5,424 | 39% |
| 25-50 miles | 2,144 | 15% |
| Greater than 50 miles | 737 | 5% |
| Total All Jobs | 13,937 | 100% |

Source: LEHD (2020)

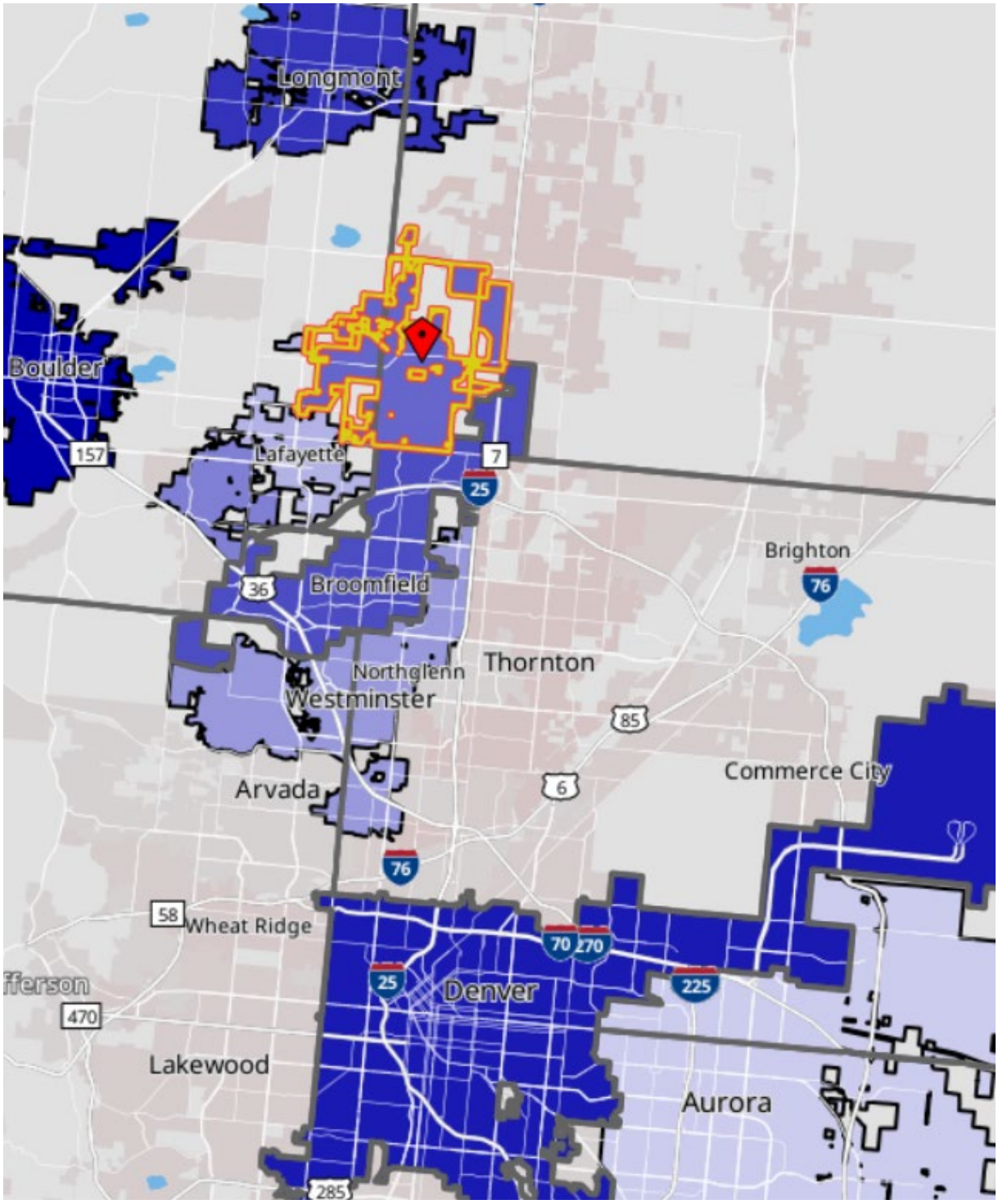
**Figure 12** shows the top cities where Erie residents work, based on 2021 census data. About 30% of residents work in Denver or Boulder proper.

*Figure 12: Where Erie Residents Work*




Source: LEHD (2021).

*Figure 13: Where Erie Residents Work*




Source: LEHD (2020)

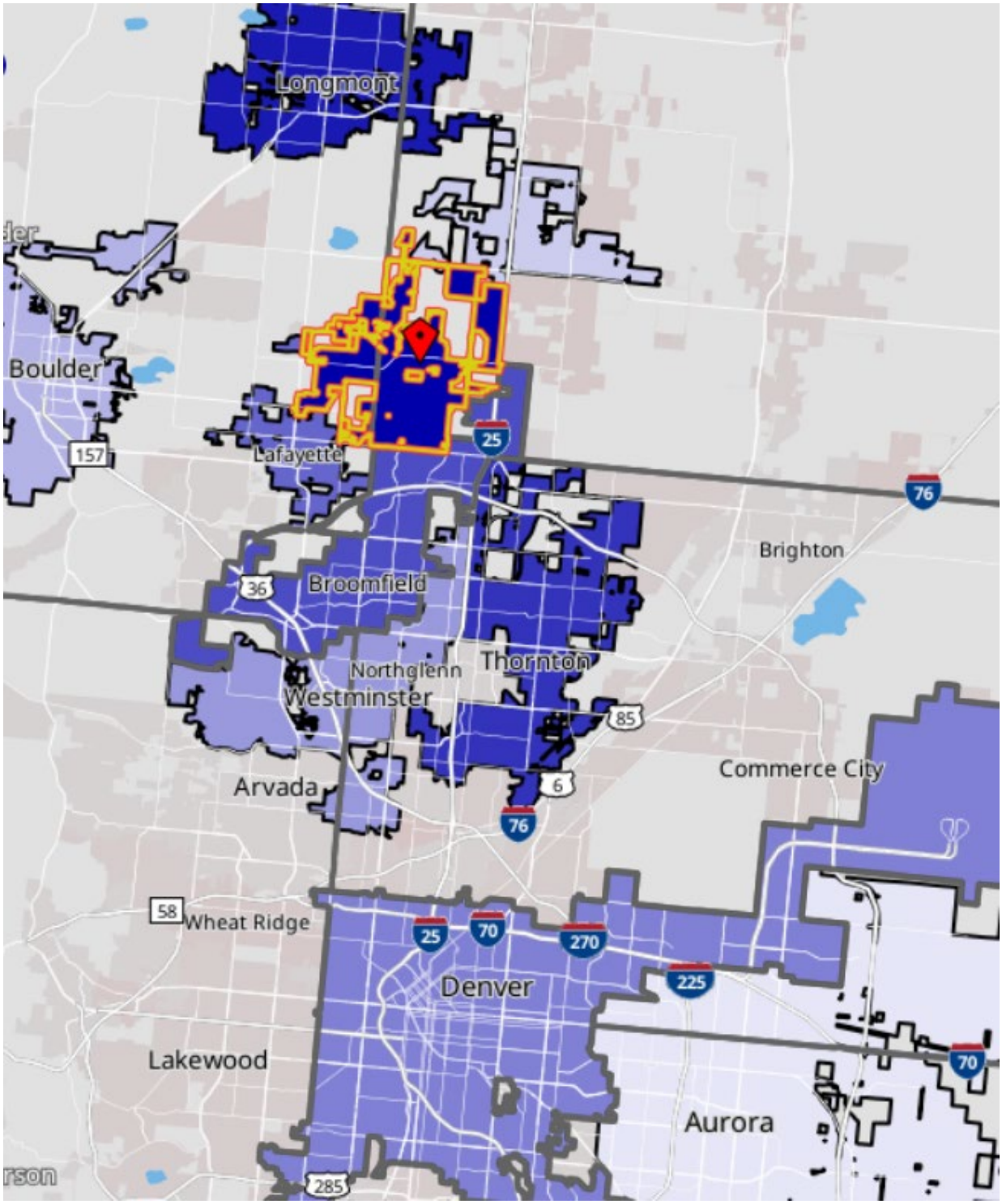
**Table 7** shows that almost 50% of Erie workers live less than 10 miles away. A good share of these workers live in Longmont and Thornton. Another 32% live within 10-24 miles, mostly in Denver, and less than 20% live greater than 25 miles.

**Table 7: Erie Workers Home Distance**

| Category | 2020 | |
|---|---|---|
| | Count | Share |
| Total All Jobs | 3,388 | 100% |
| Less than 10 miles | 1,656 | 49% |
| 10-24 miles | 1,087 | 32% |
| 25-50 miles | 476 | 14% |
| Greater than 50 miles | 169 | 5% |
| Total All Jobs | 3,388 | 100% |

Source: LEHD (2020)

*Figure 14: Where Erie Workers Live*




Source: LEHD (2020)

## Local & Regional Destinations

**Figure 15** shows a map of the following key destinations in and near Erie:

- Important Public Facilities
- Middle & High Schools
- Grocery Stores
- Medical Facilities/Clinics

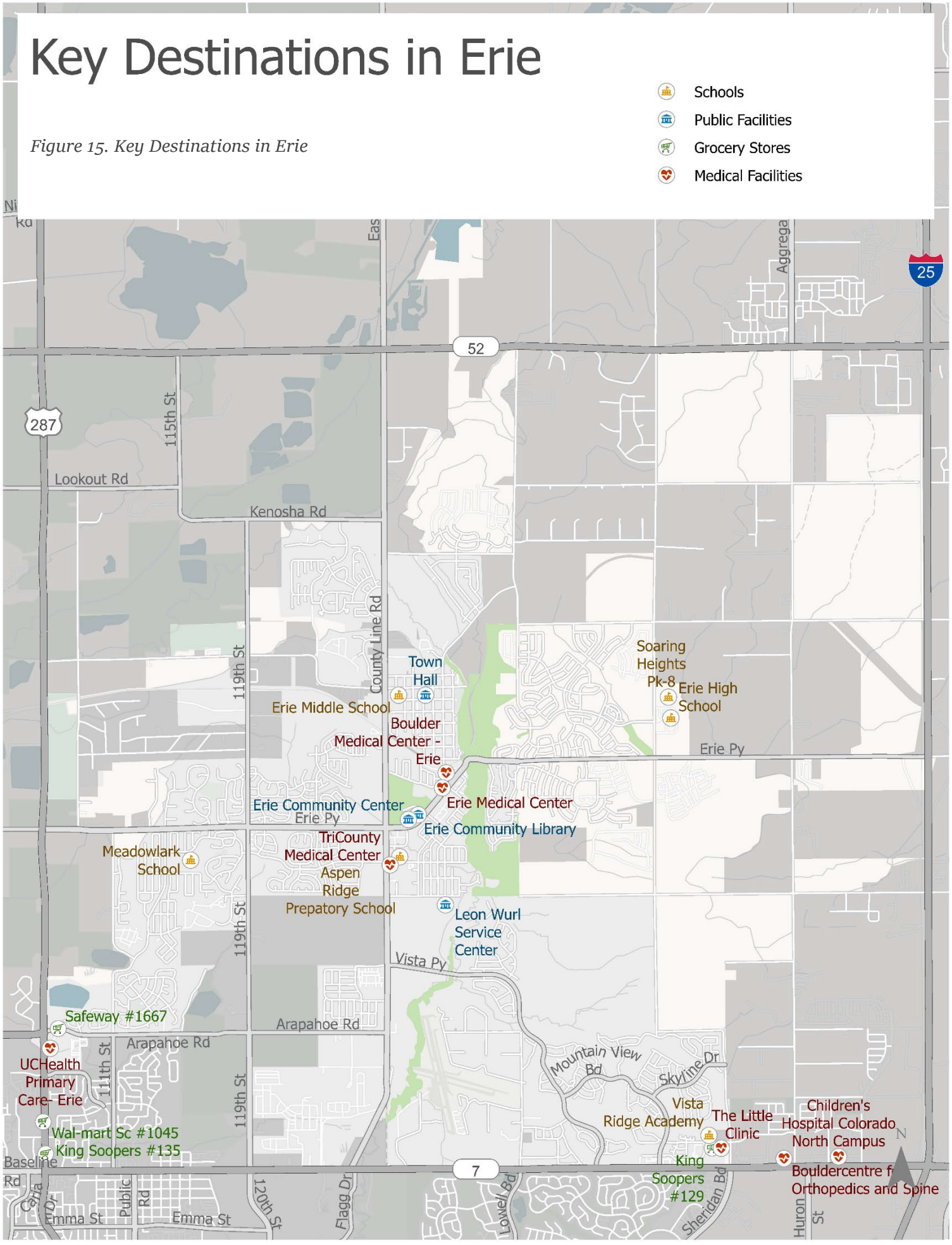
This map shows that the key destinations within Erie are concentrated around four general locations:

- **The Erie Community Center (central Erie) –** This area includes a mix of commercial and medical clinics, and a K-8 school, in addition to the main recreation center and community gathering place in town with many programed events.
- **Old Town Erie (north/central Erie)** – This area includes numerous small businesses and shops in historic Erie as well as Town Hall and Erie Middle School.
- **Arapahoe Road Commercial Area (southwest Erie)** - This area includes a Safeway supermarket, Lowe's improvement store, restaurants, a medical clinic, and several other businesses.
- **Vista Village Commercial Area (southeast Erie)** - The commercial area in the southwest corner of Erie along CO 7 includes a King Soopers supermarket, restaurants, banks, other businesses, and adjacent medical clinics in Broomfield.

Additionally, the commercial area along US 287 between Arapahoe Road and Baseline Road in Lafayette includes numerous commercial destinations, including Walmart, a King Soopers supermarket, a foodbank, and other services that are important local destinations for many Erie residents.

# Key Destinations in Erie

*Figure 15. Key Destinations in Erie*



## StreetLight Data Analysis

Origin-destination trip data for Erie and the surrounding area were collected using StreetLight Data. StreetLight Data is an on-demand mobility analytics platform and a "Big Data" provider that compiles origin-destination trip data from global positioning system (GPS) tracking technology provided through location-based services (LBS) data or connected vehicle data (CVD). CVD was collected for this analysis, which is data collected from vehicles equipped with advanced communication technology. The period for the vehicle trips was March 2023 through May 2023, and to capture peak flows and analysis at various times of the day and days of the week, data was collected for a typical weekday (Tuesday – Thursday), a typical weekend (Saturday – Sunday) on an hourly basis.

### Zones

Transportation zones are the building blocks for running analyses on the StreetLight platform. Zones can be used to analyze traffic that stops and starts within an area. To capture all the critical origin and destination spots in and around Erie, 16 zones were developed for this analysis. The zones developed for this analysis were based on the land use patterns, including separate zones for major commercial areas and recreational facilities, separate zones for the major transit stations and Park-n-Rides, and separate zones for residential zones separated by major roads. **Figure 16** shows a map of the zones analyzed and **Table 8** shows the zone descriptions, with numbers corresponding to the map. To understand certain questions of the analysis, specifically regional trips to or from Erie, an additional analysis with pre-set Traffic Analysis Zones (TAZs) geographies was run.

*Figure 16: StreetLight Analysis Zones*

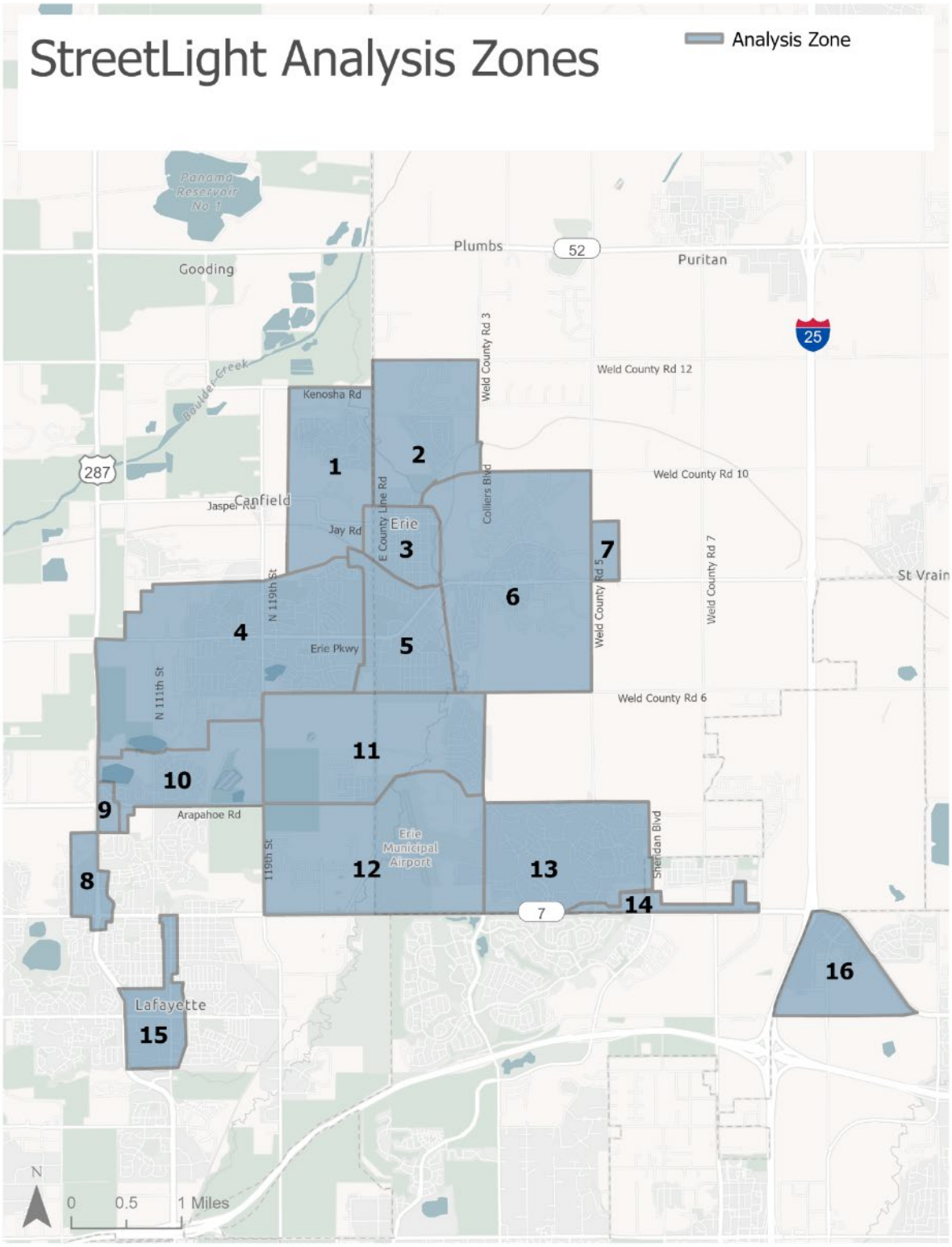


**Table 8: StreetLight Analysis Zone Descriptions**

| Zone Name | Zone Number |
|---|---|
| ***Kenosha Farms/Erie Village/Lost Creek Farm*** | 1 |
| ***Northridge/Morgan Hill*** | 2 |
| ***Old Town Erie*** | 3 |
| ***Canyon Creek/Flatiron Meadows/W Erie Pkwy*** | 4 |
| ***Erie Community Park/Erie Commons*** | 5 |
| ***Grandview/Erie Highlands/Colliers Hill*** | 6 |
| ***Erie HS/Soaring Heights*** | 7 |
| ***Walmart/King Soopers/Hwy 287 Commercial*** | 8 |
| ***Safeway/Lowes/Hwy 287 and Arapahoe Commercial*** | 9 |
| ***Arapahoe Ridge/Nine Mile*** | 10 |
| ***Compass/Vista Pointe*** | 11 |
| ***Erie Airport/Parkdale*** | 12 |
| ***Vista Ridge*** | 13 |
| ***Baseline Rd Commercial and Children's Hospital*** | 14 |
| ***Lafayette Downtown/Commercial*** | 15 |
| ***Larkridge Commercial*** | 16 |

## Analysis Goals

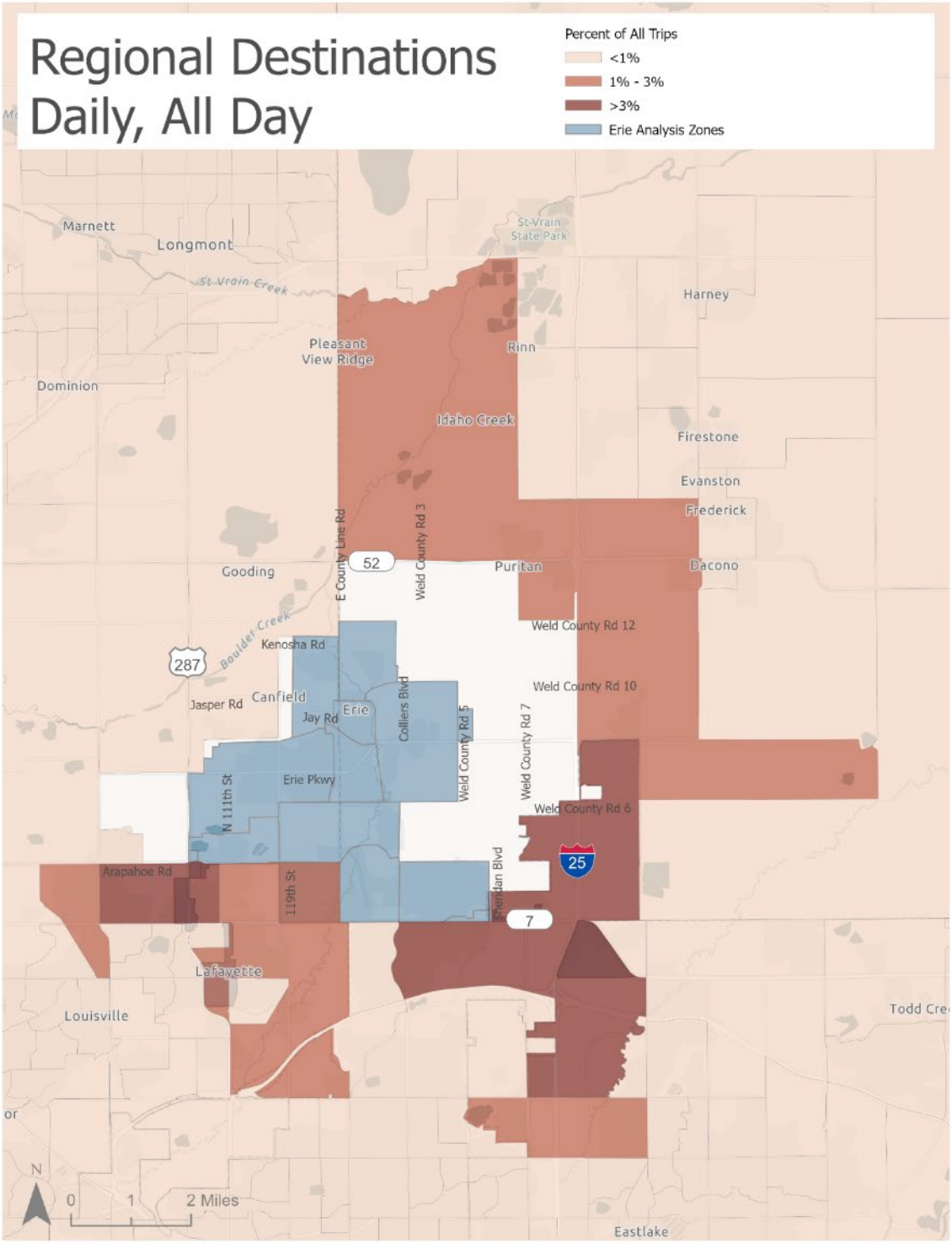
To best inform the study of the existing travel patterns and potential transit demand, the Streetlight analysis aimed to answer the following questions:

1. Where are Erie residents traveling within the region?
2. Where are the top trip pairings in and around Erie?
3. What are the top destinations in and around Erie?
4. What are the top destinations in and around Erie from select zones in Erie?
    a. Vista Ridge
    b. Arapahoe Ridge/Nine Mile
    c. Old Town Erie

*Regional Travel*

To understand where people are traveling outside of Erie, an origin-destination analysis with pre-set geographies was run. This is an analysis type where the origins are set as the custom zones within Erie, and the destinations are set as U.S Census Traffic Analysis Zone (TAZ) boundaries. **Figure 17** displays the average daily distribution of destinations from Erie on all days of the week at all hours between March and May 2023. Out of all trips destined to areas outside of Erie, the largest portion of trips are traveling to the three TAZs: the Larkridge shopping center in Thornton, the commercial area and Children's Hospital surrounding Baseline Road, and the commercial areas in Lafayette and surrounding the intersection of Baseline Road (CO 7) and US 287. Identifying where trips are already being taken outside of Erie's boundaries can help understand potential areas to which the potential Erie microtransit service could provide rides, or at least provide connections to regional transit headed in those directions.

*Figure 17: Regional Destinations, All Day*

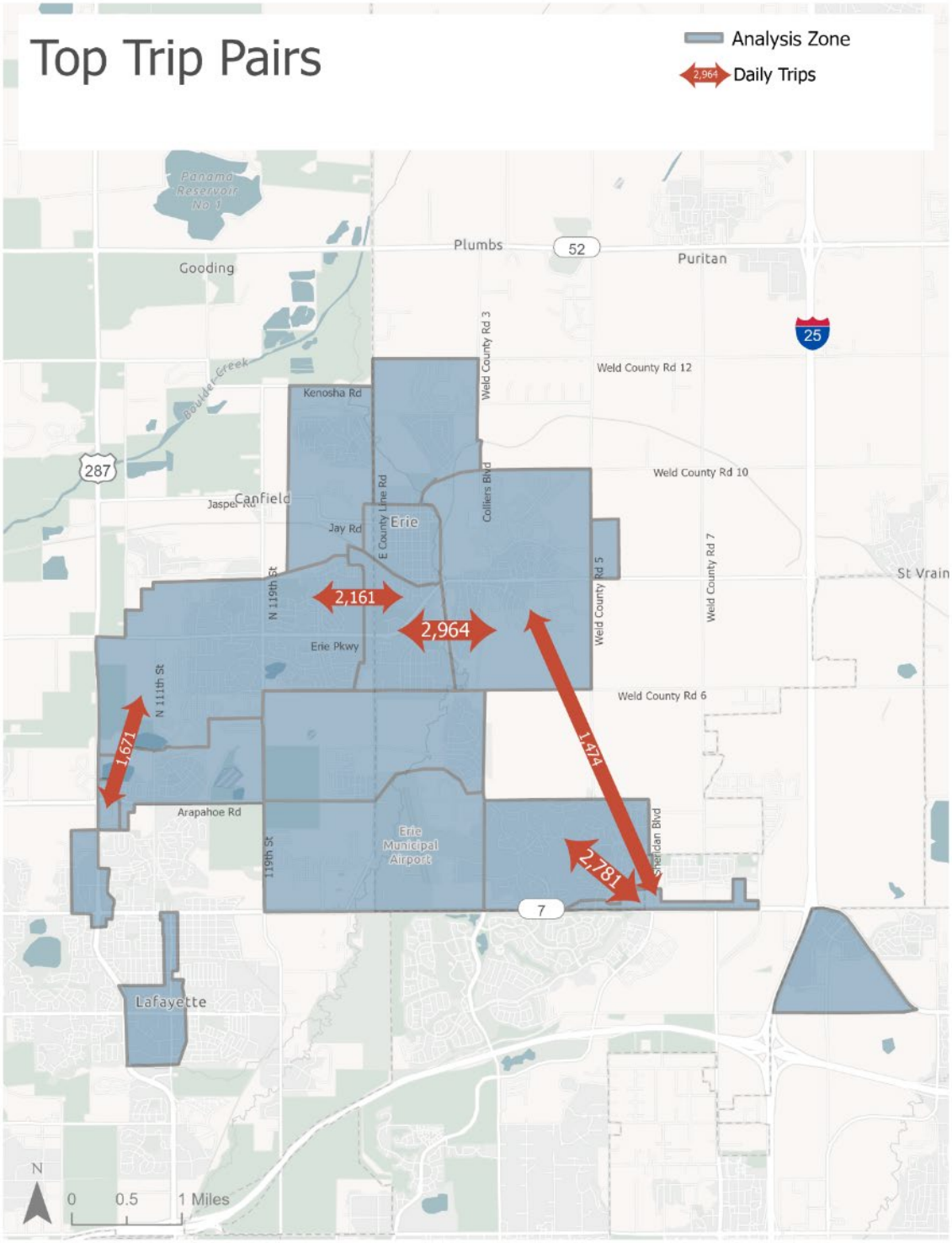



Source: StreetLight Data, Fehr & Peers

*Top Trip Pairs within Erie*

**Figure 18** displays the top trip pairings within Erie and select areas near Erie. The trip pairs with the largest share of trips are between the Grandview/Erie Highland/Colliers Hill analysis zone and the Erie Community Park/Erie Commons analysis zone (2,964 daily trips), as well as between the Vista Ridge analysis zone and the Baseline Rd Commercial and Childrens Hospital analysis zone (2,781 daily trips). Both trip pairs are between analysis zones that are respectively adjacent to one another, which means that the top trip pairs are between origins and destinations that are near one another. The map displays trip pairs for all days, and when comparing weekday trips to weekend trips, there are not many differences in the patterns; the most notable pattern in the distinction between day types is that trips to/from commercial centers are more prevalent trip pairs on the weekends than on weekdays. Moreover, for all travel within Erie on all days and all hours of the study period, 66% of the trips have a travel time of zero to ten minutes, and 32% of the trips have a travel time of ten to twenty minutes. In addition, 78% of trips have a trip length of less than five miles, with 38% of the trips making a journey of less than two miles.

*Figure 18: Top Trip Pairs within Erie (Daily Trips)*

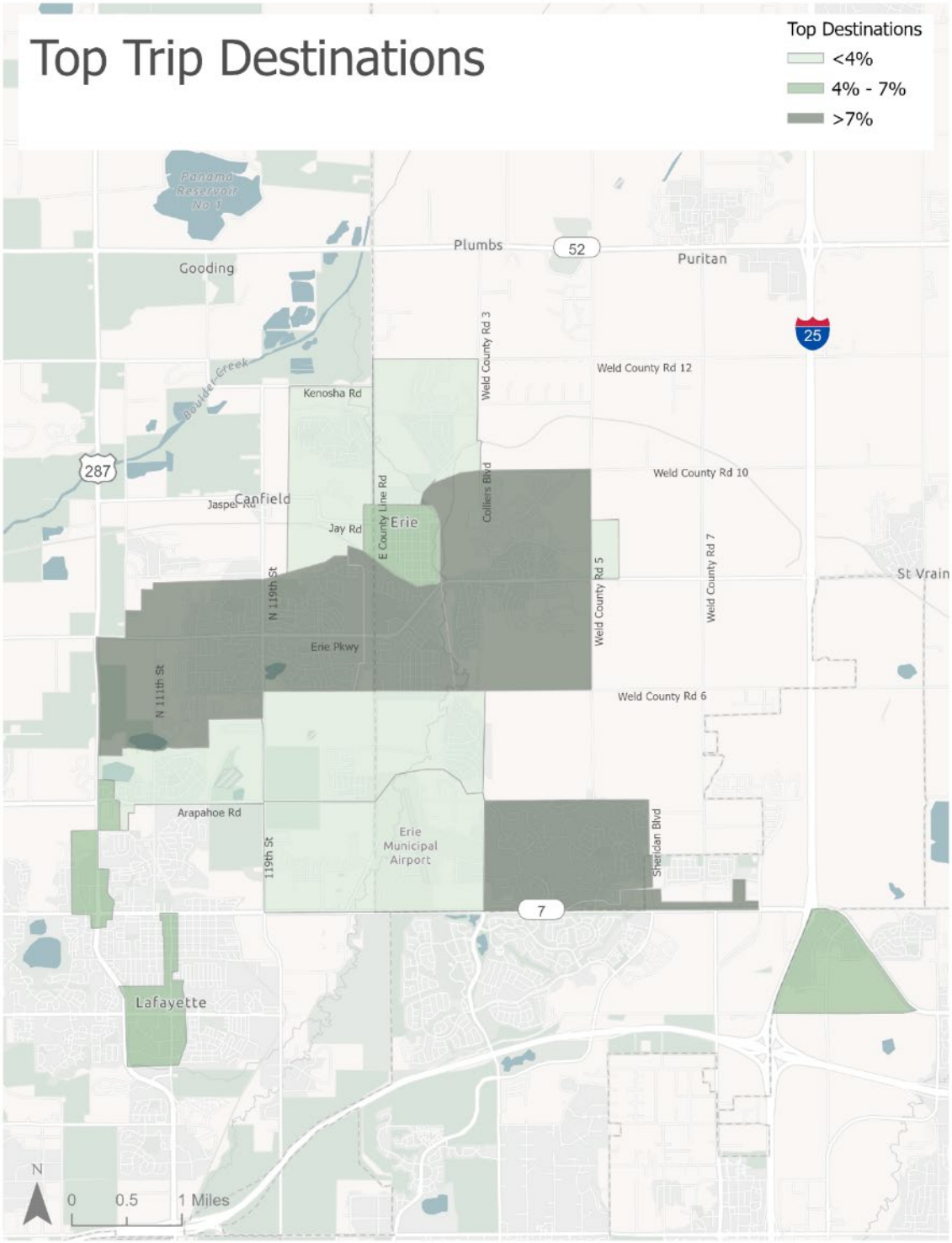



Source: StreetLight Data, Fehr & Peers

*Top Destinations within Erie*

The top destinations within and around Erie for trips that begin in and around Erie on an average day during the study period are displayed in **Figure 19**. These are locations where the greatest portion of vehicle trips end. The top five destinations in and around Erie include the Erie Community Park/Erie Commons zone, the Grandview/Erie Highlands/Colliers Hill zone, the Canyon Creek/Erie Highlands/W Erie Pkwy zone, Vista Ridge, and Baseline Road Commercial/Children's Hospital. Geographically, these top destinations are mostly located along Erie Parkway, and in the Southeast portion of Erie.

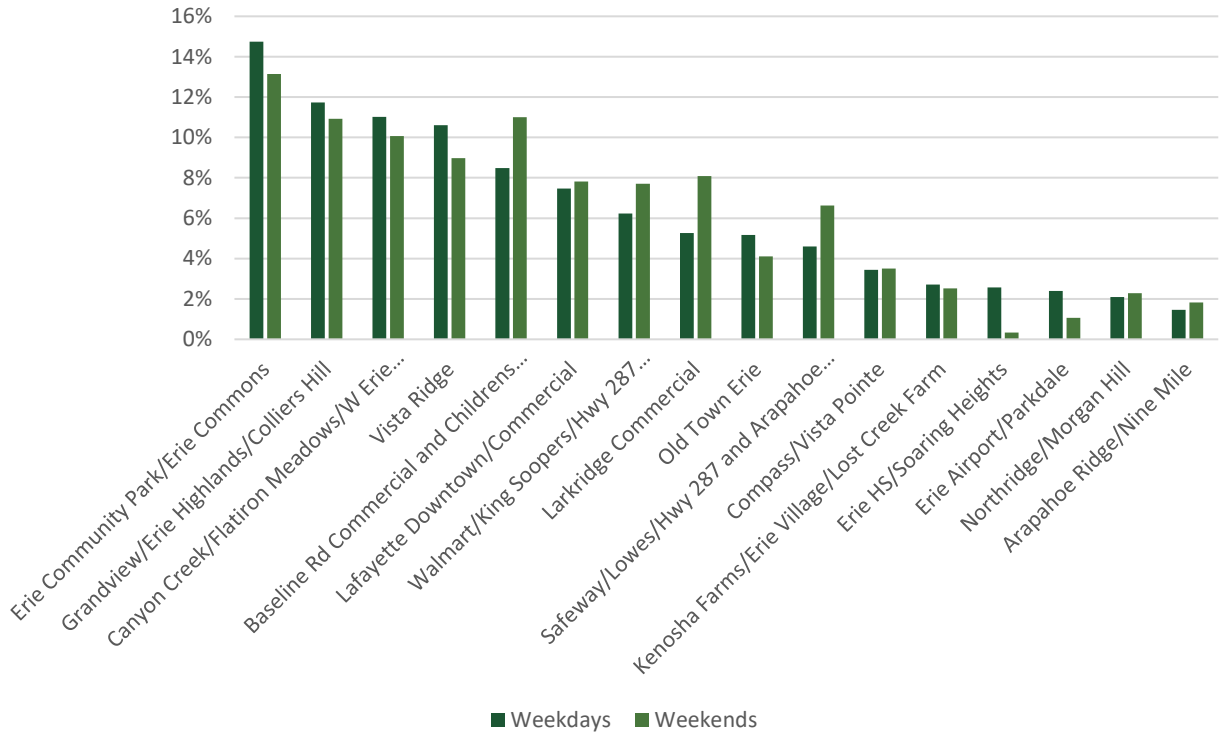
*Figure 19: What are the top destinations in and around Erie? (March-May 2023, Daily, All Day)*




Source: StreetLight Data, Fehr & Peers

Travel patterns vary slightly depending on the day of the week, as seen in **Figure 20**. Although the top three destinations for trips within Erie are the same as in the previous figure, the portion of trips to these destinations is smaller on weekends than on weekdays. However, a larger portion of trips are destined for commercial destinations on weekends, which is consistent with the top trip pairings previously discussed. The commercial zones to which a noticeably higher portion of trips are destined on the weekends than on weekdays include the following: Baseline Rd Commercial and Children Hospital; Larkridge Commercial; Safeway/Lowes/Hwy 287 and Arapahoe Commercial. Further, the analysis distinguished that the largest portion of trips to commercial destinations on weekdays happens during the middle of the day (10 AM to 3 PM), while residential destinations are more prominent during the evening hours.

*Figure 20: What are the top destinations in and around Erie? (March-May 2023)*




Source: StreetLight Data, Fehr & Peers

*Top Destination within Erie from Select Zones*

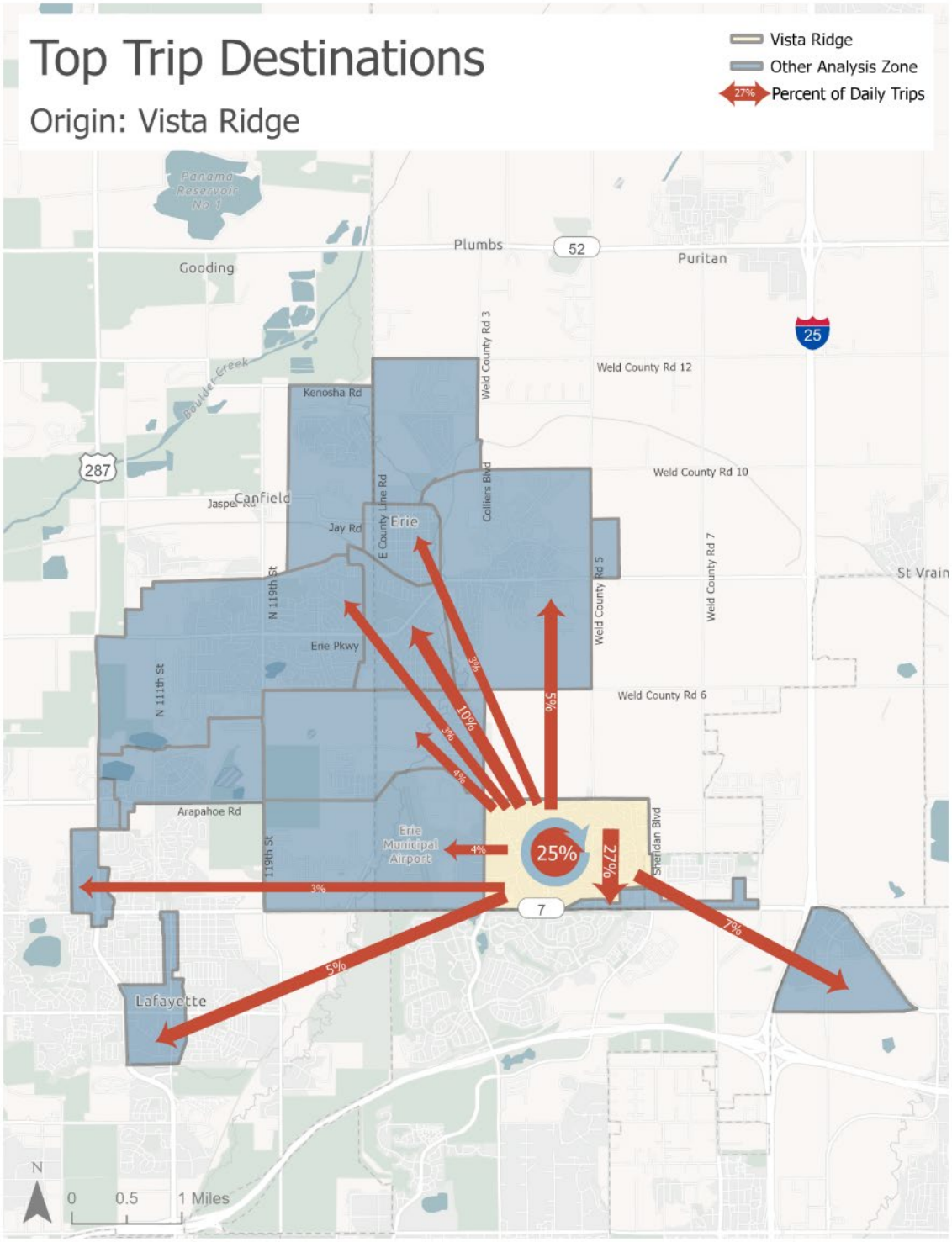
Understanding the destinations of trips from a given neighborhood in Erie can help identify potential travel markets and transit demand. For this analysis, three representative areas of Erie were selected to understand common destinations from these neighborhoods, including Vista Ridge, Arapahoe Ridge/Nine Mile, and Old Town Erie.

### Vista Ridge

**Figure 21** displays the top local destinations within and around Erie (thus, excluding regional destinations) for trips originating from the Vista Ridge zone. The map displays the trip patterns that makeup 3% or more of all daily trips originating in Vista Ridge. The top destination is internal, within the Vista Ridge Zone. The zone does include an elementary school, a community center, and a golf course. The next most common destination is the commercial zone directly near Vista Ridge, the Baseline Rd Commercial and Children Hospital zone. The next largest portion of trips are to the Erie Community Park and Larkridge Commercial area.

On weekends the largest portion of trips from Vista Ridge (35%) are headed to the nearby Baseline Rd Commercial and Children's Hospital zone. Similar to the Town-wide travel patterns, the portion of trips headed to other commercial areas in general is higher on weekends than on weekdays.

*Figure 21: What are the top destinations from Vista Ridge? (March-May 2023, Daily, All Day)*

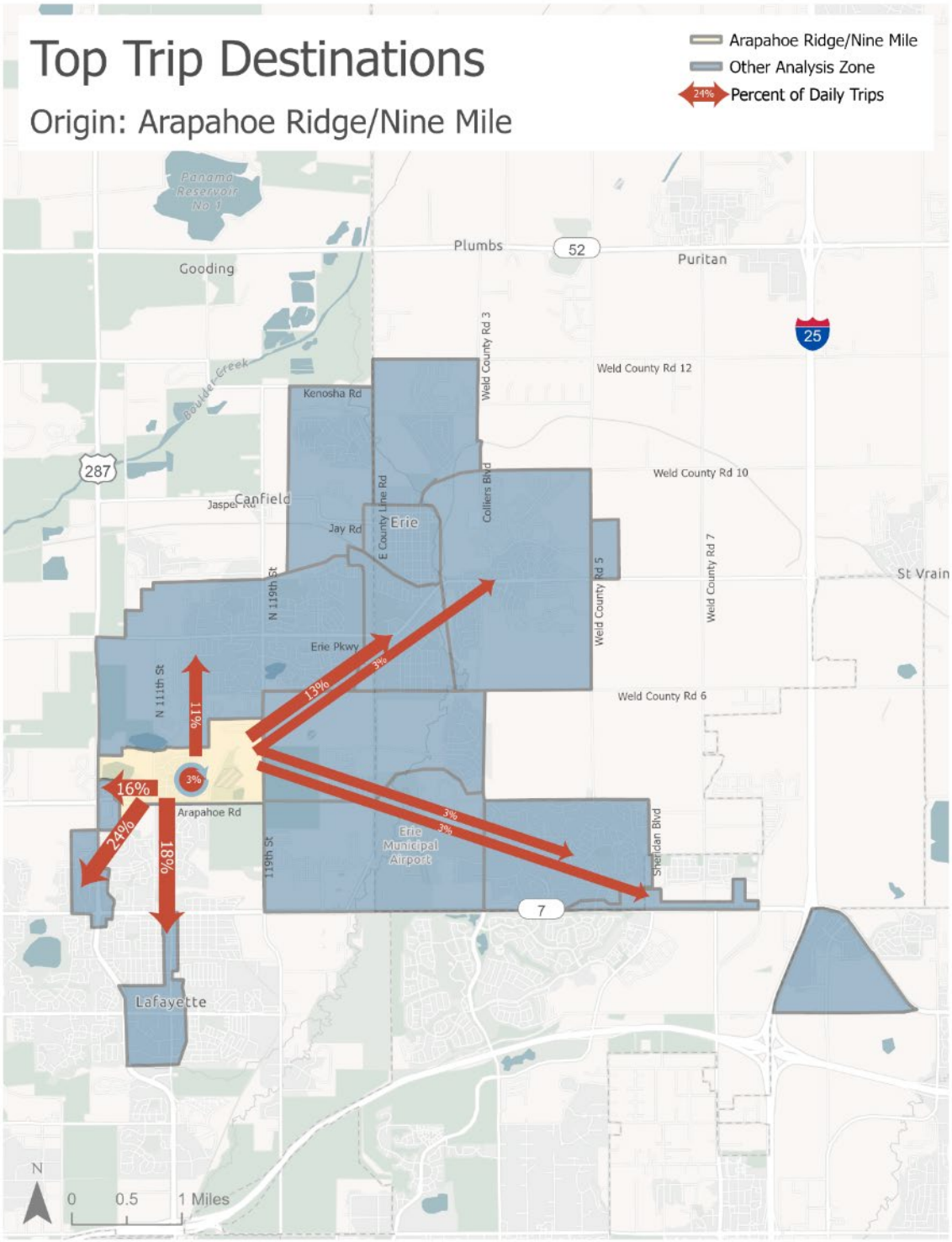



Source: StreetLight Data, Fehr & Peers

### Arapahoe Ridge/Nine Mile

**Figure 22** displays the top local destinations for trips originating from the Arapahoe Ridge/Nine Mile zone, displaying trip patterns that makeup 3% or more of all daily trips originating from that zone. The largest portion of local trips from this origin travel to the Walmart/King Soopers/Hwy 287 and Arapahoe Commercial zone (24%), followed by trips to the Lafayette Downtown/Commercial zone (18%). The third top destination is the Safeway/Hwy 287 and Arapahoe Zone zone, which has a large portion of trips on weekends. The Erie Community Park/Erie Commons zone and Canyon Creek/Flatiron Meadows/W Erie Pkwy zone are also common destinations.

*Figure 22: What are the top destinations from Arapahoe Ridge/Nine Mile? (March-May 2023, Daily, All Day)*

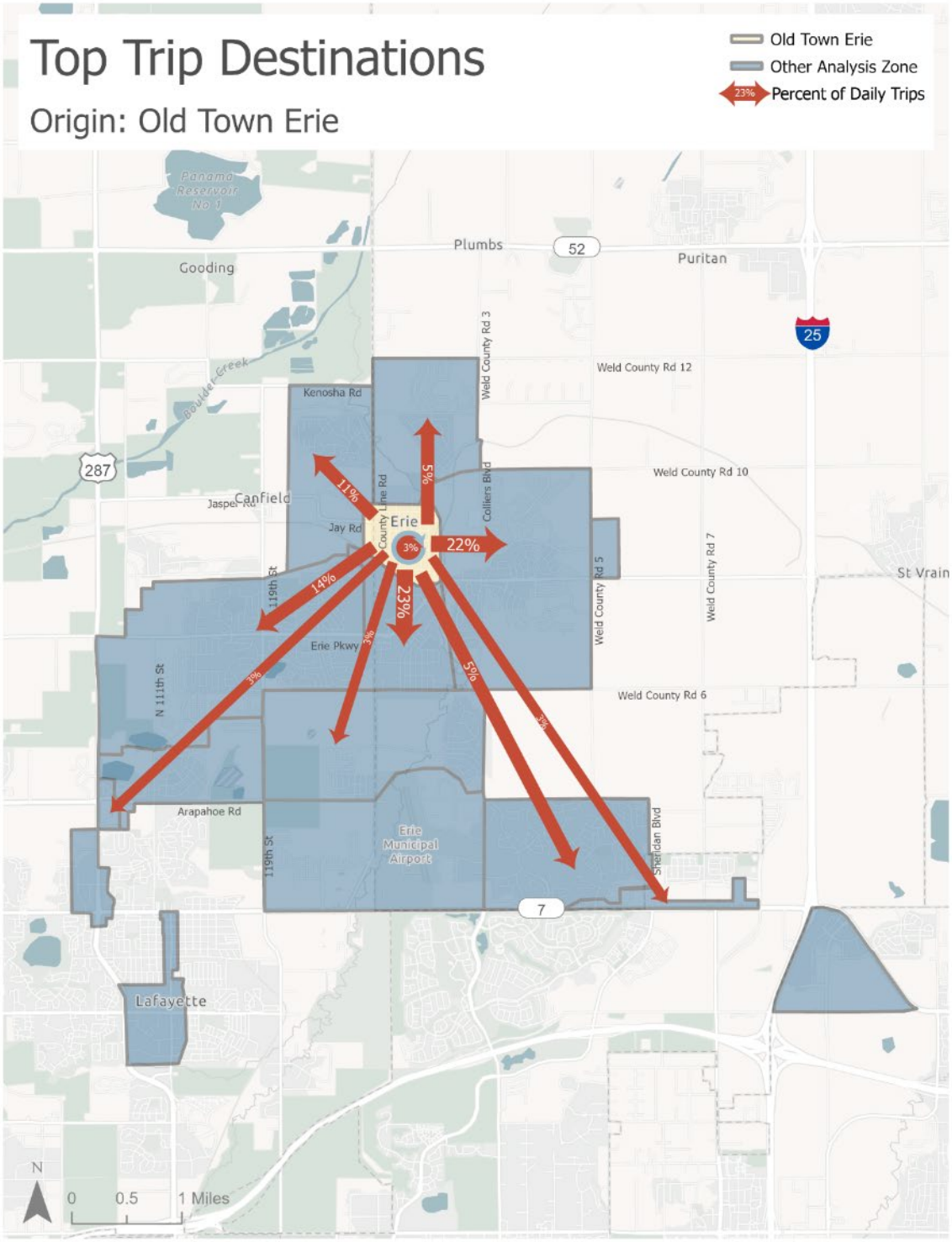



Source: StreetLight Data, Fehr & Peers

### Old Town Erie

**Figure 23** displays the top local destinations for trips originating from Old Town Erie, which include the Erie Community Park/Erie Commons zone (23%) and the Grandview/Erie Highlands/Colliers Hill zone (22%), followed by the Canyon Creek/Flatiron Meadows/W Erie Pkwy zone (14%). For trips originating from the Old Town Erie zone, the pattern between the weekdays and the weekends is similar, without any notable differences in travel patterns.

*Figure 23: What are the top destinations from Old Town Erie? (March-May 2023, Daily, All Day)*




Source: StreetLight Data, Fehr & Peers

## Key Takeaways

The key takeaways for the travel pattern analysis can be summarized by the following:

- 95% of employed Erie residents work outside of Erie, nearly a third of which work in Denver and Boulder.
- 81% of people who work in Erie commute from outside of Town, and about 50% of those commuters live within 10 miles of Erie, mostly in Thornton and Longmont
- Out of all trips originating in Erie and destined to areas outside of Erie, the largest portion of trips are traveling to the Larkridge shopping center in Thornton, the Vista Ridge commercial area and Children's Hospital surrounding Baseline Road, and the commercial area around US 287 and Baseline Road in Lafayette.
- The top trip pairs within Erie are between nearby areas; in fact, most trips travel for less than twenty minutes and travel less than five miles.
- The top three destinations in and around Erie are mostly located along Erie Parkway, and in the Southeast portion of Erie, including the Erie Community Park/Erie Commons zone, the Grandview/Erie Highlands/Colliers Hill zone, and the Canyon Creek/Erie Highlands/W Erie Pkwy zone.
- For trips originating in the Vista Ridge neighborhood, the top destinations include destinations within the Vista Ridge neighborhood and the nearby commercial area on CO 7..
- For trips originating in the Arapahoe Ridge and Nine Mile neighborhoods, the top destinations are the commercial areas along US 287 and in downtown Lafayette.
- For trips originating in Old Town Erie, the neighborhoods along Erie parkway are the top destinations.
- The commercial areas around Erie, including along US 287 in Lafayette, CO 7 in Broomfield, and downtown Lafayette are all important destinations for people in Erie, but there does not appear to be one location that is more prevalent than the other.

# 6. Community Input

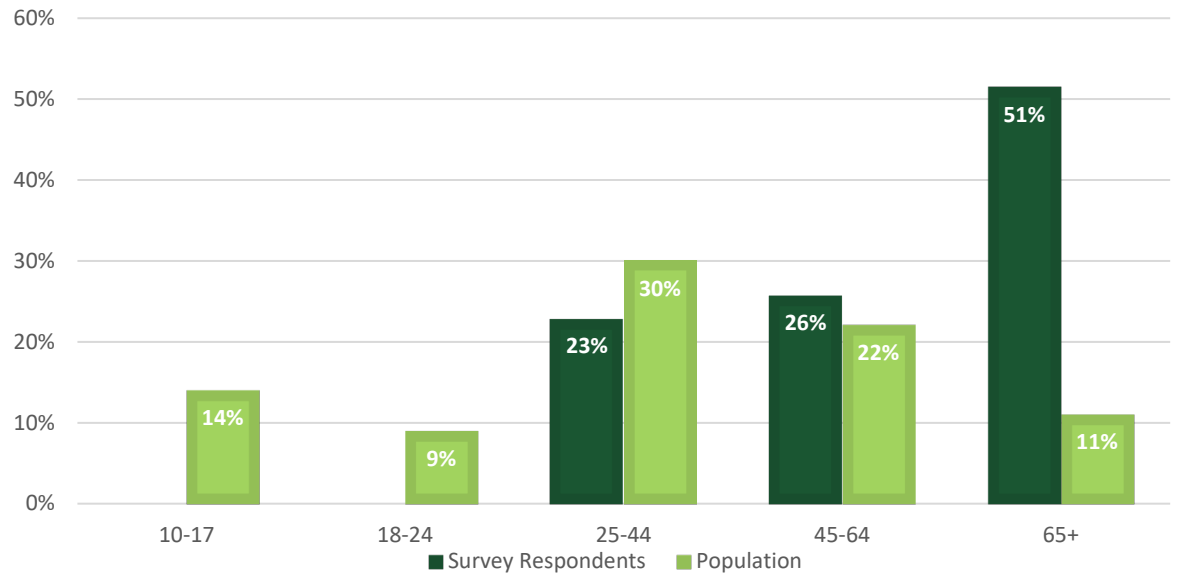
## Community Survey

An online community survey in both English and Spanish was open from October to December 2023, and received 35 responses, all were taken in English. The following sections summarize the survey responses.

### General Demographic Questions

Most respondents (97%) live in Erie neighborhoods, but only 11% work in Erie. Half (51%) of the respondents were 65 years of age or older, which is five times the percent of the Town population of that age group. 25% of respondents were 45-64 years of age, and the rest, 23%, were 35-44 years of age. It should be noted that the young adult and adolescent groups, which accounts for 23% of the population, did not complete the survey, including no one under the age of 35.

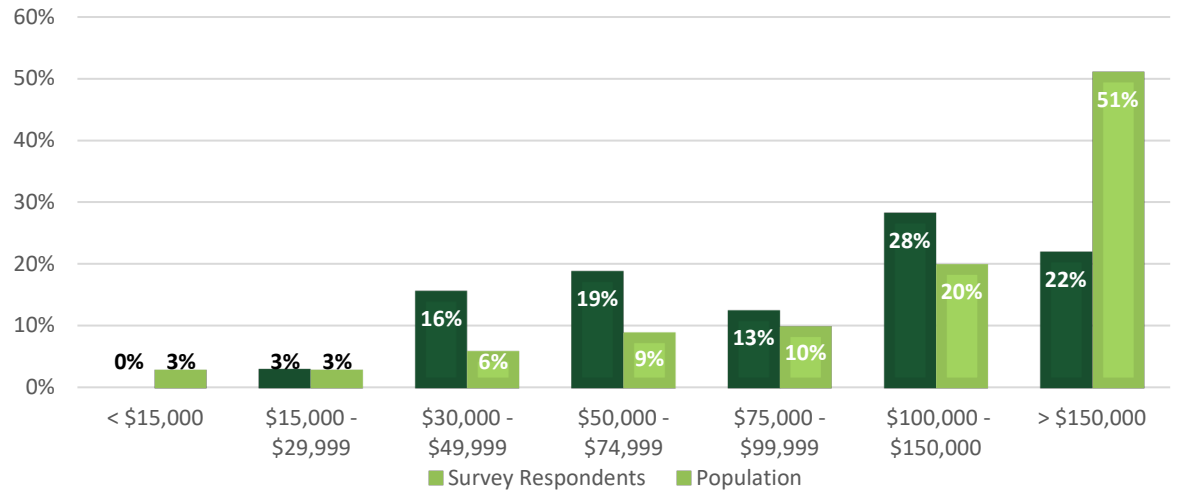
*Figure 24: Age of Survey Respondents Compared to Population*




Source: Erie Community Survey and American Community Survey, 5-Year Estimates (2021)

About 19% of the respondents indicated that their annual household income is less than $50,000, and 50% have an income over $100,000 annually. In general, survey respondents disproportionately represented households with middle-incomes compared to the population of Erie in which over 50% of households have incomes over $150,000 annually.

*Figure 25: Annual Income of Survey Respondents Compared to Population*

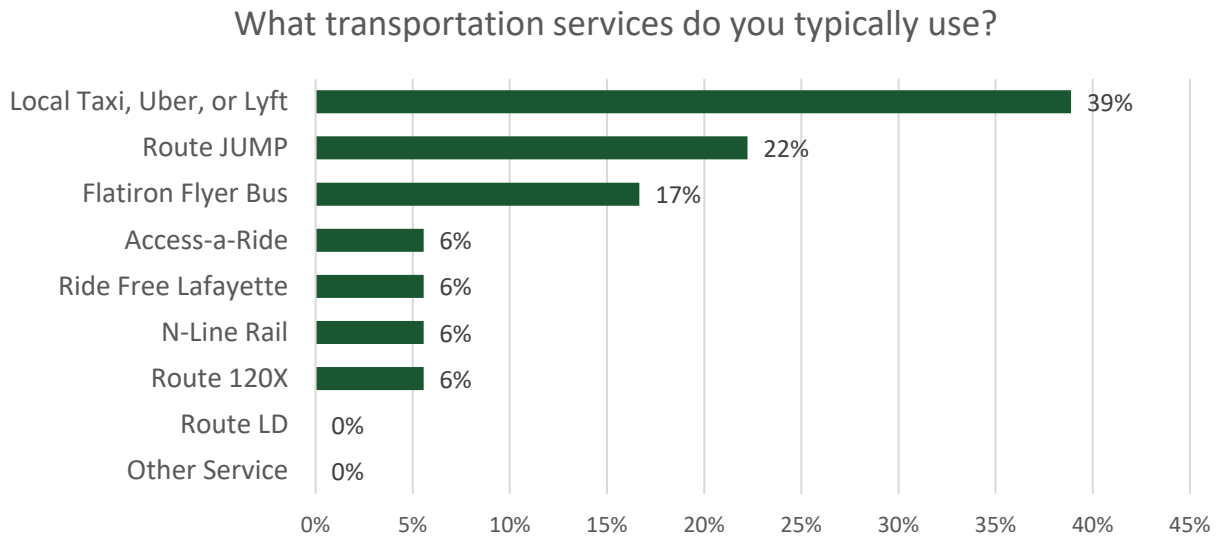



Source: Erie Community Survey and American Community Survey, 5-Year Estimates (2022)

## Travel Behavior Questions

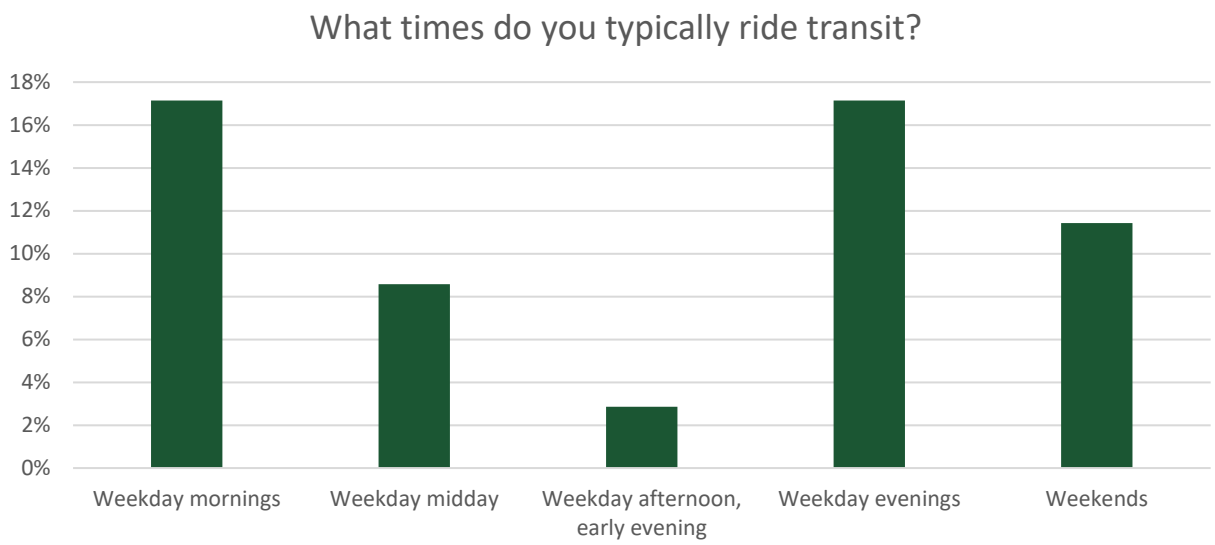
More than 90% of the respondents have consistent and regular access to a vehicle, and 63% indicated they do not use public transportation to get around. Out of the 37% who use public transportation services, Local Taxi, Uber, and Lyft are the most popular services (37%), followed by RTD route JUMP (22%), and RTD Flatiron Flyer (17%).

*Figure 26: Survey Respondents Use of Existing Transportation Services (of the 37% that use transit/transportation services)*



Weekday mornings and weekday evenings were the most popular time to ride transit as shown in **Figure 27**.

*Figure 27: Survey Respondents' Existing Transit Use by Time*



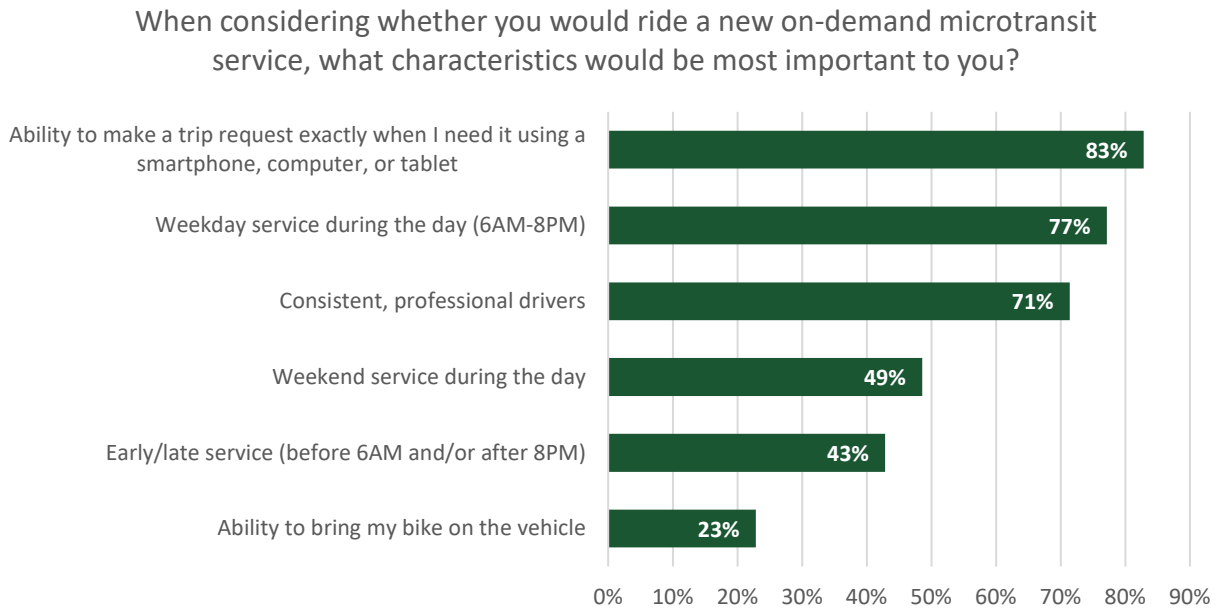

## Household Members in Need of Mobility Options Identified in the Survey

Twenty one percent of respondents indicated they have a personal mobility challenge that impacts their ability to get around and 38% of respondents indicated they have household members in need of mobility options. Ten percent provided comments that they would like microtransit to serve their adolescent household members.

## Questions Regarding Potential Microtransit Service

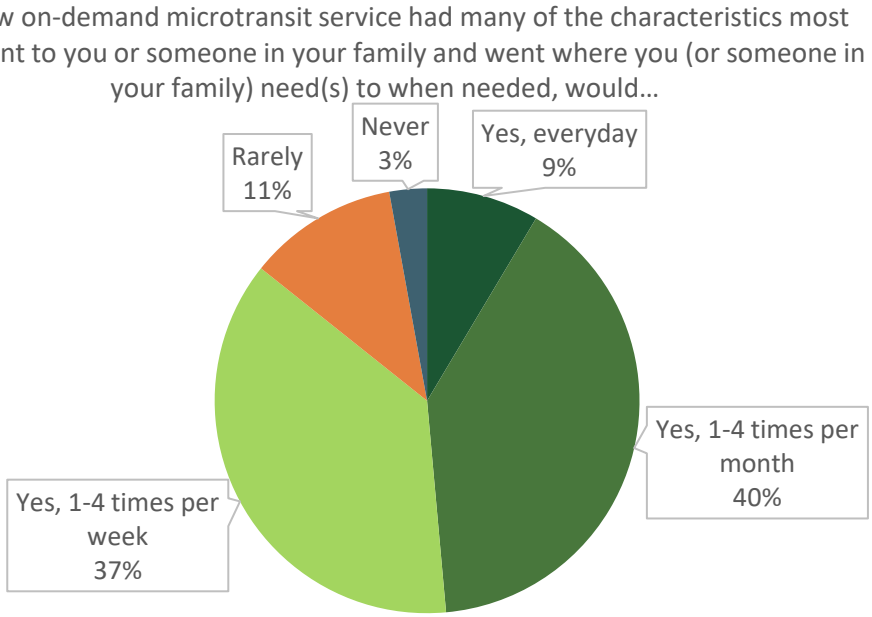
In the survey, respondents were asked to provide the most important characteristics they are considering when riding a new on-demand microtransit service (**Figure 28**). Out of six features proposed in the survey, the most desired one was the ability to make trip requests using a smartphone, computer, or tablet at the time it is needed. Most respondents also showed interest in weekday service during the day and sought consistent, professional drivers.

*Figure 28: Most Important Service Characteristics Identified by Survey Respondents*



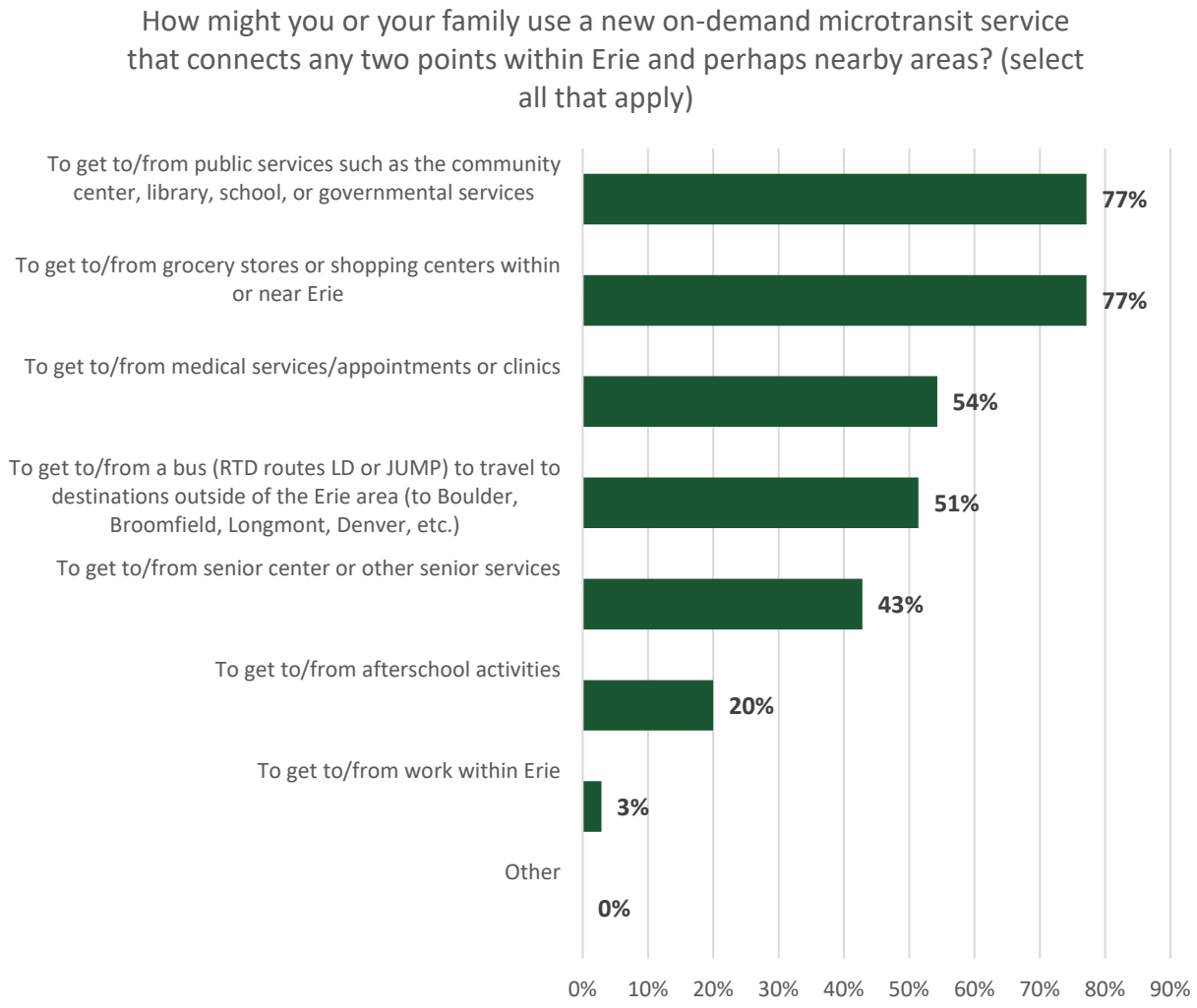

When asked whether and how often they would use a microtransit service, 9% indicated they would use it every day, 37% indicated 1-4 times a week, and 40% indicated 1-4 times a month (**Figure 29**).

*Figure 29: Potential Frequency of New Microtransit Service Usage*



Survey respondents were also asked to indicate their trip purposes when using the proposed service (**Figure 30**). Both public service facilities such as Erie Community Center and the grocery stores near Erie are the most popular destinations with 77% votes. There is also a high interest in going to medical services (54%) and connecting to the RTD bus (51%).

*Figure 30: Trip Purposes Identified by Survey Respondents*



## Intercept Events

Three intercept events were held to promote the study in Erie Community Center during the week of November 13, 2023:

- Active Adults Coffee, Erie Community Center, November 14, 8 AM - 10 AM
- Erie Community Center, Front Lobby, November 15, 4 PM – 6PM
- Active Adults Weekly Lunch, Erie Community Center, November 16, 11 AM – 1 PM

Two of the events focused on older adults, and one was intended to solicit input from younger residents of Erie after school.

Common themes gathered from these intercept events include:

- Most participants own at least one car in their household and indicated they prefer to drive to where they need to go.
- Some participants indicated they know someone in their community who needs mobility options.
- Many participants were interested in service to Denver International Airport.

Additionally, the participants at the intercept event were also asked to provide input on where they live and where they regularly travel to, within or near Erie boundaries. These comments were then combined with the survey results to generate maps of desired pick-up locations (**Figure 31**) and drop-off locations (**Figure 32**).

**Figure 31** shows that pick-up locations are scattered across most of the Town with only the southeast portion of Erie showing a lower concentration than most of the rest of the Town. **Figure 32** shows a higher concentration of drop-off demand at handful of locations in and near Erie, including the Erie Community Center area, the commercial area around Safeway, Old Town, and Vista Ridge commercial area/King Soopers. **Table 9** shows the top six most desired destinations.

**Table 9: Top Destinations Identified by Survey Respondents**

| Location | Respondents |
|---|---|
| ***Erie Community Center, Park, & Library*** | 49 |
| ***Safeway/ Nine Mile Commercial/ UC Health*** | 25 |
| ***Old Town*** | 18 |
| ***Vista Ridge Commercial & King Soopers*** | 15 |
| ***Walmart*** | 6 |
| ***Boulder Medical Center - Erie*** | 6 |

*Figure 31: Desired Pick-up Locations by Survey Respondents and Intercept Event Participants*

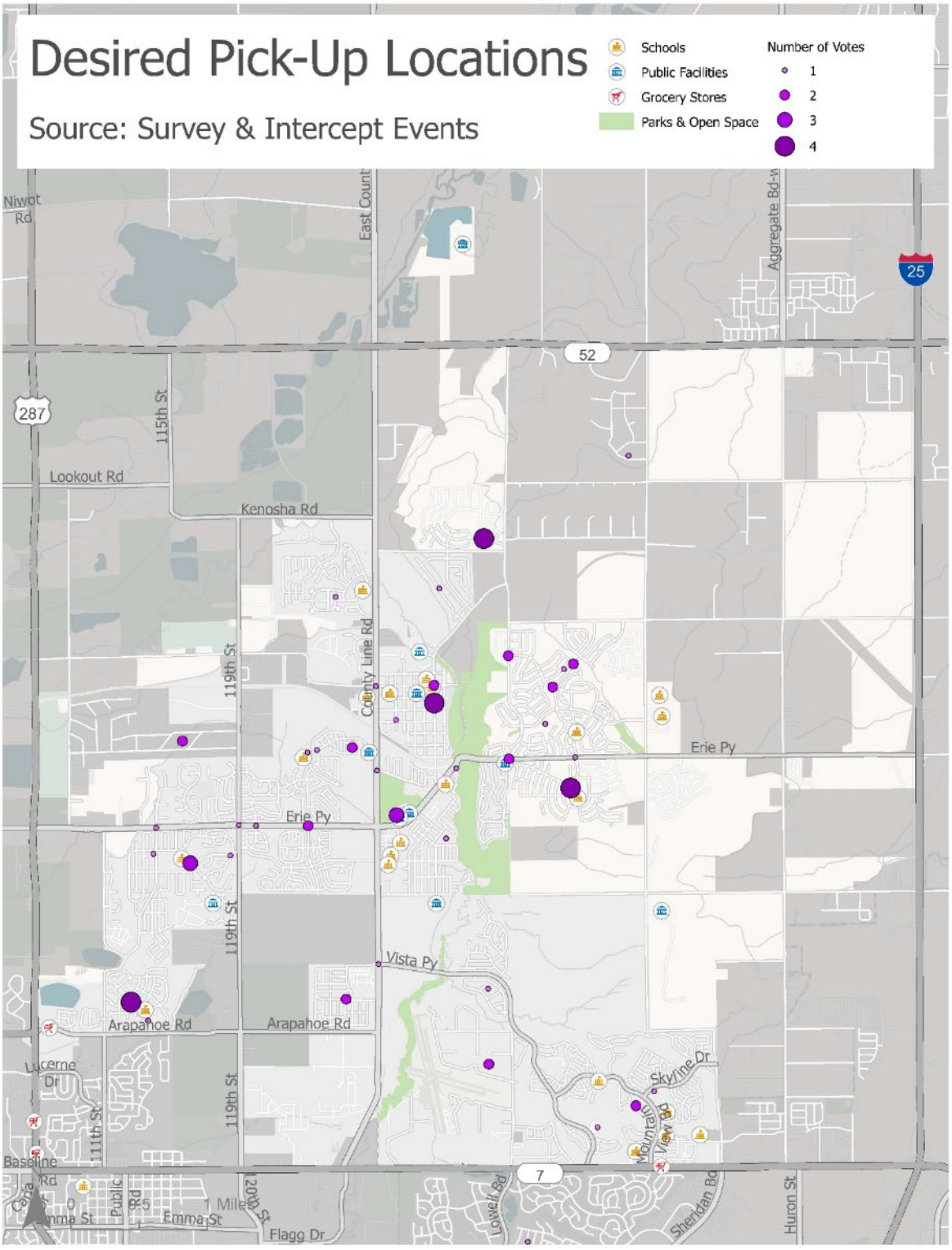
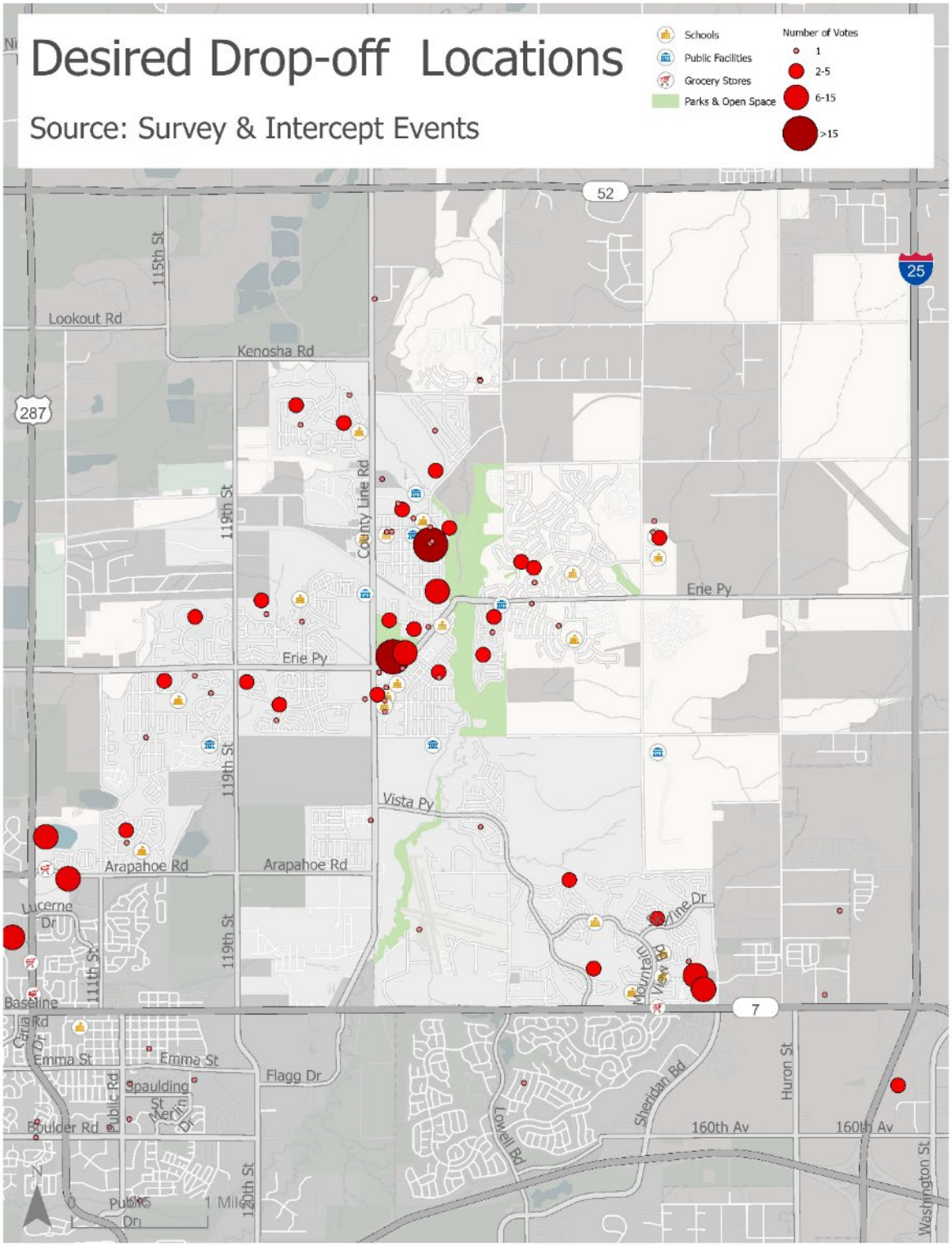


*Figure 32: Desired Drop-off Locations by Survey Respondents and Intercept Event Participants*



## Focus Group

A focus group was held on January 8, 2024, attended by four Erie residents to solicit input on transportation needs and opportunities within or near Erie. The survey results and the initial maps of desired pick-up and drop-off locations were presented to the group. Comments received through the focus group meeting included:

- Connecting proposed service with RTD routes, especially route JUMP.
- Potentially expand the service further to RTD Park-n-Rides for those who need to travel regionally.
- Service to medical center outside of Erie for families with kids and senior adults.
- There is a need to identify safe drop-off locations for commercial areas around US 287. The road has a high-speed limit while lacking pedestrian facilities.
- It is crucial to make the service very accessible and convenient to use, but most importantly to reach those who need it.

# 7. Transit Needs & Travel Market Identification

The existing conditions analysis demonstrated that most of Erie for most of the day does not have convenient access to public transit service. The travel pattern analysis, demographic analysis, and input received from the community all showed demand for better transit service in Erie, particularly among demographic groups that have limited access to a private vehicle. This chapter of the report identifies the top transit travel markets within Erie and trip purposes that are important to consider when designing a new on-demand service.

## Identification of Potential Traveler Markets

Primary traveler markets (groups with common demographic characteristics) are important to identify to inform the service alternatives, final service plan, and associated marketing strategies. Through our analysis, community survey, and focus group we have identified the following traveler markets.

### *Individuals and Families with Lower Incomes*

Census data showed that about 2% of households in Erie are below the poverty line and about 10% of Erie residents have low incomes as defined by the U.S. Department of Housing and Urban Development. A low-cost, reliable on-demand service that connects low-income families and individuals with shopping options, local services, and jobs could be an important mobility option for these riders.

### *People with Limited Access to a Vehicle*

About 19% percent of households in Erie have one or fewer vehicles, including 2% with no vehicle. In households with one vehicle there are often members of the household that have limited mobility options if one person in the household needs the vehicle. By expanding transit options and connections, a new on-demand shuttle could improve mobility for those who would otherwise have a difficult time accessing the places that they need to go.

### *Older Adults*

People aged 65 and over make up 11% of the Erie's population. Older adults may be more interested in a new service that picks and drops off closer to where they need to go, but they may also be hesitant to change their travel behavior as this service will require education and public outreach.

*Young Users and After School Trips*

About 14% of Erie residents are between 10 and 17 years old. Many of these riders do not have a driver's license or access to a vehicle and may be a market for increased ridership, but often need transportation from school to a job or afterschool activity and then home. These young users may be more open to app-based on-demand services than other user groups. Erie High School, Erie Middle School, Aspen Ridge Prep School, and Erie Community Center are likely to be common origins and destinations for this user group. Based on peer communities and the demographic make-up of Erie this is likely to be a high user group of an on-demand transit service within the Town.

*People with Limited Mobility or Mobility Assistant Devices*

About 3% of Erie residents have a disability, and those community members often have mobility needs. Over 20% of survey respondents indicated a personal mobility challenge. There is an opportunity to provide a more convenient option using an on-demand solution, especially for those residents who do not meet eligibility requirements for paratransit but may not be able to use existing bus services easily.

*Transit Commuters*

95% of employed Erie residents work outside of Erie, many in Boulder and Denver. Additionally, over 80% of employees who work in Erie commute from outside of the city. Given most Erie residents do not have convenient access to an RTD route and many people travel to Boulder, a potential travel market will be connecting residents (and visitors) to one of RTD's fixed-route services, in particular the JUMP, LD, and 225.

## Top Target Trip Purposes

Of the potential likely travel markets identified, the top target markets for a new community transit solution are:

1. People who need to travel to grocery stores, especially for populations with limited or no access to personal vehicles. 77% of survey respondents said they would use the service for this purpose. Desired destinations include the Safeway, Walmart, King Soopers, and Sister Carmen Food Bank on US 287 as well as King Soopers on CO 7 & Sheridan Parkway.
2. People who need to travel within Erie, particularly to the Community Center and Old Town, but currently experience challenges doing so because of mobility challenges or limited access to a personal vehicle. 77% of survey respondents said they would use the service for this purpose and the Community Center was listed by far as the top destination by the community.
3. People who want to get to medical appointments. 51% of survey respondents said they would use the service for this purpose. There are several medical clinics or dentist offices near the Community Center, in the Nine Mile commercial area at Arapahoe Road and US 287, and adjacent the Vista Ridge commercial development along CO 7..

4. Youth to/from between school and after-school activities or jobs. This is one of the top travel markets in the afternoon for the current Denver Connector service and given the high percentage of the youth population in Erie it is also likely to be a high-demand travel purpose in Erie. A highly anticipated destination is between the high school or middle school and the Community Center.
5. People connecting to RTD. While likely a smaller travel market than the top four, given that most of Erie is not well connected to RTD a new community transit service should be planned to allow folks in Erie to more conveniently connect into the RTD network bridging the first/final mile gap for longer regional trips to Boulder, Denver, Lafayette, and other communities.

# 8. Alternatives Analysis

## Identification of Key Service Characteristics

Potential service alternatives were informed by community input, destinations, travel patterns, and travel markets. The community identified the following desirable attributes of a community transit service:

- Ability to make a trip request exactly when I need it using a smartphone, computer, or tablet.
- Weekday service during the day (6 AM-8 PM).
- Consistent, professional drivers.
- Weekend service during the day.
- There is a need to travel outside of Erie to access commercial and medical services.

## Key Destinations Identified by the Community

- Public facilities:
    - Erie Community Center
    - Erie Community Library
    - Old Town / Erie Downtown
- Middle and high schools:
    - Erie Middle School
    - Erie High School
    - Vista Ridge Academy
- Grocery stores or shopping centers near Erie:
    - Nine Mile Commercial Center
    - Groceries Stores around US-287 (King Soopers, Safeway, and Walmart)
    - King Soopers on CO-7
- Medical services/appointments or clinics
    - Boulder Medical Center - Erie
    - UC Health – Erie
    - Children's Hospital Colorado North Campus
    - Good Samaritans Medical Center
- Connection to RTD bus:
    - Bus routes on Baseline Rd and Arapahoe Road
    - Lafayette PnR

### Service Alternatives Description

Three service areas were analyzed as potential alternatives for a started on-demand microtransit service in Erie.

1. **Alternative I: Erie and US 287 Commercial Area** - **Figure 33** displays the map of Service Alternative I. This alternative provides for an on-demand microtransit service from any pick-up point to any drop-off point within the zone that covers most of the developed portion of the town, commercial nodes along US 287 in Lafayette, and Children's Hospital Colorado North Campus on CO 7 in Broomfield. Connections to RTD bus stops on Arapahoe Road, Baseline Road, and US-287 would also be provided.
2. **Alternatives II: Alternative I + Lafayette Park-n-Ride** - **Figure 34** displays the map of Alternative II that provides on-demand microtransit service within the same area at Alternative I plus the Lafayette Park-n-Ride to provide connections to regional transit service.
3. **Alternatives III: Alternative II + Good Samaritan Medical Center** - **Figure 35** displays the map of Alternative III that provides on-demand microtransit service within the same area at Alternative II, plus the Good Samaritan Medical Center in south Lafayette which would provide a convenient connection to an important regional hospital.

# Alternatives Analysis

## Service Characteristics

**Table 10** summarizes the differences between the three alternatives in several different metrics, including zone area, average trip distance, average trip time, and estimated vehicles required to serve the area meeting the trip response time goals. Average trip distance and time were based on a sampling of potential trips with each zone. Estimated vehicles are based on fulfilling those trips given with the 30-minute response time desired.

**Table 10: Service Characteristics of Alternatives**

| Service Characteristic | Alternative I | Alternative II | Alternative III |
|---|---|---|---|
| ***Zone Size (sq. mi.)*** | 16.9 | 16.9 | 17 |
| ***Average Trip Mileage*** | 4.3 | 4.5 | 4.7 |
| ***Average Trip Duration (mins.)*** | 9.5 | 9.9 | 10.3 |
| ***Estimated Starter Vehicles Required*** | 2 | 2-3 | 3 (or more) |

**Table 10** shows that while the zone area is similar across all three alternatives, the average trip time and duration increase with each alternative with the introduction of outlying zones in Lafayette to serve the Lafayette Park-n-Ride in Alternative II and both the Lafayette Park-n-Ride and Good Samaritan Hospital in Alternative III. These locations would have average trip times of 13.3 minutes and 16.1 minutes respectively from common locations within Erie which would necessitate the need for additional vehicles largely dedicated to serving these external zones.

*Figure 33: Service Alternative I Map*

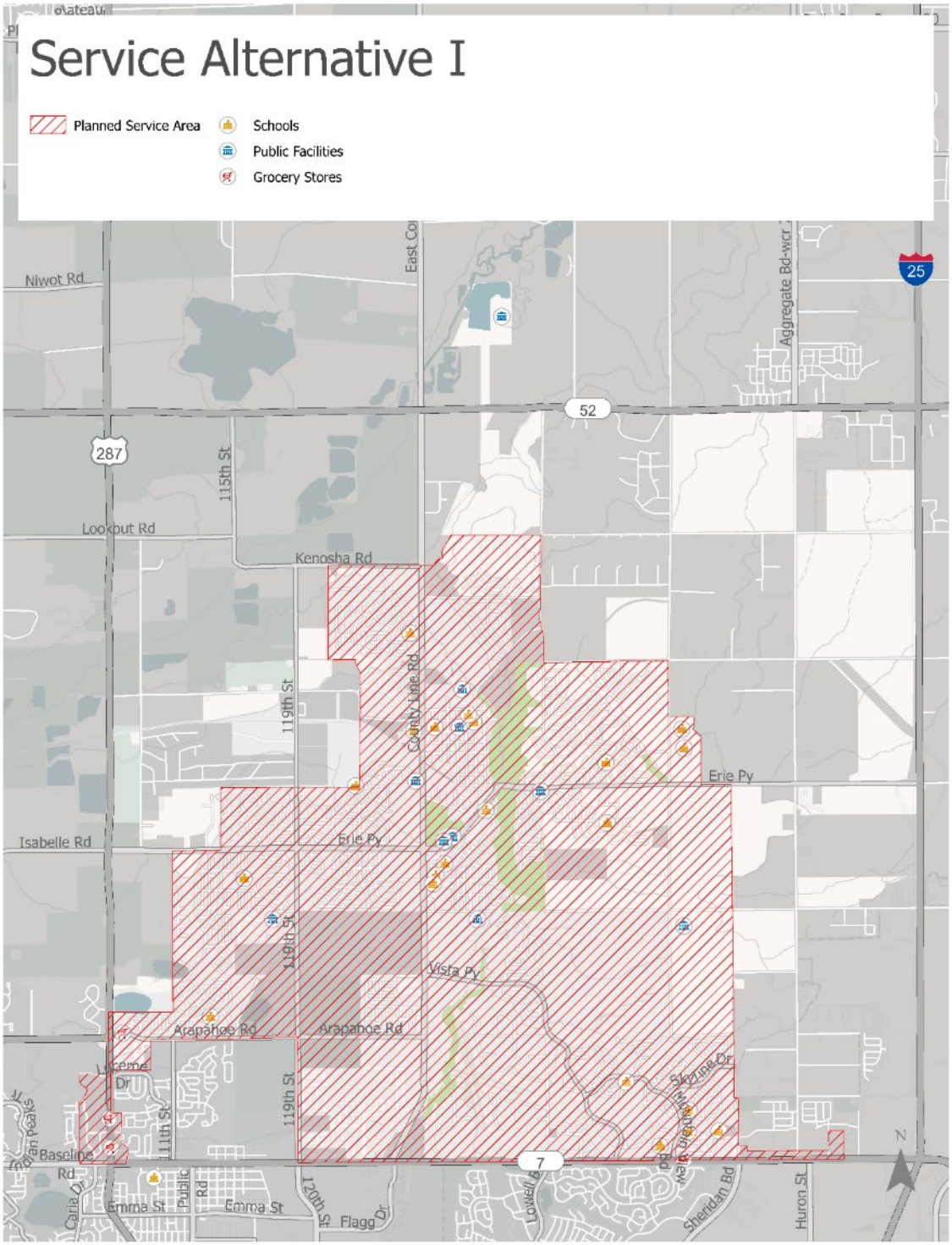


*Figure 34: Service Alternative II Map*

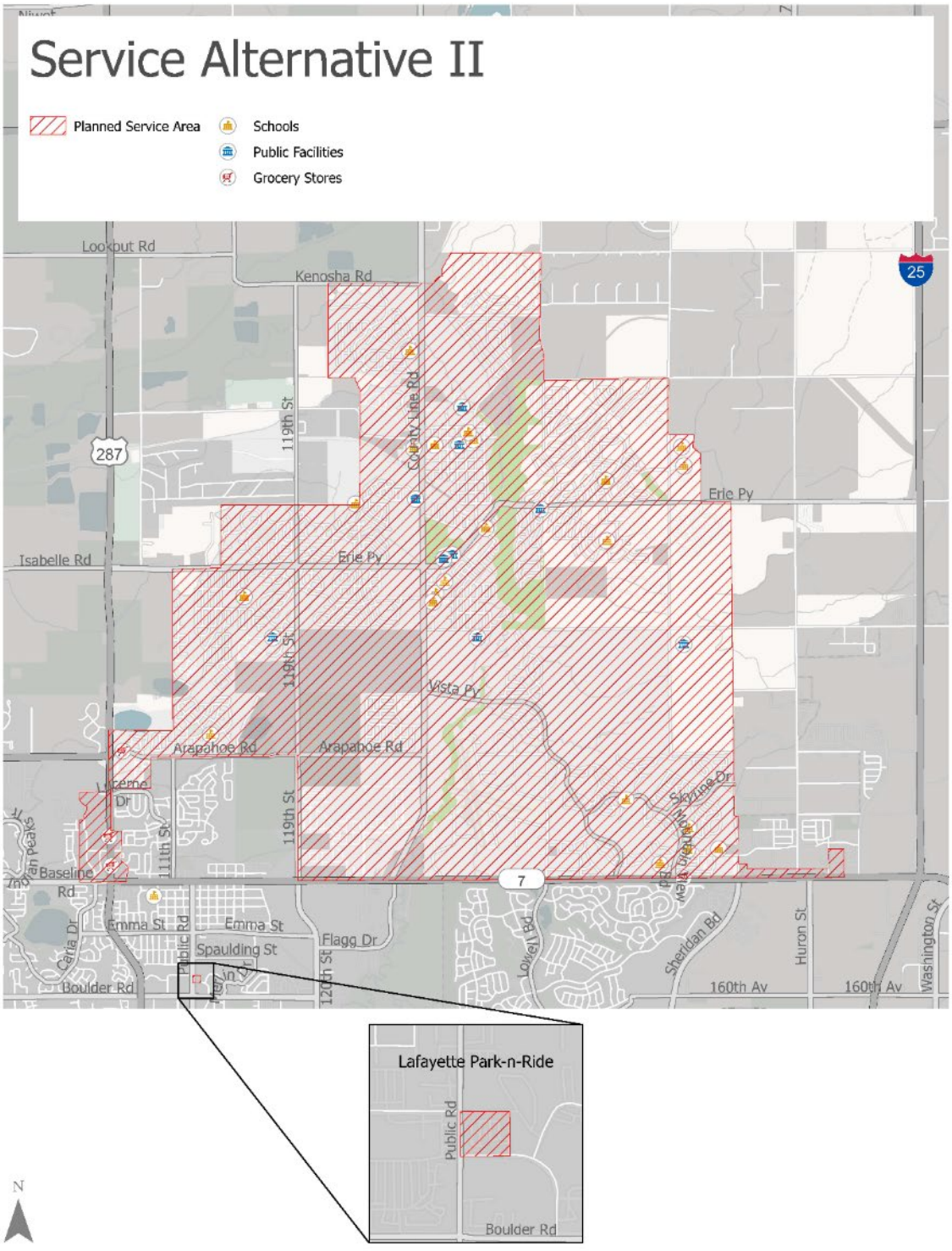
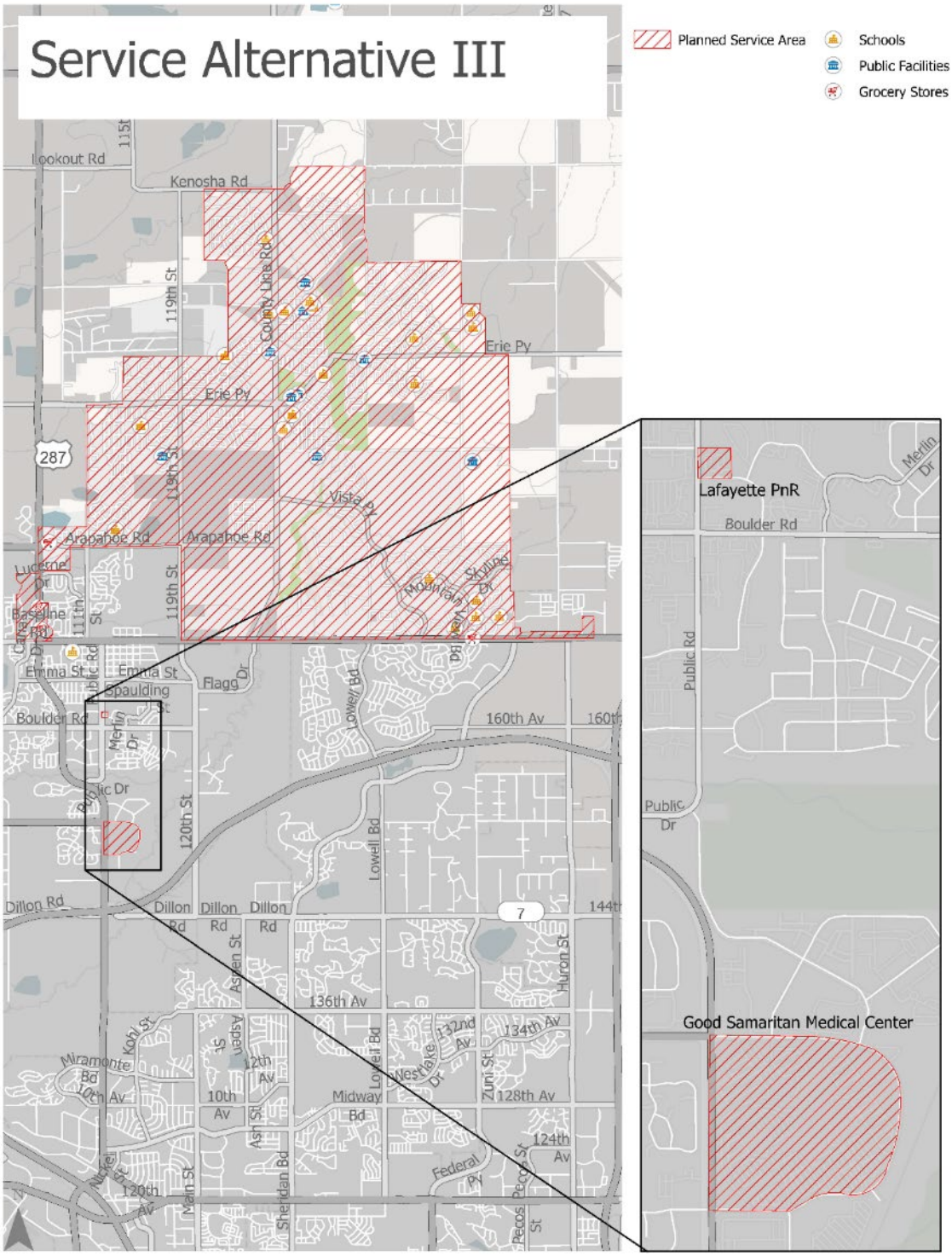


*Figure 35: Service Alternative III Map*



## Cost Estimates

Costs were estimated based on the estimated number of vehicles needed to provide 30-minute response times for each alternative and the number of hours per week that service would be provided. Costs were estimated for each geographic alternative under four different service model scenarios as described in **Table 11**. The cost estimates assumed an average operating cost of $80 per service hour.

### Table 11: Potential Service Models & Vehicles Needed

| Service Model | Days/ Week | Hours/ Day | Vehicles | | |
|---|---|---|---|---|---|
| | | | Alternative I | Alternative II | Alternative III |
| Daily Service 6 AM to 6 PM | 7 | 12 | 2 | 2.5 | 3 |
| Weekday 8 AM to 6 PM | 5 | 10 | 2 | 2.5 | 3 |
| Weekday 6 AM to 8 PM | 5 | 14 | 2 | 2.5 | 3 |
| Weekday 6 AM to 6 PM | 5 | 12 | 2 | 2.5 | 3 |
| + Weekend 8 AM to 6 PM | 2 | 10 | 1 | 1.25 | 1.5 |

Given the hours per day and days per week assumed in each service model plus the number of vehicles needed for each alternative and assuming an operating cost of $80 per service hour, **Table 12** summarizes the estimated annual operating cost for each alternative under each service model.

### Table 12: Cost Estimates by Alternative

| Service Model | Alternative I | Alternative II | Alternative III |
|---|---|---|---|
| Daily Service 6 AM to 6 PM | $700,000 | $900,000 | $1,050,000 |
| Weekday 8 AM to 6 PM | $450,000 | $550,000 | $650,000 |
| Weekday 6 AM to 8 PM | $600,000 | $750,000 | $900,000 |
| Weekday 6 AM to 6 PM + Weekend 8 AM to 6 PM | $600,000 | $750,000 | $900,000 |

**Table 12** show that Alternative II and III would have successively higher costs than Alternative I due to the need for additional vehicles to service the longer trips to the Lafayette Park-n-Ride and/or Good Samaritan Hospital. The analysis also shows the relative scale of costs increases depending on the hours in a day or days of the week that service is provided. Alternative I is estimated to cost between $450,000 annually if operated 10 hours a day, five days a week to $700,000 annually if operated 12 hours a day seven days a week. Alternative II ranges from $550,000 to $900,000 annually and Alternative III is estimated to cost $650,000 to $1,050,000 annually depending on the service model.

# 9. Recommended Service Alternative with Financial Plan

## Recommended Alternative

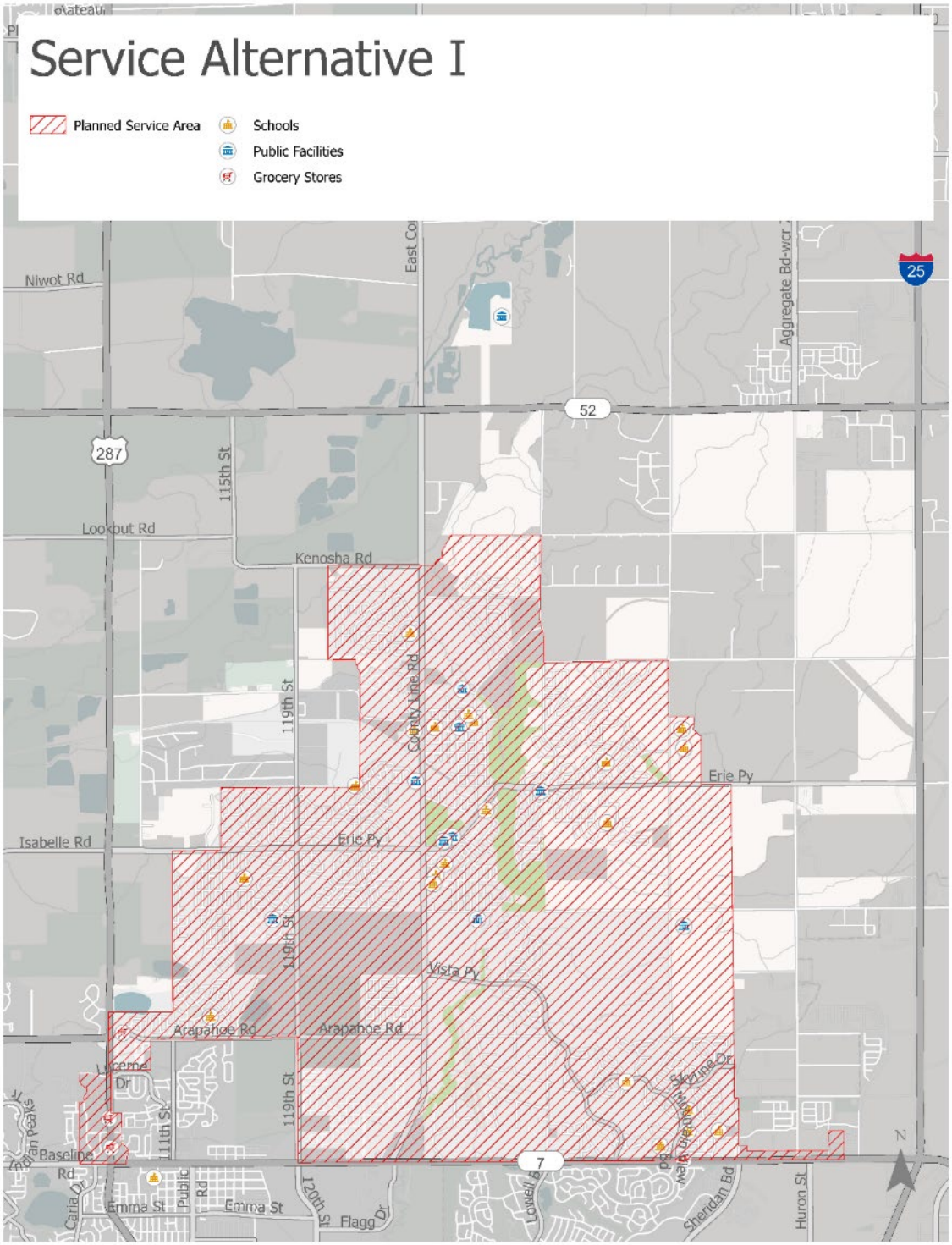
The recommended service alternative is based on analysis and input received from the community on the priorities, analysis of existing travel demand within Erie, the goals of the Town for this program, and the resources available for funding the service.

### Service Area

The recommended alternative would include the locations mapped in **Figure 36** and described below:

- All of the developed area with the Town boundaries of Erie, excluding some rural portions farther from the core, and generally include areas:
    - South of Kenosha Road/CR 12 and north of Baseline Road
    - Between east of 119th Street and CR 3 north of CR 10
    - Between east of 119th Street and Sheridan Parkway alignment from CR 10 to Erie Parkway
    - Between 111th Street and Sheridan Parkway from Baseline Road/Arapahoe Road to Erie Parkway
    - Commercial area around US 287 and Arapahoe Road
- The commercial area in Lafayette around US 287 between Baseline Road and Lucerne Drive
- The commercial/medical area along Baseline Road in Broomfield between Sheridan Parkway and Huron Street

*Figure 36: Recommended Service Area Map*



### Service Characteristics

**Table 13** shows the basic characteristics of the recommended alternative's zone and service. The service would cover 16.9 square miles. Two vehicles are initially recommended during peak times to maintain a response time of less than 30 minutes. Other characteristics include:

- Fare-free service open to the public.
- Monday through Friday operations from 6 AM to 8 PM to cover a variety of trip purposes.
- Trip requests via a smartphone application or using a call-in number, both available in Spanish and English.
- Up to two branded vehicles will operate during peak demand, including a wheelchair-accessible van, with professionally trained drivers.

**Table 13: Erie Microtransit Service Characteristics of the Recommended Alternative**

| Characteristic | Description |
|---|---|
| ***Zone Size*** | 16.9 square miles |
| ***Vehicles Required*** | Two vehicles estimated during most of the day to provide an adequate level of service, including at least one wheelchair-accessible vehicle. |
| ***Response Time*** | Less than 30 minutes |
| ***Trip Types Served*** | Ability to connect any two points within the zone. |
| ***Fare*** | Free |
| ***Hours/Days of Service*** | Monday – Friday, 6 AM to 8 PM |
| ***How to Request a Ride*** | Using a smartphone application or by calling in, available in both Spanish and English |

## Cost Estimates

The recommended alternative is estimated to have an operations cost of about $600,000 per year. The cost estimates are based on the following assumptions:

- Turnkey operations, whereby Erie would contract with a third-party provider to operate the service (including drivers), supply and maintain vehicles, and manage the booking platform and performance metrics.
- An average hourly cost per vehicle of $80.
- Two vehicles operating 14 hours a day, five days a week.
- One vehicle is wheelchair accessible.

In addition to the annual operating cost, it is estimated that the service will require a quarter to a half of the full-time equivalent (FTE) of a Town staff employee to manage the contract with the vendor, collect

and respond to customer inquiries, promote the service, review monthly performance metrics, plan for adjustments in service parameters based on performance, and regularly coordinate with the vendor.

## Target Markets

The top travel markets that will be served under the Erie Microtransit Service Plan include:

- People traveling internally in the Town (which is not served well by transit service today), particularly people with limited access to a vehicle and/or with lower incomes.
- People wanting to travel to grocery stores within and outside Erie (including Walmart, the two King Soopers, Safeway, and Sister Carmen Food Bank) and other retail establishments.
- People from Erie traveling to medical appointments at the clinics near the Community Center, or at the commercial centers on the southwest corner and southeast corner of Erie.
- People from Erie traveling to access regional jobs, schools, and services along RTD's bus and rail network, particularly in Boulder, Longmont, Broomfield, and Downtown Denver.
- Youth users for school trips, particularly accessing after-school activities and jobs, most notably between Erie High School or Erie Middle School, and the Erie Recreation Center.
- Commuters who work in Erie or visitors connecting via RTD.

## Performance Estimates

System performance is assessed based on metrics such as the number of passenger trips completed per day and the amount of time passengers have to wait between when a trip is requested and when the vehicle arrives (the response time). **Table 14** shows the preliminary performance estimates and goals for Erie Microtransit. Each factor is described in more detail below.

**Table 14: Performance Goals/Estimates**

| Passenger Trips per Day | Passengers per Service Hour | Average Response Time (goal) | Average Trip Distance | Typical Trip Time |
|---|---|---|---|---|
| 75-90 | 2.5 to 3.5 | Less than 30 minutes and 90% of trips fulfilled in 30 minutes or less | 4.3 miles | 10 minutes |

### Average Trip Time and Distance

The estimated number of trips per day is derived from the estimated average trip time, the estimated amount of time vehicles will spend traveling between passenger trips, and the number of vehicles available and based on the performance observed in similar microtransit programs. The average trip time of 10 minutes is based on a sampling of potential trips within the proposed service area zone.

It is assumed that when the system first launches there will be instances where vehicles are traveling between passenger trips without any passengers onboard. To factor in time spent without passengers (deadhead time to get between trips and downtime during slower periods), the average trip time was increased by 60% to create a conservative estimate. With two vehicles in operation, the system would have the capacity to fulfill 96 average length vehicle trips per day.

### Passengers Per Hour

Given the demographics and density of development patterns within the proposed service area and based on examples from other similar programs it is estimated that the service would average about three passengers per service hour in the first 6-12 months and likely will grow over time. Assuming two vehicles operating 14 hours a day, five days a week, this equates to about 75-90 passenger trips per day.

### Average Response Time

The initial average response time is estimated to be between 15 and 30 minutes. As demand increases the response time will increase. If response time increases to the point that more than 10% of trips are exceeding the 30-minute response time that may warrant adding a third vehicle during peak demand times.

### Adjusting Performance Estimates

Initial performance estimates and goals have been established based on the characteristics of the service area, peer system performance, and service delivery estimates from potential vendors. However, each microtransit system has unique operating patterns. The service monitoring plan profiled later in this report offers a performance tracking plan that can be used to adjust service goals as needed.

# 10. Implementation Plan

## Service Delivery

The Town of Erie plans to utilize a turn-key contract model for the community's microtransit service. The Town will solicit bids from qualified vendors to launch, manage, and operate the microtransit including providing and maintaining a vehicle fleet, qualified drivers, a trip booking platform, and performance monitoring program.

## Service Adjustments and Monitoring Plan

While this service plan presented in this report may prove to be effective for the life of the program, it is anticipated that the service will need to be adjusted periodically to better serve local needs. The following section describes elements of a monitoring plan that should be implemented early in the life of the program and used to determine whether and when service changes are needed.

### Tracking Ridership

The vendor should be able to provide to the Town with monthly ridership reports (**Figure 37** shows sample metrics from the Montbello Connector in Denver). Ridership can be reported both as the total number of passenger trips per day and the average number of passengers per vehicle service hour. As discussed in the performance estimates, the service is projected to have 75 to 90 passenger trips per day once the service has gained initial community awareness. Initially, the ridership may be on the lower end of the range while the Town markets the service and community understanding of this new transportation resource grows. It is recommended that the goal for the first three months of service should be approximately 50 to 65 trips per day, growing to 75 to 90 by the end of the first year.

If the service is not meeting this ridership target after the first three months, then additional analysis may be needed to pinpoint whether there are particular times of day when the service is utilized at a higher rate and when service is utilized at a lower rate or if additional adjacent destinations should be considered or additional marketing is needed to promote the service. If issues can be identified, a determination can be made on whether service span or area needs adjustment. While ridership is a key metric, it should not be the single metric for measuring whether the microtransit pilot is performing successfully. When the Town is determining whether to extend the service, metrics like response time, rider satisfaction, types of trips provided, and the rate at which the service completes the trip types it was intended for should be among the factors considered.

*Figure 37: Example Ridership Report from the Denver Connector: Montbello*

MONTBELLO
connector

## Ridership Report

**August 2022**

Dates: August 1 - 31, 2022

**Rides :** 3,113 / 25,995
**Passengers (unlinked passenger trips):** 4,235 / 36,220
**Vehicle revenue hours:** 638 / 6,255
**Total vehicle hours:** 762 / 7,500
**Vehicle revenue miles:** 9,373 / 79,646
**Total vehicle miles:** 11,373 / 97,141
**Passenger miles:** 8,143 / 64,270
**Unique rider accounts (month to date / all time):** 363 / 1,455
**Passengers per revenue hour:** 6.6 / 5.8
**Percent of rides shared:** 34% / 26%
**Average wait time:** 25 minutes / 20 minutes
**Average ride time:** 8 minutes / 7 minutes
**Average experience rating:** 4.75 out of 5 / 4.79 out of 5
**Wheelchair rides:** 18 / 63
**Spanish speaking rides:** 100 / 670
**No shows:** 309 / 1,950
**Percent of rides more than 5 min late to pickup:** 6% / 8%
**Dispatch created rides:** 6% / 7%

### Tracking Ride Times

The number of passengers that can be served within a daily service span is dictated, in part, by the amount of time vehicles spend completing trips and the amount of time vehicles spend responding to trip requests. It is assumed that single passenger trips will typically take 9-10 minutes from origin to destination. However, one of the goals of the microtransit program is to combine trips as much as possible (passengers may share the vehicle with someone making a similar trip, which will likely extend the ride time for both individuals). Factoring in the time of potential shared rides, it is assumed each passenger will experience a 15-minute average trip time. If, after the first three months, the actual per passenger trip time exceeds 15 minutes, the service plan should be adjusted to better reflect local travel conditions.

It is also projected that the average response time (or the time between when a passenger reserves a ride and when the vehicle arrives) will be less than 30 minutes. The service vendor will be able to provide a response time by passenger trip. If it is found that the average response time is 30 minutes or more or more than 10% of trips have a response time over 30 minutes, then changes to the service area size may be needed in order to improve response times or promotional materials may need to be changed to set more accurate rider expectations for typical response times.

### Tracking User Experience

While metrics like ridership can convey system productivity, more qualitative indicators are also important. The experiences of early riders should be captured in order to learn about any unanticipated issues with service provision. Rider feedback can be captured through customer service star ratings provided through the smartphone app after each ride is completed (this is automatic after each ride) and by logging customer feedback received via email or through call-ins. More comprehensive post-trip surveys regarding more detailed service or trip characteristics could be distributed either electronically or using paper copies by the service vendor. In order to ensure the highest response rate possible, it is recommended the survey be brief and focus primarily on multiple choice responses with just one open-ended response.

Since the service vendor will track the quantitative aspects of each trip, like response time and time in vehicle, the survey can be used to assess ease of use of the reservation system, whether riders find the vehicles comfortable, whether riders have positive interactions with vehicle operators, and whether the rider travel experience has improved when comparing to their pre-microtransit travel.

The surveys should be offered to each rider during the first six months of service in English and Spanish. Following a survey response evaluation period, surveying should then be conducted at regular intervals to be determined by Town staff and for passenger samples instead of all riders.

### Tracking Rider Demographics

To fulfill grant funding obligations and ensure the service is serving the transportation needs of vulnerable populations, the Town is interested in tracking demographic characteristics of riders, such as age, race, and/or income status. This information will need to be provided voluntarily. One way to do that would be to conduct an annual rider survey linked from the app to an external survey site.

### Evaluating Service Area Scope

The initial service zone has been drawn based on the travel market assessment and stakeholder input. It is possible that some portions of the service area may be disproportionately heavy trip generators or popular destinations. Monitoring the origin and destinations patterns by trip will allow the Town to understand whether the service area needs to be modified or if there are particular origin-destination pairs and routes that are utilized at a high rate. The selected vendor should be able to provide visualizations of trip patterns like the example shown in **Figure 38** to help Town staff evaluate service utilization and potentially adjust, such as narrowing the service area or establishing fixed pick-up/drop-off locations that serve popular destinations.

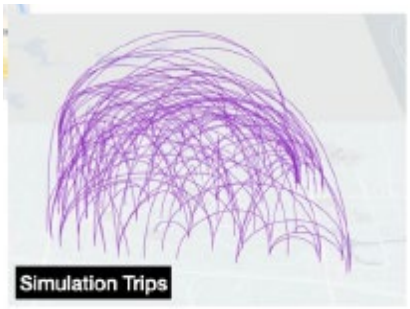



*Figure 38: Simulation of Origin-Destination Patterns (source: Downtowner)*

*Track "Un-serviceable" Trip Requests*

Initially, transit users can request trips within the microtransit zone, and people who attempt to request a trip originating or terminating outside of the zone will not be serviced. These trip requests need to be tracked in order to understand if there are patterns in "un-serviceable" areas, as they can reveal where service changes need to be made based on user demand.

### Determining Service Changes

While this service plan seeks to meet the needs of the Town of Erie travel market, it is possible that in practice the performance outcomes may differ from goals outlined here. The Town should be prepared to collaborate with the selected operating vendor on making service adjustments on an as-needed basis to ensure the microtransit service is providing efficient service and filling a mobility need. It is recommended that Town staff complete a thorough review of the performance metrics described in this service monitoring plan along with initial responses to rider surveys after the first three months of service. If any goals are unmet or if initial rider satisfaction is low, then targeted service adjustments may be required.

## Implementation Timeline

**Figure 39** illustrates the timeline for pre-launch and post launch actions for the three months prior and 12 months following launch of the service. A turn-key operator should be identified at least three months prior to launch. Other pre-launch actions include identifying a name, logo, and brand, marketing and promotion of the service, vinyl wrapping of vehicles, and testing. Post-launch the focus will be on advertising service, monitoring service over the first year, and planning for minor adjustments to the service operating characteristics as needed.

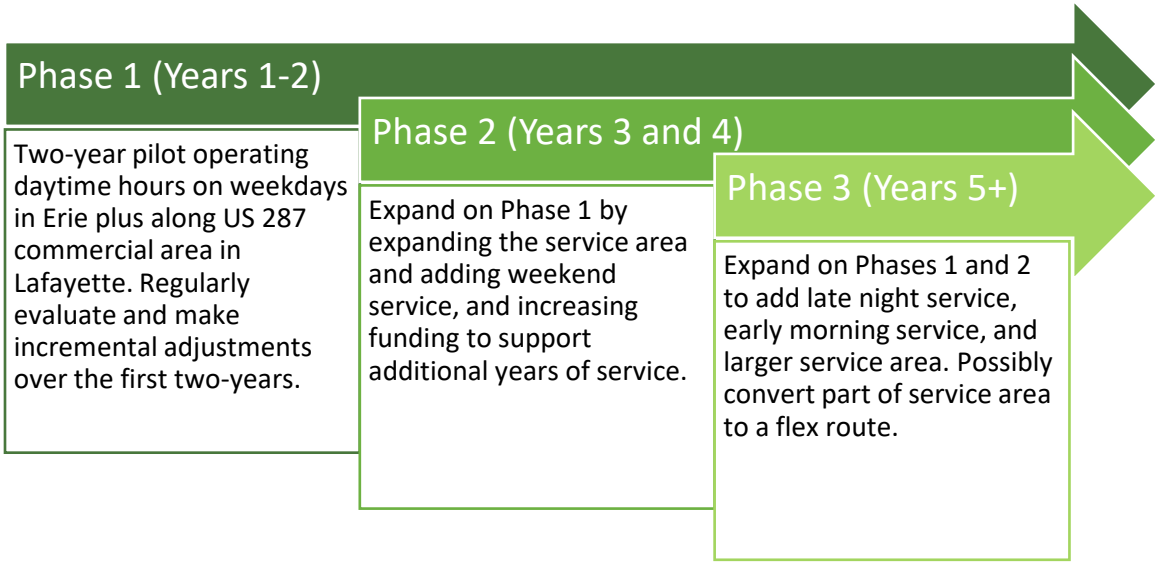
*Figure 39: Erie Microtransit Implementation Timeline*

| | |
|---|---|
| ***3 months before launch*** | Finalize program management and oversight<br>Select turn-key service operator and associated vehicle fleet<br>Finalize budget and associated operating hours<br>Select program name, logo, and brand |
| ***2 months before launch*** | Develop marketing materials and advertising plan<br>Formalize promotional partnerships with community groups<br>Work with microtransit vendor on service plan adjustments<br>Install electric vehicle charging stations |
| ***1 month before launch*** | Install vehicle brand graphics (vinyl wraps)<br>Begin intensive advertising and promotion of program launch<br>Coordinate with program partners and electeds about launch<br>Test microtransit technology and dry-run service |
| ***Launch of operations*** | Final planning, promotion, and coordination for launch event<br>Determine performance monitoring program<br>Launch event<br>Intensive advertising and promotion of service |
| ***Month 1*** | Daily service quality monitoring<br>Responsiveness to passenger complaints or input<br>Weekly evaulation of performance metrics<br>Intensive advertising and promotion of service |
| ***Month 2*** | Review lessons learned in first month with vendor<br>Intensive advertising and promotion of service<br>Ongoing evaluation/monitoring/customer responsiveness |
| ***Months 3-6*** | Implementation of possible service adjustments<br>Ongoing advertising and promotion of service<br>Ongoing evaluation/monitoring/customer responsiveness<br>Report to electeds and community partners on early results |
| ***Months 7+*** | Plan for Year 2 of service and develop necessary resources<br>Ongoing advertising and promotion of service<br>Ongoing evaluation/monitoring/customer responsiveness<br>Review and report on final pilot results |

## Phasing

**Figure 40** describes a phased approach over a multi-year period that would allow for the program to grow over time as ridership increases and financial resources expand. This would include increasing the overall service level and service area as demand and funding warrant.

*Figure 40: Erie Microtransit Implementation Phasing*




### Priorities for Future Improvement

Based on input received from the community, and analysis of travel patterns, potential future recommended improvements are shown in **Figure 41** and ranked with the highest priority shown first. Implementation of these priorities will be based on when funding becomes available and may shift depending on how the service performs and feedback from rider surveys and the community once the service is underway. There are two basic service characteristics that could be considered for expansion over time: expanding the service area and expanding the service to weekends and earlier/later service hours. Initial guidance on each is provided below. Additionally, the Town may also need to fund additional vehicles in order to maintain adequate response time as the service becomes more popular. At some point microtransit's popularity could increase to the point that conversion of part of the service area to a flex route may be warranted (more is discussed on this below).

*Figure 41: Prioritized Future Improvements for Erie Microtransit Service*

*Considerations for Expanding the Span of Service:*

Feedback from the community survey revealed demand for the service on weekends and later in the evening. Therefore, it is recommended that the Town consider expanding the service to Saturday as the first priority. If successful, the service could be expanded to Sunday and eventually by an additional hour or two in the evening.

*Considerations for Expanding the Service Area:*

Several key destinations outside of Erie were identified through the analysis but were not included in the initial service plan based on available resources. These locations should be considered first as part of any service area expansion:

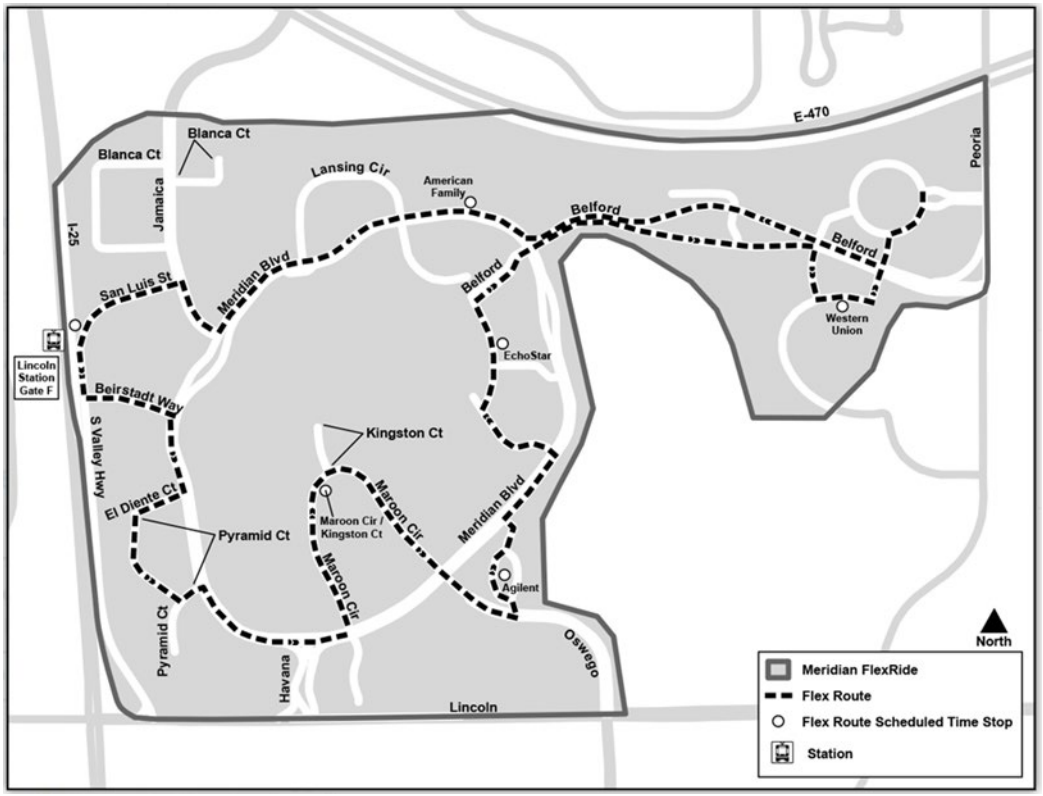
- **Downtown Lafayette:** This would provide a connection to additional shops and services offered in Lafayette. A connection could also be made to the Lafayette Park-n-Ride providing a formal connection to RTD regional services.
- **Good Samaritan Hospital:** Access to medical services was indicated as one of the top uses for the microtransit service by the community and Good Samaritan Hospital is the primary major hospital used by Erie residents.
- **Planned I-25 & CO 7 Mobility Hub:** The Larkridge area and associated commercial/retail services near I-25 and CO 7 was one of the top destinations outside of Erie that the community indicated a desire to have transit connections. Additionally, a mobility hub is planned at this location which will included connections to the Bustang North Line, the planned CO 7 BRT service and potentially future expanded RTD service to Thornton and Denver. This would be a logical location to connect the Erie microtransit service into the regional transit system.

## Flex Route Potential

The final service plan for the initial pilot project recommendation is a microtransit zonal system, where trips are fulfilled and grouped in real-time without any defined route. This recommendation is based on the finding that there is a lack of consistent, identified origin-destination points for trips within Erie and due to the dispersed nature of development patterns within Erie.

However, following the first two-years of operation, there may be a clear pattern of trips that lend themselves to a flexible route, where the vehicle travels along a route with defined stops and scheduled time points but can also deviate in between stops to make requested pickups and drop-offs in real-time anywhere within the zone. An example of this model is shown in **Figure 42**, which is one of the RTD FlexRide microtransit examples that operate with a flex route model. The Wagon Road FlexRide operates a similar model to north Thornton and Westminster, with several designated stops at key employment destinations during shift changes at the St. Anthony North Hospital and Amazon distribution center.

*Figure 42: RTD FlexRide Routing Example*




## Long-term Vision

The initial service defined herein is a step towards enhanced services within Erie and surrounding communities and should be considered as the start to longer-term enhancements. Current budget

constraints limit the service operations, but additional funding might be identified over time. Ideally, a long-term vision for Erie microtransit service might include:

- Service seven days a week; weekday hours of 5 AM to 9 PM and weekend hours of 7AM to 7 PM.
- An on-demand microtransit zone that incorporates downtown Lafayette, Good Samaritan Hospital, and the planned I-25 & CO 7 Mobility Hub.
- Average trip fulfillment time of 15 minutes or less with a mixed fleet of five or more vans and battery-electric cars.
- A defined flex route (circulator) for a portion of Erie that operates on a defined route and schedule in addition to the microtransit zonal service.
- A close partnership with RTD to coordinate expanding fixed-route transit services with increased frequency to existing routes, and increased connections to and through the Erie.

## Marketing, Branding, and Outreach

At the present time most Erie community members likely have limited knowledge of microtransit. An awareness building campaign should be paired with the service rollout to ensure community members learn of the new service, understand how to request trips, and are aware of the service area. While traditional avenues, like visually compelling advertisements, will be important, additional community-specific outreach strategies should also be pursued. These can include engaging local stakeholders who have existing community ties to serve as ambassadors for the new service and establishing educational messaging that the microtransit service is a public service that is open to all Erie community members and visitors highlighting the benefits of using the service (e.g., low cost and shorter travel times relative to existing fixed route bus service).

### Overall Marketing Strategy

In order for the Erie microtransit service to be successful, the Town should place an emphasis on maintaining as broad an outreach approach as possible in order to reach existing and potential transit riders. The Town can partner with local businesses, schools, houses of worship, employers, medical providers, social services, and other key destinations to post information about the new service. Beyond physical advertisements, the social media networks of these community partners can also be leveraged to broaden awareness. All marketing efforts should focus on educating community members about the service itself and also on conveying three key messages:

1. Erie microtransit is a new service that has been designed by the community to help address the mobility challenges residents are facing today.
2. Microtransit service will be free and offer a comparable travel time to driving for certain trips.
3. The Town will continuously seek rider feedback to learn how the new service can be optimized to best meet local travel needs.

## Branding

Brand awareness is critical to developing a community understanding that the microtransit service is distinctive from existing RTD service and that it is a new mobility resource.

The Town desires a brand that is catchy, inviting, and easily recognizable across town. Erie's priority of community, dedication, and town support led to the name the Erie Bee. Bees symbolize community, friendship, and teamwork which is at the heart of the Erie community.

The logo was designed with a "pinpoint" bee which will be used in marketing material for a symbol of place and location. The vehicles will be bright yellow and have a bumble-bee theme with catchy phrases such as, "Bee-line to your next destination". The logo and potential vehicle branding mockup are shown in **Figure 43**.

*Figure 43: The Erie Bee Brand Logo and Potential Vehicle Mockups*

## Signage

Signage describing the new service and featuring the branding should be posted in all locations where it is likely community members will start or end rides. These signs can serve to designate common pick-up and drop-off locations, which would make the system easier to use. Early locations for signs can include

the Erie Community Center, library, middle and high schools, grocery stores, Walmart, Old Town, medical facilities, and the designated location along Arapahoe Road where riders can connect to/from the JUMP. High quality, visually compelling signs can be targeted to key market groups and can be offered in a variety of languages.

## Advertising

Signage can also be adapted into flyers that are posted in popular locations or inserted into utility bills or any other materials that are mailed to each address in the service area. In addition, the Town can partner with local print media along with radio and tv stations to promote the service. While traditional media platforms have a wide reach, social media promotion is also a useful avenue to explore. Social media is particularly effective at reaching younger audiences, which should be a key consideration in Erie given the high share of residents under the age of 18 and the lessons learned about how popular the service is in other similar markets with youth. The Town can use its existing social media presence and also partner with RTD and other stakeholders who may be willing to cross promote the service.

## Outreach

The Town should leverage the existing network of community groups to raise awareness and promote the new service. Partnering with organizations will allow the Town to tap into an existing network of community members who are working to improve quality of life in Erie. The Town can invite key stakeholders to serve as ambassadors for the new service. This role can be as simple as committing to including the new microtransit service as a discussion topic in community events or promoting the service on an organization's website and social media pages. The Town can also collaborate with ambassadors to periodically visit popular destinations throughout Erie and informally discuss the new service with residents.

### *Employer Partnerships*

Partnerships with local employers are another tool the Town can utilize. Local employers in Erie can begin informing their employees about the opportunity to travel from one of the nearby RTD bus routes using microtransit or to use the microtransit service to reduce the length of their transit commute. Erie will consider partnering with local employers and businesses to market service to this ridership demographic.

### *School Partnerships*

Local schools, such as Erie High School and Erie Middle School, can also advertise the new service. While some parents may not be comfortable allowing their child to walk, bike, or ride the bus to school or after school activities, microtransit could be perceived as a safer travel option.

*Business Partnerships*

The Town should work with local businesses to promote the service, in particular partnering with local medical providers so they can effectively communicate the new service to clientele. Having tabletop displays on the counters of local retail establishments, restaurants, and medical service providers that announce the new service and how to use it could be an effective way to gain awareness of the service. Businesses and medical providers could also distribute information to employees and allow local ambassadors from the Town to present at staff meetings.

*Special Events*

The Town should consider having a presence at local events marketing the service such as Arbor Day, the Town Fair, Senior Lunch, Erie Air Fair, the Sustainability Event, Boo on Briggs, etc. Setting a table with brochures and a friendly community ambassador is a relatively low-cost way to build awareness of the new service.

*RTD*

Although the microtransit service is a Town program, it is important to collaborate with RTD, specifically with its customer service staff. It is likely that residents will not realize who is providing the service and may reach out to RTD with questions about the Town's microtransit service. The RTD customer service staff must be well equipped to answer questions about how the service works and how a user can request a ride. Providing marketing materials and training for RTD customer service staff will allow for seamless customer service, even if a potential rider is confused about whether the new microtransit service is an Erie or RTD service.

## Real Time Customer Information and Trip Planning

Being able to integrate trip planning and vehicle location information from the planned micortransit service into currently utilized rider trip planning apps is important in building confidence in the user experience. As a long-term goal, the Town should work to take the service data and build it into apps such as Google Maps, RTD's Next Ride app, and the Transit App.  Real time vehicle location information and trip planning can be done with Application Programming Interfaces (APIs), which help integrate the vehicular data with the mobile application and give realistic estimated time of vehicle arrivals and coordinated trip planning. Ideally, users could plan trips and see real-time travel time estimates across various modes and transportation providers. This integration is known as Mobility-as-a-Service (MaaS).

Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-443, **Version:** 1

**SUBJECT:**
A Resolution of the Town Council of the Town of Erie Approving a Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C. for the Erie Town Center

**DEPARTMENT:** Economic Development
Planning & Development
Parks & Recreation
Public Works

**PRESENTER(S):** Julian Jacquin, Director of Economic Development & TOEURA
Sarah Nurmela, Director of Planning & Development
Luke Bolinger, Director of Parks & Recreation
David Pasic, Interim Director of Public Works
Malcolm Fleming, Town Manager
Melissa Wiley, Deputy Town Manager
Patrick Hammer, Deputy Town Manager

**FISCAL SUMMARY:**
Staff have not determined the fiscal impact at this time, other than to conclude it will be positive for the Town, with revenue generated by selling the Town's property to the Developer and from the increase in economic activity resulting from developing the site as a retail/commercial center. The agreement provides for conveying the Town's property to the Developer in phases at a purchase price to be determine by the Parties through negotiation prior to the expiration of the Inspection Period. The negotiated price will be contingent on Council approval.

**POLICY ISSUES:**
Whether the Town Council supports contracting with Evergreen Devco to buy the Town-owned site with contingencies to develop a new anchor grocer, hotel, civic use, other retail and commercial uses (preferably local, regional, and small business owners), and affordable housing at this well-located site in Erie Town Center.

**STAFF RECOMMENDATION:**
Approve the Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C., for Erie Town Center.

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**

The Erie Town Center includes approximately 145 acres and five key sites generally located around the intersection of Erie Parkway and E. County Line Rd. The Town hired DPZ CoDesign in 2019/2020 to facilitate a community engage process leading to a new coordinated and connected Town Center plan for this area. The resulting plan reflects New Urbanism principles of walkability, connectivity, and building community by integrating recreation, shopping, dining, work, and community activities; all of which were identified and sought after by Erie's younger generation, senior population, and families. The plan created a unique and marketable destination to serve Erie residents while also attracting regional customers. The Erie Town Center Plan and Planned Development (PD) Guide responds to the market demand for commercial uses and housing, includes a medium-sized grocery store, while also provides for future growth as the popularity and demand in Town Center increases over time.

To speed realization of this vision, on May 31, 2022, the Town purchased the 19.41-acre parcel on the NW corner of Erie Parkway and County Line Road within the Town Center site from Regency Realty Group, with the intent to recruit a new developer and jump start development. Regency purchased this site in 2007 and participated in the Town Center charrette process. However, due to other priorities, they were not actively pursuing developing this parcel. The Town Center PD specifically identifies a small-format grocery store, a hotel, and civic uses as anchors on this parcel, with other mixed-use and commercial uses throughout. These uses will support and stimulate development for the entire Town Center. Anticipating this development, other property owners in Town Center either have begun construction on their sites (Erie Four Corners and Erie Commons) or have approved development plans and are about to begin construction (Ranchwood).

On Aug. 2, 2022, Town staff issued a Request for Proposals (RFP) seeking competitive bids from development groups who support the Town Center vision and have the experience and resources to complete the intended development program. From among those responding to the RFP, the Town selected Evergreen Devco ("Evergreen") as its preferred development partner and on March 14, 2023, signed a Letter of Intent ("LOI") establishing general terms and conditions under which the Town would sell this property to Evergreen, contingent on satisfying requirements for the grocer anchor, civic use, hotel use, and new affordable housing.

Since that time, the Town and Evergreen have worked to refine an updated concept plan for the overall site, secured a verbal commitment from the preferred anchor grocer (to be named later), drafted a proposed land contract, and presented a draft structure for our negotiations to the Town Council in Executive Session.

On Oct. 8, 2024, Town staff will present the Disposition and Development Agreement (DDA) with Evergreen-County Line & Erie Parkway, L.L.C., for the Town-owned site at Erie Town Center, for consideration by the Town Council. The DDA formalizes the terms and conditions of the sale of this property from the Town to Evergreen and gives Evergreen contract to the land so they can begin due diligence, including geotechnical and environmental investigations, site planning and

development review through the Town's processes. This binding contract also allows Evergreen to then secure a binding lease with the Anchor Grocer for this site, with announcements to follow thereafter. Some of the key components in the DDA include:

- Prior to Feb. 15, 2025 (the "Inspections Period"):
  - Evergreen shall secure commitment from the Anchor Grocer, as evidenced by an executed LOI. The LOI shall be provided to the Town, who has 30 days to object to the Anchor Grocer, if desired.
  - The Town and Evergreen will determine the purchase price for the Commercial Property and Residential Property after Evergreen has conducted due diligence, estimated their own construction costs, and identified the purchase price needed to facilitate the type/pace of development desired by Evergreen and the Town.
  - Evergreen shall incorporate affordable housing options into the Residential Property, which shall include a minimum of 12% of the residential dwelling units to be affordable to households earning 80% AMI or less.
- Prior to Feb. 15, 2026 (the "Approvals Period"):
  - Evergreen shall secure binding commitment from the Anchor Grocer, with a construction schedule indicating when the Anchor Grocer will open for business.
  - Evergreen shall secure commitment from a hotel operator, as evidenced by LOI, subject to the Town's approval or objection within 30 days of receipt.
  - Evergreen shall obtain all necessarily entitlements for the development, including final plat(s), site plan(s) and building permits.
  - The Town and Evergreen shall determine the size and location of the Civic use, and who will be responsible for constructing those improvements, including the structured parking garage. The Town and Evergreen will consider a separate agreement to memorialize these terms and conditions after the DDA is approved.
- Evergreen shall prioritize the marketing and solicitation of commercial space and pad sites to local and regional tenants and small business owners. National chains and brands are discouraged (except for the Anchor Grocer). 30% or more of the leasable space in the first phase shall be leased/sold to food and beverage tenants, and no more than 30% of the first phase shall be leased/sold to retail office professional tenants.

**COUNCIL PRIORITY(S) ADDRESSED:**

- ✓ Attractive Community Amenities
- ✓ Engaged and Diverse Community
- ✓ Prosperous Economy
- ✓ Well-Maintained Transportation Infrastructure
- ✓ Small Town Feel
- ✓ Effective Governance
- ✓ Fiscally Responsible

**ATTACHMENT(S):**

1. Resolution 24-137
2. Disposition and Development Agreement

**Town of Erie**
**Resolution No. 24-137**

**A Resolution of the Town Council of the Town of Erie Approving a Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C. for the Erie Town Center**

**Whereas**, the Town Council finds that it is in the best interest of the Town and the public health, safety and welfare to approve the Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C.

**Now Therefore be it Resolved by the Town Council of the Town of Erie, Colorado, that:**

**Section 1.** The Town Council hereby approves the Disposition and Development Agreement with Evergreen-County Line & Erie Parkway, L.L.C. in substantially the form attached hereto, subject to final approval by the Town Attorney. Upon such approval, the Mayor is authorized to execute the Disposition and Development Agreement on behalf of the Town.

**Adopted this 8th day of October, 2024.**

_____
Justin Brooks, Mayor

**Attest:**

_____
Debbie Stamp, Town Clerk

# Disposition and Development Agreement
## (Erie Town Center)

This Disposition and Development Agreement (this "Agreement") is made and entered into as of _____, 2024 (the "Effective Date"), by and between the Town of Erie, a Colorado municipal corporation with an address of P.O. Box 750, Erie, CO 80516 (the "Town"), and Evergreen-County Line & Erie Parkway, L.L.C., an Arizona limited liability company with an address of 1873 South Bellaire Street, Suite 1200, Denver, CO 80222 (Attention: Tyler Carlson) ("Developer") (each a "Party" and collectively the "Parties").

Whereas, the Town owns the Property more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property");

Whereas, the Town desires that the Property be developed as part of the Erie Town Center Planned Development (the "Development");

Whereas, under the terms of this Agreement, the Town intends to convey ownership of portions of the Property to Developer; and

Whereas, the Town and Developer mutually acknowledge and agree that the matters hereinafter set forth are reasonable conditions and requirements to be imposed by the Town in connection with its approval of the Development, and that such matters are necessary to protect, promote and enhance the public health, safety and welfare of the Town.

1. Purpose. The purpose of this Agreement is to set forth the terms, conditions and fees to be paid by Developer in connection with the Development, and to establish the terms under which the Town will convey the Property to Developer. The Development will be subject to any requirements of the Erie Municipal Code (the "Code"), state law and other Town ordinances.

2. Definitions. For purposes of this Agreement, the following terms shall have the following meanings:

"Affiliate" means a person or entity that directly or indirectly through one or more intermediaries, controls or is controlled by, or is under common control with Developer. For purposes of this definition, the term "control" means the power to direct or cause the direction of management and policies, through the ownership of voting rights, by contract or otherwise.

"AMI" means the current area median income for Boulder County, as established by the U.S. Department of Housing and Urban Development.

"Anchor Grocer" means a smaller format, specialty grocer, with not less than 8,000 square feet of building area and not more than 45,000 square feet of building area.

"Civic Property" means the portion of the Property that will contain the Civic Space and the Structured Parking Garage.

"Civic Space" means the building(s) that will be constructed on the Civic Property for public uses.

"Commercial Property" means the portion of the Property allocated for the Anchor Grocer and any other retail or commercial use.

"Residential Property" means the portion of the Property allocated for residential use.

"Structured Parking Garage" means an above-grade vertical parking structure with a minimum of two stories.

3. Due Diligence Materials.

a. *General*. Within 30 days after the Effective Date, the Town shall provide to Developer copies of any plans, specifications, drawings, surveys, reports, appraisals, environmental reports and assessments, including without limitation Phase I and Phase II Environmental Site Assessments, Asbestos and Lead Based Paint Surveys, if any, or other information for the Property in the Town's possession (the "Property Information").

b. *Subsidence*.

i. Developer acknowledges that the Town conducted a Phase I and Phase II coal mine subsidence evaluation with Lithos Engineering in March 2022 and May 2022, both of which studied historic coal mining of the Property. Developer further acknowledges that the Property is undermined by multiple Boulder-Weld County Coal Field mines, including the Garfield No. 1, Garfield No. 2 and Lister mines, with coal mining occurring from the late 1800s to the early 1900s, and the Phase II report concluded that conditions found do not preclude development of the Property, but that structure-specific investigations should be conducted over undermined zones to determine appropriate structural investigations that are required for all new development, which must be submitted to the Colorado Geological Survey ("CGS") prior to the issuance of any building permits.

ii. Developer shall, at Developer's sole cost (subject to the terms hereof), conduct such structure-specific investigations and all other geotechnical investigations for the Property during the Inspection Period (collectively the "Geotech Investigations").

iii. If this Agreement is terminated prior to the end of the Inspection Period or the Approvals Period, the Town shall reimburse Developer for 100% of its reasonable out-of-pocket expenses in connection with the Geotech Investigations, the Survey (as defined below) and any Phase I environmental assessment for the

Property within 30 days following invoice thereof, and Developer shall deliver to Town, without representation or warranty of any kind, the Survey, Phase I environmental assessment and copies of all studies, reports, plans and similar matters made by or for Developer concerning the Geotech Investigations. The terms hereof shall survive the termination of this Agreement, but shall at all times be subject to Section 20.i.

c. *Title Commitment*. Developer shall, at Developer's expense, obtain a title insurance commitment, together with legible copies of all instruments referred to in such commitment as conditions or exceptions (collectively, the "Commitment"), for the issuance of a 2006 ALTA form of an extended owner's title insurance policy for the Property.

d. *Survey*. Developer, at Developer's expense (subject to the terms hereof), shall obtain an ALTA survey (with topographic information) prepared by a certified Colorado surveyor showing all Property lines, improvements, if any, encroachments, setback lines, easements, adjoining roadways, proposed roads and proposed existing road extensions, and utility installments located therein and all other matters which are revealed by the Commitment (the "Survey").

4. Inspection Period.

a. *Time*. Developer shall have until February 15, 2025 (the "Inspection Period") to conduct due diligence and determine, in Developer's sole and absolute discretion, whether the Property is suitable for the Development. If the results of any of the matters referred to in this Section appear unsatisfactory to Developer for any reason, then Developer, in Developer's sole discretion, shall have the right to terminate this Agreement by giving written notice to the Town before the expiration of the Inspection Period.

b. *Testing*. During the Inspection Period, at its expense (except as provided in this Agreement), Developer may make any tests, surveys, inspections or obtain any audits, tests or studies of soils and subsurface conditions, including the Geotech Investigations and environmental tests on or about the Property to determine its suitability for construction of the Improvements and to determine if Hazardous Substances exist or have been stored on the Property.

c. *Access*. The Town shall permit Developer and its representatives access to the Property at reasonable times for the purpose of conducting such tests, inspections and surveys, provided that Developer reasonably restores the Property to the same condition, with the exception of any monitoring wells constructed during the Inspection Period, as prior to any such entry as is commercially reasonable, ordinary wear and tear excepted.

d. *Contingencies*. Prior to the expiration of the Inspection Period, the following contingencies (collectively the "Inspection Contingencies") shall be satisfied:

i. In consultation with the Town, Developer has drafted an overall plan for the Development (the "Overall Plan"), attached hereto as **Exhibit B** and incorporated herein by this reference. The Overall Plan shows the respective sizes and configurations of the various components of the Property (the Commercial Property, the Residential Property and the Civic Property), based on the concept plan agreed to by the Parties on April 17, 2024, and subject to the Town's development review process, and additional vetting by the Parties. The Overall Plan shall incorporate affordable housing options in the Residential Property, which affordable housing option shall include a minimum of 12% of the residential dwelling units to be affordable to households earning 80% AMI or less.

ii. Developer shall secure a commitment for an Anchor Grocer for the Commercial Property as evidenced by an executed letter of intent with the Anchor Grocer. Developer shall provide such executed letter of intent to the Town prior to the expiration of the Inspection Period. If the Town has any objections to the Anchor Grocer, the Town shall notify Developer in writing within 30 days after receipt of the letter, and the Parties shall have an additional 30 days to resolve such objections, and the Inspection Period shall be extended for an additional 30 days.

e. *Notice*. Prior to expiration of the Inspection Period, Developer shall deliver written notice to the Town indicating whether each of the Inspection Contingencies has been satisfied. If such notice states that any of the Inspection Contingencies have not been satisfied, this Agreement shall automatically terminate without further action of the Parties. If Developer fails to deliver such notice, Developer has waived its right to terminate this Agreement based on the Inspection Contingencies.

5. Approvals Period.

a. *Time*. Developer shall have until February 15, 2026 (the "Approvals Period") to obtain all necessary approvals from the Town and any other governmental or quasi-governmental entities having jurisdiction (the "Approvals"), with conditions reasonably acceptable to Developer, necessary for the construction and use of the first phase of the Commercial Property within the Development.

b. *Contingencies*. Prior to the expiration of the Approvals Period, the following contingencies (collectively, the "Approval Contingencies") shall be satisfied:

i. Developer shall secure a binding commitment with the Anchor Grocer, which such binding commitment shall include a commercially reasonable construction schedule indicating when the Anchor Grocer will open for business.

ii. Developer shall obtain all necessary entitlements for the Development, including approval of the final plat(s) and site plan(s) and all construction/building permits. The Town, without waiving any of its legislative, regulatory and decision-making authority, agrees and covenants to reasonably cooperate in good faith with Developer in such a manner as to not circumvent the terms of this Agreement.

c. *Marketing*. During the Approvals Period, Developer shall market the Property to attract quality retail and commercial tenants for the Commercial Property, which marketing shall include Developer's standard marketing efforts.

d. *Notice*. Prior to expiration of the Approvals Period, Developer shall deliver written notice to the Town indicating whether each of the Approval Contingencies has been satisfied. If such notice states that any of the Approval Contingencies have not been satisfied, this Agreement shall automatically terminate without further action of the Parties. If Developer fails to deliver such notice, Developer has waived its right to terminate this Agreement based on the Approval Contingencies.

6. Hotel. Developer shall use good faith efforts to secure a commitment for a hotel as evidenced by an executed letter of intent with a hotelier prior to the end of the Approvals Period. If the Town has any objections to the selected hotelier, the Town shall notify Developer of such objections in writing within 30 days after receipt of the letter of intent, and the Parties shall have an additional 30 days to resolve such objections and the Approvals Period shall be extended 30 days. The area designated for the hotel shall be part of the Civic Property unless Developer secures a commitment for the hotel prior to the expiration of the Approvals Period and elects to proceed with the hotel as part of the Commercial Property, which such election shall be in writing prior to the expiration of the Approvals Period. Notwithstanding the foregoing and for avoidance of doubt, securing a hotelier shall not be a condition of the terms of this Agreement.

7. Colorado Open Records Act. Any confidential financial information provided to the Town under this Agreement shall be marked as confidential financial information, and if so marked, the Town shall treat the letter as confidential financial information under the Colorado Open Records Act, C.R.S § 24-72-200.1, *et seq*. ("CORA").

8. Site-Specific Development Agreements. With each Final Plat, Developer shall execute a Development Agreement in the Town's standard form subject to reasonable negotiation and revisions by the Parties.

9. Civic Property. The Parties shall determine the size and location of the Civic Property during the Inspection Period as part of the Overall Plan, subject to reasonable modification as part of the Approvals, for uses set forth herein. During the Approvals Period, the Parties shall determine whether Town or Developer will construct the improvements for the Civic Property, including the Civic Space and the Structured Parking Garage. If the Parties agree that Developer is responsible for the design and construction of any such improvements, then the Parties will enter into a separate agreement to

memorialize the terms and conditions concerning the construction of the improvements. In all events, the Civic Property, the Residential Property and the Commercial Property shall be subject to any development documents, reciprocal easement agreements, cross access/parking easement agreements and similar documents required to be recorded in connection with the first phase of the Development.

10. Financing Mechanisms.

a. *Urban Renewal*. Developer shall determine whether the Development will require the Town Council to consider a new urban renewal plan for the Property pursuant to the Colorado Urban Renewal Law, C.R.S. § 31-25-107, *et seq*. If Developer determines that a new urban renewal plan is necessary, the Town agrees to fund the costs associated with creating the new urban renewal plan, but Developer acknowledges that the Town cannot guarantee that a new urban renewal plan will be approved by the Town Council.

b. *District*. Developer may form one or more metropolitan districts (collectively the "District") for the purpose of providing financing or other assistance for the Development. Notwithstanding anything contained in this Agreement to the contrary, any obligation of Developer under this Agreement may be performed by or on behalf of the District, provided that the District will be bound by this Agreement for any obligations that it undertakes on behalf of Developer.

11. Purchase Price.

a. *Commercial Property*. The purchase price for the Commercial Property shall be an amount per square foot, net of all public right-of-way dedications and park/open space dedications and buffers, in an amount determined by the Parties prior to the expiration of the Inspection Period.

b. *Residential Property*. The purchase price for the Residential Property shall be an amount per square foot, net of all public right-of-way dedications and park/open space dedications and buffers, in an amount determined by the Parties prior to the expiration of the Inspection Period.

12. Closings.

a. *Conditions Precedent*. The Parties' obligation to close the transfer of any portion of the Commercial Property or Residential Property under this Agreement shall be subject to and conditioned upon the following conditions precedent:

i. The Town's approval of an amendment to the Town Center Planned Development ("PD");

ii. The Town's acceptance of the purchase price for the portion of the Property being conveyed under Section 10; and

iii. Satisfaction of the Approval Contingencies.

b. *Phases*. It is the intent of the Parties that the Commercial Property and the Residential Property may be conveyed to Developer in phases, to be determined in good faith prior to the expiration of the Approvals Period. To accommodate such separate conveyances and the Anchor Grocer's construction schedule, the Parties agree to execute commercially reasonable license agreements to enter the remaining Property not yet conveyed to Developer.

c. *Conveyance*. At each closing, the Town shall convey to Developer title to the applicable portion of the Property by special warranty deed. Title to the Property shall be free and clear of all liens, defects and encumbrances, except the following Permitted Exceptions: this Agreement; easements and rights-of-way that are part of the Development Plan, or are approved, accepted, or waived by Developer; and taxes and assessments not yet due and payable.

d. *Title Insurance*. Developer shall be responsible for all costs of the Title Policy and any title insurance commitments, policies or endorsements required by Developer or its mortgagees.

e. *Extensions*. Developer may, at its option, extend any closing for up to 2 periods of up to 120 days each if such extensions are necessary to accommodate the Anchor Grocer's construction schedule. To exercise such an extension, Developer shall deliver written notice to the Town and evidence of such Anchor Grocer's construction schedule no less than 30 days prior to the then-scheduled closing.

f. *Condition of Property*. The Town has not made, does not make and specifically negates and disclaims any representations, warranties, covenants or guarantees of any kind, whether express or implied, concerning or with respect to the presence of Hazardous Substances on the Property or compliance of the Property with any and all applicable Environmental Laws, or the value, nature, quality or condition of the water, soil and geology of the Property. Developer acknowledges and agrees that the sale of the Property is made on an "as-is" basis. Developer fully and irrevocably releases the Town from any and all claims that it may now have or hereafter acquire against the Town or its officials, employees, representatives and agents for any cost, loss, liability, damage, expense, claim, demand, action or cause of action arising from or related to any such defects and conditions, including, without limitation, compliance with Environmental Laws, affecting the Property or any portion thereof, except claims arising out of breaches of the warranties contained herein.

13. Fees. All permit and other fees for the Development, including without limitation tap fees, permit fees and impact fees, shall be assessed and paid at the then-current rate, unless set forth in a separate agreement between the Parties.

14. Developer's Obligations.

a. *Construction*. Developer shall commence, diligently pursue and complete the construction of the Development in compliance with this Agreement and the PD.

b. *Entitlements*. Developer shall, at its sole cost and expense, obtain all necessary entitlements and approvals, including without limitation zoning, subdivision, site plan, and permits, to construct and complete the Development.

c. *Progress Reports*. Until the last certificate of occupancy is issued for the Development to be constructed by Developer, Developer shall, at the request of the Town, make quarterly reports in such commercially reasonable detail as may reasonably be requested by Town.

d. *Retail Uses*. Developer shall prioritize the marketing and solicitation of commercial space and pad sites to local and regional tenants and small business owners ("Local Tenants"). National chains and national brands are discouraged in the Development except the Grocery Anchor. Notwithstanding the foregoing, Developer shall not be precluded from leasing or selling to non-Local Tenants if good faith leasing efforts fail to attract qualified and economically competitive Local Tenants to the Development, to be determined at Developer's sole discretion, but after reasonably consulting with the Town in good faith. Developer shall lease or sell a minimum of 30% of the total leasable space in the first phase of development in the Commercial Property (after deducting the Anchor Grocer space) to food and beverage tenants, and shall not lease or sell more than 30% of the first phase of development in the Commercial Property to retail office professional tenants such as financial, real estate, title, insurance, medical, dental, chiropractic and similar office uses ("Retail Office Uses"). Retail Office Uses shall not include nail salons, hair salons, med spas, fitness, massage therapy or other similar personal service uses. No single building for commercial use, except for the Anchor Grocer and any hotelier, shall exceed 15,000 square feet.

e. *Applicable Law*. Developer shall at all times comply with all applicable law, including all federal, state and local statutes, regulations, ordinances, decrees and rules relating to the emission, discharge, release or threatened release of a hazardous material into the air, surface water, groundwater or land, the manufacturing, processing, use, generation, treatment, storage, disposal, transportation, handling, removal, remediation or investigation of a hazardous material, and the protection of human health and safety, including without limitation the following, as amended: the Comprehensive Environmental Response, Compensation and Liability Act; the Hazardous Materials Transportation Act; the Resource Conservation and Recovery Act; the Toxic Substances Control Act; the Clean Water Act; the Clean Air Act; the Occupational Safety and Health Act; the Solid Waste Disposal Act; the Davis Bacon Act; the Copeland Act; the Contract Work Hours and Safety Standards Act; the Byrd Anti-Lobbying Amendment; the Housing and Community Development Act; and the Energy Policy and Conservation Act.

15. Representations and Warranties.

a. Developer hereby represents and warrants to the Town that all of the following are true and correct in all material respects as of the date of signature and the Effective Date: this Agreement has been duly authorized and executed by Developer as the legal, valid and binding obligation of Developer, and is enforceable as to Developer in accordance with its terms; the person executing this Agreement on behalf of Developer is duly authorized and empowered to execute and deliver this Agreement on behalf of Developer; to the actual knowledge of Developer, there is no pending or threatened litigation, administrative proceeding or other proceeding pending or threatened against Developer which, if decided or determined adversely, would have a material adverse effect on the ability of Developer to undertake its obligations under this Agreement nor, to the actual knowledge of Developer, is there any fact or condition of the Property known to Developer that may have a material adverse effect on Developer's ability to Develop the Property as contemplated; and neither the execution of this Agreement nor the consummation of the transaction contemplated by this Agreement will constitute a breach under any contract, agreement or obligation to which Developer is a party or by which Developer is bound or affected.

b. The Town covenants, represents and warrants as follows, to the best of its actual knowledge: there is no litigation or threatened litigation, proceeding or investigation contesting the powers of Town or its officials with respect to the Property, this Agreement or the improvements that has not been disclosed to Developer; the filing or service of any such suit affecting the Property prior to the delivery of a certificate of occupancy shall be disclosed immediately to Developer by the Town; and there are no leases, options, rights of first refusal or other encumbrances affecting title to or use of the Property except as set forth in the Commitment.

16. Indemnification. Developer agrees to indemnify and hold harmless the Town and its officers, insurers, volunteers, representatives, agents, employees, attorneys, heirs and assigns from and against all claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by the omission, error, professional error, mistake, negligence, or other fault of Developer, or any officer, employee, representative, agent or subcontractor of Developer. In addition, Developer shall pay all property taxes on property underlying Improvements to be dedicated to the Town before acceptance by the Town, and shall indemnify and hold harmless the Town for any such property tax liability.

17. Assignment. Developer agrees that it shall not make, create, or suffer to be made or created, any total or partial sale or transfer in any form of this Agreement or any part thereof or any interest therein, or any agreement to do the same, without the prior written

approval of the Town. Notwithstanding the foregoing, the following do not require the Town's consent, provided they comply with this Agreement and applicable law:

i. Agreements concerning the leasing or sale of portions of the Commercial Property to retail users or the Anchor Grocer (except as provided herein);

ii. Agreements for the sale of Residential Property to builders or developers, subject to a Deed Restriction Agreement for affordable housing; and

iii. Concurrently with the first closing, the creation of an association and covenants, conditions and restrictions and recordation of documents in furtherance thereof.

18. Developer Default and Remedies.

a. *Default*. Each of the following is a Developer default of this Agreement:

i. If Developer fails to perform any of its obligations under this Agreement and fails to remedy the same within 30 days after Developer is given a written notice specifying the same; provided that, if the nature of the violation is such that it cannot reasonably be remedied within 30 days, and Developer provides evidence to the Town that the violation cannot reasonably be remedied within 30 days, then the violation shall be remedied as soon as reasonably practicable, but in any case, within 120 days of the original notice of violation.

ii. If an involuntary petition is filed against Developer under a bankruptcy or insolvency law or under the reorganization provisions of any law, or when a receiver of Developer, or of all or substantially all of the property of Developer, is appointed without acquiescence, and such petition or appointment is not discharged or stayed within 90 days after the happening of such event.

iii. If Developer makes an assignment of its property for the benefit of creditors or files a voluntary petition under a bankruptcy or insolvency law, or seeks relief under any other law for the benefit of debtors.

b. *Notice*. Unless necessary to protect the immediate health, safety and welfare of the Town, the Town shall provide Developer at least 30 days' prior written notice of its intent to take any action under this Section, during which Developer may cure the default.

c. *Remedies*. If a Developer default occurs beyond applicable notice and cure, the Town may take such action as permitted or authorized by law, this Agreement or the ordinances of the Town, as the Town deems necessary to protect the public health, safety and welfare. The Town's remedies include without limitation:

i. The refusal to issue any building permit;

ii. The revocation of any building permit previously issued under which construction related to such building permit has not commenced; and

iii. Any other remedies available at law or equity, and the exercise of one remedy shall not preclude the exercise of any other remedy, and further provided that the expiration of this Agreement shall in no way limit the Town's legal or equitable remedies, or the period in which such remedies may be asserted, for work negligently or defectively performed, provided that in no event shall Developer be liable to the Town or any other party for any indirect, special, consequential or punitive damages of any kind, whether in contract, tort or otherwise.

19. Town Default and Remedies.

a. *Default*. The following is a Town default of this Agreement: if the Town fails to observe or perform any covenant or obligation required of it under this Agreement or any representation or warranty made by Town under this Agreement is materially false when made and the Town fails to remedy the same within 30 days after the Town is given a written notice specifying the same; provided that, if the nature of the violation is such that it cannot reasonably be remedied within 30 days, and the Town provides evidence to Developer that the violation cannot reasonably be remedied within 30 days, then the violation shall be remedied as soon as reasonably practicable, but in any case, within 120 days of the original notice of violation

b. *Remedies*. If a Town default occurs, Developer shall have all remedies available at law or equity, and the exercise of one remedy shall not preclude the exercise of any other remedy, provided that Developer shall not have the remedy of specific against the Town. Without limiting the generality of the foregoing, in the event a Town default occurs, Developer may terminate this Agreement upon notice given to the Town, without waiving any of its rights or remedies hereunder.

20. Miscellaneous

a. *Governing Law and Venue*. The laws of the State of Colorado shall govern this Agreement, and the exclusive venue for any legal proceeding arising out of this Agreement shall be in Boulder County, Colorado.

b. *No Third-Party Beneficiaries*. There are no intended third-party beneficiaries to this Agreement.

c. *Severability*. If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

d. *Governmental Immunity*. Nothing herein shall be construed as a waiver of any protections or immunities the Town or its employees, officials or attorneys may have

under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended.

e. *No Joint Venture*. Notwithstanding any provision hereof, the Town shall never be a joint venture in any private entity or activity which participates in this Agreement, and the Town shall never be liable or responsible for any debt or obligation of any participant in this Agreement.

f. *Notice*. Notices under this Agreement shall be sufficiently given if sent by regular U.S. mail, postage prepaid, to the address on the first page of this Agreement.

g. *Integration*. This Agreement, together with all exhibits attached hereto, constitutes the entire understanding and agreement of the Parties, integrates all the terms and conditions mentioned herein, and supersedes all negotiations or previous arrangements between the Parties with respect to the subject matter hereof.

h. *Recordation*. This Agreement shall be recorded in the real estate records of the Boulder County Clerk and Recorder and shall be a covenant running with the Property.

i. *Subject to Annual Appropriation*. Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year. The Town represents that it presently intends to appropriate the payments under this Agreement to the fullest extent permitted by law.

j. *Force Majeure*. No Party shall be in breach of this Agreement if such Party's failure to perform any of the duties under this Agreement is due to Force Majeure, which shall be defined as the inability to undertake or perform any of the duties under this Agreement due to tornadoes, earthquakes, floods, storms, fires, sabotage, terrorist attack, strikes, riots, war, labor disputes, embargoes, pandemics, and the authority and orders of government.

k. *Days*. If the day for any performance or event provided for herein is a Saturday, Sunday or other day on the Town is not open for the regular transaction of business, such day therefor shall be extended until the next day on which the Town is open for the transaction of business.

In Witness Whereof, the Parties have executed this Agreement as of the Effective Date.

**Town of Erie, Colorado**

_____
Justin Brooks, Mayor

Attest:

_____
Debbie Stamp, Town Clerk

**Developer**

Evergreen-County Line & Erie Parkway, L.L.C.,
an Arizona limited liability company

By: Evergreen Development Company-2023, L.L.C.,
an Arizona limited liability company
Its: Manager

By: Evergreen Devco, Inc., a California corporation
Its: Manager

By: _____
Name: Tyler Carlson
Its: CEO

**Exhibit A**

Legal Description

Tract A, Ranchwood Minor Subdivision. Located in the East Half of the Northeast Quarter of Section 24, Township 1 North, Range 69 West of the 6th Principal Meridian, Town of Erie, County of Boulder, State of Colorado.

FOR INFORMATIONAL PURPOSES ONLY: Assessor Parcel No. R0511537 / 146524110001

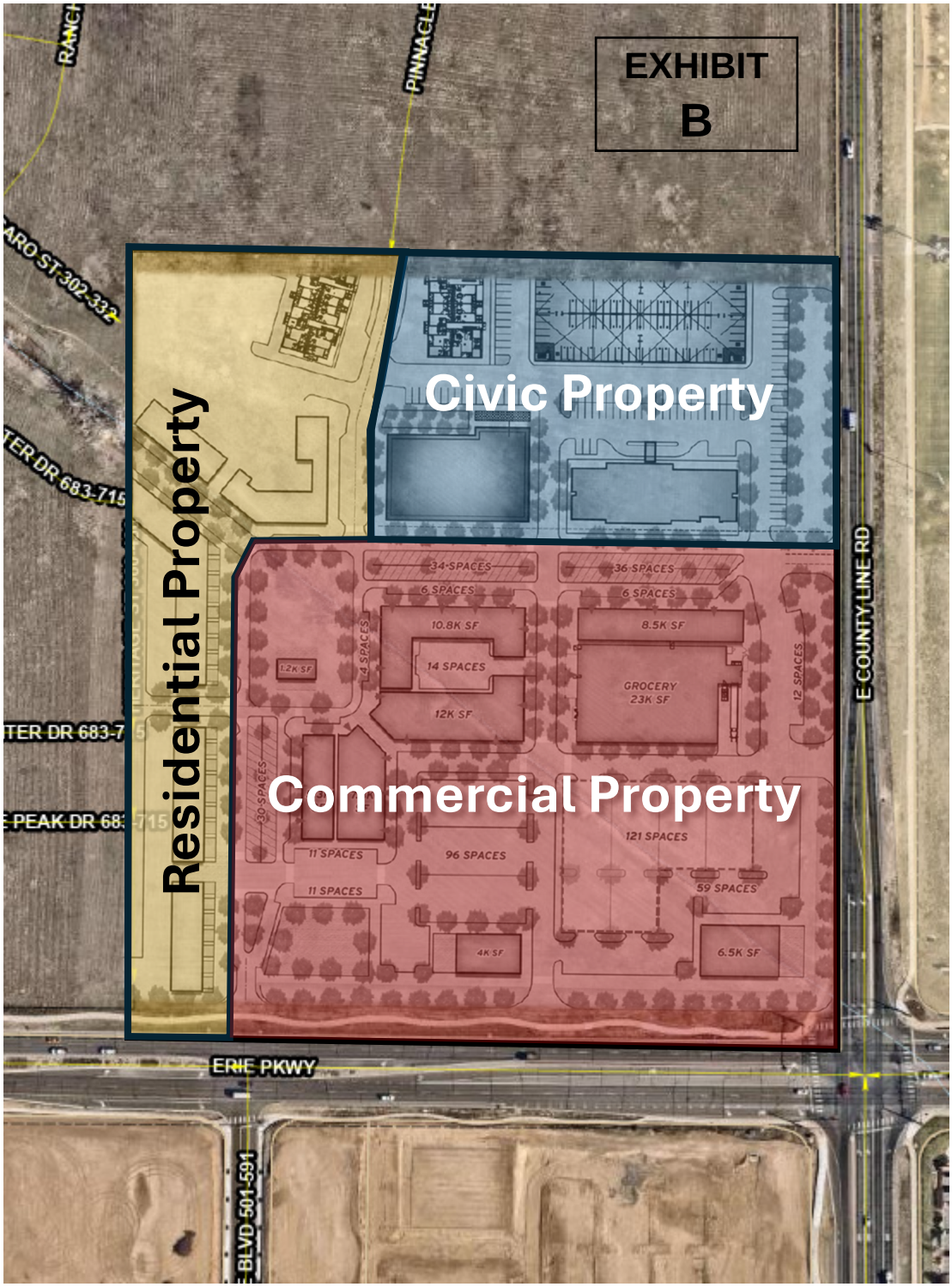


EXHIBIT
B
Residential Property
Civic Property
Commercial Property
ERIE PKWY
E COUNTY LINE RD
34 SPACES
6 SPACES
36 SPACES
6 SPACES
10.8K SF
8.5K SF
14 SPACES
GROCERY
23K SF
12K SF
30 SPACES
11 SPACES
96 SPACES
121 SPACES
59 SPACES
11 SPACES
4K SF
6.5K SF

Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-422, **Version:** 1

**SUBJECT:**
Bi-Monthly Vector Air Airport Report

**DEPARTMENT:** Public Works

**PRESENTER(S):** Jason Hurd, Airport Manager
Todd Fessenden, Utilities Director

**TIME ESTIMATE:** 15 minutes

**POLICY ISSUES:**
This is a bi-monthly report from the Airport Manager and thus has minimal policy implications.

**STAFF RECOMMENDATION:**
For presentation only

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**
Please see attached - Vector Air Airport Report

**COUNCIL PRIORITY(S) ADDRESSED:**
- ✓ Prosperous Economy
- ✓ Well-Maintained Transportation Infrastructure

**ATTACHMENT(S):**
1. Report

Vector Air Management

# AIRPORT MANAGER'S REPORT - OCTOBER 8, 2024 MEETING

**AIRPORT MANAGER'S REPORT OUTLINING MONTHLY OPERATIONAL INCOME AND EXPENSES, STATUS UPDATES ON CURRENT PROJECTS, NUMBER AND NATURE OF COMPLAINTS, NUMBER OF INCIDENT AND ACCIDENTS, AND FUEL REVENUE, EXPENSES AND USAGE.**

## MONTHLY OPERATIONAL INCOME

| | TIE-DOWN FEES* | LAND LEASES | FUEL FLOW FEES | THROUGH THE FENCE FEES |
|---|---|---|---|---|
| **JUNE** | $1,060.00 | $960.00 | $710.59 | $0.00 |
| **JULY** AS OF 7/30 | $970.00 | $960.00 | $518.78 | $0.00 |
| **AUGUST** | $1,180.00 | $960.00 | $529.18 | $0.00 |
| **YTD TOTALS** | **$8,220.00** | **$10,080.00** | **$4,764.63** | **$65,187.50** |

* TIE-DOWN FEES VARY MONTH-TO -MONTH DUE TO TRANSIENT PILOTS

## MONTHLY OPERATIONAL EXPENSES

| | AWOS PHONE SERVICE | WATER | TRASH | ELECTRICAL CHARGES | AIRPORT MAINTENANCE |
|---|---|---|---|---|---|
| **JUNE** | $126.06 | $111.34 | $667.88 | $1,595.06 | |
| **JULY** AS OF 7/30 | $126.06 | $124.48 | $667.88 | $1,353.01 | $2,313.48 |
| **AUGUST** | $126.06 | | $667.88 | $1,870.65 | $2,754.09 |
| **YTD TOTALS** | **$1,006.76** | **$516.23** | **$5,368.04** | **$15,103.94** | **$5,996.16** |

Vector Air Management

# AIRPORT MANAGER'S REPORT - October 8, 2024 MEETING

## STATUS UPDATES ON CONSTRUCTION PROJECTS

### KEIK 2024 TAXIWAY/RAMP/RUNWAY RECONSTRUCTION PROJECT

Project commenced on Monday, September 23rd. Project to be completed by October 29th. Please see attached project schedule.

10 day runway closure 10/17/24 - 10/26/24

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## MONTHLY NUMBER AND NATURE OF COMPLAINTS

| | NUMBER OF REPORTS | NATURE OF COMPLAINT | AIRPORT MANAGER RESPONDED |
|---|---|---|---|
| **JUNE** | 2 | 6/2/24 -AEROBATICS OVER NEIGHBORHOOD | YES |
| | | 6/624 - NOISE | YES |
| **JULY** | 3 | 7/27/24 -LOW FLYING AIRCRAFT | YES |
| | | 7/27/24 - NOISE | YES |
| | | 7/27/24 - NOISE | YES |
| **AUGUST** | 6 | 9/6/24 - NOISE | YES |
| | | 9/6/24 - LOW FLYING AIRCRAFT | YES |
| | | 9/8/24 - NOISE | YES |
| | | 9/8/24 - LOW FLYING AIRCRAFT | YES |
| | | 9/10/24 - NOISE | YES |
| | | 9/10/24 - NOISE | YES |
| **TOTAL** | **11** | | |

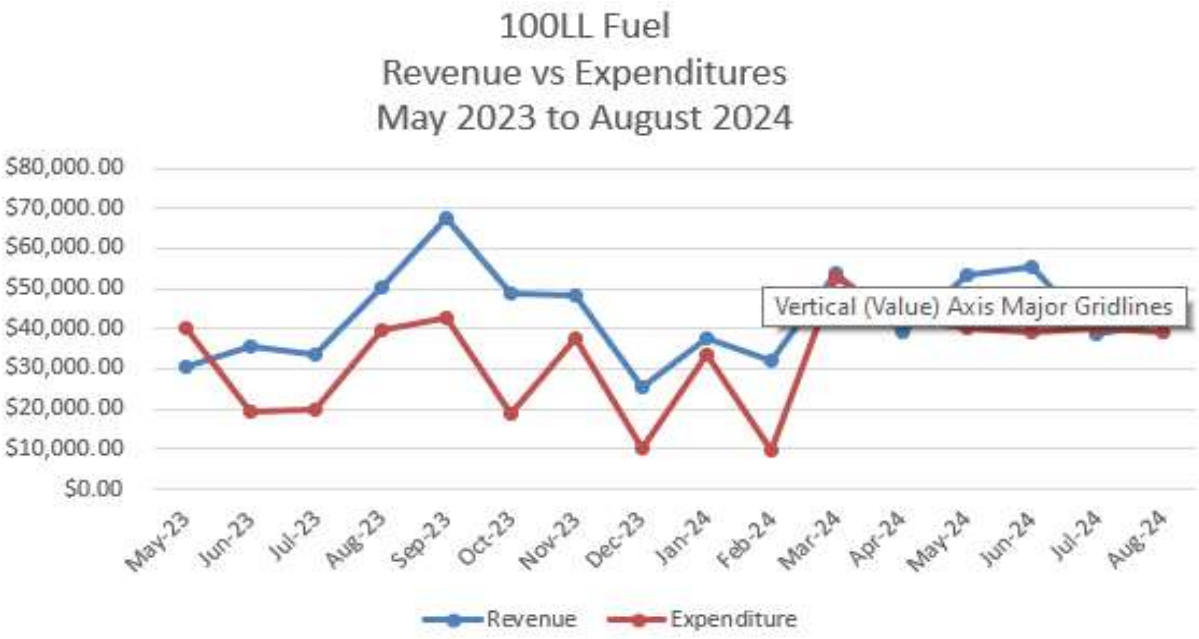
**INCIDENTS / ACCIDENTS - NO INCIDENTS OR ACCIDENTS FOR THIS PERIOD**

| | |
|---|---|
| **JUNE** | **0** |
| **JULY** | **0** |
| **AUGUST** | **0** |
| **TOTALS** | **0** |

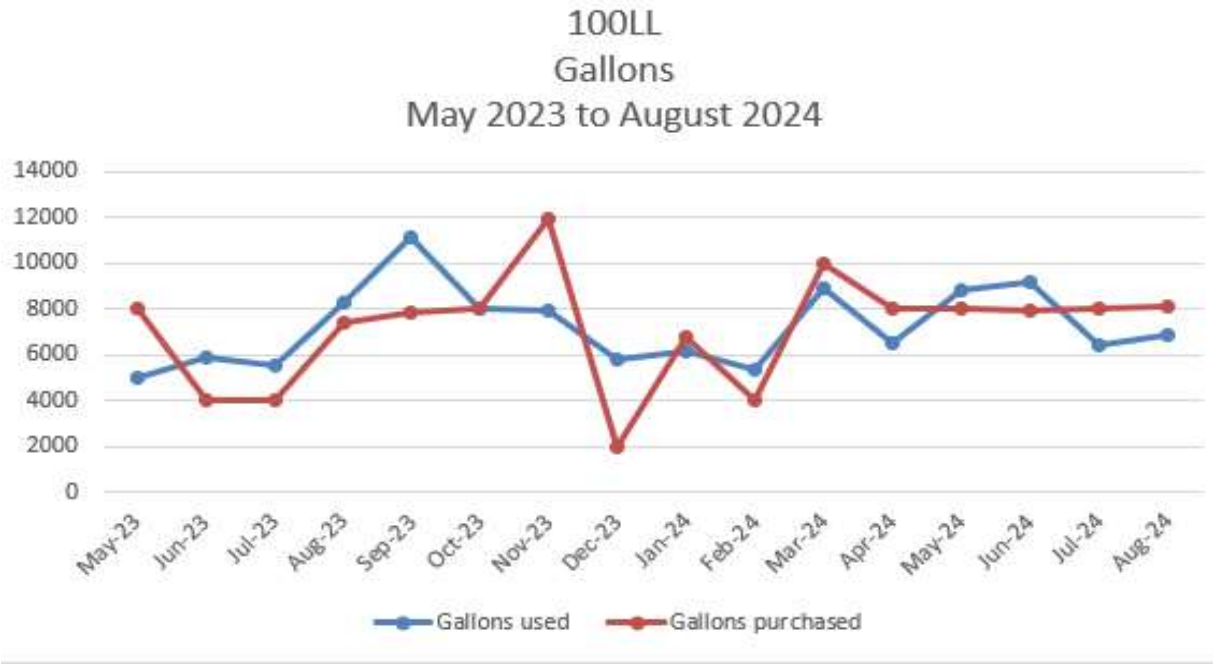
Vector Air Management

## AIRPORT MANAGER'S REPORT -OCTOBER 8, 2024 MEETING

**100LL FUEL - REVENUE VERSUS EXPENSES - MAY 2023 TO AUGUST 2024**



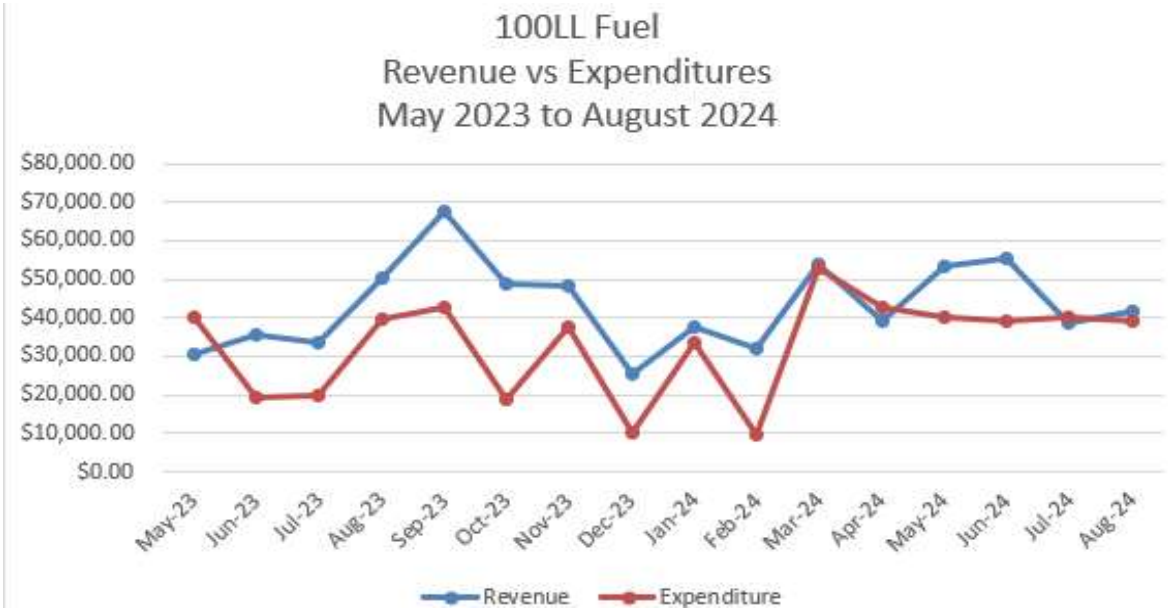
**100LL FUEL - GALLONS USED VS GALLONS PURCHASED - MAY 2023 TO AUGUST 2024**



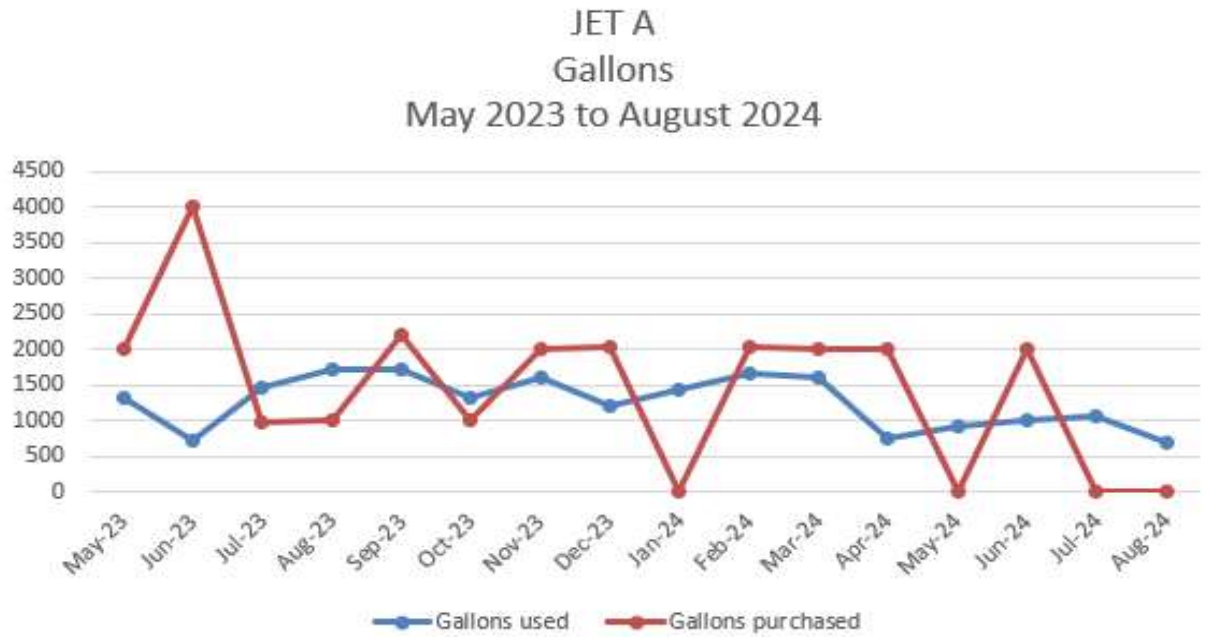

Vector Air Management

## AIRPORT MANAGER'S REPORT -OCTOBER 8, 2024 MEETING

**JETA FUEL - REVENUE VERSUS EXPENSES - MAY 2023 TO AUGUST 2024**



**JETA FUEL - GALLONS USED VS GALLONS PURCHASED - MAY 2023 TO AUGUST 2024**



**File #:** 24-454, **Version:** 1

**SUBJECT:**
PUBLIC HEARING: A Resolution of the Town Council of the Town of Erie Approving the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie

**DEPARTMENT:** Planning & Development

**PRESENTER(S):** Sarah Nurmela, Director of Planning and Development
Kelly Driscoll, Planning Manager
Josh Campbell, Senior Strategic Planner
Keiley Gaston, Senior Strategic Planner

**TIME ESTIMATE:** 90 minutes

**POLICY ISSUES:**
The Comprehensive Plan (Plan) captures the Town of Erie's vision for the community. The Plan sets forth policy direction for all aspects of physical development, Town services, and utility provision. The policies of the Plan will be used to guide strategic planning and improvements for land use and development, parks, open space and recreation, utilities, and transportation infrastructure. The Plan also provides guidance for developing social and cultural belonging and interactions.

More detailed plans and implementation strategies are encompassed in subject-specific planning documents like the Water Supply Plan, Affordable Housing Strategy, or Parks, Recreation, Open Space and Trails (PROST) Plan-among others.

**STAFF RECOMMENDATION:**
Adopt Resolution 24-145 approving the 2024 update to the Comprehensive Plan, known as Elevate Erie.

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**
The Comprehensive Plan is an overarching guide for development, services, and lived experience in the Town. The document establishes a vision, guiding principles, and policies, with action items to implement the Town's vision. As a guiding document, the policies are meant to provide direction to decision makers and staff alike as they review development, prioritize investments, and deliver infrastructure improvements. The last update to the Comprehensive Plan was conducted in 2015. To

reflect Erie's evolving development footprint, demographics, and needs, the Town initiated an update to the Plan in late 2022.

The Plan update process included four engagement windows built around documenting existing conditions, visioning, testing ideas, and reviewing the draft document. Documents and summaries of this process can be found online on the Plan's webpage: <http://www.erieco.us/comp-plan-and-tmp> . The Engagement Scrapbook is also attached.

- **Phase I** occurred between December 2022 and April 2023. This phase of engagement uncovered and documented existing conditions in Erie and included seven in-person engagement events as well as an online survey.

- **Phase II** extended approximately seven months into December 2023, with a focus on visioning and defining the direction of the plan. Residents identified the Vision and Values of the plan through five in-person events and an online survey.

- **Phase III** included public input on the three Land Use Scenarios presented to the Council and Planning Commission in a joint workshop in March 2024. Voting for scenarios occurred online and in-person at seven events over four and a half weeks. The plan team used the feedback and results of voting to draft the fourth and final land use scenario, otherwise known as the Future Land Use Map.

- **Phase IV**, or public review of the draft document and Future Land Use Map, was open from Aug. 14 to Sept. 8. During this fourth phase of engagement, staff held two Open House events where residents could ask questions and provide feedback. A handful of written comments were received from unique users on the project page as well as feedback from 32 attendees at the Open House events. The online and in-person feedback was incorporated into the document.

Over the course of the project, the plan team engaged with the public at more than 30 events and multiple online surveys, resulting in more than 2,500 touch points. Additionally, 29 advisory meetings with the Technical Advisory Committee (TAC), Plan Advisory Committee (PAC), Planning Commission, and Council occurred during the project. Throughout each of the engagement periods, the PAC and TAC met multiple times to review work product and provide direction and feedback. The Town engaged Verdunity and EPS as consultants to provide Fiscal and Economic Market Analyses.

| *Phase* | **Phase 1: Setting the Stage** *Dec. 2022 – Apr. 2023* | **Phase 2: Defining the Direction** *May – Dec. 2023* | **Phase 3: Scenario Planning** *Jan. – June 2024* | **(In progress) Phase 4: Policy Framework & Realizing the Plan** *July – Oct. 2024* |
|---|---|---|---|---|
| ***Goal*** | Building a common understanding of the current situation and common values in Erie | Co-creating the vision for the future of Erie and Elevate Erie | Choosing the best land use scenario for Erie | Prioritizing policies & adopting the Comprehensive Plan |
| ***2,500+ Community Touchpoints*** | • Online survey<br>• 7 in-person engagements | • Online survey<br>• 5 in-person engagements | • Online survey<br>• Mailed postcard<br>• 7 in-person engagements | • Online survey<br>• 12 in-person engagements<br>• 2 open houses during public review |
| ***20+ Advisory Meetings*** | • 3x TAC<br>• 2x PAC<br>• 1x Board of Trustees + Planning Commission | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Board of Trustees | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Town Council + Planning Commission | • TAC Plan Review<br>• PAC Plan Review<br>• 3x Planning Commission<br>• 2x Town Council |

The draft plan reflects residents' vision for Erie's future, while the technical inputs ground it in data and market realities, resulting in an implementable, fiscally sustainable plan.

## COUNCIL PRIORITY(S) ADDRESSED:

- ✓ Attractive Community Amenities
- ✓ Engaged and Diverse Community
- ✓ Prosperous Economy
- ✓ Well-Maintained Transportation Infrastructure
- ✓ Small Town Feel
- ✓ Safe and Healthy Community
- ✓ Effective Governance
- ✓ Environmentally Sustainable
- ✓ Fiscally Responsible

## ATTACHMENT(S):

1. Staff Report
2. Resolution 24-145
3. Planning Commission Resolution P24-14
4. Presentation
5. Elevate Erie - Comprehensive Plan
6. Engagement Scrapbook
7. Written Public Comment to Planning Commission
8. Notice

**TOWN OF ERIE**
**TOWN COUNCIL MEETING**
**October 8, 2024**

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**SUBJECT:** **Resolution**
A Resolution of the Town of Erie Town Council Approving the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie

**PURPOSE:** Comprehensive Plan update to provide effective guidance on planned and future growth

**CODE REVIEW:** Erie Municipal Code, Title 10

**DEPARTMENT:** Planning and Development

**PRESENTER:** Sarah Nurmela, Director of Planning and Development
Kelly Driscoll, Planning Manager
Josh Campbell, Senior Strategic Planner
Keiley Gaston, Senior Strategic Planner

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## STAFF RECOMMENDATION:

Staff recommends that the Town Council adopt the resolution approving the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie.

## SUMMARY AND BACKGROUND OF SUBJECT MATTER:

The Comprehensive Plan is an overarching guiding document for development, services, and lived experience in the Town. The document establishes a vision, guiding principles, and policies, with action items that set forth implementation of the Town's vision. As a guiding document, the policies are meant to provide direction to decision makers and staff alike as they review development, prioritize investments, and deliver infrastructure improvements. This direction also serves as the basis for more specific planning documents like the Water Supply Plan, Affordable Housing Strategy, or the Parks, Recreation, Open Space and Trails Plan—among others.

The last update to Erie's Comprehensive Plan was conducted in 2015. In order to reflect Erie's evolving development footprint, demographics, and needs, the Town initiated an update to the Plan in late 2022. A full compendium of project information is online on the Plan's webpage: http://www.erieco.us/comp-plan-and-tmp

## Plan Process and Development

The project comprised four phases. Each phase of the project had an overall goal in conjunction with community engagement methods, as illustrated in Figure 1 below. Advisory groups consisted of the Plan Advisory Committee (PAC), Technical Advisory Committee (TAC), Planning Commission, and Town Council. The PAC included members from the Town's Boards and Commissions, while the TAC comprised staff from departments and divisions such as Public Works, Utilities, Transportation, Sustainability, Planning, Building, Parks and Recreation, Police, Economic Development, Housing, and Finance. The engagement scrapbook summarizing engagement efforts for the project is provided as Attachment 6.

*Figure 1: Plan Process*

| Phase | Phase 1: Setting the Stage<br>*Dec. 2022 – Apr. 2023* | Phase 2: Defining the Direction<br>*May – Dec. 2023* | Phase 3: Scenario Planning<br>*Jan. – June 2024* | (In progress) Phase 4: Policy Framework & Realizing the Plan<br>*July – Oct. 2024* |
|---|---|---|---|---|
| **Goal** | Building a common understanding of the current situation and common values in Erie | Co-creating the vision for the future of Erie and Elevate Erie | Choosing the best land use scenario for Erie | Prioritizing policies & adopting the Comprehensive Plan |
| **2,500+ Community Touchpoints** | • Online survey<br>• 7 in-person engagements | • Online survey<br>• 5 in-person engagements | • Online survey<br>• Mailed postcard<br>• 7 in-person engagements | • Online survey<br>• 12 in-person engagements<br>• 2 open houses during public review |
| **20+ Advisory Meetings** | • 3x TAC<br>• 2x PAC<br>• 1x Board of Trustees + Planning Commission | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Board of Trustees | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Town Council + Planning Commission | • TAC Plan Review<br>• PAC Plan Review<br>• 3x Planning Commission<br>• 2x Town Council |

<u>Phase 1: Setting the Stage</u>

Phase one began in December 2022 and went until April 2023. This phase of engagement uncovered existing conditions in Erie and included seven in-person engagement events and online survey with approximately 700 responses.

<u>Phase 2: Defining the Direction</u>

Phase two lasted approximately seven months, until December 2023, and defined the direction of the plan. Additionally, the extensive investigation that began in Phase one continued into this phase, revealing existing conditions, issues, and opportunities. The Existing Conditions document is available as a clickable link in the Appendix of Elevate Erie (Attachment 5).

Residents identified the Vision and Values of the plan through online survey (230 responses) and feedback at five in-person events. The major themes that emerged from this outreach were:

- Open space and parks
- More retail and commercial options
- Housing options for all life stages

- Resources and maintenance as growth occurs
- Employment opportunities in the Town

Based on survey responses and input from advisory groups the Comprehensive Plan Vision was updated to:

> *Erie is a sustainable, livable, and connected community that creates positive, memorable, and lasting impressions for its residents and visitors. The Town is committed to collaboratively managing our diverse natural, cultural, fiscal, social, and capital resources.*

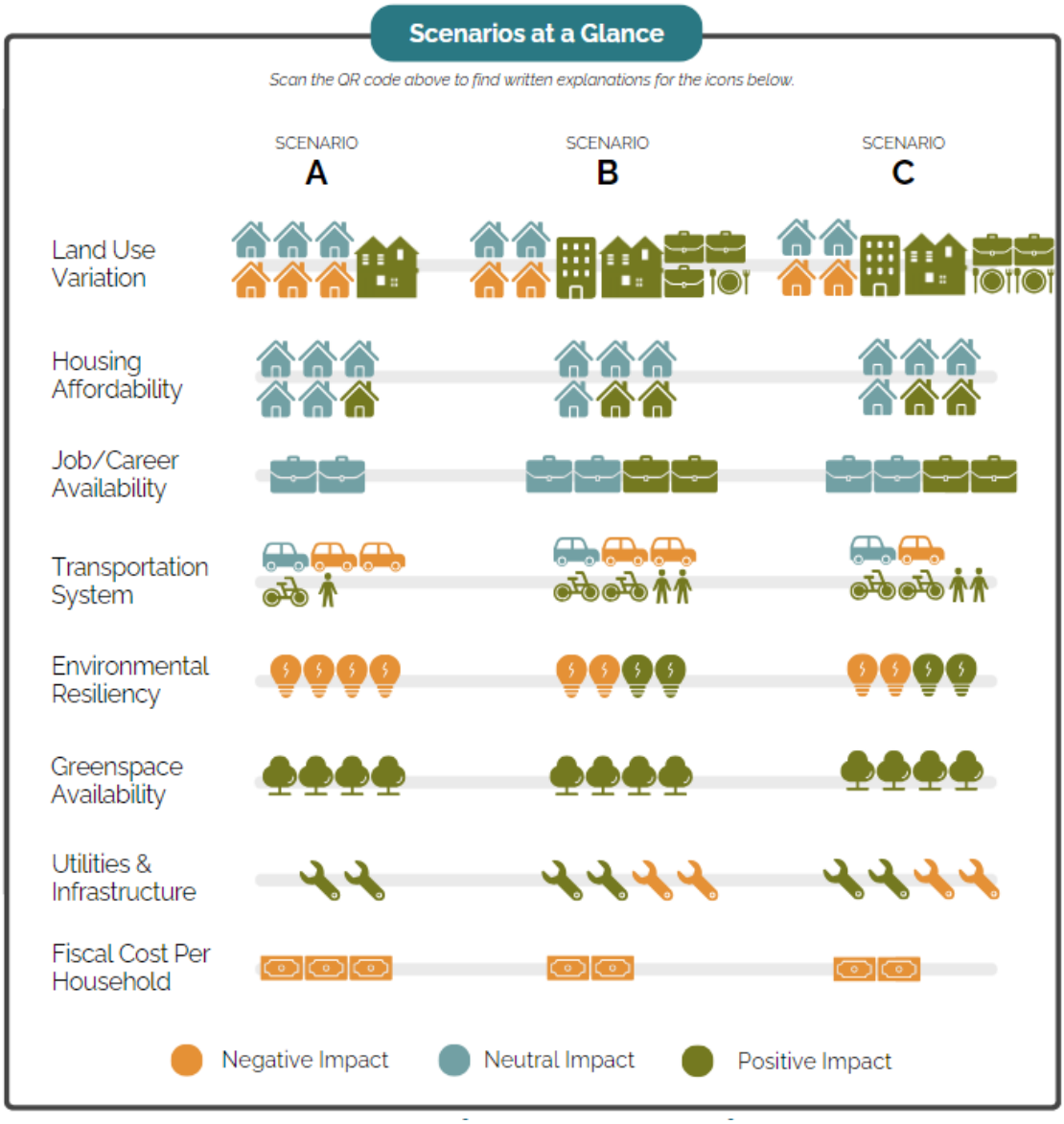
As a part of the visioning process, a key principle of equity and core values of sustainability, livability, and connectivity emerged during this phase. These underpin the policies found in Elevate Erie and are highlighted in the document.

Phase 3: Scenario Planning

In Phase three, the Plan Team used the community feedback from the first two phases to develop and test three unique land use scenarios. Scenario A, named 'Status Quo' modeled out the existing comprehensive plan footprint and pattern of primarily low density, limited commercial, and employment. Scenario B, 'Commercial & Employment', emphasized jobs and regional commercial activity, along with a variety of housing types to support these uses. Scenario C, 'Neighborhood Center', emphasized a tapestry of complete mixed-use neighborhood centers that include daily needs. Scenario A did not model out annexation of any additional land, while B and C included an additional 1,000 acres of unannexed land in the Planning Area.

Consultants Verdunity and EPS were engaged to evaluate each of the scenarios. Verdunity provided the Town with a Fiscal Analysis of the land uses proposed in each, while EPS evaluated the scenarios for market feasibility. These analyses were utilized in communicating the scenarios to the community and in developing the Future Land Use Map. See below for an example graphic communicating the 'Scenarios at a Glance'.

*Figure 2: Scenarios at a Glance graphic*




In a joint workshop on March 5, 2024, Council and Planning Commission considered the draft scenarios and provided feedback. Public input on the three scenarios occurred via voting for first and second choices, online and in-person, at seven events over four and a half weeks. Staff had many in-depth conversations with the community at these events, answering technical questions related to density, transportation, and utilities. With over 400 votes cast, Scenario C earned first choice, with Scenario B second.

The Plan Team utilized the feedback and results of voting to draft the fourth and final land use scenario, otherwise known as the Future Land Use Map. This involved starting with a mix of B and C, focusing on mixed-use, housing variety, neighborhood-scale services, and employment, while also downsizing some of the highest densities, focusing on infill, and prioritizing the small town feel emphasized

by Scenario A through community design policies. Development of the Future Land Use map also relied on TAC analysis of utilities capacities, water needs, and parks and open space maintenance. The Future Land Use Map aligns with the community's feedback and desire for:

- More commercial activity and jobs
- Walkable neighborhoods
- Variety of housing
- Amenities and daily needs that are easily accessible

Much of the area within the Town's boundary and the Planning Area is either already entitled or planned. "Entitled" means the site is zoned with an approved plan where a developer could pull building permits. "Planned" means the property owner has made an official land use application with the Town. Only about 3.5 square miles of developable land remains within the Planning Area, of which about 2.0 square miles is not entitled or planned within the municipal boundary. Figure 3 gives a breakdown of proposed land use designations (in acres) for the developable parcels within the Planning Area, in comparison to existing land uses. Figure 4 on the following page illustrates the developable parcels, based on the Future Land Use Map, within the Planning Area.

***Figure 3: Existing vs. Opportunity Site Land Area (Acres) within the Planning Area***

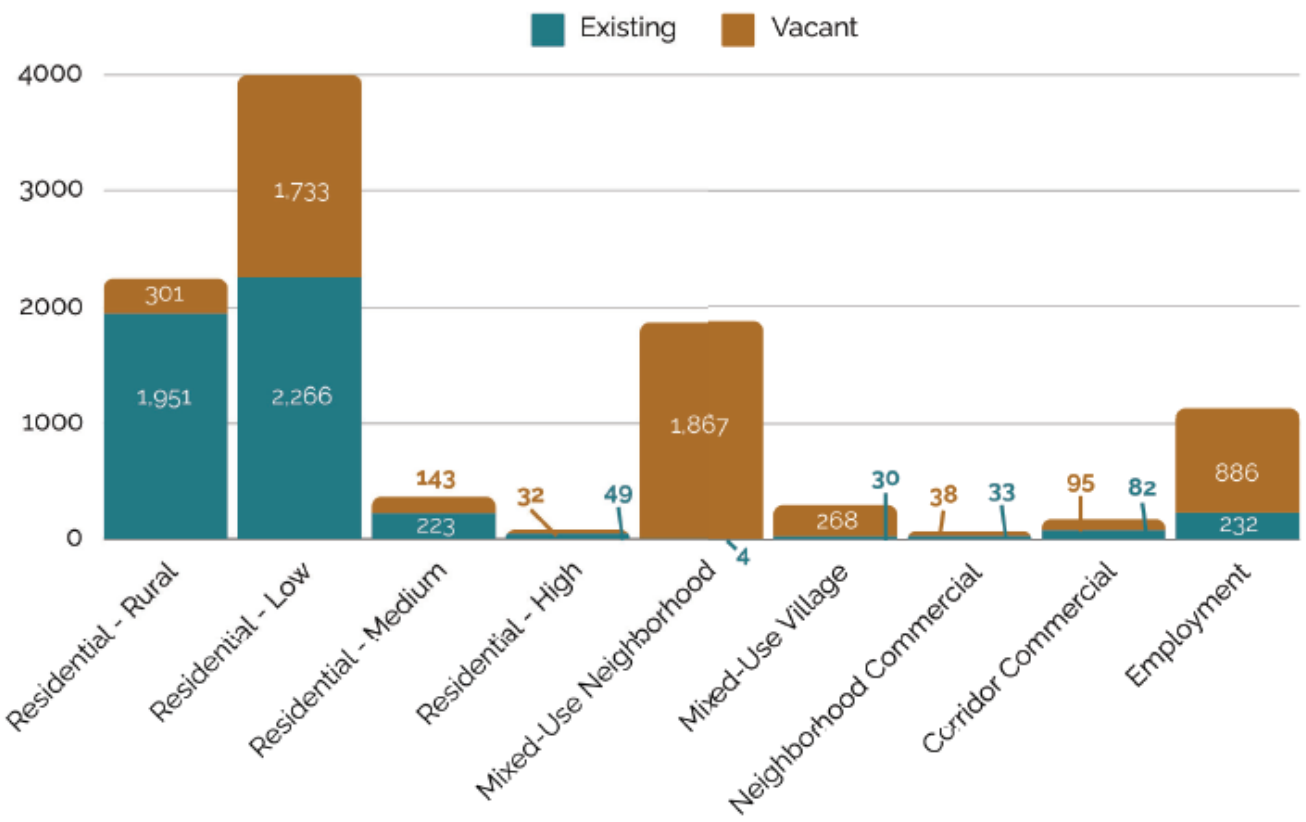
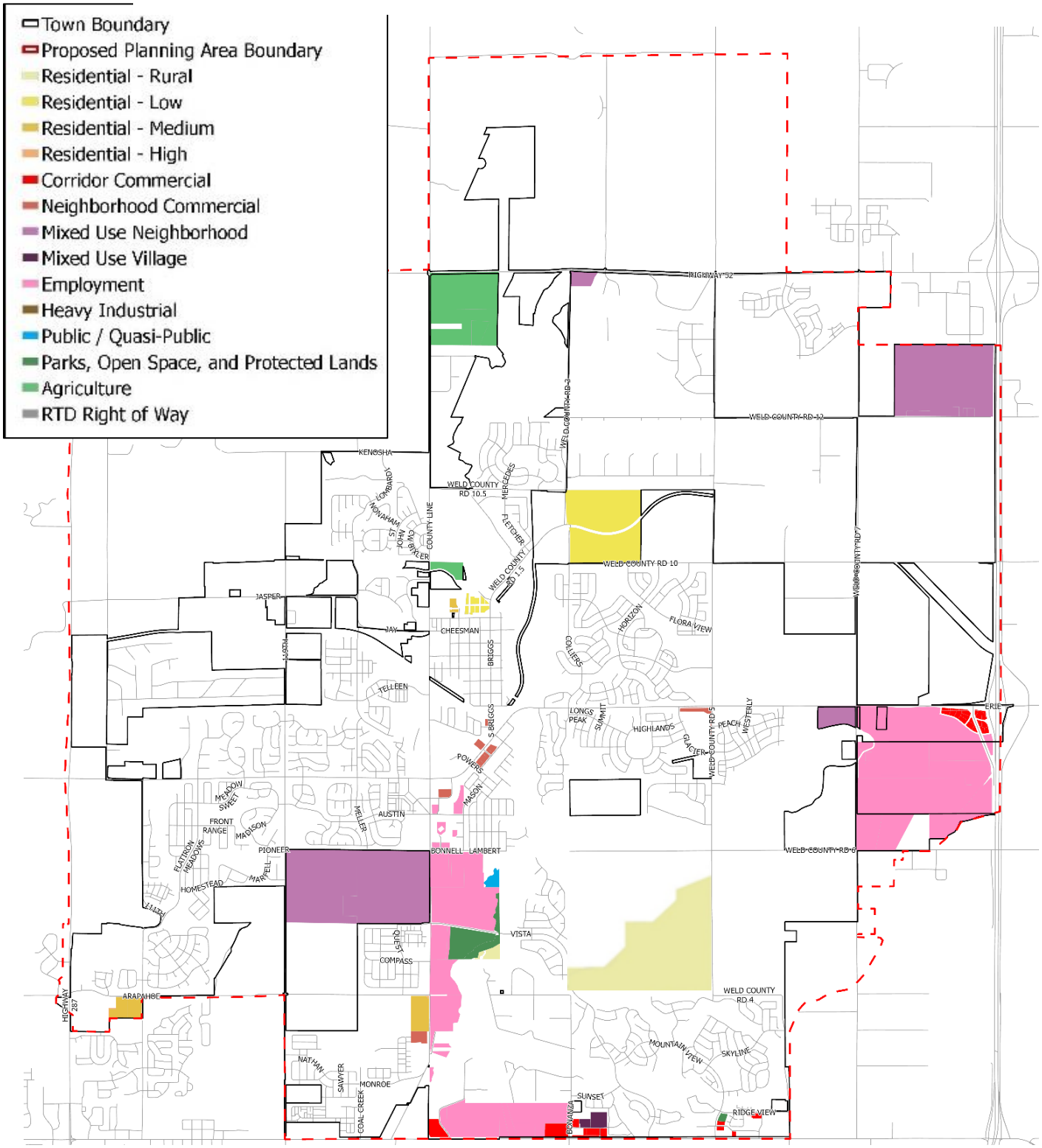


*Figure 4: Developable Land w/in Planning Area Boundary, w/ Future Land Use designations*



Analysis of the Future Land Use Map in the Plan includes projections of new potential buildout in terms of residences, jobs, population, and commercial square footage. The predicted buildout projects that over the next 20 to 30 years, development consistent with the Future Land Use Map could result in 73,000 to 80,000 residents. More details on the buildout projections are in the table below. All buildout numbers including housing units, population, and jobs are rounded to the nearest thousand while commercial square footage is rounded to the nearest hundred thousand.

***Table 1: Estimated Buildout Projections***

| | EXISTING (2023) | ENTITLED | PLANNED | OPPORTUNITY SITES 2050-2055 ESTIMATE | TOWN OF ERIE BUILDOUT 2050-2055 ESTIMATE |
|---|---|---|---|---|---|
| *Description* | *Already built* | *Approved development* | *In development review process; not approved* | *Potential development in vacant[1] and underutilized [2] parcels in the Planning Area* | |
| Housing Units | 12,000 units | 5,000 units | 10,000 units | 0 - 3,000 units | 27,000 - 30,000 units |
| Population | 36,000 residents | 13,000 residents | 24,000 residents | 0 - 7,000 residents | 73,000 - 80,000 residents |
| Commercial & Industrial Square Footage | 1,700,000 sq. ft. | 400,000 sq. ft. | 3,400,000 sq. ft. | 0 - 6,100,000 sq. ft. | 5,500,000 - 11,600,000 sq. ft. |
| Employment | 5,000 jobs | 1,000 jobs | 7,000 jobs | 0 - 12,000 jobs | 13,000 - 25,000 jobs |
| Jobs to Housing Ratio | 0.42 | 0.2 | 0.8 | 4 | 0.48 - 0.83 |

*1 Vacant parcels consist of land without a primary use or structure. Underutilized parcels have land values that exceed the value of existing improvements or structures.*
*2 Underutilized parcels are those that have land values that exceed the value of the existing improvements or structure.*

Phase 4: Policy Framework and Realizing the Plan

Feedback from the community, PAC, TAC, PC, and TC helped shape the policy framework of the Plan, including the identification of implementation and action items, responsible parties, and timing. The drafted goals and policies were brought to the public for prioritization at 12 pop-up events around Town and in an online survey. Events included the Erie Farmers Market, Touch-A-Truck, Coal Creek Park, Fox Dog Coffee, Active Adult Lunch, and various times at the Erie Community Center atrium from July 24 to August 12. Over 415 participants picked their top two policy goals for each chapter. Top priorities included:

- Water conservation
- Inclusive and effective public facilities
- Protecting and enhancing nature
- Preparing for climate change disruptions
- Thriving, accessible neighborhoods

- Reducing housing costs
- Supporting and attracting small businesses
- Creating vibrant spaces and events
- Connecting neighborhoods with parks, open spaces, and trails
- Celebrating Erie's identity with arts, culture and entertainment

The goals and policies were then incorporated into a public review draft of the Plan and Future Land Use Map. The review period extended between August 14 and September 8. The Future Land Use Map was also available via an interactive map allowing for detailed exploration. During this fourth phase of engagement, staff held two Open House events where residents could ask questions and provide feedback. Staff from Public Works, Environmental Services, Parks and Recreation, Planning, and Economic Development departments were present at the Open Houses to provide their technical expertise. Additionally, staff was available by appointment for residents and property owners to ask questions. A handful of written comments on the draft document were received from unique users through the project page, as well as feedback from 32 attendees at the two Open House events. The online and in-person feedback has been incorporated into the document.

**Engagement at-a-glance**

Over the course of the project, the Plan Team engaged with the public at more than 30 events and through multiple online surveys, resulting in more than 2,500 touch points. Additionally, 29 advisory meetings with the Technical Advisory Committee (TAC), Plan Advisory Committee (PAC), Planning Commission, and Council occurred during the project. Throughout each of the engagement periods the PAC and TAC met multiple times to review work product and provide direction and feedback. Consultants Verdunity and EPS engaged to provide Fiscal and Economic Market Analyses.

**Plan Adoption**

The proposed Comprehensive Plan reflects residents' vision for Erie's future that is grounded in data and market realities, resulting in an implementable, fiscally sustainable plan. Adoption of Elevate Erie does not change the zoning for any property, nor does it automatically allow development types shown on the Future Land Use Map. In many cases, entitlements (rezonings, platting, site plan, etc.) would be necessary to allow development. These entitlement proceedings include neighborhood meetings and public hearings at Planning Commission and Town Council.

The Comprehensive Plan includes an Implementation Matrix of all the policies within the document. The matrix assigns responsible parties and establishes estimated timelines. Timelines are subject to change based on budget, workplan priorities, staff capacity, and external variables. Goals marked with a symbol for 'Highest-Voted Community Goal' represent those with the highest votes during phase four engagement. Staff will report annually to Planning Commission and Council on implementation progress.

**Planning Commission**
The Planning Commission was extensively involved throughout the 18-month plan development process and considered Elevate Erie at their September 18 meeting.

One public commentor addressed the desire for more outreach, maintaining existing Comprehensive Plan densities, requiring lower income thresholds for affordable housing, and delaying the comp plan adoption until after the November election. Additionally, the commentor asked that the Arapahoe Road corridor between Hwy 287 and 111th Avenue be designated as an 'Area of Special Consideration'. Planning Commission members received two written comments regarding transportation concerns, provided in Attachment 7.

The Commission's discussion included:

- proposed density changes and how they reflect current market conditions and the actual built environment in the Town,
- the plan and Future Land Use Map as a recommending/visionary document,
- ensuring adequate public services, facilities, and infrastructure are planned in concert with the Future Land Use Map, particularly at the eastern end of the town,
- the extensive amount of public engagement,
- the land use fiscal analysis available in the Appendix,
- buildout estimates and maintaining neighborhood/small-town feel through design policies, and
- future updates to the plan.

Planning Commission voted unanimously to pass resolution P24-14 recommending that Town Council approve the 2024 update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie.

**Approval Criteria**
Section 10-7-21(C) 9. of the Erie Municipal Code states the following approval criteria: The Planning commission may recommend approval, and the Town Council may approve the comprehensive plan or amendment if the following criteria are met, as applicable:

1. The existing comprehensive plan is in need of amendment to align with existing and proposed conditions;
   *Staff: Erie and the surrounding region have experienced significant growth since the last Comprehensive Plan update in 2015. A Comprehensive Plan update is necessary to provide guidance and respond effectively to the growth underway and expected in the future.*

2. The amendment is consistent with and implements the goals and policies of the plan;
   *Staff: This update carries over many goals and policies from the 2015 Comp Plan. In particular, the Community Building Blocks chapter preserves the*

*fundamental themes of the 2015 Plan that underly all other chapters. The 2015 Comp Plan Guiding Principles are present throughout the 2024 update in goals and policies (action items):*

- *A Coordinated and Efficient Pattern of Growth*
- *Quality Design and Development*
- *Overall Economic Vitality*
- *Downtown Economic Vitality*
- *A Comprehensive, Integrated Transportation System*
- *Stewardship of the Natural Environment*
- *Trails, Parks and Recreation Opportunities*
- *Protected Lands Program*
- *Balanced Land Use Mix*
- *Stable, Cohesive Neighborhoods Offering a Variety of Housing Types*
- *Provide Infrastructure and Public Services Efficiently and Equitably*

3. The amendment promotes the long-term economic, social, and environmental health, equity, and sustainability of the town;
   *Staff: Policies throughout the Comprehensive Plan promote these items:*
   - ***Economic Health:*** *Fostering commercial and employment opportunities for residents; supporting a fiscally responsible development pattern*
   - ***Social Health:*** *Creating spaces that bring residents together; investing in public amenities for recreational and educational opportunities; celebrating Erie's historic past and small town feel through thoughtful development;*
   - ***Environmental Health & Sustainability:*** *Fostering efficient water use; investing in trees and protecting nature; investing in sustainable infrastructure in anticipation of future development; facilitating safe and sustainable connection between Erie, neighboring communities, essential services, and parks and recreation spaces*
   - ***Equity:*** *encouraging a range of housing types to accommodate varying age and income levels; prioritizing inclusive and transparent community engagement processes*

4. Adequate public facilities and services are available to serve the uses in the amendment;
   *Staff: The Public Facilities, Services, and Infrastructure chapter and Goal C5 of the Community Building Blocks chapter ensure continuous monitoring and planning of resources with future growth. The Public Works and Utilities representatives on the TAC ensured that infrastructure planning was incorporated into land use scenarios analysis and the final future land use map.*

5. The amendment reflects a pattern of development that supports the comprehensive plan priorities; and
   *Staff: The Future Land Use Map, accompanying land use designations, and Community Building Blocks reflect a focus on the Comprehensive Plan Core Values:*

- ***Sustainability:*** *Encourage mixed-use neighborhoods that reduce vehicle reliance*
- ***Livability:*** *Foster commercial and employment opportunities for residents; encourage a range of housing types to accommodate varying age and income levels.*
- ***Connectivity:*** *Prioritize multimodal transportation connections in coordination with land uses. Create destinations that bring the community together.*

*These Core Values came out of extensive public engagement in phases one and two of the project.*

6. The comprehensive plan or amendment promotes the public health, safety, and general welfare.
   *Staff: Each chapter of the Comprehensive plan supports different aspects of the general welfare for Erie residents. For example, the Transportation chapter includes a policy to adopt a Vision Zero policy and action plan to reduce accidents. The Livability & Social Health chapter promotes strong partnerships with Erie's public health and safety partners.*

**Public Notice:**

Notice was published in the Colorado Hometown Weekly on September 18, 2024. Mailed and posted notices are not required.

**Attachments**

1. Staff Report
2. Planning Commission Resolution
3. Resolution No. XX (to be added when received from Kendra)
4. Presentation
5. Elevate Erie
6. Engagement Scrapbook
7. Written Public Comment to Planning Commission
8. Notice

**Town of Erie**
**Resolution No. 24-145**

**A Resolution of the Town Council of the Town of Erie Approving the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie**

**Whereas,** on September 18, 2024, the Planning Commission considered updates to the 2015 Town of Erie Comprehensive Plan, known as "Elevate Erie"; and

**Whereas**, the Planning Commission recommended that the Town Council approve Elevate Erie; and

**Whereas**, on October 8, 2024, the Town Council held a properly-noticed public hearing to consider Elevate Erie.

**Now, Therefore be it Resolved by the Town Council of the Town of Erie, Colorado, that:**

**Section 1**. Findings. Having considered the recommendation of the Planning Commission as well as input from Town staff and the public, the Town Council finds and determines that the proposed update to the 2015 Town of Erie Comprehensive Plan, known as Elevate Erie, satisfies the criteria set forth in Section 10-7-21(C)(9) of the Erie Municipal Code, as follows:

a. The existing Comprehensive Plan is in need of amendment to align with existing and proposed conditions;

b. Elevate Erie is consistent with and implements the goals and policies of the plan;

c. Elevate Erie will promote the long-term economic, social, and environmental health, equity, and sustainability of the Town;

d. Adequate public facilities and services are available to serve the uses outlined in Elevate Erie;

e. Elevate Erie reflects a pattern of development that supports the comprehensive plan priorities; and

f. Elevate Erie promotes the public health, safety, and general welfare.

**Section 2**. Decision. Based on the foregoing findings, the Town Council hereby approves and adopts the amendment to the 2015 Town of Erie Comprehensive Plan known as Elevate Erie, in the form attached hereto.

**Adopted this 8th day of October, 2024.**

_____
Justin Brooks, Mayor

Attest:

_____
Debbie Stamp, Town Clerk

**Town of Erie**
**Planning Commission**
**Resolution No. P24-14**

**A Resolution of the Planning Commission of the Town of Erie Recommending that the Town Council Approve the 2024 Update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie**

**Whereas,** on September 18, 2024, the Planning Commission considered updates to the 2015 Town of Erie Comprehensive Plan, known as "Elevate Erie"; and

**Whereas**, the Planning Commission wishes to recommend that the Town Council approve Elevate Erie.

**Now, Therefore be it Resolved by the Planning Commission of the Town of Erie, Colorado, that:**

Section 1. Findings. The Planning Commission finds and determines that the proposed update to the 2015 Town of Erie Comprehensive Plan, known as Elevate Erie, satisfies the criteria set forth in Section 10-7-21(C)(9) of the Erie Municipal Code:

a. The existing Comprehensive Plan is in need of amendment to align with existing and proposed conditions;

b. Elevate Erie is consistent with and implements the goals and policies of the plan;

c. Elevate Erie will promote the long-term economic, social, and environmental health, equity, and sustainability of the Town;

d. Adequate public facilities and services are available to serve the uses outlined in Elevate Erie;

e. Elevate Erie reflects a pattern of development that supports the comprehensive plan priorities; and

f. Elevate Erie promotes the public health, safety, and general welfare.

Section 2. Decision. Based on the foregoing findings, the Planning Commission herby recommends that the Town Council approve the amendment to the 2015 Town of Erie Comprehensive Plan known as Elevate Erie, in the form attached hereto.

**Adopted this 18th day of September, 2024.**

Tim Burns, Chair

Attest:

Doug Trettin, Secretary

TOWN OF ERIE
1874

ERIE
COLORADO

# ELEVATE ERIE

*Planning Our Future Together*

# Agenda

- Comprehensive Plan Process
- Engagement Recap
- Comprehensive Plan Chapters
- Summary & Next Steps

# Objective

*Town Council approve the Comprehensive Plan*

**UDC 10-7-21**

9. *Step 9 (Approval Criteria)* The planning commission may recommend approval and the town council may approve the comprehensive plan or amendment if the following criteria are met, as applicable:

a. The existing comprehensive plan is in need of amendment to align with existing and proposed conditions;
b. The amendment is consistent with and implements the goals and policies of the plan;
c. The amendment promotes the long-term economic, social, and environmental health, equity, and sustainability of the town;
d. Adequate public facilities and services are available to serve the uses in the amendment;
e. The amendment reflects a pattern of development that supports the comprehensive plan priorities; and
f. The comprehensive plan or amendment promotes the public health, safety, and general welfare.

# Comprehensive Plan Process

# Why update the Comprehensive Plan?

- Last updated in 2015, when Erie had 22,500 residents
- Reflect voices of existing residents and ~13,000 new residents
- Provide more guidance for the community around growth, land use, multimodal transportation, housing, design and community character, parks and open spaces, recreation, sustainability and resilience, and economic development
- Develop a plan rooted in market realities, and that is fiscally sustainable

# Comprehensive Plan Team

## Town of Erie Staff Team

*Role: Project Management, Implementation*

Josh Campbell
*Senior Strategic Planner*

Keiley Gaston
*Senior Strategic Planner*

Kelly Driscoll
*Planning Manager*

Sarah Nurmela
*Planning Director*

Miguel Aguilar
*Senior Transportation Planner*

Gabi Rae
*Communications Director*

## Consultant Team

*Role: Technical Advisory*

*Economic Market Analysis*

*Fiscal Feasibility Analysis*

*Community Engagement Advisory*

# Comprehensive Plan Committees

## Technical Advisory Committee (TAC)

*Representatives from Town staff working in the field, including:*

- Parks & Recreation
- Housing
- Economic Development
- Transportation
- Public Works
- Environmental Services
- Finance
- Police

## Plan Advisory Committee (PAC)

*Representatives from the Town's Boards and Commissions, including:*

- Town Council
- Planning Commission
- Sustainability Advisory Board
- Historic Preservation Advisory Board
- Open Space & Trails Advisory Board
- Diversity, Equity, & Inclusion Advisory Task Force
- Tree Board

# Timeline

## Project Launch

- Initiate Project
- Develop project brand
- Project Management Plan
- Community Outreach Strategy
- Establish TAC & PAC

## Analysis

- Existing conditions reporting
- Auditing existing plans, policies
- Market analysis
- Issues & opportunities
- Transportation data

## Visioning

- Develop Vision & Core Values
- Scenario planning
- Policy framework
- Land use & transportation network maps
- Indicators
- Monitoring

## Realizing the Plan

- Draft plan
- Plan adoption hearings
- Implementation

**Community Engagement**

# Engagement Recap

# Engagement Windows

| *Phase* | **Phase 1: Setting the Stage**<br>*Dec. 2022 – Apr. 2023* | **Phase 2: Defining the Direction**<br>*May – Dec. 2023* | **Phase 3: Scenario Planning**<br>*Jan. – June 2024* | **Phase 4: Policy Framework & Realizing the Plan**<br>*July – Oct. 2024* |
|---|---|---|---|---|
| ***Goal*** | Building a common understanding of the current situation and common values in Erie | Co-creating the vision for the future of Erie and Elevate Erie | Choosing the best land use scenario for Erie | Prioritizing policies & adopting the Comprehensive Plan |
| ***2,500+ Community Touchpoints*** | • Online survey<br>• 7 in-person engagements | • Online survey<br>• 5 in-person engagements | • Online survey<br>• Mailed postcard<br>• 7 in-person engagements | • Online survey<br>• 12 in-person engagements<br>• 2 open houses during public review |
| ***20+ Advisory Meetings*** | • 3x TAC<br>• 2x PAC<br>• 1x Board of Trustees + Planning Commission | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Board of Trustees | • 2x TAC<br>• 2x PAC<br>• 2x Planning Commission<br>• 1x Town Council + Planning Commission | • TAC Plan Review<br>• PAC Plan Review<br>• 3x Planning Commission<br>• 2x Town Council |

# Setting the Stage

***~400 Community Touchpoints***

***~700 Survey Responses***

***6 Advisory Meetings***

| | |
|---|---|
| **What do you love about Erie?** | • Community members love their open space; they want to see open space protected and new parks and recreation resources.<br>• The small town feel and sense of community is highly valued. |
| **What would you improve?** | • More retail, restaurants, and entertainment, preferably locally owned and located near the heart of town.<br>• Sustainable growth needs to account for resources and maintenance of community character. |
| **What are the biggest issues and opportunities** | • Housing affordability and housing diversity are increasingly important.<br>• Employment options don't serve current residents. Most residents commute elsewhere for work.<br>• Impacts from Growth: transportation/traffic, water and resource availability, jobs |
| **Describe the best version of Erie.** | • Erie maintains its small town feel and an enduring sense of community.<br>• Grocery, restaurants, and retail options are available and convenient to all.<br>• Diverse and affordable neighborhoods that fit the community's character.<br>• A Town that grows sustainably. |

# Defining the Direction

***~150 Community Touchpoints***

***~230 Survey Responses***

***7 Advisory Meetings***

## Updated Vision

Erie is a sustainable, livable, and connected community that creates positive, memorable, and lasting impressions for its residents and visitors. The Town is committed to collaboratively managing our diverse natural, cultural, fiscal, social, and capital resources.

## Key Principle

Embracing and celebrating our differences, the Town recognizes the power of open dialogue in addressing challenging topics and making informed decisions that create an equitable community. Erie is committed to cultivating an inclusive environment where every community member feels valued and heard.

## Core Values

**SUSTAINABILITY**

Erie is resilient and versatile

**LIVABILTIY**

Erie is tailored to the community's needs.

**CONNECTIVITY**

Erie is connected with each other.

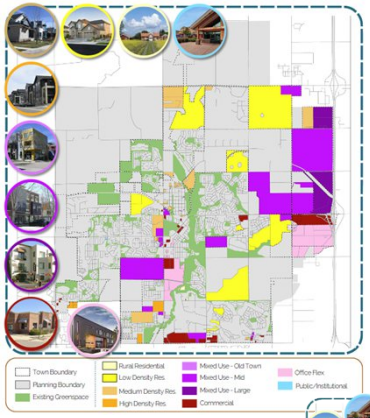
# Scenario Planning

***~100+ Community Touchpoints***

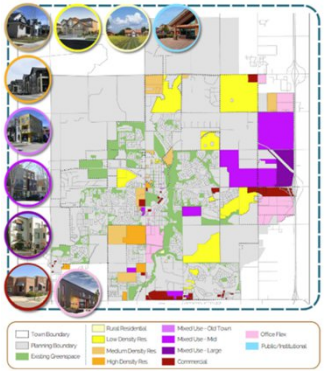
***~400 Survey Responses***

***7 Advisory Meetings***

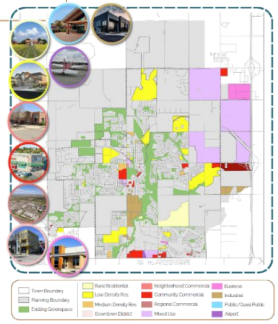
***Scenario C "Neighborhood Center":*** *Voted 1st choice*



***Scenario B "Commercial & Employment":*** *Voted 2nd choice*



***Scenario A "Status Quo"***



- **Start with a mix of Scenario B & C** with focus on mixed use, housing variety, neighborhood services, and employment
- **Pull concepts from A:** downsize some of the highest densities, infill focus, prioritize small town experience in community design

Window 4

# Policy Framework & Public Review

***~450 Community Touchpoints***

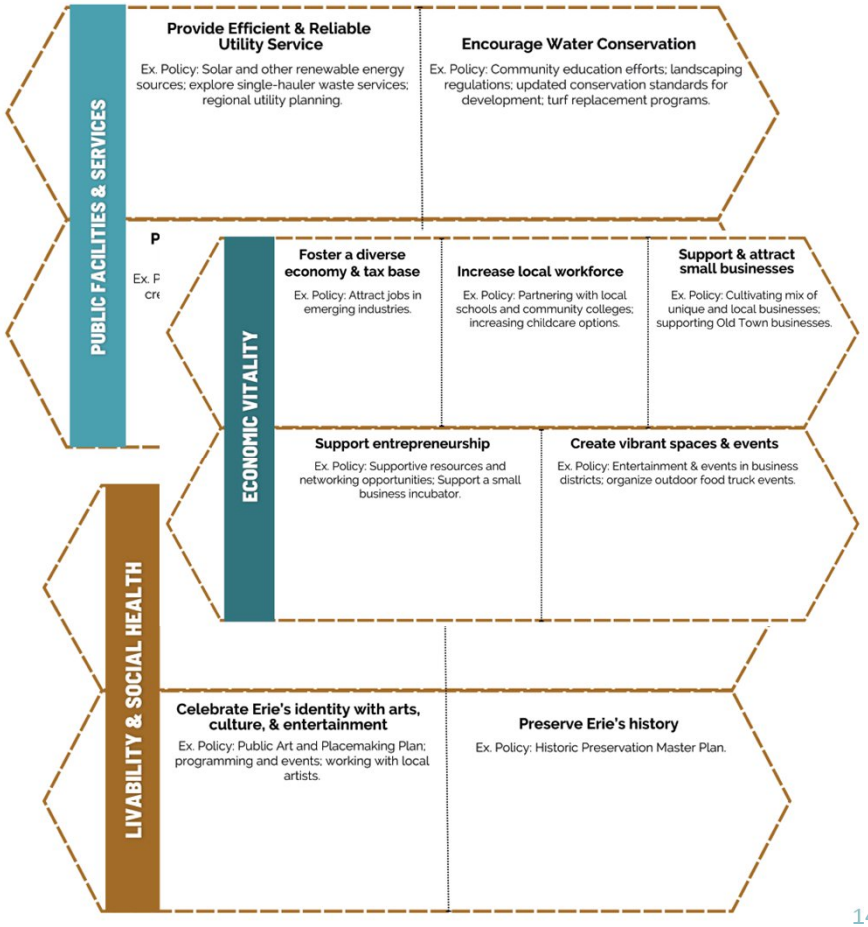
***~250 Survey Responses***

***7 Advisory Meetings***

***3.5-week public review period***

Voters prioritized:

- connecting neighborhoods with parks, open space & trails
- fostering thriving, accessible neighborhoods
- conserving water
- supporting and attracting small businesses; and
- protecting and enhancing nature



# Comprehensive Plan Chapters

# Chapters

1. Introduction
2. Future Land Use Plan
3. Community Building Blocks
4. Public Services, Facilities & Infrastructure
5. Natural Resources, Conservation & Resilience
6. Livability & Social Health
7. Housing
8. Economic Vitality
9. Transportation & Mobility
10. Implementation & Government Performance

Housing

INTRODUCTION

Erie's significant population and housing growth over the last two dec outpaced many of the surrounding municipalities along the Front Ran families choosing Erie for its small-town feel, open space amenities, c distance to major employment centers, and much more. Looking to th Erie will continue to offer a close-knit community feel with an expand of housing options available to current and new residents. Future mix neighborhoods will provide spaces for people to live, work, shop, and connectivity.

The Town's Affordable Housing program prioritizes the development and preservation of affordable housing in Erie in coordination with regional initiatives and guided by the Town's identified housing needs. The **Housing Needs Assessment** identified market conditions and affordability challenges in Erie, emphasizing the prevalence of large single-family detached housing - the most expensive type of housing to build. Housing cost increases have significantly outpaced wage increases, aggravating the mismatch in the market between what is available and what is affordable and leading to more households paying a higher percentage of their income in housing costs. The Assessment found gaps in housing for the following populations:

Acc the Hou Assessm the media Erie requir income $200,00

HOUSING STRATEGIES

1. Increase the Diversity of Housing Types

→H.1.1. Locate higher-density housing and mixed-use development in areas that are currently served or will be served by bus transit.

Support higher density housing and mixed-use neighborhoods in areas that are connected to major transportation and transit corridors, located near amenities and services, and walkable to key employment destinations. Encourage a range of residential densities and housing options for all income levels in these locations.

→H.1.2. Increase housing options through development code changes aligned with comprehensive plan policies.

Allow the use of innovative housing types such as clustering, co-housing, Single Room Occupancy buildings (SROs), mixed-use developments, and accessory dwellings to increase housing options. Encourage condominiums and co-ops as a way for younger families to access their first homeownership opportunity and for seniors to downsize.

2. Reach 12% Affordable Housing Stock

→H.2.1. Implement an inclusionary housing program so that all new residential development will contribute to creating the affordable housing needed for Erie.

Explore the feasibility of a policy requiring a percentage of affordable units for every residential development. The inclusionary housing program could also have a fee-in-lieu option for developers. Revenue from fees-in-lieu would be placed in the Town's affordable housing fund and used for future affordable housing development and programs.

→H.2.3. Explore new and innovative approaches to reduce the cost of affordable housing development.

Approaches may include:

- Reduction or waiver of impact or development fees and taxes, either Town-wide or in specific areas to incentivize infill affordable development.
- Changes to expedite the development review process and reduce upfront development costs.

HOUSING

# Chapter Drafting Process

## Initial Assessment

- Review of 2015 Comp Plan
- Existing Conditions, Market, and Fiscal analysis
- Engagement results

+

## Department Input

- Successes and challenges
- Local and national expertise and best practices

# 1. Introduction

1. Brief History & Context
2. How to Use the Plan
3. Vision, Key Principle & Core Values

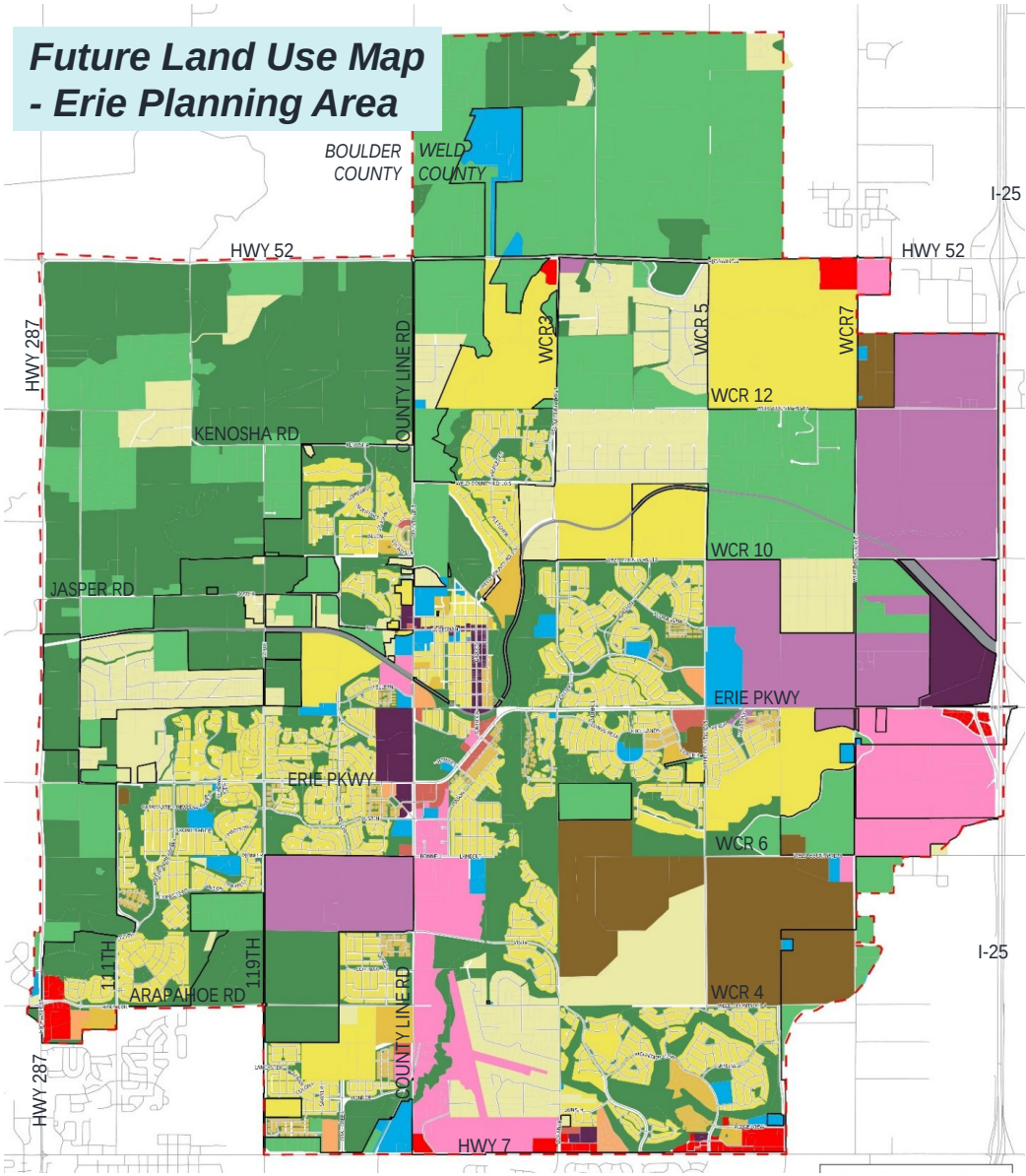
**Sustainability: Erie is resilient and adaptable.**
Through visionary leadership and innovation, Erie can balance economic growth, social equity, and environmental stewardship. A balanced approach creates opportunities for all, safeguards the needs of vulnerable community members and groups, and proactively mitigates our environmental footprint, ensuring a resilient future for generations to come.

**Livability: Erie is tailored to the community's needs.**
Erie strives to provide a positive lived experience through the built environment, diverse array of housing and transportation choices, exceptional community services, and leisure and recreational experiences that are accessible to all.

**Connectivity: Erie is connected physically and socially.**
The health and identity of our community is tied to the social infrastructure that is created by all members of the community. The connections between people and places help facilitate social support networks and meaningful relationships that collectively contribute to the wellbeing and vitality of the community.

# 2. Future Land Use Plan

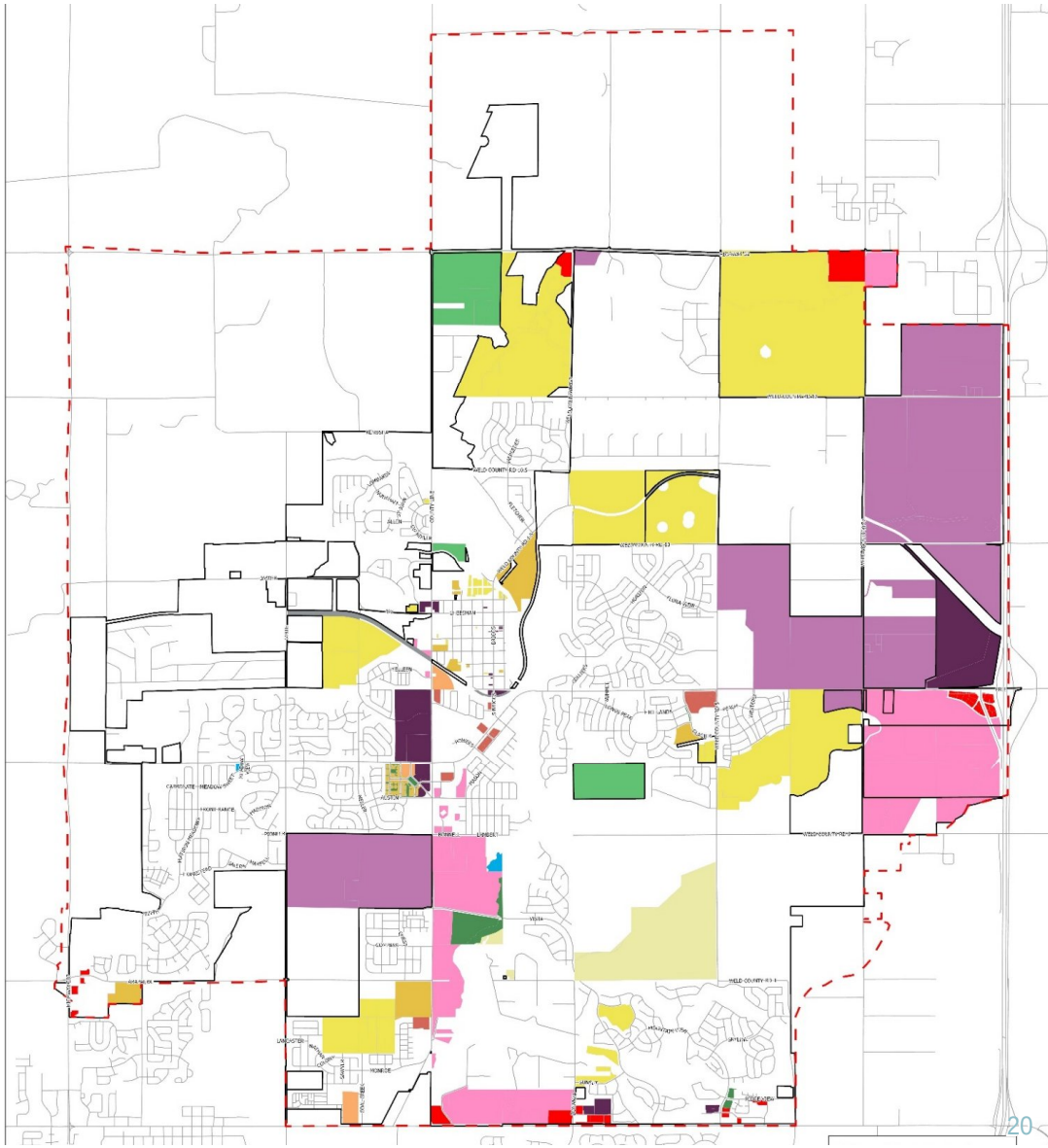
- ✓Align with **Comprehensive Plan values**
- ✓Align with **Community Engagement**
- ✓Align with **Fiscal & Market Analysis**
- ✓Align with **Technical Advisory**



# Future Land Use Map –

## Future Opportunity Sites

Vacant and Underutilized properties within the Planning Area



- Town Boundary
- Proposed Planning Area Boundary
- Residential - Rural
- Residential - Low
- Residential - Medium
- Residential - High
- Corridor Commercial
- Neighborhood Commercial
- Mixed Use Neighborhood
- Mixed Use Village
- Employment
- Heavy Industrial
- Public / Quasi-Public
- Parks, Open Space, and Protected Lands
- Agriculture
- RTD Right of Way

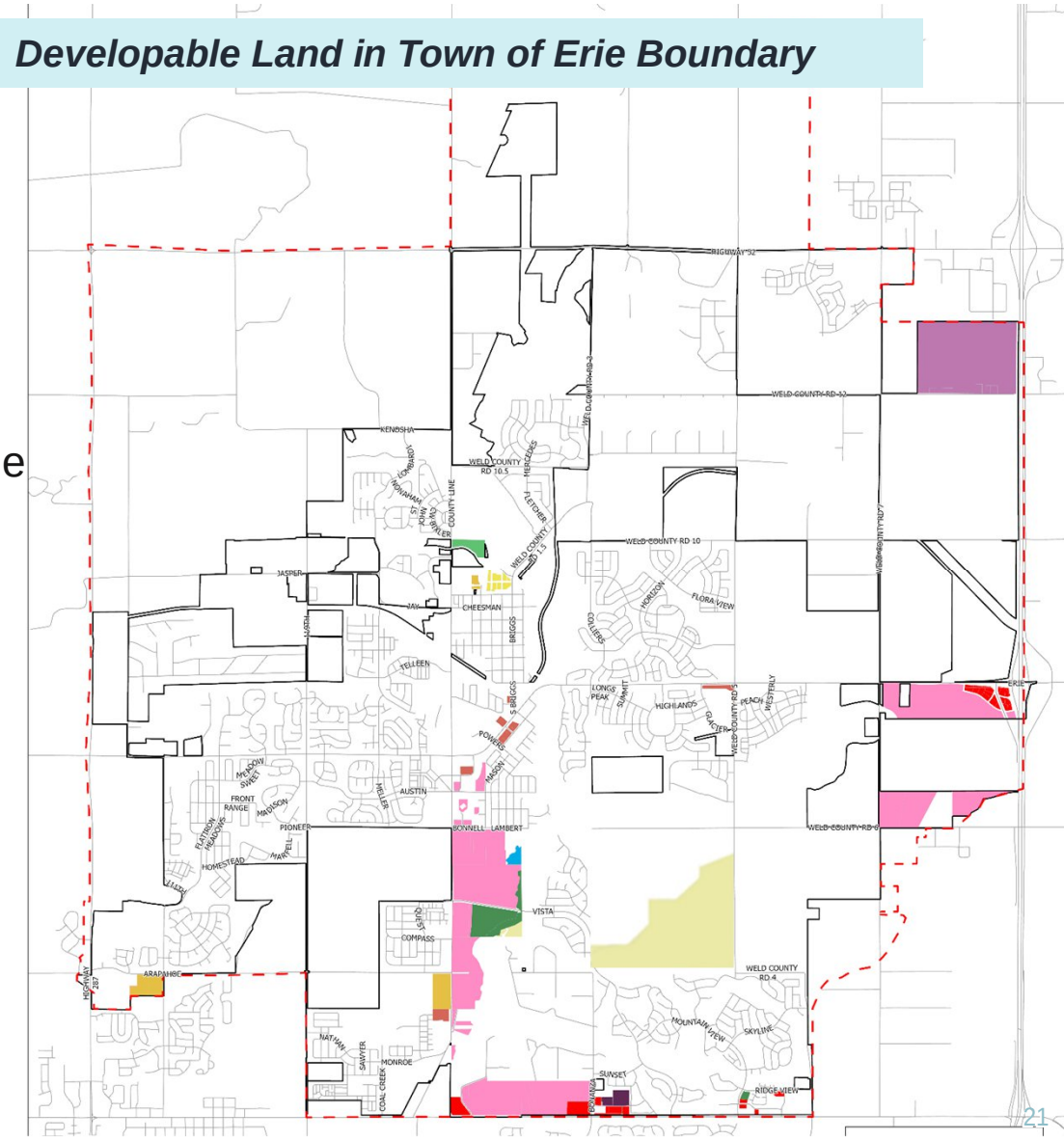
# Future Land Use Map –

## Future Opportunity Sites

Only ~2 square miles of developable land within the Town Boundary are not already entitled or planned

- Town Boundary
- Proposed Planning Area Boundary
- Residential - Rural
- Residential - Low
- Residential - Medium
- Residential - High
- Corridor Commercial
- Neighborhood Commercial
- Mixed Use Neighborhood
- Mixed Use Village
- Employment
- Heavy Industrial
- Public / Quasi-Public
- Parks, Open Space, and Protected Lands
- Agriculture
- RTD Right of Way

***Developable Land in Town of Erie Boundary***



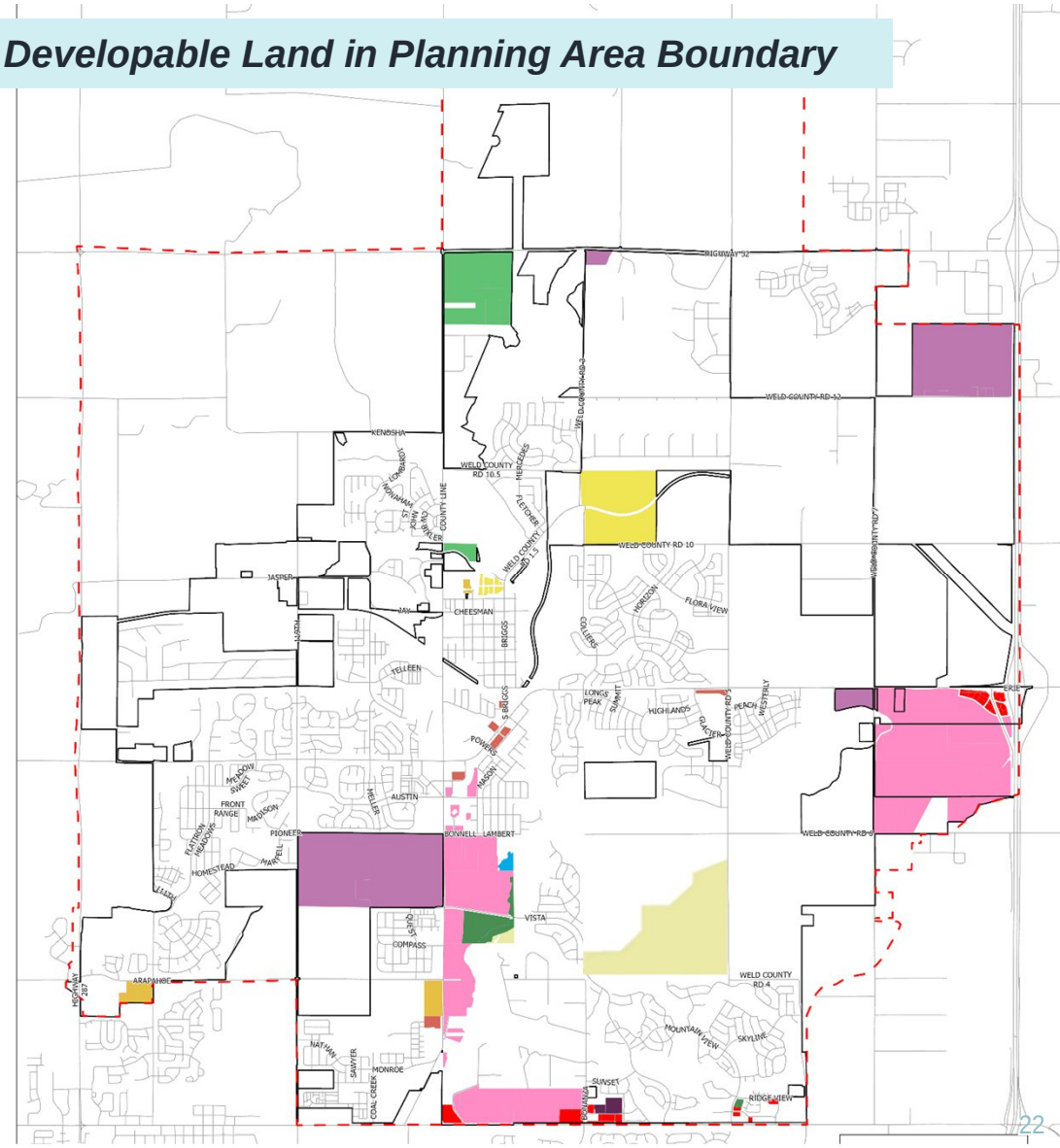
# Future Land Use Map –

## Future Opportunity Sites

Only ~3.5 sq. miles of developable land within the Planning Area are not entitled or planned

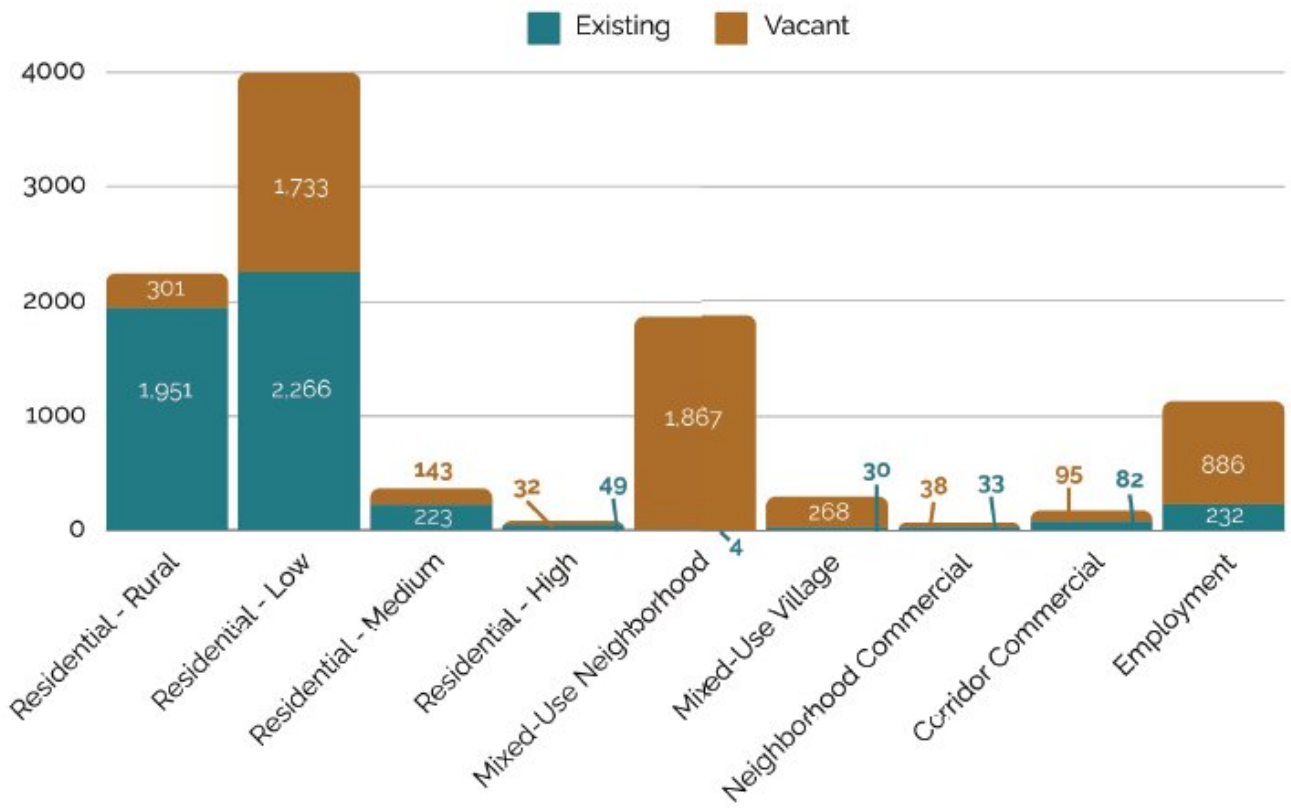
- Town Boundary
- Proposed Planning Area Boundary
- Residential - Rural
- Residential - Low
- Residential - Medium
- Residential - High
- Corridor Commercial
- Neighborhood Commercial
- Mixed Use Neighborhood
- Mixed Use Village
- Employment
- Heavy Industrial
- Public / Quasi-Public
- Parks, Open Space, and Protected Lands
- Agriculture
- RTD Right of Way

***Developable Land in Planning Area Boundary***



# Future Opportunity Sites

Existing vs. Opportunity Site Land Area within the Planning Area (Acres)




## Community Engagement

- ✓Commercial activity
- ✓Walkable Neighborhoods
- ✓Variety of Housing
- ✓Amenities and daily needs
- ✓Jobs

# 2. Future Land Use Plan

## Land Use Designations

### *Residential Uses*

- Residential – Rural
- Residential – Low
- Residential – Medium
- Residential – High

### *Commercial & Employment Uses*

- Neighborhood Commercial
- Corridor Commercial
- Employment

### *Mixed Use*

- Mixed Use Neighborhood
- Mixed Use Village

### *Public / Quasi-Public*

### *Parks, Open Space, and Protected Lands*

### *RTD ROW*

### *Heavy Industrial*

### *Agriculture*

# Residential - Changes

| Existing Comp Plan Uses | Existing Use Guidance | Existing Density Guidance | | New Comp Plan Uses | New Use Guidance | New Density Guidance |
|---|---|---|---|---|---|---|
| Rural Residential | Large-lot, very low-density single family | 0-2 units/acre | → | Residential – Rural | Large-lot, very low-density single family | 0-2 units/acre |
| Low Density Residential | Single-family detached and attached homes, townhomes | 2-6 units/acre | → | Residential – Low | Single-family detached and attached | 2-8 units/acre |
| Medium Density Residential | Small lot single-family, duplexes, townhomes, fourplexes | 6-12 units/acre | → | Residential – Medium | Small lot single-family, duplexes, townhomes | 8-18 units/acre |
| High Density Residential | Townhomes, condominiums, apartments | 12-20 units/acre | → | Residential – High | Townhomes, condominiums, apartments | 18-30 units/acre |

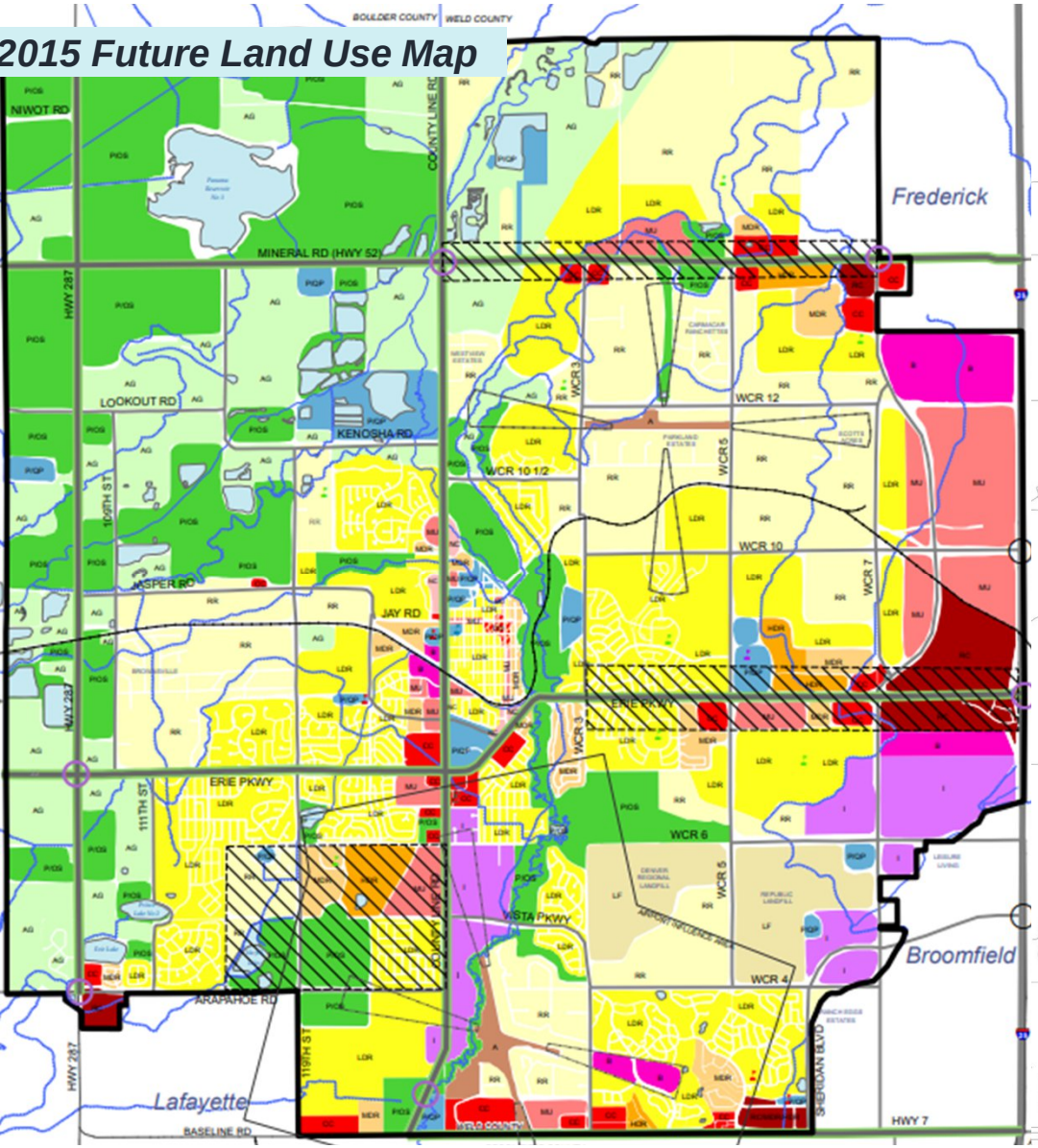
# Commercial - Changes

| Existing Comp Plan Uses | Existing Use Guidance | Existing Intensity Guidance | New Comp Plan Uses | New Use Guidance | New Intensity Guidance |
|---|---|---|---|---|---|
| Neighborhood Commercial | Daily services for immediate and surrounding neighborhoods | N/A → | Neighborhood Commercial | Small-scale retail, office and services to serve neighborhood hubs | 0.3 FAR |
| Community Commercial | General retail to serve the community (e.g. grocery stores, larger retailers), local service providers and offices | N/A | | | |
| Regional Commercial | "big box" retail centers to serve the community or region, employment (e.g. business parks) | N/A → | Corridor Commercial | auto-oriented commercial, big-box stores | 0.25 FAR |
| Business | Business office space, R&D facilities, lower intensity commercial activities | N/A → | Employment | business parks, R&D facilities, business incubators, light industrial | 0.25 FAR |
| Industrial | Industrial land uses such as warehousing, distribution, fabrication facilities and light manufacturing | N/A | | | |
| Landfill | Active Landfill uses | N/A → | Heavy Industrial | Landfill, existing oil & gas | 0.15 FAR |

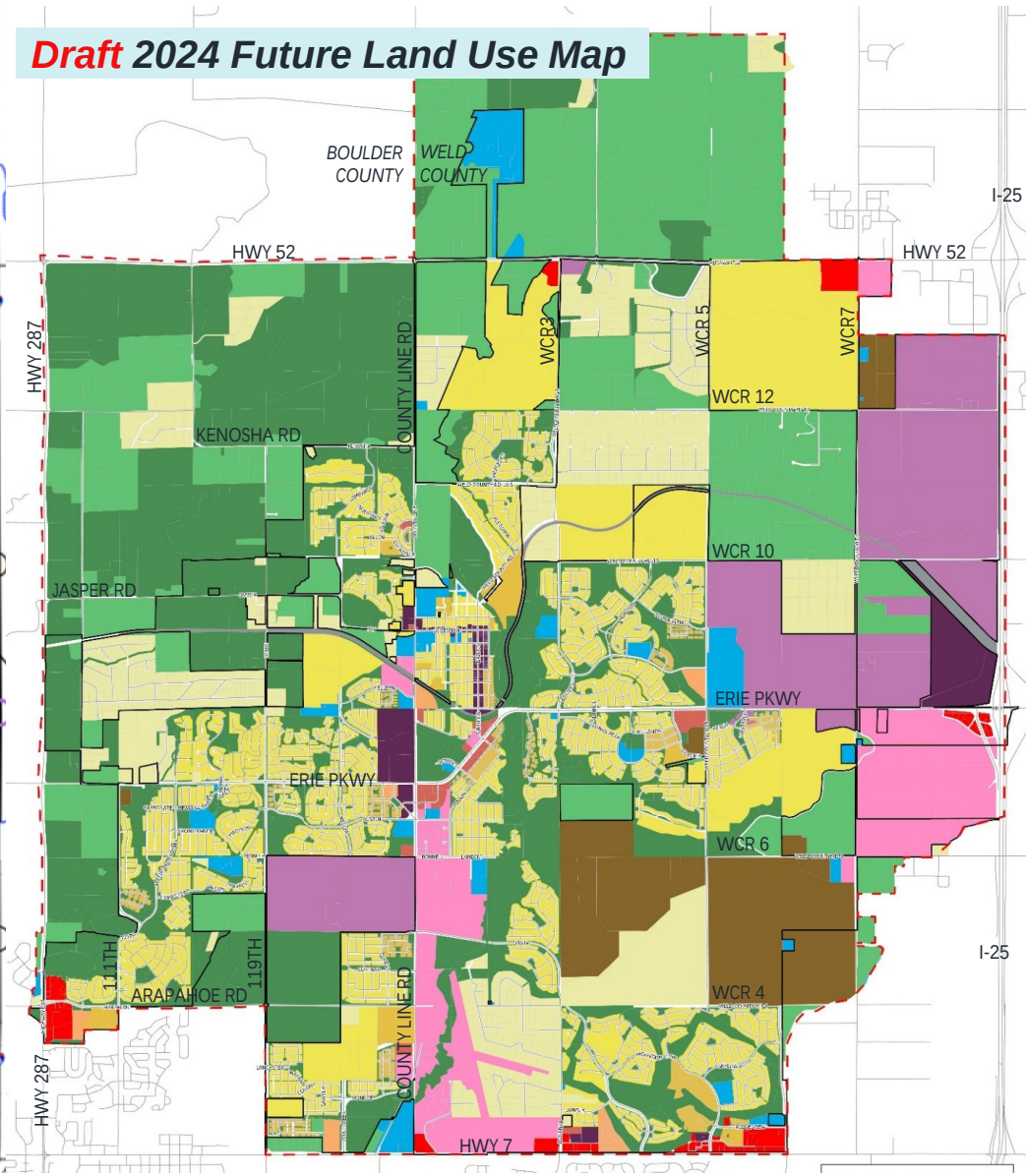
# Mixed Use - Changes

| Existing Comp Plan Uses | Existing Use Guidance | Existing Density Guidance | | New Comp Plan Uses | New Use Guidance | New Density Guidance |
|---|---|---|---|---|---|---|
| Mixed Use | Mix of retail, office and residential uses | N/A | → | Mixed Use Neighborhood | Shopping, residences, entertainment, and services within a walkable block system. Residential can range from single-family detached to duplexes, townhomes, rowhomes, and condominiums. | 6-12 units/acre |
| Downtown District | Compact, pedestrian-friendly mix of civic, office, retail and service uses | N/A | → | Mixed Use Village | Primarily vertical mix of residential, commercial, retail, and office uses in a compact, pedestrian-oriented environment | 12-30 units/acre |

## 2015 Future Land Use Map




## Draft 2024 Future Land Use Map



# Buildout

| | EXISITING (2023) | ENTITLED | PLANNED | OPPORTUNITY SITES 2050-2055 ESTIMATE | BUILDOUT ESTIMATE 2050-2055 |
|---|---|---|---|---|---|
| *Description* | *Already built* | *Approved development* | *In review process; not yet approved* | *Potential development in vacant or underutilized parcels in Planning Area* | *Existing, entitled, planned, and opportunity sites* |
| Housing Units | 12,000 units | 5,000 units | 10,000 units | 0 – 3,000 units | 27,000 – 30,000 units |
| Population | 36,000 residents | 13,000 residents | 24,000 residents | 0 – 7,000 residents | 73,000 – 80,000 residents |
| Commercial & Industrial Square Footage | 1,700,000 sf | 400,000 sf | 3,400,000 sf | 0 – 6,100,000 sf | 5,500,000 – 11,600,000 sf |
| Employment | 5,000 jobs | 1,000 jobs | 7,000 jobs | 0 – 12,000 jobs | 13,000 – 25,000 jobs |
| Jobs to Housing Ratio | 0.42 | 0.2 | 0.8 | 4 | 0.48 – 0.83 |

# 3. Community Building Blocks

## Chapter Goals

**C1 Design connected neighborhoods.**
Encourage diverse housing types, open space, amenities, connected street grids and distinct identities.

**C2 Cultivate unique destinations.**
Foster destinations that serve as commercial activity centers and community gathering spaces.

**C3 Create a high-quality, visually engaging environment.**
Design gateways, corridors, public spaces, and parks that emphasize Erie's identity and high quality of life.

**C4 Preserve areas of rural & agricultural character.**
Protect natural and environmentally sensitive areas.

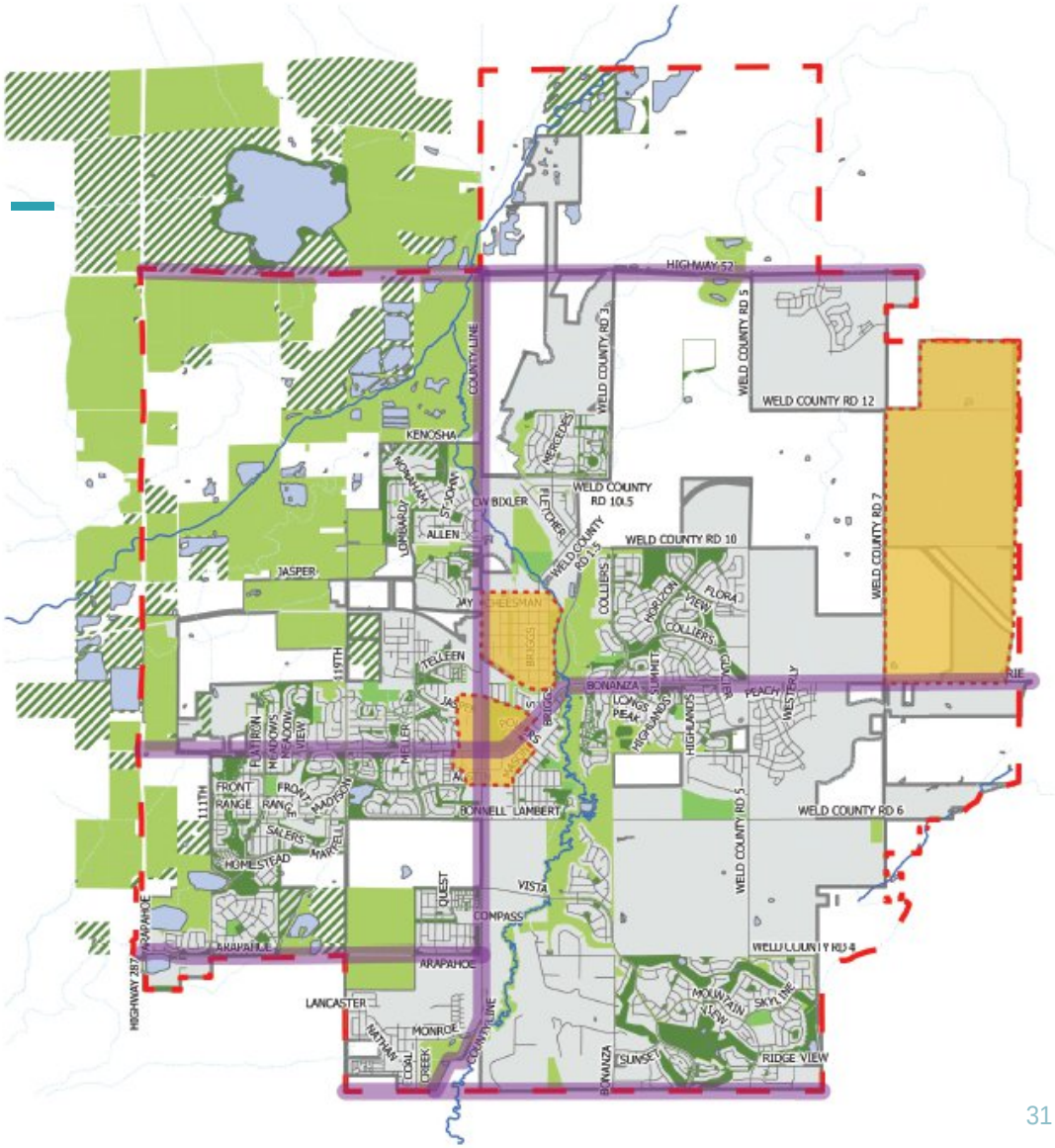
**C5 Promote a sustainable development pattern.**
Ensure a fair share approach to the cost of growth and consider annexation, development phasing and form thoughtfully and in concert with available resources and services.

# 3. Community Building Blocks –

## Corridors and Areas of Special Consideration

Corridors
- Erie Parkway
- Arapahoe Road
- Highway 7
- County Line Road
- Highway 52

Areas
- Old Town
- Town Center
- I-25 Erie Gateway



# 4. Public Facilities, Services & Infrastructure

## Chapter Goals

**P1 Provide efficient & reliable utility service.**
Maintain efficient, reliable and affordable service as Erie grows.

**P2 Encourage water conservation.**
Conserve water resources through education and efficient practices.

**P3 Pursue sustainable stormwater management & flood control.**
Employ sustainable infrastructure best practices and ensure the Town's resources are utilized to their highest and best use.

**P4 Maintain inclusive & effective public facilities.**
Provide equitable access to Erie's high standard of public facilities and utilities.

# 5. Natural Resources, Conservation & Resilience

## Chapter Goals

**N1 Plan for a sustainable future.**
Guide Erie to continual sustainable decisions.

**N2 Reduce air pollution.**
Remain committed to net zero emissions from the Town and future developments.

**N3 Prepare for & increase community resiliency to climate change.**
Quickly and effectively respond to and recover from climate change related events.

**N4 Protect, prioritize & enhance nature.**
Utilize nature based solutions to support the physical and social health of the community.

# 6. Livability & Social Health

## Chapter Goals

**L1 Connect neighborhoods with parks, open space & trails.**
Residents will have access to different active and passive recreational opportunities.

**L2 Support partners in Erie's education, health & safety.**
The community will be well educated, healthy and safe within the Town.

**L3 Foster supported and adaptable neighborhoods.**
Neighborhoods will meet the wants and needs of their residents.

**L4 Celebrate Erie's identity.**
Visitors and residents of Erie will feel welcome and celebrated.

**L5 Preserve Erie's history.**
Recognize, preserve, enhance, and celebrate the history of the town.

# 7. Housing

## Chapter Goals

**H1 Increase the diversity of housing types.**
Meet the community's needs with multiple housing types available to households at different income levels.

**H2 Reach 12% affordable housing stock.**
Strive to have 12% of the Town's housing stock as affordable by 2035.

**H3 Foster thriving, accessible neighborhoods.**
Facilitate programs and resources for seniors to age in Erie and make housing accessible for individuals with disabilities.

**H4 Reduce housing costs.**
Reduce long term housing costs through sustainability initiatives for new construction and existing homes.

# 8. Economic Vitality

## Chapter Goals

**E1 Foster a diverse economy & tax base.**
Support an economy that is responsive to market challenges and emerging trends.

**E2 Increase Erie's local workforce.**
Provide access to job opportunities, training, and diverse housing options.

**E3 Support & attract small businesses.**
Champion a diverse range of businesses to better meet resident's consumer needs and add to overall quality-of-life.

**E4 Support entrepreneurship.**
Increase gateways to entrepreneurship, reducing barriers to entry for new Erie businesses.

**E5 Create vibrant spaces & events.**
Expand opportunities for business districts that attract community members to support local businesses.

# 9. Transportation & Mobility

## Chapter Goals

**T1 Promote multimodal transportation options.**
Provide a comprehensive set of transportation options convenient, reliable, connected, intuitive, and accessible for who need them.

**T2 Ensure seamless & accessible transportation connections.**
Improve connectivity between neighborhoods, schools, jobs, services, and recreation.

**T3 Prove safe & comfortable travel around Town.**
Neighborhoods will meet the wants and needs of their residents.

**T4 Embrace sustainable & innovative transportation.**
Reduce carbon emissions and vehicle miles traveled while promoting health and sustainability.

# 10. Implementation & Government Performance

1. **Performance Measurement**

   Implementation and tracking of Comprehensive Plan goals and policies is essential to making the Plan an impactful document for the community.

2. **Inclusive Community Engagement and Transparency**

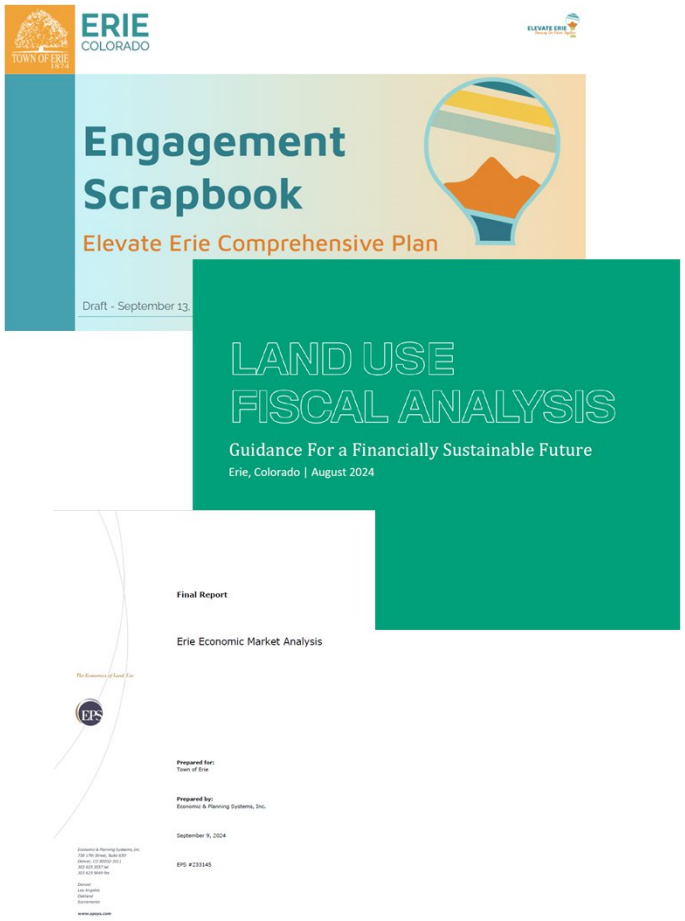
   A well-informed community will help shape the future of Erie. The Town is committed to continually evaluating and improving its communication platforms, engagement processes, and resource accessibility.

3. **Town Organization Practices**

   The Town prioritizes hiring and supporting high-quality talent, collaborating across departments, and pursuing regional, state, and federal funding sources to be responsible financial stewards.

# Appendix

1. Existing Conditions Report
2. Community Engagement Scrapbook
3. Land Use Scenario Assumptions & Methodology Memo
4. Land Use Fiscal Analysis
5. Economic Market Analysis



# Summary & Next Steps

# Planning Commission

- Extensive involvement throughout the 18-month process
- Considered Elevate Erie Sept. 18 meeting
- One public comment (virtual)
  - Process, densities, affordable housing, delaying adoption until after Nov. election, designating Arapahoe Road as an ‘Area of Special Consideration’
- Two written comments regarding transportation concerns

# Planning Commission

- Commission discussion:
  - Proposed density changes reflect current market conditions & built environment
  - Recommending/visionary document
  - Accounting for adequate public services, facilities, & infrastructure
  - Extensive public engagement
  - Buildout estimates and maintaining small town feel through design policies
  - Future updates to the plan

*Planning Commission voted unanimously to pass resolution P24-14 recommending that Town Council approve the 2024 update to the 2015 Town of Erie Comprehensive Plan, Known as Elevate Erie*

# Public Notice

Published in Colorado Hometown Weekly, September 18, 2024

No posting or mailing required

# Approval Criteria

*Recommend Town Council approve the Comprehensive Plan*

**UDC 10-7-21**

9. *Step 9 (Approval Criteria)* The planning commission may recommend approval and the town council may approve the comprehensive plan or amendment if the following criteria are met, as applicable:

a. The existing comprehensive plan is in need of amendment to align with existing and proposed conditions;
b. The amendment is consistent with and implements the goals and policies of the plan;
c. The amendment promotes the long-term economic, social, and environmental health, equity, and sustainability of the town;
d. Adequate public facilities and services are available to serve the uses in the amendment;
e. The amendment reflects a pattern of development that supports the comprehensive plan priorities; and
f. The comprehensive plan or amendment promotes the public health, safety, and general welfare.

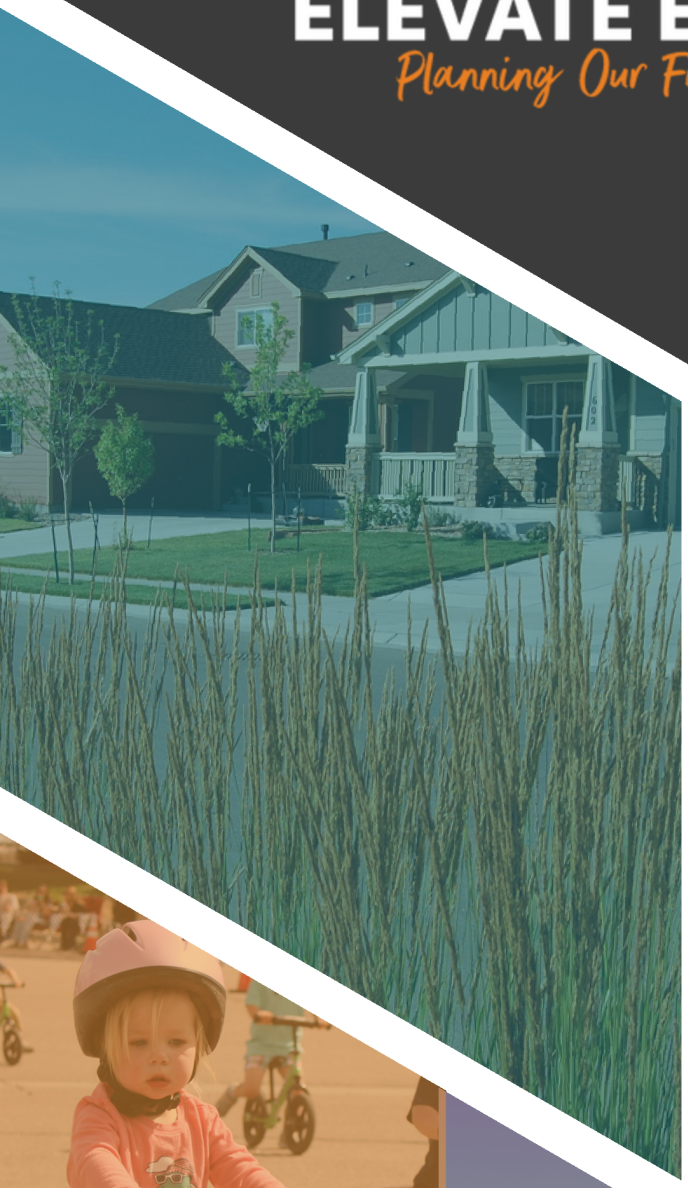
# Next Steps

- **Implementation |** *Finalize tracking metrics for regular Planning Commission and Town Council updates post-adoption*

# QUESTIONS & DISCUSSION

ELEVATE ERIE

*Planning Our Future Together*



# Town of Erie

## Comprehensive Plan

TOWN OF ERIE
1874

Last Update: 2024

# Acknowledgements


## SPECIAL THANKS TO THE FOLLOWING LEADERS AND STAFF:

### MAYOR

Justin Brooks

### TOWN COUNCIL

Sara Loflin, Mayor Pro Tem

Emily Baer

Brandon Bell

Dan Hoback

Ari Harrison

Andrew Sawusch

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Tim Burns, Chair

Martin Laws, Vice Chair

Kiley Baham

Sherri Booth

Robert Braudes

Delaney Dreckman

Ben Hemphill

### TOWN MANAGEMENT

Malcolm Fleming

Melissa Wiley

Patrick Hammer

### TECHNICAL ADVISORY COMMITTEE

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Miguel Aguilar

Jarod Ballentine

Luke Bolinger

Scott Brown

Bruce Chameroy

Jon Coyle

Todd Fessenden

David Frank

Patrick Hammer

Sara Hancock

Julian Jacquin

Dylan King

Kathy Kron

Lee Mathis

Levi Moser

David Pasic

Stephanie Pitts-Noggle

Gabi Rae

Eryka Thorley

Rachel Wysuph

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Lisa Ritchie

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A. ECONOMIC MARKET ANALYSIS
B. ENGAGEMENT SCRAPBOOK
C. EXISTING CONDITIONS REPORT
D. LAND USE FISCAL ANALYSIS
E. SCENARIO METHODOLOGY MEMO

# Introduction

## Purpose of the Comprehensive Plan

The Town of Erie Comprehensive Plan is an officially adopted policy document that outlines the community's vision and goals for the future. The Comprehensive Plan provides guidance for Town leadership, residents, and staff in making choices regarding Erie's future, quality of life, and experience. The written goals and policies of the Comprehensive Plan, along with the Future Land Use map, provide guidance for decisions affecting growth and annexation, the use and development of land, preservation of open space, and the expansion of public facilities and services. The policy recommendations, maps and graphics contained in this Plan are interrelated and should be used in context of each other.

## Amendment Procedures

For the plan to function over time, it must be able to be periodically reviewed and updated, in order to respond to significant trends or changes in the economic, physical, social, or political conditions of the area. Amendment procedures and criteria are described in the Unified Development Code (§10-7-21). Planning staff will routinely update the Future Land Use Map and plan document as is necessary to capture relevant changes. These updates will follow the procedures outlined in the Unified Development Code, including Public Hearings before Planning Commission and Town Council.

## Community & Stakeholder Engagement

The Plan is more than a policy document for the Town; rather, it is a guide for the whole community, and therefore public engagement in developing the Plan is key. From the start of the planning process, staff created opportunities for the public to engage and have conversations about Erie's future. The update to the 2015 Comprehensive Plan began in late 2022, with four windows of work and engagement:

- **Phase 1:** Setting the Stage (December 2022 – April 2023)
- **Phase 2:** Defining the Direction (May 2023 – December 2023)
- **Phase 3:** Scenario Planning (January – June 2024)
- **Phase 4:** Policy Framework & Realizing the Plan (July – October 2024)

During each phase, staff held pop-up events at local community hubs like the Erie Community Center and interacted with interested people at scheduled events throughout the Town including the Farmer's Market, Arbor Day, Town Fair, Strider Derby, and more. Each phase also included an online survey, distributed through newsletters, flyers, and social media. A detailed engagement summary is in the Appendix.

Stakeholders involved in the update process include the Town Council, Planning Commission, the Plan Advisory Committee (PAC), and the Technical Advisory Committee (TAC). The TAC and PAC met regularly throughout the planning process to provide feedback on interim work products, identify and develop a deep understanding of issues and opportunities, coordinate with other Town initiatives, and provide input on policies. The PAC is made up of representatives from each of the Town's advisory boards and task forces as well as the Town Council and Planning Commission. The TAC consists of staff from the Town's departments and divisions. Additional stakeholders involved in the planning process included Boulder Valley and St. Vrain school districts, Mountain View Fire Protection District, power companies, large property holders, and local businesses.

# Project Timeline

## PROJECT LAUNCH
**FALL 2022**

Project Branding
Project Management Plan
Community Outreach Strategy
Establish PAC and TAC

## ANALYSIS
**SPRING/SUMMER 2023**

Existing Conditions Report
Audit of Existing Plans and Policies
Issues and Opportunities

## VISIONING
**FALL 2023/SPRING 2024**

Vision and Core Values
Scenario Planning
Policy Framework
Land Use Map

## REALIZING THE PLAN
**SUMMER 2024**

Draft Plan
Plan Adoption Hearings
Implementation

# Brief History & Context

The 2015 Plan maintained much of the content from the previous large update completed in 2005. Erie has grown exponentially since 2005, when there were just 12,500 residents, and from 2015 with just 22,500 residents. More information on how Erie has grown and developed is in the Appendix: *Existing Conditions Report*.

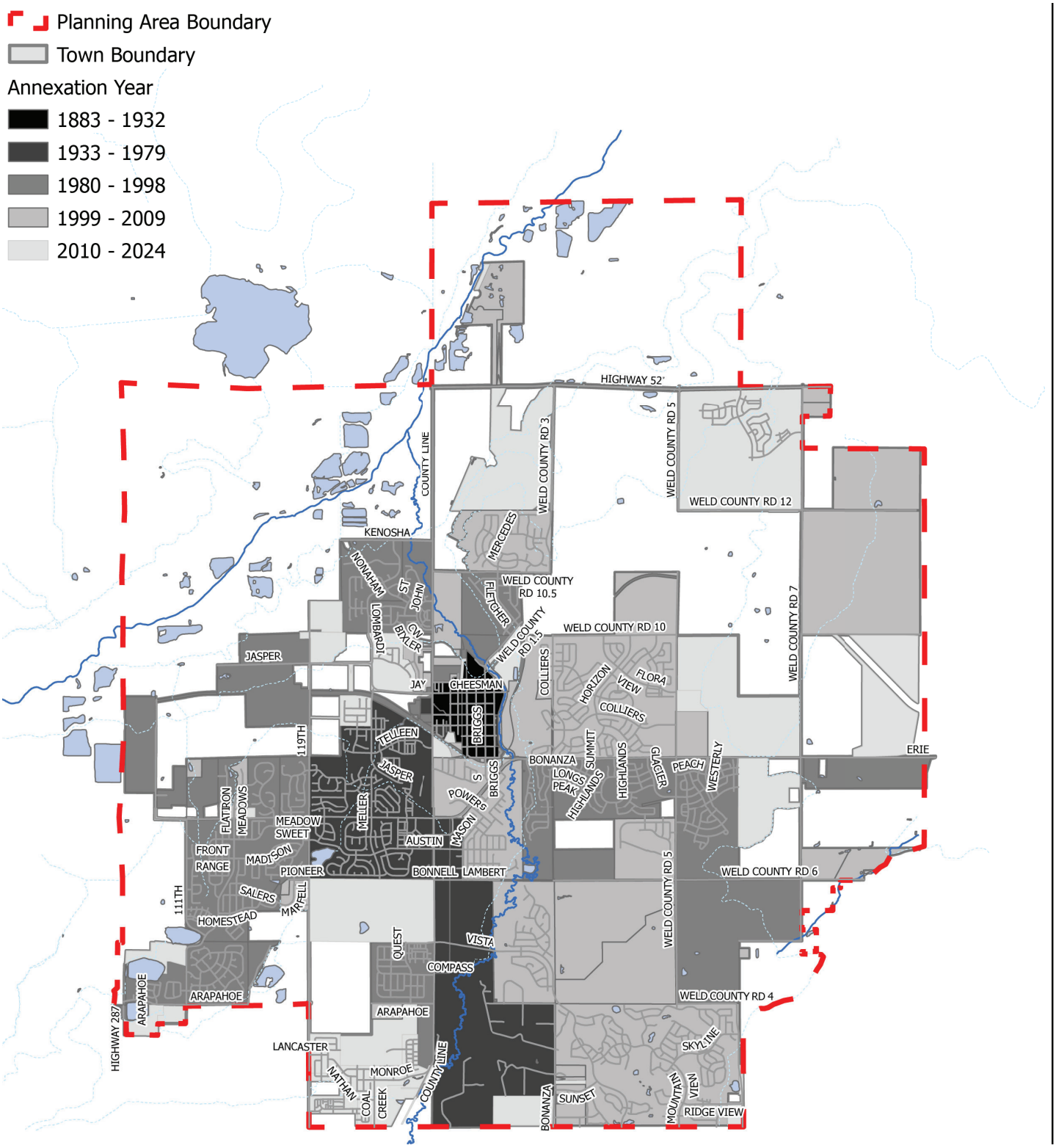


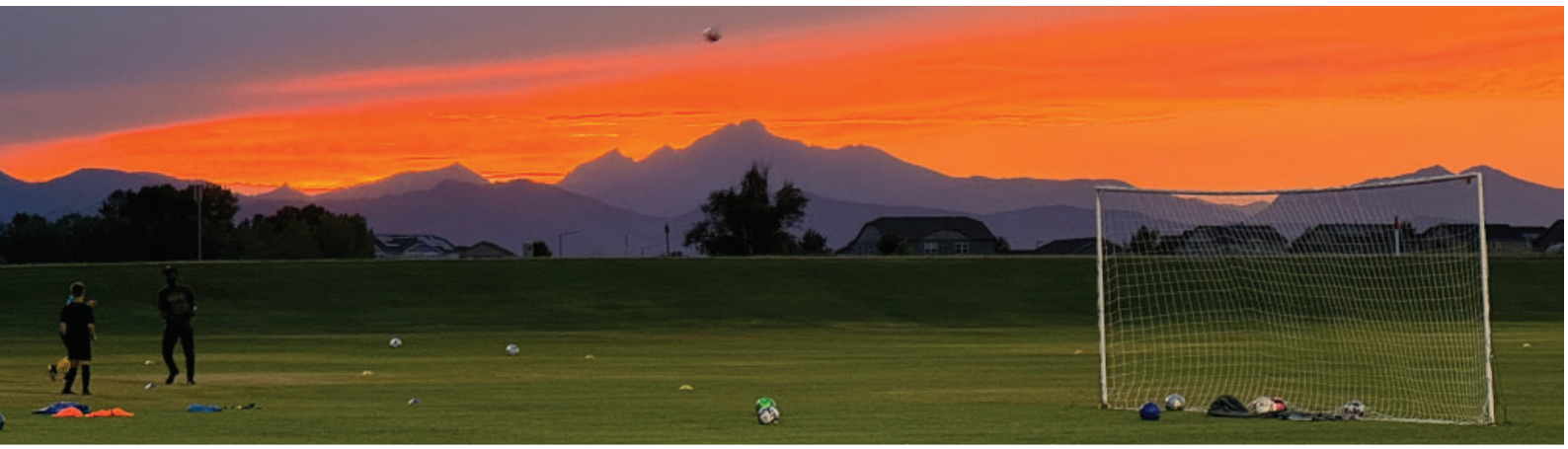

Figure 1. Town of Erie Historical Growth Map

# Planning Boundary & Influence Area

The Future Land Use Plan Map guides land uses within the Planning Area Boundary. The Planning Area Boundary identifies land use decisions and asks other jurisdictions to recognize Erie's rights. The map on the next page illustrates the relationship between Erie's incorporated boundary and its Planning Area Boundary. Urban-scale development in existing unincorporated county sites is expected to require annexation into the Town.

Erie's Planning Area Boundary is responsive to growth patterns and annexation trends in neighboring jurisdictions. Additionally, the boundary recognizes infrastructure capacity and constraints that may challenge feasibility of annexation and development into the Town. For example, areas west of 287 will be difficult to connect to Town sanitary sewer and water infrastructure. The Planning Boundary includes Erie's North Water Reclamation Facility and reflects the Town's wastewater utility service area boundary.

Erie's influence extends beyond the Planning Area Boundary. As annexation and development proposals occur in adjacent jurisdictions, Erie will work with each community to have the opportunity to review and respond. The Town uses Intergovernmental Agreements (IGAs) to further solidify the Planning Area, specific influence areas, annexation boundaries, transportation and trail connections. For example, the 2019 IGA between Lafayette and Erie established 'areas of influence' for each jurisdiction, defining annexation areas for unincorporated properties at the shared boundaries.



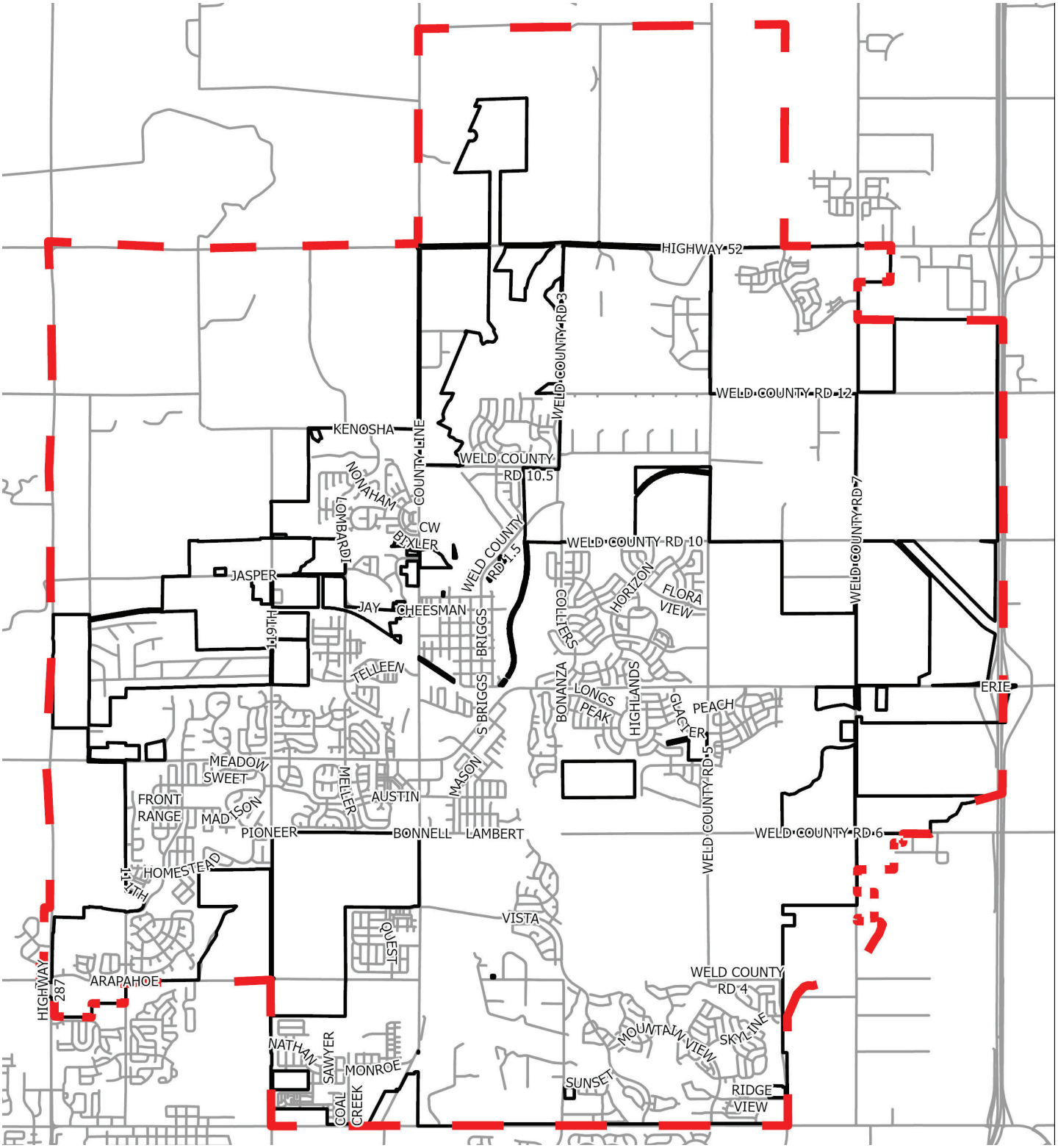



Figure 2. Town of Erie Planning Area

Use the interactive map to see the Planning Area Boundary more closely: Interactive Map

# Vision & Values

The Vision, Key Principle, and Core Values define the overall direction of the plan and are a result of extensive research and analysis (Existing Conditions Report in Appendix A) and public outreach (Engagement Summary Appendix B).

## Vision

*The Town's Vision informs and shapes Erie's policies and actions moving forward.*

**Erie is a sustainable, livable, and connected community that creates positive, memorable, and lasting impressions for its residents and visitors. The Town is committed to collaboratively managing our diverse natural, cultural, fiscal, social, and capital resources.**

## Key Principle

*Equity is a foundational theme that informs and directs policies and actions throughout the plan.*

**Embracing and celebrating our differences, the Town recognizes the power of open dialogue in addressing challenging topics and making informed decisions that create an equitable community. Erie is committed to the creation of space, accessibility, and opportunity that leads to equal human experiences.**

## Core Values

*Core Values are the root beliefs that guide Erie when making decisions, solving problems, and navigating challenges and opportunities. Sustainability, livability, and connectivity are woven into the Plan's policies.*

### Sustainability: Erie is resilient and adaptable.

Through visionary leadership and innovation, Erie can balance economic growth, social equity, and environmental stewardship. A balanced approach creates opportunities for all, safeguards the needs of vulnerable community members and groups, and proactively mitigates our environmental footprint, ensuring a resilient future for generations to come.

### Livability: Erie is tailored to the community's needs.

Erie strives to provide a positive lived experience through the built environment, diverse array of housing and transportation choices, exceptional community services, and leisure and recreational experiences that are accessible to all.

### Connectivity: Erie is connected physically and socially.

The health and identity of our community is tied to the social infrastructure that is created by all members of the community. The connections between people and places help facilitate social support networks and meaningful relationships that collectively contribute to the wellbeing and vitality of the community.

# How to Use the Plan

Erie's Comprehensive Plan contains goals and policies that provide guidance pertaining to essential aspects of life in Erie — from growth and housing to services like water and streets. The Comprehensive Plan sets the overall vision for the Town of Erie, supported by additional Strategic Plans for specific topic areas. Capital investments, programs and services should align with the Plan goals and policies.

## Chapter 1: Introduction

- Comprehensive Planning purpose and process; Vision & Values.

## Chapter 2: Future Land Use Plan

- Future Land Use Map and land use classifications, providing guidance for development patterns within the Town's Planning Area.

## Chapter 3: Community Building Blocks

- Goals and policies for Erie's community building blocks for neighborhoods, destinations, public realm, rural character, and growth management, complementing the Future Land Use Plan.

## Chapter 4: Public Facilities, Services & Infrastructure

- Goals and policies for utilities, water conservation, flood control, wastewater and stormwater management, and public facilities.

## Chapter 5: Natural Resources, Conservation & Resilience

- Goals and policies for climate change and sustainability, air quality, resiliency against climate change disruptions, and protection of nature.

## Chapter 6: Livability & Community Design

- Goals and policies for parks, recreation, open space, and trails; schools and libraries; public health and safety; neighborhoods; culture, arts, and entertainment; and historic preservation.

## Chapter 7: Housing

- Goals and policies for thriving neighborhoods, affordable housing.

## Chapter 8: Economic Vitality

- Goals and policies for fiscal sustainability, local workforce development, business retention and growth, entrepreneurship, and community programming.

## Chapter 9: Transportation & Mobility

- Goals and policies for multimodal transportation, connectivity, safety, and sustainability.

## Chapter 10: Implementation

- Policies for the Town's implementation of the Comprehensive Plan and its government performance .

## Appendix

- Supporting documents, such as the Existing Conditions Report and Engagement Summary.

## How to Use the Plan

Chapters 3 - 9 are structured to include introductory content, numbered goals, supporting policies and additional policy details. Many of the chapters will contain supporting policies found in other chapters.

**Goal** →

**Goal Description** →

**X1 Connect neighborhoods with parks, open space & trails.**

Residents will have access to different active and passive recreational opportunities.

**Policy** →

X.3.3. DEVELOP AREA PLANS THAT WILL WORK IN CONJUNCTION WITH THE COMPREHENSIVE PLAN AND HISTORIC PRESERVATION MASTER PLAN.

**Policy Details** →

Create an area plan for Historic Old Town to document existing resources, identify opportunities, and develop policies to address threats to historic assets and character. Comprehensive Plan.

**Core Values** →

**Comp Plan Goals – Success & Progress:**
A completed Town project that helps advance Comprehensive Plan goals

**Comp Plan Goals – Planning in Progress:**
A Town project underway in 2024 that will support Comprehensive Plan goals

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# Future Land Use Plan

## INTRODUCTION

The Future Land Use Plan creates a vision for development throughout the Town and Planning Area. The Future Land Use Map and classifications were formulated through public input, technical analysis and reports, and stakeholder feedback.

- **Future Land Use Map:** Every parcel within the Town and the Planning Area is designated with a use classification that indicates what the primary use is currently or what it could be in the future. The Future Land Use Map should be used in connection with the policies found within the chapters of the Comprehensive Plan.
- **Land Use Classifications:** Each land use identified on the Future Land Use Map corresponds with guidance on the range of size of density, primary and secondary uses, location of use, and defining characteristics. These classifications provide guidance for property owners, elected and appointed community leaders, and Town staff and administrators in making decisions regarding the location and design of development within the Planning Area.
- **Basis of Future Land Use Map:** The methodology for updating the Future Land Use Map included community engagement, fiscal and market analysis, and technical advisory reviews. Anticipated growth includes the potential build-out in terms of residential units, population, commercial square footage, and jobs.



## Future Land Use Map

The Future Land Use Map is a visionary document the helps show what future uses can be found within the Planning Area. Every parcel within the Town and Planning Area is designated with a use classification that indicates what the primary use is currently or what it could be in the future.

Since much of Erie's growth occurred in the last 20 years, the Future Land Use Map generally retains existing uses with some adjustments. For example, if a new neighborhood is built with single-family detached housing, the Future Land Use Map designates it as Residential – Low and if it is built with a three-story multifamily development, the Future Land Use Map designates it as Residential – High. The Future Land Use Map also assigns designations to sites that are not developed or are currently underutilized[1], identified as "opportunity sites." Opportunity sites are a crucial aspect of the Future Land Use Plan, as the Town uses them to align potential future development with community priorities.

When reviewing the Future Land Use Map, it is important to keep a few things in mind:

- A use designation on an undeveloped parcel does not mean that the parcel will be developed. The use assigned to the property only indicates the vision for the site if the land were to be developed.
- A use designation, such as Mixed Use, does not mean that the whole parcel will be developed. The site may contain supporting uses such as dedicated parks and open spaces, trails, and other potential amenities such as community centers and schools. The location of these uses will not be known until a development proposal is approved. The planning process will ensure these elements are identified in the ultimate plan for the site.
- Every parcel within the Town's Planning Area is assigned a particular land use. This includes properties outside of the current Town boundary. This does not mean that the properties will be annexed into the Town.

1 *Underutilized parcels are those that have land values that exceed the value of the existing improvements or structure.*

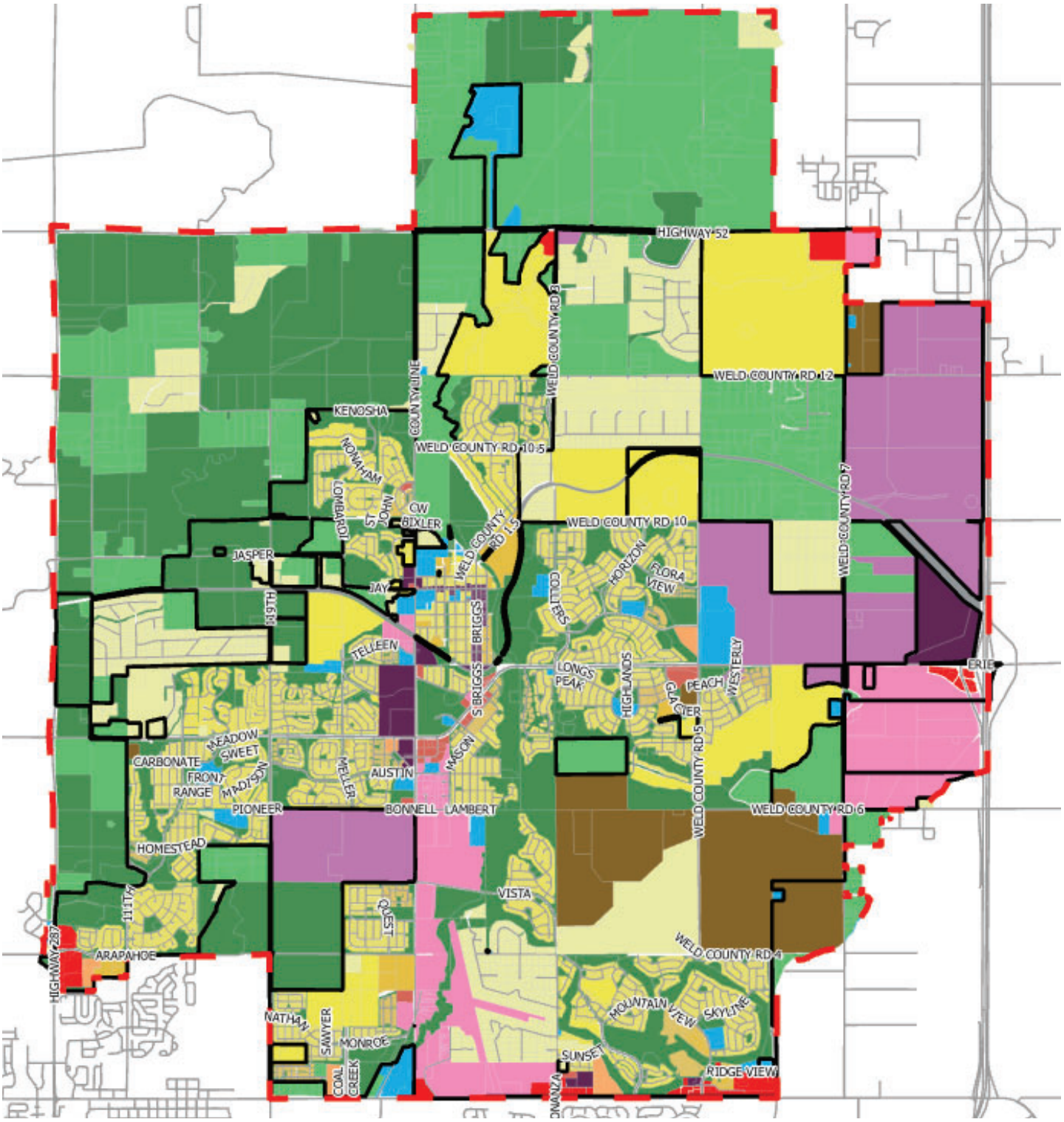



Figure 3. Future Land Use Map

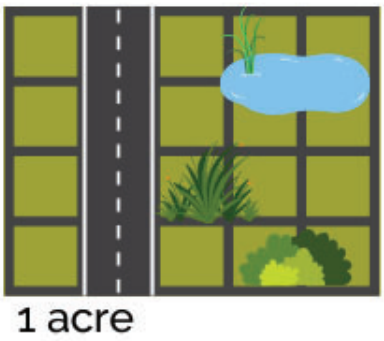
You can review the Draft Future Land Use Map at the following link to zoom in more closely on specific neighborhoods and parcels: Interactive Map

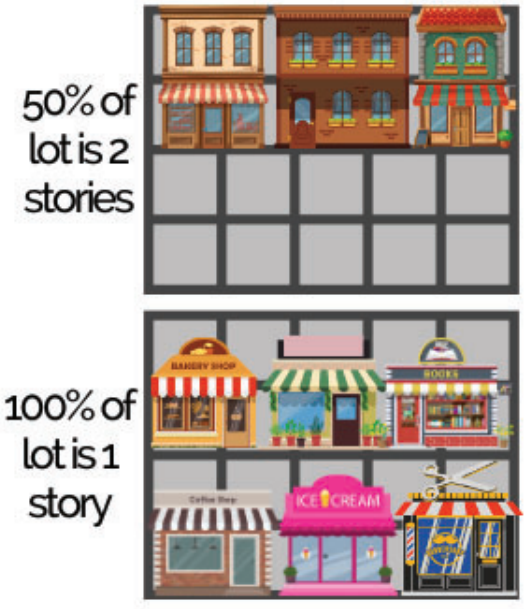
# Land Use Classifications

The Land Use Classifications provide for more specific information on allowed uses and densities for each land use. See the Land Use Classifications Summary Table for a brief description of each use, or the following individual pages for each use with more detailed information.

- **Primary Use:** Primary uses are the main use of a property.
- **Location:** Provides guidance on where these uses tend to or should be located.
- **Secondary Uses:** Secondary uses are complementary to the character of the primary use and are determined on a case-by-case basis. A secondary use must be a limited use on the site.
- **Intensity:** Establishes density and intensity expectations for each land use classification.
  - **Density (Dwelling Units per Acre):** For residential uses, density is shown as the number of units per gross acre.
  - **Floor Area Ratio:** For commercial uses, including within Mixed Use Village and Mixed Use Neighborhood, intensities are shown as a minimum floor area ratio (FAR). FAR is the ratio of the gross building square footage to the land square footage of the gross site.

# Land Use Terms






### GROSS SITE AREA

The gross site area encompasses the entire site, including roadways and natural features, and is used in calculations of density and flood area ratio.

### DENSITY

Dwelling Units/Acre

**Example:** 4 Dwelling Units (DU) per 1 acre parcel is a density of 4.0 DU/AC.

### FLOOR AREA RATIO (FAR)

Total Building Area/Total Site Area

**Example:** 50% of lot with two stories and 100% of lot with one story are both FAR of 1.0.

## Land Use Classifications

| DESIGNATION | SUMMARY OF PRIMARY USE AND LOCATION | INTENSITY | SECONDARY LAND USES |
|---|---|---|---|
| RESIDENTIAL - RURAL | Residential – Rural designation provides a rural setting for larger lot housing. Typically seen as a transition between residential neighborhoods and natural features and/or existing rural or agricultural development. | Dwelling Units per Acre: 0 to 2<br>Minimum FAR: N/A | Agriculture |
| RESIDENTIAL - LOW | Residential - Low areas are primarily suburban-style developments with a range of single-family detached and attached homes, townhomes, and patio homes. Typically seen as a transition between lower density and higher density neighborhoods or commercial uses. | Dwelling Units per Acre: 2 to 8<br>Minimum FAR: 0.30 | Public/ Quasi-Public; Neighborhood Commercial; Parks, Open Space, and Protected Lands |
| RESIDENTIAL - MEDIUM | Residential - Medium accommodates a mix of housing types, from small lot single family developments and duplexes to townhouses and garden apartments. Typically seen as a transition between lower density and higher density neighborhoods or commercial uses. | Dwelling Units per Acre: 8 to 18<br>Minimum FAR: 0.30 | Public/ Quasi-Public; Neighborhood Commercial; Parks, Open Space, and Protected Lands |
| RESIDENTIAL - HIGH | Residential – High accommodates a mix of housing types including townhomes, condominiums, apartments, and stacked flats. Typically located along transit lines and arterial roads and near activity centers and Employment uses. | Dwelling Units per Acre: 18 to 30<br>Minimum FAR: .30 | Public/ Quasi-Public; Neighborhood Commercial; Parks, Open Space, and Protected Lands |
| MIXED USE NEIGHBORHOOD | Mixed Use Neighborhood combines shopping, residences, entertainment, and services within a walkable block system. The housing within this designation can range from single-family detached to duplexes, townhomes, rowhomes, and condominiums. Typically located along or near major transportation corridors. | Dwelling Units per Acre: 6 to 12<br>Minimum FAR: 0.45 | Parks, Open Space, and Protected Lands; Public/ Quasi-Public |
| MIXED USE VILLAGE | Mixed Use Village accommodates a primarily vertical mix of residential, commercial, retail, and office uses in a compact, pedestrian-oriented environment. Typically located along or near major transportation corridors and transit opportunities. | Dwelling Units per Acre: 12 to 30<br>Minimum FAR: 0.45 | Parks, Open Space, and Protected Lands; Public/ Quasi-Public |
| NEIGHBORHOOD COMMERCIAL | Neighborhood Commercial consists of small-scale retail, office and services in locations that serve as neighborhood hubs, where residents can meet their daily needs. Vehicle-oriented uses are discouraged. | Dwelling Units per Acre: N/A<br>Minimum FAR: 0.30 | Parks, Open Space, and Protected Lands |

## Land Use Classifications

| DESIGNATION | SUMMARY OF PRIMARY USE AND LOCATION | INTENSITY | SECONDARY LAND USES |
|---|---|---|---|
| CORRIDOR COMMERCIAL | Corridor Commercial accommodates auto-oriented commercial businesses that draw people from the region, along highways and arterial roads. Big-box stores, and other national or regional commercial and retail uses tend to locate in these areas. | Dwelling Units per Acre: N/A<br>Minimum FAR: 0.25 | Parks, Open Space, and Protected Lands |
| EMPLOYMENT | Employment provides flexibility to support a variety of employment opportunities, such as business parks, research and development facilities, business incubators, light industrial/ manufacturing, and higher education and technical schools. | Dwelling Units per Acre: N/A<br>Minimum FAR: 0.25 | Parks, Open Space, and Protected Lands; Complementary commercial uses like breweries or distilleries and with tasting rooms, retail, restaurant, entertainment. Limited storage facilities, warehouse, and distribution |
| HEAVY INDUSTRIAL | Heavy Industrial is meant for existing industrial uses that are difficult to integrate with less intense uses due to their negative impacts of traffic, noise, pollutants, or odors. Existing Oil and Gas sites are assigned the Heavy Industrial use when they are the majority use of the site. | Dwelling Units per Acre: N/A<br>Minimum FAR: 0.15 | |
| PUBLIC / QUASI-PUBLIC | Public/Quasi-Public includes uses related to general community services, such as public safety facilities, schools, places of worship, community centers, municipal facilities, and/or public utilities. | Dwelling Units per Acre: N/A<br>Minimum FAR: N/A | Parks, Neighborhood Commercial |
| PARKS, OPEN SPACE, AND PROTECTED LANDS | Parks, Open Space, and Protected Lands include public and private recreation activities and wildlife habitat. This designation also includes properties protected by conservation easements or similar legal means. | Dwelling Units per Acre: N/A<br>Minimum FAR: N/A | Agriculture |
| AGRICULTURE | This designation is primarily for agricultural purposes and can include farms and other agricultural operations, mixed with large lot residential. | Dwelling Units per Acre: < 0.5<br>Minimum FAR: N/A | Residential - Rural |

Table 1. Land Use Classifications Summary

# Residential - Rural

**Dwelling Units per Acre: 0-2**
**Minimum FAR: N/A**

Residential-Rural includes larger lot (half-acre and up) residential developments with typical densities up to two Dwelling Units per Acre. This development type tends to be located near Agricultural or open spaces, on the outskirts of town.

## PRIMARY USE

- Residential-Rural designation provides a rural setting for large-lot, very low-density housing. Lot sizes and layouts will be dependent upon topographical constraints.

## LOCATION

- Residential-Rural developments can be located as a transition between denser residential neighborhoods and natural features and/or existing rural or agricultural development.
- Residential-Rural developments tend to be located at the edges of Town boundaries.
- These developments are either located off county roads , or within smaller rural subdivisions served by private roads.

## SECONDARY USES

- Allow Agriculture uses in Residential-Rural areas, such as keeping of large animals, growing crops, and homesteading while ensuring compatibility with Residential and adjacent uses.
- Allow clustering of residential development in the Residential-Rural designation to accommodate greater flexibility in housing options on rural and agricultural sites while not exceeding the maximum gross density for the site.

# Residential - Low

**Dwelling Units per Acre: 2-8**
**Minimum FAR: 0.30**

Residential-Low includes a variety of housing styles and types with typical densities of 2 to 8 dwellings per acre. Many different lot sizes, architectural styles, and housing types are found within this land use category. In addition to residential uses, parks and open spaces provide important amenities and gathering spaces for residents and visitors.

## PRIMARY USE

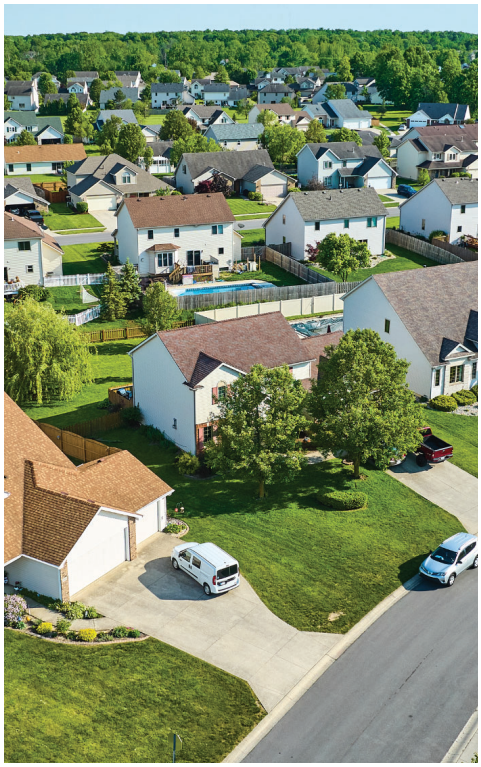
- Residential-Low areas are primarily suburban-style developments with a range of single-family detached and attached homes, townhomes, and patio homes.

## LOCATION

- Residential-Low is appropriate in locations outside of activity centers and where development characteristics are suburban.
- Main access points for Residential-Low developments should occur off collector or minor arterial roads.
- Residential-Low can be a transition between rural and medium or higher density neighborhoods or commercial uses.
- Single family detached housing can be clustered in Residential-Low to provide open space and preserve natural features, while maintaining the overall gross density of the designation.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands within the residential neighborhood in alignment with code requirements.
- Allow limited Neighborhood Commercial uses in Residential-Low to integrate day-to-day services and amenities into existing neighborhoods.
- Allow limited Public/Quasi-Public uses.



# Residential - Medium

**Dwelling Units per Acre: 8-18**
**Minimum FAR: 0.30**

Residential-Medium contains attached and detached housing types of 8 to 18 dwelling units per acre. Access to transit and/or proximity to the Employment designation can lead to an increase in densities. Parks and open spaces provide integral gathering spaces within the Residential – Medium category.

## PRIMARY USE

- Residential-Medium accommodates a mix of housing types, from small-lot single family developments and duplexes to townhouses and garden apartments.

## LOCATION

- Residential-Medium can be a transition between lower-density and higher-density residential types and non-residential uses.
- Access to Residential-Medium developments can occur off many street types, depending on the scale of the project, capacity, and design of the road.
- Housing in Residential-Medium can be clustered to provide open space and preserve natural features, while maintaining the overall gross density of the designation.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands within the residential neighborhood in alignment with code requirements.
- Allow limited Neighborhood Commercial uses in Residential-Medium to integrate services and amenities into existing neighborhoods.
- Allow limited Public/Quasi-Public uses.

# Residential - High

**Dwelling Units per Acre: 18-30**
**Minimum FAR: 0.30**

Residential-High accommodates 18 to 30 dwellings per acre in the form of townhomes, condominiums, apartments, and stacked flats. These areas are located along transit lines and arterial roads and near activity centers and employment areas.

## PRIMARY USE

- Residential-High designation accommodates attached homes, two-to four-plexes, condominiums, and apartment buildings.

## LOCATION

- Residential-High is appropriate near intersections of arterials and collector streets, along existing or planned transit, and near existing or planned amenities and infrastructure.
- Residential-High can provide a transition between commercial or employment areas and lower density neighborhoods.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands within the residential neighborhood in alignment with code requirements.
- Allow limited Neighborhood Commercial uses in Residential-High to integrate services and amenities into existing neighborhoods.
- Allow limited Public/Quasi-Public uses.

# Mixed Use Neighborhood

**Dwelling Units per Acre: 6-12**
**Minimum FAR: 0.45**

Mixed Use Neighborhood includes shopping, residences, entertainment, and services within a walkable block system. Housing can range from single-family detached to duplexes, townhomes, rowhomes, and condominiums with gross densities of 6 to 12 units per acre.

## PRIMARY USE

- Mixed Use Neighborhood accommodates a mix of residential, commercial, retail, and office uses in a compact, pedestrian-oriented environment.

## LOCATION

- Mixed Use Neighborhood should be located along or near major transportation corridors to maximize access to transit, employment, amenities, and services.
- Mixed Use Neighborhood is appropriate along collector streets to promote vibrant, successful commercial uses. Mixed Use Neighborhood may be appropriate along local street types as long as the built environment is appropriately scaled.
- Mixed Use Neighborhood areas may also be used to provide a transition between commercial or employment centers and residential neighborhoods.
- Both vertical (stacked) and horizontal (side-by-side) mixed use development is encouraged provided it is well-connected to surrounding neighborhoods.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands within Mixed Use Neighborhood.
- Allow limited Public/Quasi-Public uses.

# Mixed Use Village

**Dwelling Units per Acre: 12-30**
**Minimum FAR: 0.45**

Mixed Use Village includes shopping, residences, entertainment, and services. Densities in this designation go from 12 units to 30 units per acre and can include apartments and stacked flat housing types.

## PRIMARY USE

- Mixed Use Village accommodates a primarily vertical mix of residential, commercial, retail, and office uses in a compact, pedestrian-oriented environment.

## LOCATION

- Mixed Use Village should be located along or near major transportation corridors to maximize access to transit, employment, amenities, and services.
- Mixed Use Village is appropriate along arterials or collector streets to promote vibrant, successful neighborhood centers.
- Mixed Use Village areas may also provide a transition between commercial or employment centers and residential neighborhoods.
- Both vertical (stacked) and horizontal (side-by-side) mixed use development is encouraged provided it is well-connected to surrounding neighborhoods.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands within Mixed Use Village areas.
- Allow limited Public/Quasi-Public uses.

# Neighborhood Commercial

**Dwelling Units per Acre: N/A**
**Minimum FAR: 0.3**

Neighborhood Commercial includes small-scale retail, office and services in locations that serve as neighborhood hubs, where residents can meet their daily needs.

## PRIMARY USE

- Neighborhood Commercial accommodates a mix of retail, restaurants/cafes, small-scale professional office, childcare centers and other daily convenience shopping and services in a pedestrian-oriented environment.
- Limit development and redevelopment to non-vehicular oriented land uses. Vehicular-oriented land uses include drive-throughs, gas stations, oil change facilities, and similar service uses.

## LOCATION

- Neighborhood Commercial can be located at the intersection of two arterial streets, a collector and arterial street, or collector and local street.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands

# Corridor Commercial

**Dwelling Units per Acre: N/A**
**Minimum FAR: 0.25**

Corridor Commercial includes commercial businesses that draw people from the region, along highways and arterial roads. Big-box stores, and other national or regional commercial and retail uses tend to locate in these areas.

## PRIMARY USE

- Corridor Commercial accommodates a mix of retail, commercial, office, entertainment, and auto-oriented commercial uses that serve the region and are inappropriate in neighborhoods or pedestrian-oriented areas.
- Development adjacent to the airport should be of compatible airport-related use.

## LOCATION

- Corridor Commercial is appropriate only along arterial and highway corridors, near the edges of Town boundaries.

## SECONDARY USES

- Incorporate Parks, Open Space, and Protected Lands

## Employment

**Dwelling Units per Acre: N/A**
**Minimum FAR: 0.25**

Employment includes uses that generate employment such as industrial/flex space, light manufacturing, medical/technical facilities, aeronautical, and incubator spaces.

### PRIMARY USE

- Employment provides flexibility to support a variety of employment opportunities, such as business parks, research and development facilities, business incubators, light industrial/manufacturing, and higher education and technical schools.

### LOCATION

- Employment is appropriate in areas in proximity to existing or planned transit services, and/or along major transportation corridors.

### SECONDARY USES

- Allow complementary commercial uses like breweries or distilleries with tasting rooms, retail, restaurant, entertainment.
- Limit storage facilities, warehouse, and distribution.
- Ensure that development adjacent to the airport is of compatible airport-related use.
- Allow limited Residential in Employment designations to foster a mix of uses and walkable environments, if compatible and not negatively impactful to the primary Employment uses.
- Incorporate Parks, Open Space, and Protected Lands within Employment areas in alignment with code requirements. Ensure that development supports multimodal connections to adjacent trails, parks, and open space.
- Allow limited Public/Quasi-Public uses.

# Heavy Industrial

**Dwelling Units per Acre: N/A**
**Minimum FAR: 0.15**

Heavy Industrial includes encompasses industrial uses that are difficult to integrate with less intense uses due to their negative impacts of traffic, noise, pollutants, and/or odors. When Heavy Industrial uses cease and mitigation is complete with environmental analysis and clearances, a new land use designation may be applied to the area as part of regular updates to the Future Land Use Map.

## PRIMARY USE

- Heavy Industrial is intended to accommodate existing heavy manufacturing, oil and gas, and landfill operations.

## LOCATION

- Heavy Industrial uses should not be expanded, and new designations should not be mapped.
- Heavy Industrial uses should be located away from population centers due to their potential environmental impacts.
- Heavy Industrial uses should have buffering and screening in place to limit visual and operational impacts to the surrounding uses. Operational traffic generated should not pass through residential areas.

# Public/Quasi-Public

**Dwelling Units per Acre: N/A**
**Minimum FAR: N/A**

Public/Quasi-Public includes uses related to general community services, such as public safety facilities, schools, places of worship, community centers, municipal facilities and/or public utilities.

## PRIMARY USE

- Public/Quasi-Public includes uses related to general community services, such as public safety facilities, schools, places of worship, community centers, municipal facilities and/or public utilities.

## LOCATION

- Public/Quasi-Public uses should be located in close proximity to neighborhoods.

## SECONDARY USES

- Allow Parks, Open Space, and Protected Lands to be incorporated within Public/Quasi-Public areas. Ensure that development supports multimodal connections to adjacent trails, parks, and open space.
- Allow limited commercial uses to integrate services and amenities.

## Parks, Open Space, & Protected Lands

**Dwelling Units per Acre: N/A**
**Minimum FAR: N/A**

Parks, Open Space, and Protected Lands includes public and private recreation activities and wildlife habitat as well as properties protected by conservation easements or similar instruments.

### PRIMARY USE

- Parks, Open Space, and Protected Lands includes wildlife Wildlife habitat, recreational facilities, agricultural operations, trails, playgrounds, and community gathering spaces.

### LOCATION

- Parks, Open Space, and Protected Lands are located throughout Erie's Planning Area aligned with existing trails, parks, open space, natural features, and view corridors.

### SECONDARY USES

- Allow limited Agriculture uses where not negatively impactful to surrounding uses and/or habitat.

# Agriculture

**Dwelling Units per Acre: 0-0.5**
**Minimum FAR: N/A**

Agriculture includes existing large-scale sites used primarily for agricultural purposes as well as areas within the floodplain. Agricultural areas are expected to remain unchanged for long periods of time.

## PRIMARY USE

- This designation is primarily for agricultural purposes and can include farms and other agricultural operations, mixed with large lot residential.

## LOCATION

- Agriculture uses tend to be located at the edges of Town boundaries, particularly to the north, off county roads.

## SECONDARY USES

- Cluster limited residential development where the maximum gross density is not exceeded, and agricultural uses are not negatively impacted to accommodate greater flexibility in housing options on rural and agricultural sites.

# Basis of Future Land Use Map

The Future Land Use Map prioritizes the Comprehensive Plan's core values of sustainability, livability, and connectivity, and reflects analysis and guidance from multiple sources:

- **Community Engagement:** Three windows of community engagement informed the creation of the Future Land Use Map. See the Appendix for a community engagement summary.
  - **Windows 1 & 2:** These engagements provided insight on the community's vision and values. The results of the two engagements indicated the community's desire for increased access to daily needs and jobs within Town, while still prioritizing Erie's small-town character, open space, and identity.
  - **Window 3:** Using the results from windows 1 & 2, the planning team drafted three different buildout scenarios reflecting potential futures for Erie. The updated Future Land Use Map reflects aspects from each scenario based on community voting and feedback.
- **Fiscal Analysis:** The Land Use Fiscal Analysis studied Erie's current fiscal revenues and costs and projected how different land use patterns will impact Erie's fiscal sustainability in the future as it grows. The analysis emphasized the need for a greater diversity of housing types in Erie, such as adding some higher density housing and smaller unit sizes, and for more commercial opportunities, like local neighborhood services.
- **Market Analysis:** The Economic Market Analysis evaluated Erie's office, industrial, retail, and hospitality uses in relation to the broader region to understand drivers for future employment and demand for commercial and employment space in the next 20 to 30 years.
- **Internal & Advisory Committee Review:** The Technical Advisory Committee (TAC) and Plan Advisory Committee (PAC) participated extensively in the Comprehensive Plan process, including the development and review of the Future Land Use Map. The TAC includes representatives from Town staff and provided technical review of the FLUM from different perspective such as Housing, Transportation, and Public Works. The PAC represented diverse community interests in its review of the Future Land Use Map with representatives from the Town's boards and commissions including Town Council, Planning Commission, Sustainability Advisory Board, and the Open Space & Trails Advisory Board.

# Buildout

Evaluation of the Future Land Use Map includes a projections of new potential build-out in terms of residential units, population, jobs, and commercial and employment square footage. The buildout reflects existing, planned, entitled, and potential future development. A majority of the buildout is already existing, entitled, or planned. The planning team measured potential future development within Erie based on the vacant and underutilized parcels ("opportunity sites") in the Planning Area. This potential buildout is planned for and accommodated in the policies in other chapters, like Public Services, Infrastructure & Facilities; Transportation & Mobility; and Livability & Social Health.

| | EXISTING (2023) | ENTITLED | PLANNED | OPPORTUNITY SITES 2050-2055 ESTIMATE | TOWN OF ERIE BUILDOUT 2050-2055 ESTIMATE |
|---|---|---|---|---|---|
| *Description* | *Already built* | *Approved development* | *In development review process; not approved* | *Potential development in vacant[1] and underutilized [2] parcels in the Planning Area* | |
| Housing Units | 12,000 units | 5,000 units | 10,000 units | 0 - 3,000 units | 27,000 - 30,000 units |
| Population | 36,000 residents | 13,000 residents | 24,000 residents | 0 - 7,000 residents | 73,000 - 80,000 residents |
| Commercial & Industrial Square Footage | 1,700,000 sq. ft. | 400,000 sq. ft. | 3,400,000 sq. ft. | 0 - 6,100,000 sq. ft. | 5,500,000 - 11,600,000 sq. ft. |
| Employment | 5,000 jobs | 1,000 jobs | 7,000 jobs | 0 - 12,000 jobs | 13,000 - 25,000 jobs |
| Jobs to Housing Ratio | 0.42 | 0.2 | 0.8 | 4 | 0.48 - 0.83 |

*1 Vacant parcels consist of land without a primary use or structure. Underutilized parcels have land values that exceed the value of existing improvements or structures.*
*2 Underutilized parcels are those that have land values that exceed the value of the existing improvements or structure.*

Table 2. Estimated Build Out Projections

*Note: Housing units, population, and jobs rounded to the nearest thousand. Commercial square footage rounded to the nearest hundred thousand. Existing housing units and population are sourced from Planning & Development estimates in 2023. Existing Commercial & Industrial Square Footage and Employment are sourced from the Economic Market Analysis data collected in 2023.*

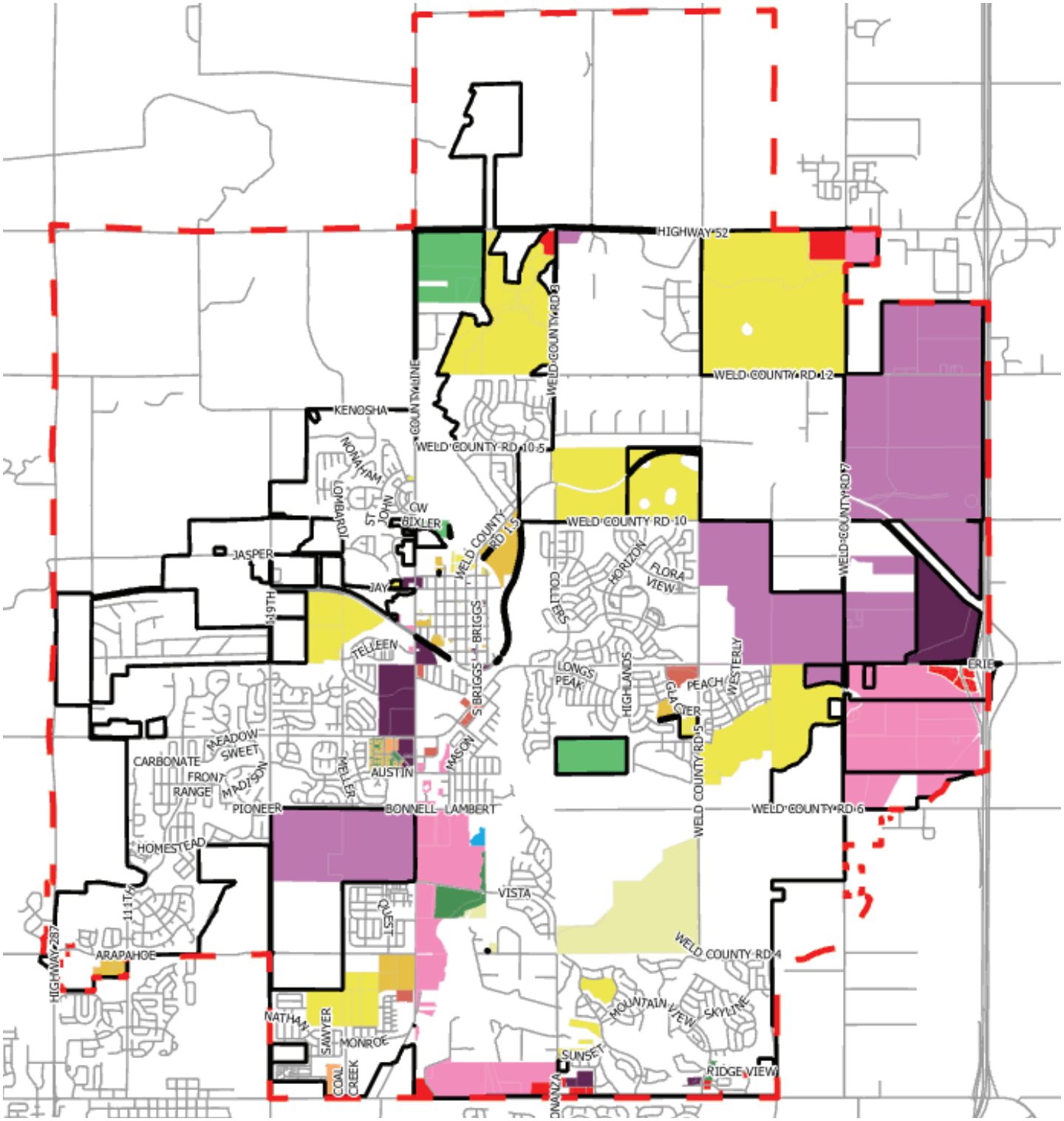



Figure. 4 Future Land Use Map - Opportunity Sites

- Proposed Planning Area Boundary
- Town Boundary
- Residential - Rural
- Residential - Low
- Residential - Medium
- Residential - High
- Corridor Commercial
- Neighborhood Commercial
- Mixed Use Neighborhood
- Mixed Use Village
- Employment
- Heavy Industrial
- Public / Quasi-Public
- Parks, Open Space, and Protected Lands
- Agriculture
- RTD Right of Way

# Future Opportunity Sites

The Future Opportunity Sites map includes areas within Erie's Planning Area boundary that have been approved for future development, are in the development review process, or are otherwise vacant or underutilized that could be developed in the future. These areas include a larger focus on Mixed Use Neighborhood and Employment uses compared to the existing development in Erie. Input from community engagement demonstrated the desire for concentrations of commercial activity and walkable neighborhoods with a variety of housing types and amenities for people to more easily access daily needs and jobs. Guidance from fiscal and market analysis further emphasized the need for these types of uses to support Erie's fiscal sustainability in the future.

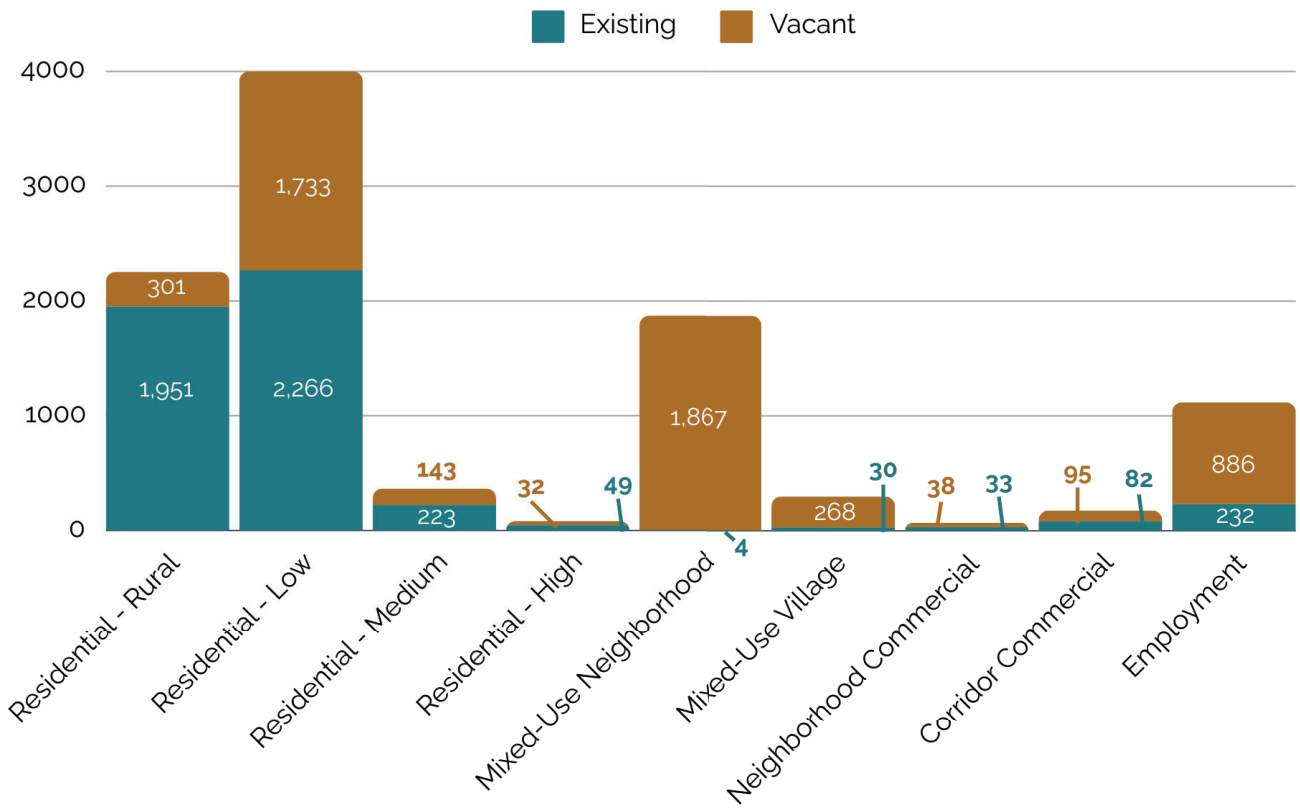



Figure 5. Existing vs. Opportunity Site Land Area

The Future Land Use Plan is supported through the policies found in all of the Chapters of the Comprehensive Plan.

# Community Building Blocks

## INTRODUCTION

Erie is experienced through its neighborhoods, open spaces, and destinations. These places—the mix of uses and opportunities to connect within them—are what cultivates Erie's identity and sense of belonging for residents, workers, and visitors. As Erie grows, community building blocks help to preserve the small town experience of living in Erie while providing essential amenities and services. Policies throughout the Comprehensive Plan around neighborhoods, transportation, parks and open space, economic development, and much more complement the community building blocks to support and enhance the experience of living in Erie.

- **Neighborhoods.** Neighborhoods are the backbone of an Erie resident's experiences, sense of belonging, and connection to their environment, neighbors, and daily life. They provide accessibility and connectivity to parks, commercial centers, schools, and other services that support the social and economic health of the town.
- **Destinations.** The Town supports vital commercial activity centers where residents and visitors can create community. Expanding opportunities for employment and commercial development reduces the need for residents to travel to neighboring communities to work, shop, and meet other daily needs. The Town continues to support and expand three major local destinations in Erie: Historic Old Town, Erie Town Center, and Erie Gateway, as well as regional commercial centers like Nine Mile Corner and Vista Ridge/ CO-7 and smaller walkable commercial areas in neighbohroods.
- **Public Realm.** By creating memorable and distinct experiences along streets and in public spaces, Erie will be a gathering place for people of all ages to enjoy. Ensuring the use of high-quality materials and building design, preserving key vistas and views within public space, and incorporating public art will lead to a visually engaging and distinctively built community.
- **Rural Character.** Erie's rural character—one of the many benefits of its agricultural heritage and its setting in the northern Front Range—is highly valued by the community. Natural and environmentally sensitive areas should be protected, contributing to the health of ecosystems and quality of life of residents and visitors.
- **Growth Management.** As Erie grows, sustainable development patterns are critical to preserve the high-quality experience of living in Erie and ensure fiscal responsibility into the future. The Town uses criteria to consider annexation, development phasing and form thoughtfully and in concert with available resources and services.

# Corridors & Areas of Special Consideration

The Corridors and Areas of Special Consideration Map identifies five corridors and three areas of Special Consideration.

- Erie Parkway
- Arapahoe Road
- Highway 7
- County Line Road
- Highway 52
- Historic Old Town
- Erie Town Center
- I-25 Erie Gateway

Development proposals within these areas should meet the following design guidelines:

- Corridors should have enhanced landscape and steetscape design.
  - In areas that are walkable, urban, or with limited space, landscape setbacks maybe substituted with street trees and amenity zones. Amenity zones are paved areas for pedestrians that may include outdoor dining, benches, bike racks and similar uses.
- Fencing should be open (split rail, picket, etc.) and under 4 feet in height. Low brick or masonry walls can be used to screen or define areas, depending on the context.
- Screen parking areas from view with landscaping, berms, and/or architectural elements.
- Limit view obstructions from signs.

Specific guidelines, unique to each of the identified Corridors and Areas of Special Consideration can be found on the following pages.

> "I would love to see more centers of vibrancy in Erie. We have a rural-esque charm but if planned appropriately I believe we can add some bike lanes and some mixed-use areas that will work with the existing charms to improve our quality of life and decouple us from our cars."

*- Scenarios Survey Respondent*

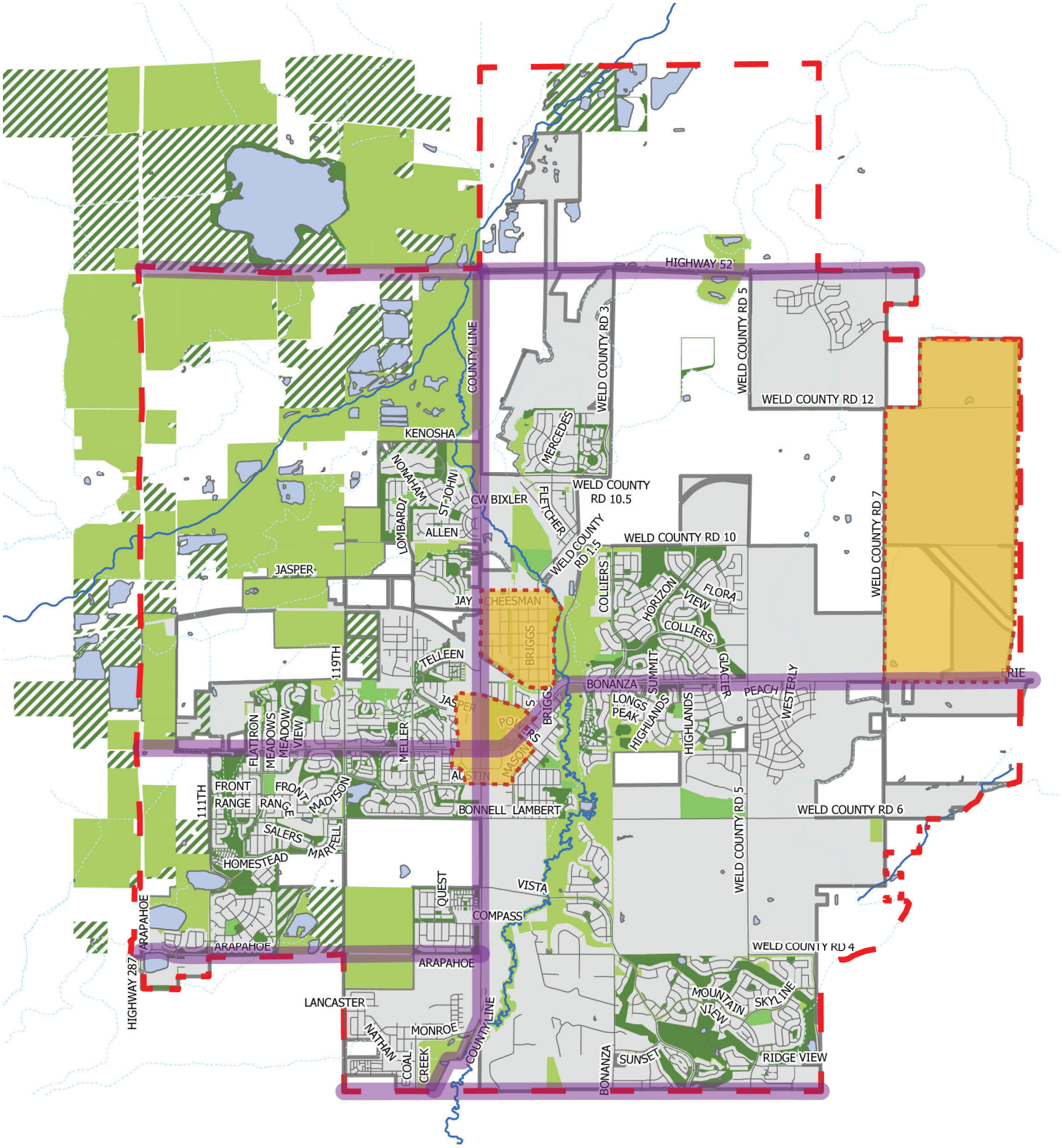



Figure 6. Corridors and Areas of Special Consideration Map

# Corridors & Areas of Special Consideration (Continued)

### ERIE PARKWAY

Erie Parkway functions as the primary gateway into and through the Town of Erie. The corridor affords sweeping views of the mountains and town.

### HIGHWAY 7 (BASELINE)

The Highway 7 Corridor serves as a secondary gateway to Erie, providing access to County Line Road from the south. Much of the corridor lies within the cities of Broomfield and Lafayette.

### COUNTY LINE ROAD

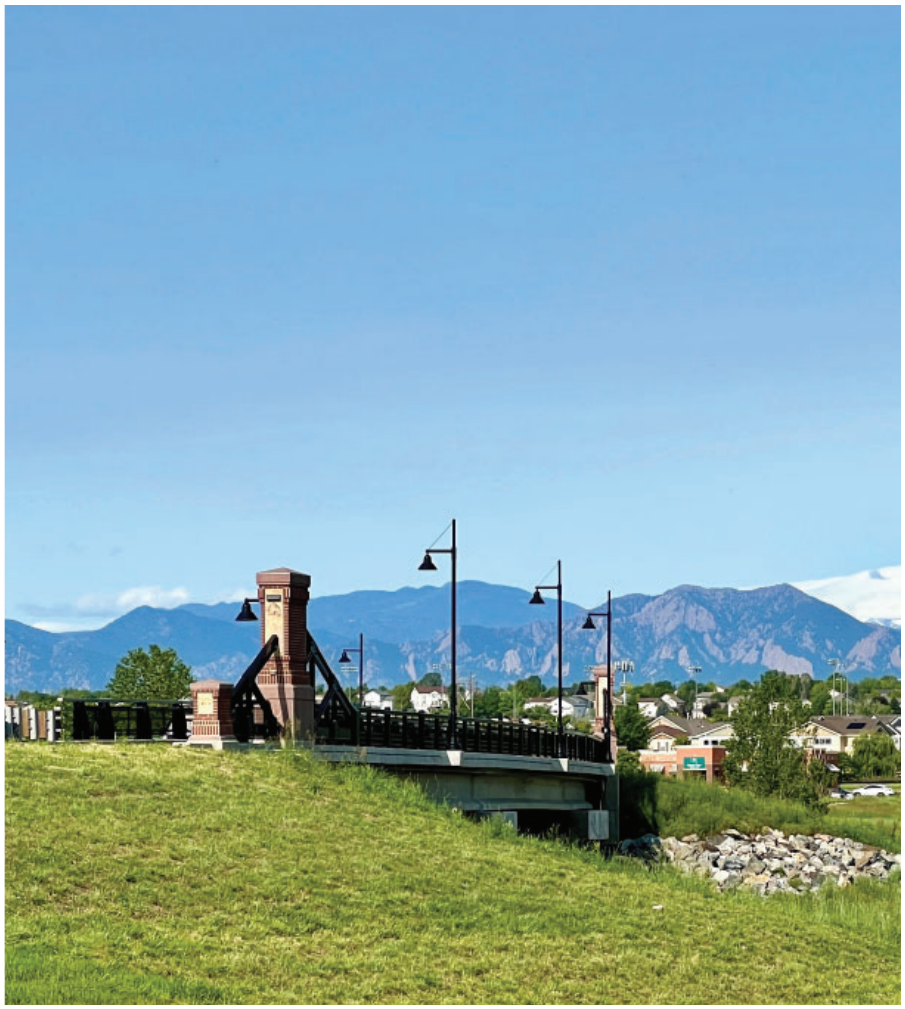
The County Line Road corridor serves as the primary north- south gateway through the town. The corridor ranges in character from rural to developed.

### HIGHWAY 52

The Highway 52 Corridor serves as a secondary gateway to Erie, providing access from I-25 to County Line Road from the north. The corridor today remains largely agricultural in character, although some residential development exists along with commercial closer to I-25.

### ARAPAHOE ROAD

The Arapahoe Road corridor serves as a secondary gateway from the west. Portions of this corridor fall within Boulder County and the City of Lafayette's jurisdictions.



## HISTORIC OLD TOWN

Erie was first platted in 1871 and incorporated in 1874. Historic Old Town is the heart of Erie. This area encompasses the historic downtown district along Briggs Street and contains a variety of commercial uses such as shops and restaurants. Downtown is surrounded by the historic Old Town neighborhood. Historic Old Town is home to many historic sites and buildings, particularly within the commercial Downtown core centered on Briggs Street. The surrounding Old Town residential neighborhood has rich architectural fabric. There are limited connections to the north, west, and south of Historic Old Town. While some multimodal pathways connect, Old Town is buffered by Coal Creek to the east, an abandoned railroad on the south, Sullivan Ditch to the North, and County Line Road on the west. Refer to policy C.2.1 for more details.

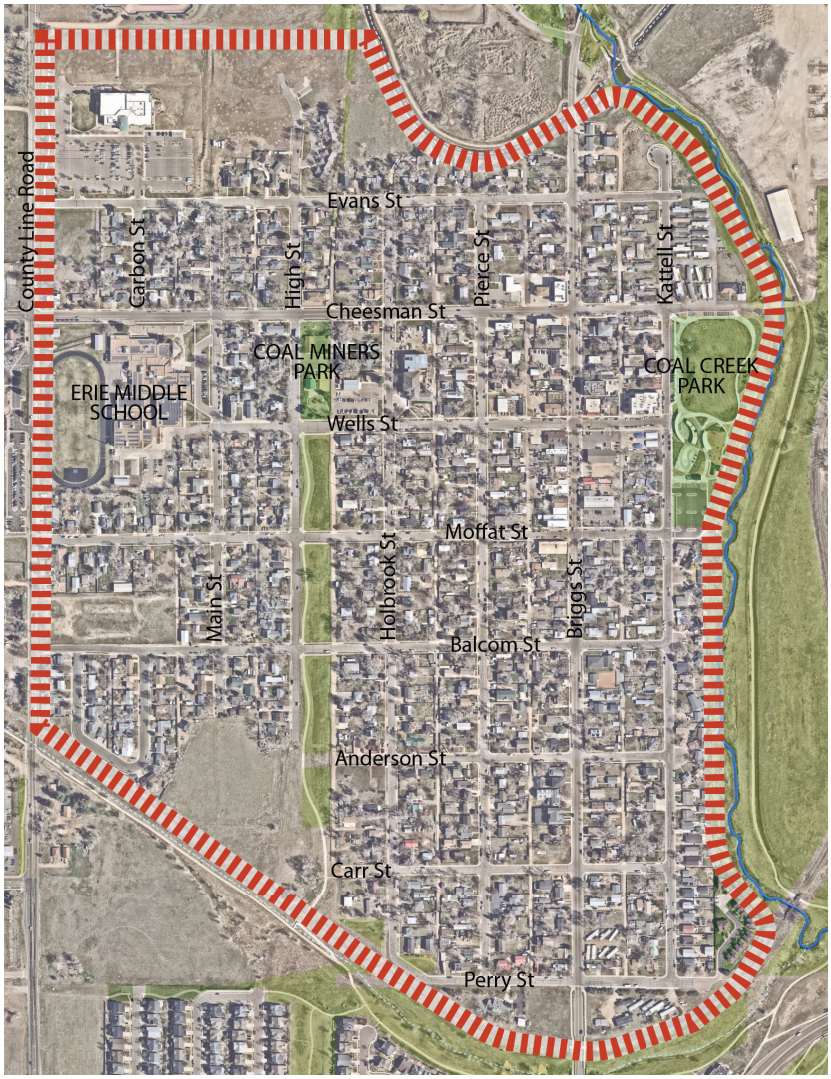



Figure 7. Historic Old Town

COMMUNITY BUILDING BLOCKS

## ERIE TOWN CENTER

Found at the intersection of County Line Road and Erie Parkway, Erie Town Center is a major node and is expected to be the primary commercial area in the center of the Town. In 2019, the Town and community stakeholders identified five key sites totaling 145 acres of developable land within a 390-acre footprint at the convergence of Erie Parkway and County Line Road. Currently the northeast corner is occupied by a community park and community center and the southeast corner is occupied by commercial and service uses. The southwest and northwest corners are currently undeveloped but are planned as mixed-use developments with a mix of housing types. Refer to policy C.2.2 for more details.

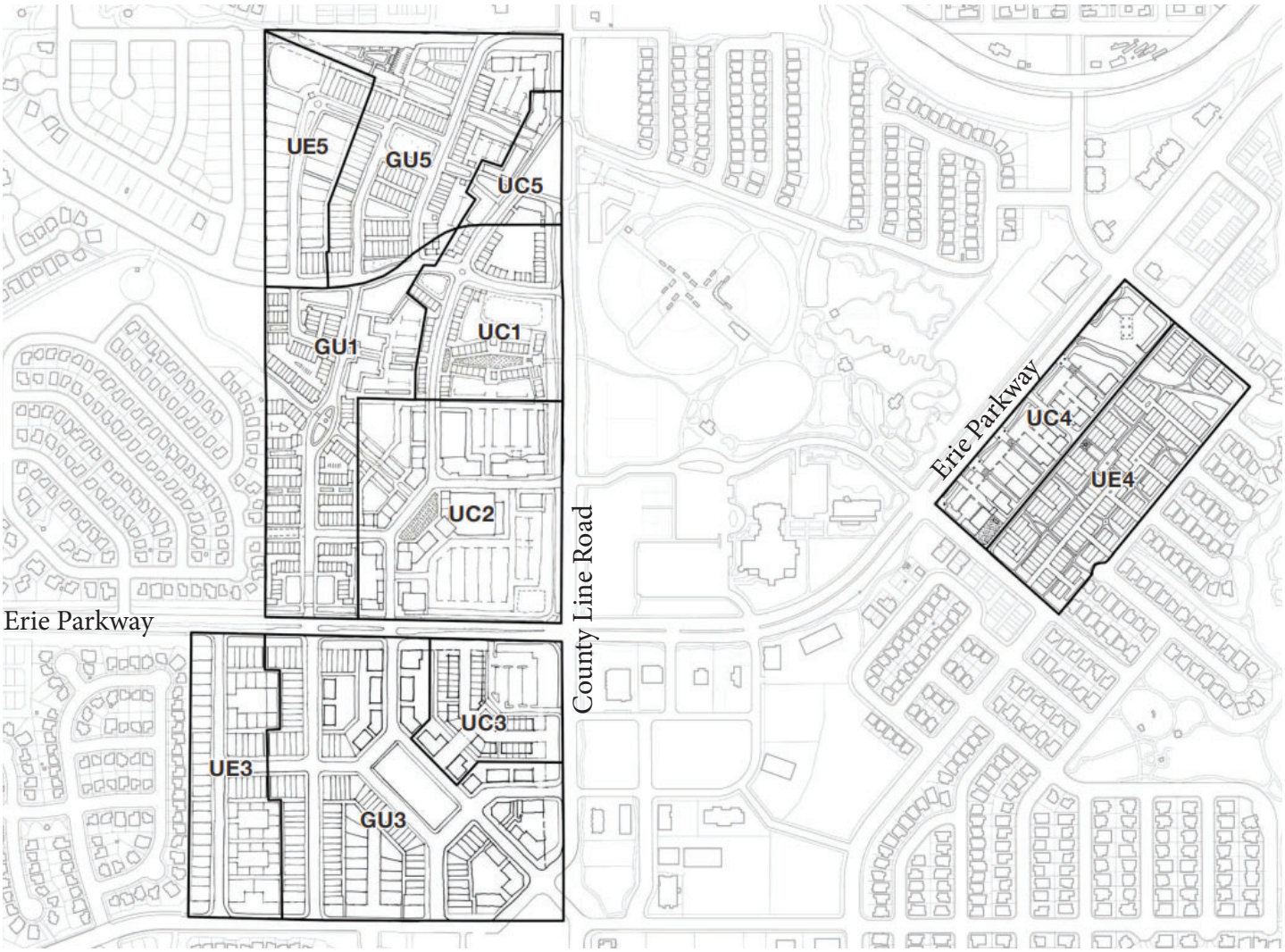


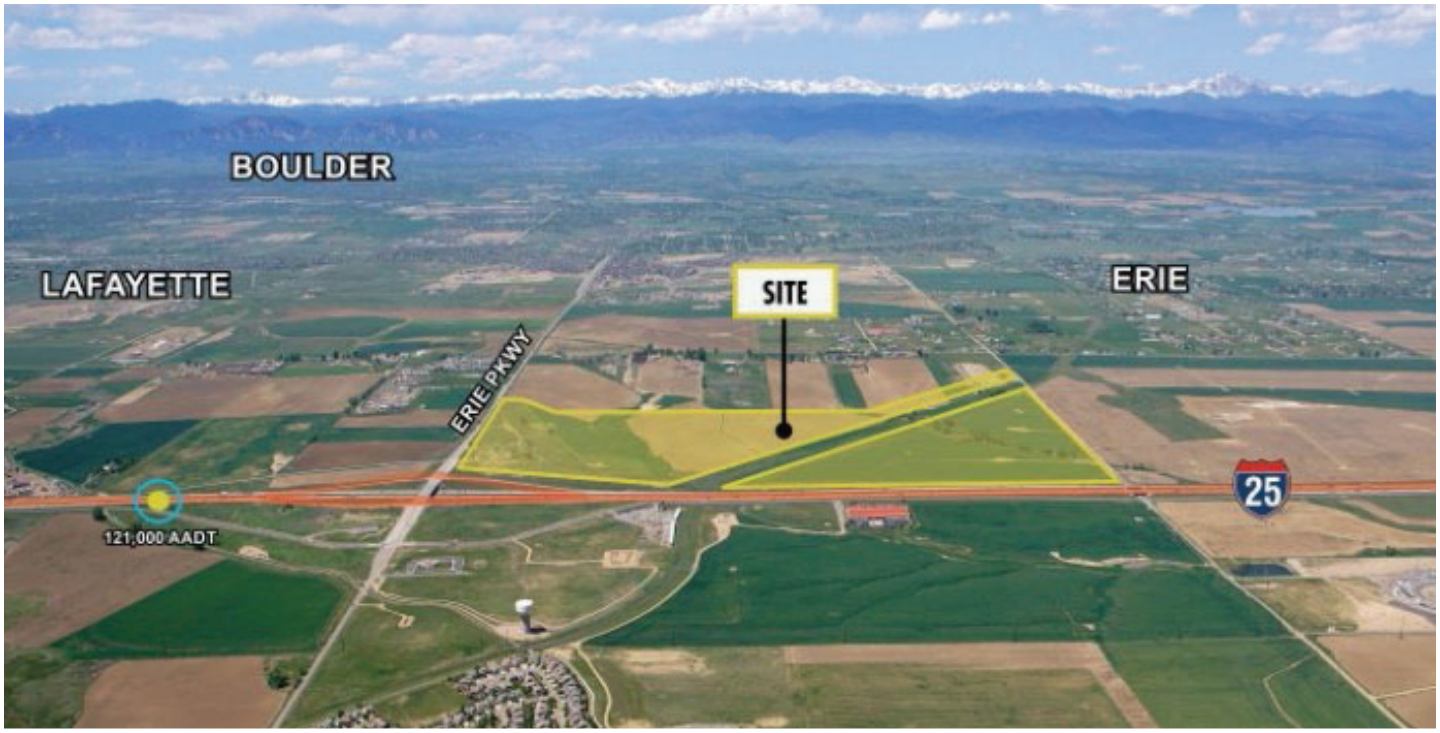

Figure 8. Town Center Planned Development

Source: Erie Town Center PD Zoning Map

## I-25 ERIE GATEWAY

The I-25 Erie Gateway encompasses the 1,280 acres of land located and the northwest corner of I-25 and Erie Parkway. The area will be a regionally-scaled retail and employment center at Erie's eastern gateway with integrated open space and parks, and diverse housing types. The vision for the development future of the Plan area is one that maximizes the site's revenue generating potential while employing sound land use and high quality design principles.

Refer to policy C.2.3 for more details.



## Chapter Goals

**C1 Design connected neighborhoods.**
Encourage diverse housing types, open space, amenities, connected street grids and distinct identities.

**C2 Cultivate unique destinations.**
Foster destinations that serve as commercial activity centers and community gathering spaces.

**C3 Create a high-quality, visually engaging environment.**
Design gateways, corridors, public spaces, and parks that emphasize Erie's identity and high quality of life.

**C4 Preserve areas of rural & agricultural character.**
Protect natural and environmentally sensitive areas.

**C5 Promote a sustainable development pattern.**
Ensure a fair share approach to the cost of growth and consider annexation, development phasing and form thoughtfully and in concert with available resources and services.

ALL GOALS AND POLICIES ARE TIED TO ALL THREE CORE VALUES

# C1 Design connected neighborhoods.

### C.1.1 MIX OF HOUSING TYPES: ENCOURAGE A VARIETY OF HOUSING TYPES IN NEIGHBORHOODS TO PROVIDE A MORE DIVERSE SELECTION OF LIFESTYLES AND HOUSING PRICING FOR ERIE RESIDENTS.

- Address the needs and desires of the community by providing a mix of housing types such as single-family detached, single-family attached, townhomes, and mixed-use developments containing apartments and condominiums.
- Design future developments in relation with adjacent uses, densities, orientation and amenities to ensure that neighborhood cohesion while still maintaining a distinctive sense of place.

### C.1.2 CONNECTIVITY: FACILITATE STRAIGHTFORWARD NAVIGATION IN ERIE WITHIN OR BETWEEN NEIGHBORHOODS, KEY DESTINATIONS, SERVICES, AND AMENITIES.

- Support moving people, goods, and services through the community through direct connections, from local neighborhood street networks to a larger, easily navigable network of roadways, sidewalk and trail connections, and bikeways.
- Design neighborhood street networks for all modes of transportation with short block lengths on a grid, minimal dead ends or cul-de-sacs, effective signage and wayfinding, and connections to neighboring developments including commercial and employment uses, parks and amenities.

### C.1.3 PARKS & OPEN SPACE: ENSURE NEIGHBORHOODS INCLUDE OR ARE EASILY ACCESSIBLE TO A RANGE OF PARKS AND OPEN SPACE AMENITIES TO APPEAL TO RESIDENTS OF ALL AGES AND ABILITIES.

- Maintain an adequate availability and dispersal of park and open space designations to serve the need of the immediate area.
- Ensure that existing parks and open spaces near new developments are prioritized for expansions and connections.
- For denser developments including mixed use or commercial uses, refer to the Mixed-Use Development Parks and Open Space Vision Guide to ensure adequate parks and open space typologies are provided.

### C.1.4 ACTIVITY CENTERS: ENSURE EACH NEIGHBORHOOD INCLUDES AN ACTIVITY CENTER FOR ITS RESIDENTS.

- Design activity centers to include a mix of commercial development, parks, open space, and other community facilities, where appropriate, to serve the needs of neighborhood residents. Larger, commercially-oriented activity centers may serve more than one neighborhood.
- Evaluate integrating small-scale retail uses into existing single use neighborhoods to help reinforce availability of services and amenities.

### C.1.5 PRESERVATION OF NATURAL FEATURES: PLAN NEIGHBORHOODS TO MAXIMIZE THE PRESERVATION AND ENHANCEMENT OF NATURAL FEATURES.

Preserve and incorporate natural features, such as drainages, significant trees and views, and topography into required open spaces, required setbacks, and park sites.

### C.1.6 DISTINCT IDENTITY: INCORPORATE UNIQUE CHARACTERISTICS INTO NEIGHBORHOODS THAT SERVE AS IDENTIFIERS FOR RESIDENTS, SUCH AS DISTINCT STREETSCAPE ELEMENTS, ARCHITECTURAL STYLES, AND NEIGHBORHOOD CENTER FEATURES.

Incorporate features that visually and physically link neighborhoods to the Town while maintaining a distinct individuality. Unique characteristics can include branding and wayfinding, trail connections, public art, architectural style, or other features that serve to create a distinct and identifiable place.

# C2 Cultivate unique destinations.

### C.2.1 PRESERVE HISTORIC OLD TOWN AS A PRIMARY DESTINATION THAT CELEBRATES ERIE'S HISTORY AND FOSTERS A THRIVING SMALL BUSINESS ENVIRONMENT.

- Encourage a mixed-use pattern of development along Briggs, Wells, and Cheesman Streets with active retail uses at the ground floor.
- Preserve existing historic commercial structures and promote adaptive reuse for new retail and restaurant uses.
- Promote arts, programming and events along Briggs Street and in Coal Creek Park to serve as an entertainment hub, celebrate Erie's history and identity, and attract visitors to small businesses.
- Increase connections within and to/from Historic Old Town through multiple transportation methods (walking, biking, e-micromobility, auto, and transit).
- Explore creative parking solutions to manage existing supply and consider additional opportunities as needed to support business demands. Limit unnecessary surface parking to preserve the historic downtown feel.

### C.2.2 ESTABLISH ERIE TOWN CENTER AS A WALKABLE, MIXED-USE NEIGHBORHOOD THAT SERVES AS A COMMERCIAL AND ENTERTAINMENT HUB.

- Integrate residential, retail, office, hotel, entertainment, civic, and park and open space uses within the Town Center site.
- Include a diversity of housing types, with affordable housing options.
- Serve unmet retail demand within Town Center, including food, beverage, and grocery uses.
- Provide affordable commercial spaces for small and local businesses.
- Create a vibrant civic and entertainment space for the community.
- Encourage creative parking solutions to reduce overall parking while meeting retail and business demand.
- Implement clear connections to other important amenities and destinations, including Historic Old Town, schools, and parks and open space.

### C.2.3 FACILITATE THE DEVELOPMENT OF I-25 ERIE GATEWAY TO PROVIDE A WALKABLE, TRANSIT-READY, MIXED-USE NEIGHBORHOOD ENVIRONMENT AND GROW ERIE AS A HUB FOR INNOVATION AND ECONOMIC GROWTH.

- Include a diversity of housing types, with affordable housing options.
- Prioritize transit-oriented development, including convenient access for residents and workers to bus and rail transit.
- Establish a new employment center along I-25 to increase Erie's daytime workforce, allow residents to work closer to home, and support local retail. Attract commercial spaces tailored to science and technology entrepreneurship based on market analysis findings.
- Promote a safe and walkable environment.
- Connect the neighborhood internally and externally with trails and bike paths and establish unique parks and open spaces.
- Activate public spaces and retail destinations.

> "I see a future with Erie having local hot spots that pull other residents outside Erie to come to. Unique and full of quality. Leave the box stores to a minimum."

*- Vision & Values Survey Respondent*

# C3 Create a high-quality, visually engaging environment.

### C.3.1 FOSTER VIBRANT PUBLIC SPACES AND MAIN STREETS THROUGH ACTIVATION AND BUILDING DESIGN.

- Locate retail and active uses along main streets and the periphery of public spaces.
- Encourage sidewalk or parklet seating to bring business activity out into the public realm.
- Ensure design of buildings fronting onto active streets and spaces is visually engaging with entrances, ample windows, durable materials, and varied massing and articulation.

### C.3.2 CREATE A BUILT ENVIRONMENT THAT IS ACCESSIBLE, USABLE, AND OF HIGH QUALITY DESIGN.

- *Accessible:* Develop design standards that incorporate universal design principles (step-free entrances, rest areas along pedestrian routes, smaller curb radii, etc.).
- *Usable:* Provide safe, protected pedestrian connections through development and parking areas to maximize connectivity within and between developments and amenities.
- *High Quality Design:* Emphasize pedestrian scaled design and ensure all building elevations are designed to achieve high quality design with durable materials, articulation and variation in massing.

### C.3.3 ENSURE EXISTING AND NEW STREETS ARE DESIGNED TO ACCOMMODATE MULTIPLE MODES SAFELY AND IN RELATION TO DEVELOPMENT CONTEXT.

Refer to the Transportation Mobility Plan and Engineering Standards and Specifications to ensure that street segments are accessible for all current or future forms of transportation.

### C.3.4 REINFORCE ERIE PARKWAY THROUGH STREETSCAPE AND BUILDING DESIGN.

- Maintain key view corridors and vistas of the mountains to the west, especially between Weld County Road 5 and 7, through strategic plantings and building setback, height, and orientation.
- Development should be oriented to front the Parkway; backs of buildings should not line the Parkway.
- Ensure building design that fronts to Erie Parkway utilizes high quality and durable materials. Maintain active frontages that address the street through entries, ample windows, and outdoor seating areas.
- Provide for enhanced multimodal connectivity, with emphasis on safe pedestrian crossings and bicycle facilities between and along residential neighborhoods and commercial areas.

### C.3.5. REINFORCE COUNTY LINE ROAD THROUGH STREETSCAPE AND BUILDING DESIGN.

- Provide transitions between more intense uses and less intense uses. Transitions can include:
  - Stepping down of building scale (footprint, height, total bulk)
  - Breaking up large building masses
  - Increased setbacks
  - Design features that complement lower intensity uses
  - Increased landscaping
- Ensure building design that fronts to County Line Road utilizes high quality and durable materials. Maintain active frontages that address the street through entries, ample windows, and outdoor seating areas.
- Provide for enhanced multimodal connectivity, with emphasis on safe pedestrian crossings and bicycle facilities between and along residential neighborhood, recreation uses, and commercial areas.

# C3 Continued

### C.3.6 REINFORCE HIGHWAY 52 THROUGH STREETSCAPE AND BUILDING DESIGN.

- Activate key intersections at Weld County Road 3 and 7 with commercial or mixed-use development.
- Work collaboratively with the Town of Frederick and Colorado Department of Transportation (CDOT) to address transportation, connectivity, streetscape design, and infrastructure needs within the corridor.

### C.3.7 REINFORCE ARAPAHOE ROAD THROUGH STREETSCAPE AND BUILDING DESIGN.

- Provide transitions between more intense uses and less intense uses. Transitions can include:
  - Stepping down of building scale (footprint, height, total bulk)
  - Breaking up large building masses
  - Increased setbacks
  - Design features that complement lower intensity uses
  - Increased landscaping
- Collaboratively work with the City of Lafayette to address transportation, connectivity, streetscape design and infrastructure needs within the corridor.

### C.3.8 REINFORCE HIGHWAY 7 (BASELINE) THROUGH STREETSCAPE AND BUILDING DESIGN.

- Orient and locate non-residential development towards the highway.
- Enhance connectivity between residential neighborhoods to the north and between commercial uses to provide access to commercial amenities, trails, and transit connections.
- Ensure infill development adjacent to residential areas utilizes transitions in height and massing to better integrate with existing development.
- Work collaboratively work with the cities of Broomfield and Lafayette to address transportation, connectivity, and streetscape design within the corridor.



> "It's the small and local businesses that form the homey feel for this town. We also and enjoy the open space and the view of the front range. These are the reasons we decided to settle in Erie."

*- Vision & Values Survey Respondent*

# C4 Preserve areas of rural & agricultural character.

### C.4.1 PROTECT NATURAL AND ENVIRONMENTALLY SENSITIVE AREAS, CONTRIBUTING TO THE HEALTH OF ECOSYSTEMS AND QUALITY OF LIFE OF RESIDENTS.

- Ensure that new developments retain natural features and environments as part of their open space, parks, and trail systems.
- Plan for connections of the natural environment that accommodate wildlife.
- Integrate natural features like wetlands, creeks, and historic agricultural or mining properties into new development as unique features and markers.

### C.4.2 ENSURE ERIE RETAINS A MIX OF BUILT AND RURAL ENVIRONMENTS THAT REFLECT THE TOWN'S HISTORY AND GEOGRAPHY.

Work with neighboring communities and counties to identify areas to preserve as rural and agricultural in character and use. Approaches may include intergovernmental agreements conservation easements, acquisitions, or incentives to maintain rural and agriculture uses.

# C5 Promote a sustainable development pattern.

### C.5.1 ENSURE NEW DEVELOPMENT MEETS COMPREHENSIVE PLAN VISION, PRIORITIES, AND RESOURCE MANAGEMENT.

Ensure new development reflects the goals and policies established throughout the Comprehensive Plan, including:

- **Comprehensive Plan Vision:** Aligns with the Comprehensive Plan values of Sustainability, Livability, and Connectivity.
- **Land Use Designation:** Is consistent with the land use classification found in the Future Land Use Map.
- **Fiscal Sustainability:** Generates tax and other revenues greater than the fiscal impacts of providing Town services for the life of the development.
- **Water Resources and Utility Capacity:** Is considered in the context of remaining current water rights, actual water supply, and wastewater treatment capacity.
- **Employment Base Expansion:** Creates quality new jobs, especially on major transportation/transit corridors.
- **Unique Open Space or Recreational Amenities:** Connects existing trails and provides new open space or recreational amenities for residents.
- **Variety of Housing Opportunities:** Creates housing opportunities that align with Erie's Housing Needs Assessment, including housing for the elderly or other special populations, smaller unit sizes, affordable homeownership units, and/or workforce rental units (or provides financial or land contributions towards affordable housing in lieu of providing on site).

### C.5.2 CONSIDER COSTS AND BENEFITS OF ANNEXATIONS ON A CASE-BY-CASE BASIS.

Ensure annexations have a demonstrated significant benefit to the Town. Tangible and intangible benefits to consider include:

- Sales tax generation,
- Employment base expansion,
- Surplus water rights acquisition,
- Unique open space or recreational amenities for the Town,
- Housing opportunities for the elderly or other special populations, and
- Utility or service upgrades or benefit to other areas of the Town.

The annexed property can be integrated into the Town's existing or planned utility, transportation, public safety, and general services system in a financially responsible manner. Necessary infrastructure improvements should not be planned, constructed, or funded in such a manner as to impose an unreasonable level of public or private debt relative to realistic build-out as based upon sound demographic and growth projections annually estimated by the Town.

### C.5.3 REQUIRE NEW DEVELOPMENT TO PAY FOR INFRASTRUCTURE AND SERVICES FOR ALL UTILITIES NECESSARY TO SERVE THE PROJECT.

The Town should not extend services and infrastructure unless new development or redevelopment pays for the full cost. The developer should pay for all water, sewer, drainage, roads, and parks/recreation infrastructure to serve new development.

### C.5.4 REQUIRE NEW DEVELOPMENT TO PROVIDE ADEQUATE PUBLIC FACILITIES AT THE TIME OF DEVELOPMENT.

Adequate public facilities (or corresponding land dedication and/or fee-in-lieu) should be in place or planned for within a reasonable time of the start of new development.

Additional supporting policies can be found in every chapter.

# Public Facilities, Services, & Infrastructure

## INTRODUCTION

The availability and quality of water, wastewater and stormwater management, and other utilities and services affect the safety and quality of life for residents and the economic stability of the Town. As Erie continues to grow rapidly, the Town is responding quickly to keep pace with the necessary infrastructure and utilities. Ultimately, the capacity to provide these essential services determines the growth potential and fiscal wellbeing of the Town. The Town must continue to maximize sustainability and long term environmental and fiscal resilience in the provision, operation, and maintenance of utilities over time.

The Town's greatest infrastructure and service cost priorities are water supply and conservation, wastewater treatment, and street maintenance. The Town conducts continuous financial planning for maintenance of these services in order to keep down larger replacement costs in the long term. The Town promotes a development pattern that maximizes sustainability and fiscal responsibility and provide cost-effective infrastructure and public facilities.

The Town's state-of-the-art microfiltration Water Treatment Facility treats nearly 17 million gallons of water per day.

Sustainability is a driver in all public facilities, service, and infrastructure decisions and this chapter is closely tied with the Natural Resources, Conservation & Resilience Chapter. The Town of Erie is committed to reducing reliance on natural gas and focusing on more green energy sources. Erie strives to be a model for residents and businesses with energy efficient design of its public facilities and a shift to an electric vehicle fleet and applicable equipment. To this end, the Town is already operating Class-A Biosolids systems, hydro-turbines at its water treatment facilities, and solar systems at Town facilities.

This chapter includes policies for the following:

- **Electricity, Natural Gas & Telecommunications:** The Town will pursue innovative technologies and work closely with utility providers to ensure reliable, quality service. The Town has made a commitment to being carbon neutral by 2050 and will continue to pursue solar and other renewable energy sources.
- **Water Supply and Conservation:** Erie's water management strategies center on maintaining a long-term reliable, reusable, diversified, and sustainable water supply as the Town grows. The Town will enhance and protect its water supply and quality.
- **Stormwater Management, Drainage, Flood Control, & Wastewater Management:** Utilizing green infrastructure in new development and capital improvements is a stormwater management priority for the Town to balance out more dense land uses and mediate floodplain impacts.
- **Public Facilities & Street Maintenance:** The Town continues to prioritize street maintenance, street safety, and high-quality public facilities for all residents. Public facilities are well-maintained, employ back-up power sources, and use renewable energy practices.

## Chapter Goals

**P1 Provide efficient & reliable utility service.**
Maintain efficient, reliable and affordable service as Erie grows.

**P2 Encourage water conservation.**
Conserve water resources through education and efficient practices.

**P3 Pursue sustainable stormwater management & flood control.**
Employ sustainable infrastructure best practices and ensure the Town's resources are utilized to their highest and best use.

**P4 Maintain inclusive & effective public facilities.**
Provide equitable access to Erie's high standard of public facilities and utilities.

# P1 Provide efficient & reliable utility service.

### P.1.1 CONTINUALLY PLAN FOR UTILITY INFRASTRUCTURE NEEDS, INCLUDING SHORT AND LONG-TERM FINANCIAL AND SUSTAINABILITY PLANNING.

Review and update utility plans at least once every 5 years to ensure utility infrastructure is planned in concert with growth. Incorporate use of the Sustainability Strategic Plan in Public Works decisions.

### P.1.2. REDUCE RELIANCE ON NATURAL GAS IN ERIE, INCLUDING MOVING TOWARDS SOLAR AND OTHER RENEWABLE ENERGY SOURCES.

Use Erie public facilities as a model for residents and employees in Erie to move from natural gas and towards electrification (e.g. Town Hall construction, Town's transition of fleet to EV). Refer to the Town's Sustainability Strategic Plan for strategies to use renewable resources and engage in programs such as Community Solar Gardens and green energy programs.

### P.1.3 EXPLORE TRASH, RECYCLING, AND COMPOST SERVICE PROVISION OPTIONS TO MEET RESIDENT NEEDS.

The Town currently has a Recycling Center that is free of charge for residents to use. Continue to evaluate the viability of a "communitywide hauler" for trash, recycling, and compost service for all residents. Continue education and enforcement of the Town's Pay-As-You-Throw waste ordinance.

### P.1.4 PARTICIPATE IN REGIONAL UTILITY PLANNING EFFORTS AND EXPLORE THE JOINT USE OF REGIONAL INFRASTRUCTURE TO PROVIDE COST SAVINGS TO ERIE.

Continue to work closely with utility providers and regional partners to ensure reliable service and opportunities for partnership.

### P.1.5 EXPLORE INNOVATIVE TECHNOLOGIES FOR TELECOMMUNICATIONS AND UTILITY INFRASTRUCTURE AND SERVICE DELIVERY.

Continue to evaluate the advantages of Smart Cities and similar technologies to add efficiency to the Town's infrastructure systems. Explore opportunities like transportation smart signaling for local and state facilities.

# P2 Encourage water conservation.

### P.2.1 CONTINUE TO CONSERVE WATER RESOURCES THROUGH MORE EFFICIENT PRACTICES IN CODES AND STANDARDS.

Continue to plan for water resources and potential climate impacts. Refer to the Drought and Water Supply Shortage Plan. Update the Unified Development Code (UDC) to promote water conservation for vegetation and landscape requirements. Regularly update water wise landscape and irrigation design standards and specifications as applicable.

SUSTAINABILITY

### P.2.2 CONTINUE COMMUNITY EDUCATION EFFORTS AROUND HOUSEHOLD WATER CONSERVATION.

The Town currently offers an array of rebate programs to encourage water conservation and the replacement of traditional turf grass in yards. Continue to implement innovative ways of increasing public awareness of water conservation techniques including encouraging and rewarding water conservation efforts.

SUSTAINABILITY CONNECTIVITY

### P.2.3 EXPLORE A LANDSCAPING ORDINANCE FOR LOW-WATER-USE PLANT MATERIALS AND OUTDOOR WATERING SCHEDULES.

Develop a water conservation landscaping ordinance, which may include guidance on selecting low-water-use plant materials, enforcement of water use regulations like an outdoor water use schedule, and requirements or incentives to replace non-functional turf in residential and commercial developments. Eliminate all non-functional turf from Town properties and work with homeowner associations (HOAs) to do the same.

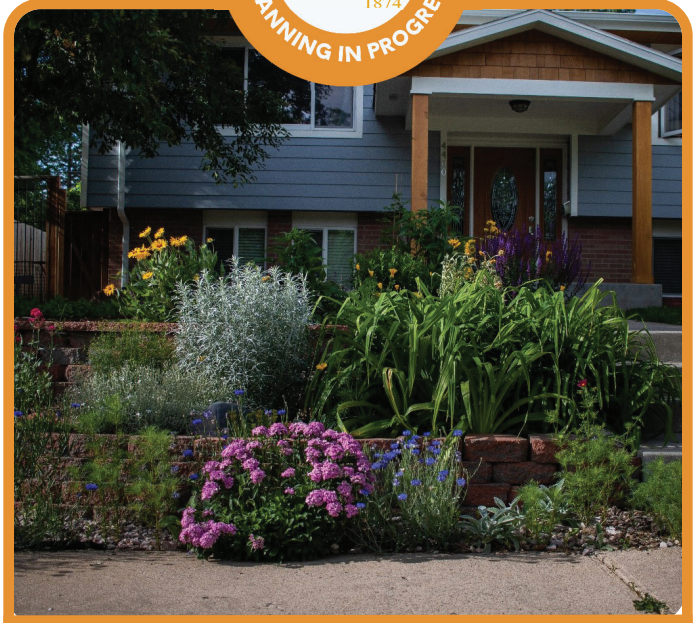
SUSTAINABILITY

### P.2.4 CONTINUE TO PURSUE LOCAL WATER SOURCES DEVELOPED IN LINE WITH THE COLORADO WATER PLAN.

Continue to review the Town's water sources and pressures on water supplies due to climate change.

SUSTAINABILITY

COMP PLAN GOALS
TOWN OF ERIE 1874
PLANNING IN PROGRESS



## Water Efficiency Rebates & Programs

The Environmental Services Division has several tools, tips, programs, and rebates to encourage residents to conserve water. Offerings range from water efficiency rebates, tips for watering lawns, Garden In A Box (a xeric plant program), outdoor sprinkler consultations, and the yearly Turf Replacement Rebate Program.

# P3 Pursue sustainable stormwater management & flood control.

## P.3.1 PROMOTE GREEN INFRASTRUCTURE TO REDUCE IMPERMEABLE AREAS AND DIVERSIFY WATER QUALITY TREATMENT STRATEGIES BEYOND EXTENDED DETENTION BASINS AND UNDERGROUND DETENTION SYSTEMS.

Explore opportunities for rain gardens, permeable pavers, bioswales, runoff reduction measures, and other treatment options for water quality. Update the Unified Development Code (UDC) with green infrastructure requirements for new construction to balance the impacts of more dense land uses, such as permeable pavements for parking lots and green roofs. Refer to and update as necessary the Town's two strategic Outfall Systems Plans for east and west of Coal Creek. Additional stormwater quality management measures may include:

- Storm sewer replacements.
- Opportunities for joint use facilities that promote water quality treatment.
- Reduced use of non-native turfgrass and vegetation that requires high water use.
- Best practices for nonpoint source pollution in agricultural areas and from lawns in residential areas.

## P.3.2 PURSUE A WATERSHED APPROACH TO WATER QUALITY AND AQUATIC ECOSYSTEM PROTECTION.

Work with communities within the Town's watershed to implement coordinated water, stormwater, and wastewater management plans. A coordinated watershed approach serves to address water quality with efficient and cost-effective methods.

## P.3.3 ENHANCE DESIGN STANDARDS TO ALLOW FOR PUBLIC ART AND INNOVATIVE DESIGN SOLUTIONS REGARDING STORMWATER MANAGEMENT.

Explore ways to enhance stormwater facilities as public amenities, such as incorporating murals and other public art. Continue to coordinate with Parks & Recreation Department to use Coal Creek and other stormwater management improvements as a resource and amenity.

## P.3.4 PRIORITIZE CREEK RESTORATION, WATER QUALITY PROJECTS AND OTHER FLOOD ALLEVIATION AND PREPAREDNESS MEASURES WHERE FLOODPLAINS IMPACT RESIDENTS AND ENVIRONMENT THE MOST.

Maintain continuous review and updates of flood control capacity, design, and preparedness in relation to flood risk. Continue creek restoration projects along Coal Creek over the long term to promote greenway connectivity, fish and wildlife habitat, and water quality.

## P.3.5 USE STREET DESIGN TO PREVENT CONCENTRATED FLOW AND REDUCE FLOODING RISKS.

Use slotted curbs to prevent concentrated flow and grass buffers to reduce flooding risks, in alignment with the Transportation Mobility Plan and Engineering Standards & Specifications.

## Coal Creek Restoration

In 2023, the Town spearheaded the Coal Creek Expansion Project in partnership with Mile High Flood District to enhance the community's safety and aesthetic appeal of the creek corridor. The objective of this project extends beyond immediate infrastructural improvements; it is a strategic initiative to ensure that no negative floodplain impacts affect adjacent residences. By redefining the floodplain's boundaries, the project will effectively diminish potential flooding concerns, bringing a newfound peace of mind to our community members.

The Town carefully designed an extensive landscaping plan to restore and enrich the local ecosystem once the creek realignment is complete to result in a beautiful and ecologically robust environment. Moreover, the project proudly includes the introduction of pedestrian bridges that will enhance trail connectivity. These bridges are not merely functional but a stride towards uniting the community, providing effortless access to the Coal Creek trail and enriching our network of paths in the area.

### P.3.6 UPDATE THE TOWN'S MUNICIPAL STORMWATER MEASURES TO ADHERE TO BEST PRACTICES AND CRITERIA IN STORMWATER MAINTENANCE.

Follow standards and guidelines from the Mile High Flood District and other best practices like the Denver Green Continuum.

LIVABILITY SUSTAINABILITY

### P.3.7 CONTINUE TO PURSUE SUSTAINABLE WASTEWATER MANAGEMENT PRACTICES.

Follow best practices for use of high-quality Class A Biosolids on turf, shrubs, and native areas (and not in gardens for edible plants). Continue to use treated effluent in the Town's re-use water system, which allows better utilization of Erie's water rights and lower cost for outdoor irrigation for use in common spaces of developments and Town parks. Encourage gray water systems, where allowed and beneficial.

LIVABILITY SUSTAINABILITY

# P4 Maintain inclusive & effective public facilities.

### P.4.1 PRIORITIZE STREET MAINTENANCE TO AVOID MORE EXPONENTIAL REPLACEMENT COSTS.

Follow and align budget planning with the Transportation Mobility Plan and the Town's 5-year plan for pavement improvements, re-striping, and concrete programs to ensure the Town avoids an exponential rise in costs to replace roads. Maintain a minimum pavement condition index (PCI) score of 70. Periodically review the Town's Engineering Standards & Specifications to adhere to best practices and strive for continuous improvement.

### P.4.2 CONTINUE TO MAINTAIN AND CREATE PUBLIC FACILITIES AT A HIGH STANDARD TO ENSURE ERIE MEETS THE NEEDS OF CURRENT AND FUTURE RESIDENTS.

Follow the Facilities Strategic Plan for all new and existing public facilities to allow Erie to inclusively and effectively serve the community, including: sustainable and energy efficient design, ADA compatibility, best practices in safety, efficiency, and adaptability for growth, and responsible financial stewardship.

### P.4.3 COORDINATE WITH SCHOOL DISTRICTS ON LOCATIONS FOR FUTURE SCHOOLS, TRAFFIC IMPACTS AND SAFETY, TELECOMMUNICATION INFRASTRUCTURE, AND SUSTAINABILITY EDUCATION.

Work closely with the Boulder Valley and St. Vrain Valley school districts to ensure that general locations of future school sites are refined as more detailed neighborhood level planning occurs for the future growth areas identified in the Comprehensive Plan. Consider the capacity of existing schools, traffic and circulation impacts, telecommunication infrastructure, and student safety as part of future development proposal reviews and approvals.

Continue to collaborate, share data and information, and refer development proposals to the school districts. In concert with the Sustainability Advisory Board and Sustainability Division, coordinate with the School Districts on promoting sustainability education in schools.

### P.4.4 UPDATE AND IMPLEMENT THE AIRPORT MASTER PLAN AS NEEDED.

Ensure the airport's influence area is updated as runways and operations change. Work with the FAA to transition to unleaded gas at the airport as soon as possible, dependent on FAA processes.

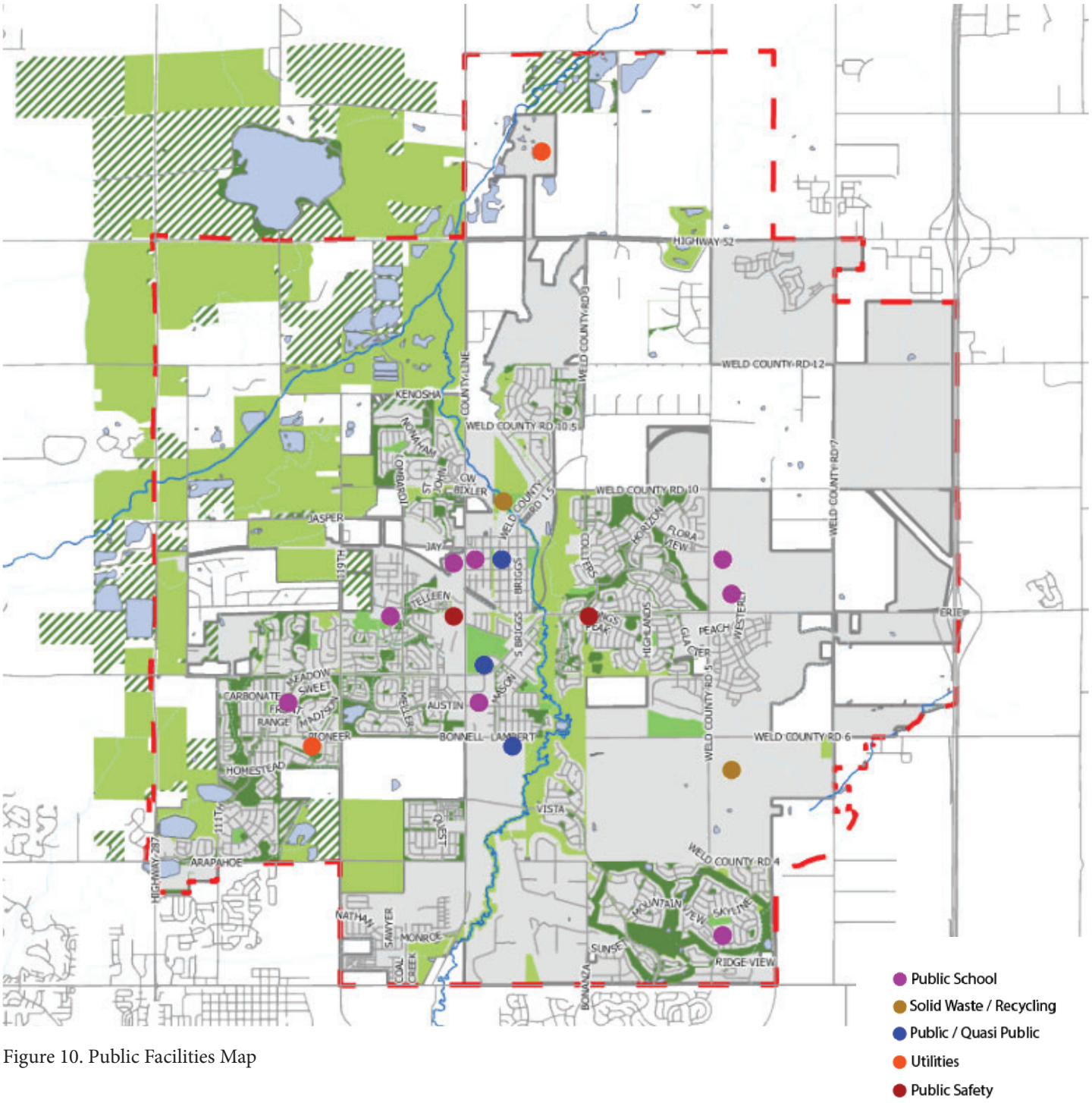



Figure 10. Public Facilities Map

Additional supporting policies can be found in the Transportation & Mobility and Natural Resources, Conservation, & Resilience Chapters.

# Natural Resources, Conservation, & Resilience

## INTRODUCTION

The Town prioritizes an environmentally secure, equitable and resilient future. Erie's growth must be balanced with preservation, protection, and restoration of valuable environmental and natural resources. This will be accomplished through watershed-scale land use planning, strategic open space acquisitions and greenway development, greenhouse gas emission reduction, and nature based solutions for flood and climate hazard mitigation planning. While sustainable and resilient practices can be found in every chapter of the Comprehensive Plan, the following topics will be prioritized within this chapter.

- **Climate Change & Sustainability:** The Town of Erie will continue its efforts to plan and mitigate the likely impact of regional climate change by ensuring a secure, sustainable, and resilient environmental future for Erie residents. Routine, broad-based policies and planning efforts that direct and guide the Town, developers, and residents will be established in partnership with state and regional planning efforts.
- **Air Quality:** As the Town of Erie and the surrounding communities continue to experience poor air quality, Erie will continue to push forward in establishing measures to reduce contributions and offset and reverse impacts. Through direct action from the Town and development community, Erie will be a place known for improving the quality of life and health indicators through many areas including air quality.
- **Climate Disruptions & Resiliency:** As climate change alters weather patterns and creates a greater frequency and distribution of natural hazards, ensuring resiliency including preparedness and adaptability is an important priority for the Town. By planning for the future and being able to adapt to the changing environment, Erie can ensure that the community feels prepared, educated, and equipped to respond to future potential events.

The Town adopted an EV Procurement Policy in May 2024 that requires electric vehicles to be the first option for the Town's vehicle procurement.

- **Nature Based Solutions:** Erie residents value connection to the natural environment and the Town of Erie is committed to increasing the use of nature based solutions within new development and infrastructure projects. Developing and maintaining green infrastructure that meets the needs of the community is crucial to ensure that the community has a sustainable and resilient future for years to come.

## Chapter Goals

**N1 Plan for a sustainable future.**
Guide Erie to continual sustainable decisions.

**N2 Reduce air pollution.**
Remain committed to net zero emissions from the Town and future developments.

**N3 Prepare for & increase community resiliency to climate change.**
Quickly and effectively respond to and recover from climate change related events.

**N4 Protect, prioritize & enhance nature.**
Utilize nature based solutions to support the physical and social health of the community.

# N1 Plan for a sustainable future.

### N.1.1 ESTABLISH A CLIMATE ACTION PLAN FOR THE TOWN.

Working with Town staff and supporting organizations, create a Climate Action Plan based on the Green House Gas inventories that are collected and updated every two years.

### N.1.2 REVIEW AND UPDATE THE SUSTAINABILITY PLAN FOR THE TOWN.

Update the Sustainability Plan every five years to ensure goals and policies reflect the community's desires and address current environmental issues. Work with the development community to educate and increase sustainable development measures and building design..

### N.1.3 ADVOCATE FOR AND ALIGN WITH CLIMATE STATE AND NATIONAL POLICIES.

Support and continue to foster relationships with membership organizations that can advocate on behalf of the Town for climate related State policy.

### N.1.4 PROMOTE BROWNFIELD REMEDIATION OF VACANT OR UNDERUTILIZED INDUSTRIAL PROPERTIES.

Work with developers to remediate current and/or previous vacant and underutilized industrial and commercial properties to ensure that they are environmentally safe and prepared for less invasive and damaging uses.

### N.1.5 INTEGRATE GREEN BUILDING PRACTICES INTO THE DESIGN OF NEW BUILDINGS AND THE RETROFITTING OF EXISTING BUILDINGS.

Prioritize timely building code amendments that strengthen and advance green building practices and requirements. Support the adoption of creative new technologies such as green roofs and low carbon building techniques and materials.

### N.1.6 MAINTAIN A NATURAL RESOURCES INVENTORY.

Routinely assess and inventory natural resources that are found within the Town and Planning area

### N.7. ENSURE AN ENVIRONMENTALLY JUST AND EQUITABLE PLANNING PROCESS.

Integrate equity and environmental justice considerations into plans and implement methods to reduce inequalities as part of the planning process.

Erie's Town Hall will be all electric once expansion is complete in 2025.

# N2 Reduce air pollution.

### N.2.1 MITIGATE SOURCES OF POLLUTION CREATED FROM VEHICLES AND AUTO FOCUSED DEVELOPMENT.

Align with the priorities in Erie's Transportation and Mobility Plan (TMP), especially those that emphasize multimodal transportation and reduce vehicle miles traveled with privately owned vehicles.

LIVABILITY SUSTAINABILITY

### N.2.2 RETIRE FOSSIL-FUEL BASED TRANSPORTATION FROM THE TOWN'S FLEET.

Encourage the use of non-fossil-fuel based transportation by continuing to install electric vehicle (EV) charging stations throughout the community. Continue to transition current and future Town fleet vehicles to EV following the EV Procurement Policy.

LIVABILITY SUSTAINABILITY

COMP PLAN GOALS SUCCESS & PROGRESS

## Town of Erie Greenhouse Gas Inventory

In 2021, the Town of Erie completed its first Town wide greenhouse gas (GHG) inventory at the municipal and community level. A GHG inventory tracks emissions across multiple sources, including building energy, oil and gas wells, waste, and transportation. The inventory and trends over time help the Town identify opportunities for reducing emissions and track progress on reduction initiatives.

According to Erie's 2021 and 2023 GHG inventory, landfilled waste is the single largest source of emissions, largely from the Front Range Landfill. Building electricity is a close second, largely due to residential electricity, residential natural gas, and commercial electricity. The Denver Regional Council of Governments (DRCOG) and the State of Colorado were recently both awarded the Environmental Protection Agency's Climate Pollution Reduction Grant to directly combat these emissions through building electrification, workforce development, and other efforts.

The Town is committed to updating its GHG inventory every two years. These inventories will inform concrete next steps for the Town through a Climate Action Plan and updated Sustainability Plan as well as tangible data to track programming impacts over time.

# N3 Prepare for & increase community resiliency to climate change.

## N.3.1 MINIMIZE IMPERVIOUS SURFACE AREAS THROUGHOUT THE COMMUNITY.

Promote and incentivize the use of pervious paving, bioswales, rain gardens, and infiltration basins to mitigate stormwater runoff and flooding through changes to guidelines, codes, standards, and specifications.

## N.3.2 WORK TO REDUCE RISK OF FLOOD IMPACTS.

Consider raising the baseline flood elevation standards to 5 feet.

## N.3.3 EXPLORE THE CREATION OF RESILIENCE HUBS IN ERIE.

Resilience Hubs are community-serving facilities augmented to support residents during extreme events. They are most often sites served by microgrids unaffected by blackout events that serve as hubs to coordinate communication, distribute resources, reduce carbon pollution, and enhance the quality of life for residents.

## N.3.4 CONSIDER THE ADOPTION OF A COMMUNITY WILDFIRE PROTECTION PLAN (CWPP) SPECIFICALLY FOR THE TOWN.

Continue to partner with Boulder and Weld County CWPPs and explore the potential benefits of establishing an Erie-specific CWPP. CWPPs outline specific resilience interventions that can be taken by local governments and households/neighborhoods and guide future land use decision-making regarding evolving fire risks.

Utilize strategies from Colorado's Planning for Hazards Guide to strengthen disaster preparedness.

## N.3.5 EXPLORE THE CREATION OF AN EXTREME HEAT PLANNING AND RESPONSE PLAN.

Work with Town departments and supporting organizations to address the impacts of extreme heat conditions.

# N4 Protect, prioritize & enhance nature.

### N.4.1 PROTECT AND EXPAND ERIE'S TREE CANOPY ON BOTH PUBLIC AND PRIVATE PROPERTY.

Work with private property owners to encourage and continue to incentivize the planting of water-wise trees on private property and the replacement of dead or dying trees.

Require that all future developments and Town capital projects preserve and protect the existing tree canopy through Best Management Practices (BMPs) or provide fee-in-lieu to supplement the Tree Impact Fund.

### N.4.2 INTEGRATE NATURE BASED SOLUTIONS INTO PLANNING DOCUMENTS AND DEVELOPMENT STANDARDS.

Include nature based solutions in proposed capital projects, Erie's Hazard Mitigation Plan long-term goals and actions, and Erie's stormwater management program.

### N.4.3 PRESERVE AND ESTABLISH WETLAND AREAS AND OTHER NATURAL LOW-LYING AREAS TO REDUCE FLOODING IMPACTS AND ENHANCE BIOLOGICAL DIVERSITY AND OTHER ECOSYSTEM SERVICES.

Limit development in areas that are current or former wetland or natural floodplain areas to preserve their function as storage for stormwater. Establish no-development buffer zones and other protections around waterways, wetlands, riparian areas, and floodplains.

Prioritize acquisition of wetland areas for preservation and creative water slowing techniques to reduce flooding impacts, such as rain gardens.

Consider development of constructed wetlands to help enhance water quality within the Coal Creek watershed.

Nature Based Solutions leverage nature and the powers of healthy ecosystems to protect people, optimize infrastructure and safeguard a stable and biodiverse future.

Additional supporting policies can be found in the Public Facilities, Services & Infrastructure, Transportation & Mobility, and Livability & Social Health Chapters.

# Livability & Social Health



## INTRODUCTION

A highly livable and socially connected community is the result of creating spaces that connect to one's physical or psychological wellbeing; providing consistent and reliable community amenities; providing opportunities for the community to express themselves; and preserving the history and culture of the area. To ensure that the Town of Erie is maintaining or enhancing the quality of life and experience of its residents, the following topics are included within this chapter.

- **Parks, Recreation, Open Space, & Trails**: The Town of Erie is a community dedicated to providing parks, open spaces, recreational opportunities, and trails that contribute to a high quality of life for all residents, employees, and visitors to Erie. As the Town grows, continued equitable access to these opportunities throughout the community is a priority.
- **Schools & Libraries**: Through partnerships with the area school districts and libraries, Erie is committed to creating an environment for educational growth, lifelong learning, and social connection for its residents. The Town of Erie will continue to assist the school districts in ongoing planning efforts to ensure the number, size, and location of school lands and facilities adequately meet the needs of the growing population.

Erie residents enjoy approximately 1,500 total acres of parks and open space. Over 99% of residents have access to at least one park within one mile of their home.

- **Public Health & Safety**: The health and safety of Erie's residents will continue to be a priority as the community grows. Through continued community interaction and alignment of the built environment with the public's needs and wants, Erie can assure that its residents are healthy and safe within their home and within the community. This outcome will be achieved through continual partnership and assistance from the local safety and enforcement teams and Town staff.
- **Neighborhoods**: Like the broader Front Range region and State, Erie is projected to see a shift in its demographic makeup and average household size through the year 2050. In aligning with this projected shift, the Town is committed to promoting neighborhoods that can serve the needs of all current and future residents. Through the focus of creating adaptable and mixed-use neighborhoods, Erie can ensure that everyone feels they have a place to call home.
- **Culture, Arts, & Entertainment**: The availability of arts and entertainment can play a significant role in enhancing the identity of Erie and ensuring that everyone feels welcome and celebrated. By partnering with public and private entities, Erie will preserve and create atmospheres that enhance the community experience and sense of belonging through public art and entertainment.
- **Historic Preservation**: Understanding, preserving and celebrating Erie's history will continue to be an important element of the Town's identity and experience. Historic preservation will assure that generations to come will be able to recognize and know the influential people and buildings that helped create Erie and set the stage for the Erie of today and tomorrow.



## Chapter Goals

**L1 Connect neighborhoods with parks, open space & trails.**
Provide access to different active and passive recreational opportunities.

**L2 Support partners in Erie's education, health & safety.**
The community will be well educated, healthy and safe within the Town.

**L3 Foster supported and adaptable neighborhoods.**
Neighborhoods will meet the wants and needs of their residents.

**L4 Celebrate Erie's identity.**
Visitors and residents of Erie will feel welcome and celebrated.

**L5 Preserve Erie's history.**
Recognize, preserve, enhance, and celebrate the history of the town.

# L1 Connect neighborhoods with parks, open space & trails.

### L.1.1 UPDATE AND IMPLEMENT THE PARKS, RECREATION, OPEN SPACE, AND TRAILS (PROST) PLAN FOR THE TOWN OF ERIE.

Update the PROST Plan every 5 to 10 years or when the goals and strategies are no longer relevant for the Town of Erie and its residents.

### L.1.2 CONNECT THE COMMUNITY THROUGH A NETWORK OF PUBLIC AND PRIVATE PARKS, OPEN SPACE, GREENWAYS, AND TRAILS.

When considering the development of future parks and trails facilities, prioritize residential areas that are currently not served within a 5-minute walk. Connections and access should also be considered for areas with Commercial and Employment uses.

Codify the Mixed-Use Parks and Open Space Vision Guide to provide for greater flexibility and design solutions for mixed-use developments, while meeting parks, trails, and open space goals.

### L.1.3 ENCOURAGE THE CREATION AND USAGE OF TRAILS TO DECREASE AUTOMOBILE TRIPS AND CREATE RECREATIONAL OPPORTUNITIES.

Ensure the trail system is designed to serve both recreational users as well as commuters. Align with the priorities of the Transportation and Mobility Plan. Work with developers to connect the trail system to future development sites and the existing trail network.

### L.1.4 UPDATE AND IMPLEMENT THE ERIE TRAILS AND OPEN SPACE WAYFINDING MASTER PLAN AS NEEDED.

Ensure that existing and future trails, greenways, parks, and open spaces are identifiable through the usage of signage, wayfinding, and markers. Key destinations, such as Downtown, Erie Community Center, the library, schools, and other locations should be prioritized.

### L.1.5 PROTECT, MAINTAIN, AND MANAGE OPEN SPACE THAT HAS SIGNIFICANT VALUE.

Work with developers to ensure that open space is adequate and positively impactful to the community. In cases where open space acreage requirements cannot be met, use fee-in-lieu to acquire land of higher significant value.

Prioritize the protection, maintenance, restoration, and management of current and future opens spaces utilizing site-specific land management strategies. Work with the Open Space Trails Advisory Board to help identify future open space potential.

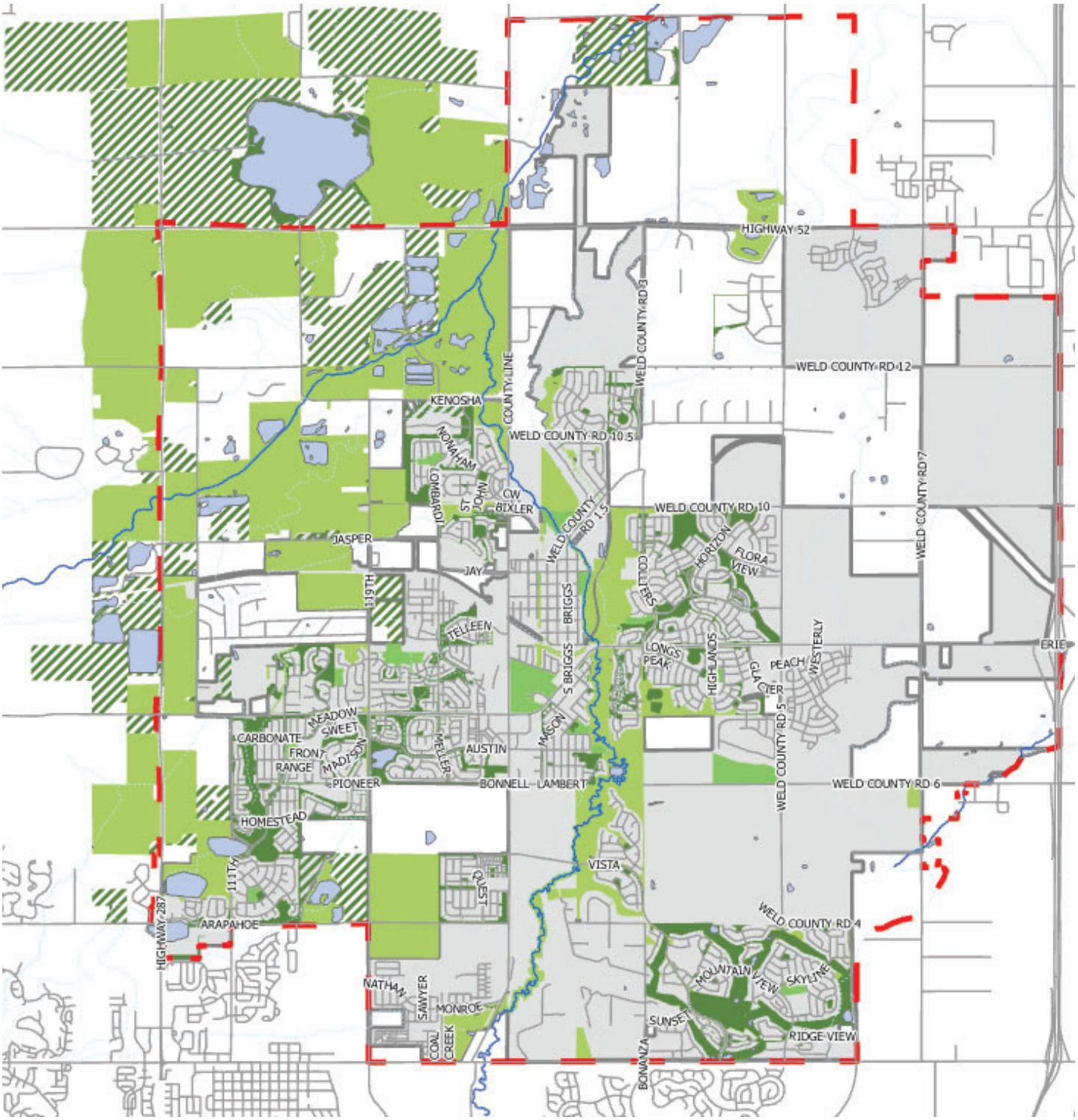



Figure 11. Parks and Open Space Map

# L2 Support partners in Erie's education, health & safety.

### L.2.1 CONTINUE PROACTIVE PLANNING AND COORDINATION WITH THE BOULDER VALLEY AND ST. VRAIN VALLEY SCHOOL DISTRICTS.

Provide opportunities for the area school districts to continually review and voice their feedback towards future development sites as they impact school capacities.

Ensure that all future school facilities are designed in coordination with Town staff to maximize safety and access opportunities.

### L.2.2 PARTNER WITH HIGH PLAINS LIBRARY SYSTEM AND SCHOOL DISTRICTS TO ADDRESS THE NEEDS OF YOUTH.

Identify programming and partnership opportunities to lift the voice of Erie's youth through public engagement and community events.

### L.2.3 CONTINUE TO PARTNER WITH MOUNTAIN VIEW FIRE RESCUE DISTRICT (MVFRD) FOR DEVELOPMENT REVIEW AND EMERGENCY PLANNING.

Continue to coordinate with MVFRD on development review feedback for future developments and understand hazards and concerns as Erie continues to grow. Provide support and technical advice for new-urbanist and mixed-use design.

### L.2.4 ALIGN WITH AND UPDATE THE ERIE POLICE STRATEGIC FIVE-YEAR PLAN AS NEEDED.

Work with the Erie Police Department to ensure that the current strategic plan implementation is meeting the goals of the department. As the community continues to grow and specific milestones and goals are met, begin the engagement and research into future needs and opportunities that could exist with an update to the strategic plan.

### L.2.5 ENCOURAGE THE USE OF GRASSROOT AND COMMUNITY SAFETY TECHNIQUES WITHIN CURRENT AND FUTURE DEVELOPMENTS.

When evaluating current and future development, ensure that community safety practices and design are included. Consider pedestrian scale design and amenities that contribute to one's physical and psychological interaction with an area and fellow individuals. These tactics should not only be taken into consideration for current and future development but also within the parks, trails, and open spaces throughout the community.

Explore the potential of updating the Unified Development Code to include additional language that aligns with the principals of Crime Prevention Through Environmental Design (CPTED).

**Crime Prevention Through Environmental Design**: Strategies aiming to reduce and deter criminal acts, and build a sense of community amongst residents so that actual and perceived acts of crime are minimized.

# L3 Foster supported and adaptable neighborhoods.



### L.3.1 PROMOTE THE ADAPTABILITY OF NEIGHBORHOODS TO MEET THE NEEDS OF THE CHANGING COMMUNITY.

As the community continues to grow and demographics begin to shift, ensure that neighborhoods can adapt to the change in needs and desires. This could include introducing housing unit styles such as adding accessory dwelling units (ADUs) or live/work developments, housing cooperatives, community farming and gardening, keeping of farm animals, and use of emerging green infrastructure. Routine engagement with the community is crucial to ensure that the Town is well-versed and aware of evolving demographic trends and needs.

### L.3.2 EXPLORE THE EXPANSION AND ESTABLISHMENT OF COMMUNITY-BASED BEAUTIFICATION AND SAFETY PROGRAMS.

Examine the need to revise, expand, or create programming or grant opportunities, such as the Erie Neighborhood Improvement Program, that can assist with the needs of the community in both residential and commercial areas.

### L.3.3 DEVELOP AREA PLANS THAT WILL WORK IN CONJUNCTION WITH THE COMPREHENSIVE PLAN AND HISTORIC PRESERVATION MASTER PLAN.

Create an area plan for Historic Old Town to document existing resources, identify opportunities, and develop strategies to address threats to historic assets and character.

### L.3.4 FOSTER A STABLE AND ATTRACTIVE DOWNTOWN THROUGH INFILL AND GOOD DESIGN.

Work with developers to ensure that future commercial development and redevelopment within Historic Old Town is consistent with and complementary to the historic development patterns and scale.

Consider the historic character of the neighborhood in housing development and redevelopment within Historic Old Town, while allowing increased density. ADUs may be an opportunity to increase housing available in Historic Old Town while preserving existing structures.

> "I support that Erie is mostly a family town, but there are quite a few people who plan to stay as empty nesters and retirees. Please consider all phases of life when planning."

*- Vision & Values Survey Respondent*

# L4 Celebrate Erie's identity.

## L.4.1 ESTABLISH A PUBLIC ART PROGRAM TO ENSURE FUNDING IS SET ASIDE TO INCORPORATE PUBLIC ART IN PROJECTS.

Evaluate the creation of an impact fee applicable to all development and/or a percent of total project value.

## L.4.2 ENCOURAGE AND ALLOW THE USE OF UNDERUTILIZED SPACES AS EXHIBITION SPACE FOR LOCAL ARTISTS.

Work with property owners to explore the possibilities of using underutilized spaces to showcase different forms of arts like murals, sculptures, performances, and placemaking. Pieces and exhibitions should contribute to the identity and/or history of the area. Incorporate public art into infrastructure improvements like underpasses, medians, and bridges.

## L.4.3 CONTINUE AND EXPAND PLACEMAKING PROGRAMMING FOR EVENTS, AMENITIES, AND ACTIVITIES.

Promote placemaking and arts and culture efforts that contribute to creating a greater emphasis on Erie's identity.

## L.4.4 EVALUATE THE NEED FOR THE CREATION OF AN ARTS AND ENTERTAINMENT FACILITY.

Conduct an Arts and Entertainment facility analysis to determine space needs, market demands, community needs and partnership opportunities for cultural and unique recreational and entertainment uses.

## L.4.5 ALIGN WITH AND IMPLEMENT THE PUBLIC ART AND PLACEMAKING PLAN.

Utilize the Public Art and Placemaking plan in current and future developments to help establish unifying experiences for the community. Ensure that Erie will be a unique place to live and visit, with its own sense of place.

# L5 Preserve Erie's history.

### L.5.1 UPDATE AND IMPLEMENT THE HISTORIC PRESERVATION MASTER PLAN.

Review the current goals and policies of the Historic Preservation Master Plan to determine implementation status and applicability to the current time. Ensure that updates to the plan align with community engagement, the Historic Preservation Advisory Board, and the Comprehensive Plan.

Additional supporting policies can be found in the Housing, Economic Vitality, and Transportation & Mobility Chapters

LIVABILITY SUSTAINABILITY CONNECTIVITY

COMP PLAN GOALS SUCCESS & PROGRESS

## Coal Creek Park

In 2023, the Town of Erie celebrated the re-opening of Coal Creek Park after a complete renovation. Coal Creek Park is the oldest park in the Town's system, nestled in the heart of Historic Old Town. Starting in 2017, the community began creating their vision for the park renovation with goals of creating a dynamic outdoor gathering space that would provide amenities not currently accessible to residents.

The park now boasts 163 new trees, over 1,700 water-wise shrubs, grasses, and perennials, a multi-use event lawn, an event promenade, a community building, an inclusive playground with multiple levels, varying play surfaces, a loop trail with interactive music elements, a recirculating splash pad that transforms into an ice rink in the winter, and spaces for farmers markets and concerts in the park.

# Housing

## INTRODUCTION

Erie's significant population and housing growth over the last two decades has outpaced many of the surrounding municipalities along the Front Range, with families choosing Erie for its small-town feel, open space amenities, commuting distance to major employment centers, and much more. Looking to the future, Erie will continue to offer a close-knit community feel with an expanded variety of housing options available to current and new residents. Future mixed-use neighborhoods will provide spaces for people to live, work, shop, and dine with safe and easy connectivity.

The Town's Affordable Housing program prioritizes the development and preservation of affordable housing in Erie in coordination with regional initiatives and guided by the Town's identified housing needs. The 2023 Housing Needs Assessment identified market conditions and affordability challenges in Erie, emphasizing the prevalence of large single-family detached housing - the most expensive type of housing to build. In Erie and across the Denver Metro region, housing cost increases have significantly outpaced wage increases, aggravating the mismatch in the market between what is available and what is affordable and leading to more households paying a higher percentage of their income in housing costs. The Assessment found gaps in housing for the following populations:

According to the Housing Needs Assessment, in 2022, the median home price in Erie required a household income of well over $200,000 to afford.

- **Workforce**: Essential workers who strengthen the community fabric of Erie struggle to live in the town, including teachers, librarians, health care workers, first responders, and municipal employees. As residents seek more services and amenities, these establishments will need employees who may want the option to live in Erie as well.
- **Young Adults & Families**: Erie is missing smaller, more attainable starter homes for younger adults and families looking for their first homeownership opportunity.
- **Aging Adults**: Erie needs a wider variety of housing types to support older adults aging in their community, including homes that accommodate downsizing, provide greater ADA accessibility, are affordable to people or households with fixed incomes, and allow access to services with less reliance on cars.

The Assessment outlined strategies for the Town to act through land use policy and regulation, financial subsidies, and land purchases and disposition. While these actions require time and resource investments from the Town, a diverse housing stock is crucial to supporting goals in many other chapters of the Comprehensive

Plan, including:

- **Economic Vitality**: Elevate Erie highlighted resident interest in more employment, businesses, and local retail options. A variety of housing types is key to attracting these uses by making it easier for employees to live and work in the same community.
- **Livability & Social Health**: With the shift to more remote and hybrid work available to more workers, the opportunity to access services within or close to your neighborhood is now much more important to many residents.
- **Natural Resources, Conservation & Resilience**: Reduced housing unit sizes helps reduce greenhouse gas emissions in Erie, as smaller units require lower energy use from utilities like heating and cooling.
- **Transportation and & Mobility**: By creating pockets of more dense neighborhoods, Erie will increase connectivity via bike, walk, and transit connections.
- **Community Building Blocks**: Growth requires investment in utilities and infrastructure in the long term. Focusing on building first where infrastructure already exists and building more dense housing types can lower those costs and improve the Town's fiscal sustainability. At the same time, an increase in commercial activity can generate more property and sales tax to offset these costs

## Chapter Goals

**H1 Increase the diversity of housing types.**
Meet the community's needs with multiple housing types available to households at different income levels.

**H2 Reach 12% affordable housing stock.**
Strive to have 12% of the Town's housing stock as affordable by 2035.

**H3 Foster thriving, accessible neighborhoods.**
Facilitate programs and resources for seniors to age in Erie and make housing accessible for individuals with disabilities.

**H4 Reduce housing costs.**
Reduce long term housing costs through sustainability initiatives for new construction and existing homes.

# H1 Increase the diversity of housing types.

### H.1.1 LOCATE HIGHER-DENSITY HOUSING AND MIXED-USE DEVELOPMENT IN AREAS THAT ARE CURRENTLY SERVED OR WILL BE SERVED BY BUS TRANSIT AND NEIGHBORHOODS CENTERS.

Establish higher density housing and mixed-use neighborhoods in areas that are connected to major transportation and transit corridors, located near amenities and services, and walkable to key employment destinations. Encourage a range of residential densities and housing options for all income levels in these locations.

LIVABILITY SUSTAINABILITY CONNECTIVITY

### H.1.2 INCREASE HOUSING OPTIONS THROUGH DEVELOPMENT CODE CHANGES

Allow the use of innovative housing types such as clustering, co-housing, Single Room Occupancy buildings (SROs), mixed-use developments, and accessory dwelling units (ADUs) to increase housing options. Encourage condominiums and co-ops as a way for younger families to access their first homeownership opportunity and for seniors to downsize.

Monitor/advocate for important state legislation to improve conditions for new diverse housing options, including privately-owned condominiums and attached ownership products.

LIVABILITY

COMP PLAN GOALS SUCCESS & PROGRESS

TOWN OF ERIE 1874

## Cheesman Street

### PUBLIC PRIVATE PARTNERSHIP

In 2023, the Town of Erie purchased land (755-765 Cheesman Street) as a first step in Erie's efforts to create affordable housing options. The Cheesman Affordable Homeownership Development will have 35 for-sale deed-restricted affordable homes.

Construction for the Cheesman development began in Summer 2024 with move-in planned for mid-2025. Five different unit types will help meet different needs, including a range of 2- and 3-bedroom homes, single or two-story, and detached or attached homes. Each home will have access to open space through private side yards, a garden court and amenity space.

# H2 Reach 12% affordable housing stock.

### H.2.1 IMPLEMENT AN INCLUSIONARY HOUSING PROGRAM.

Implement a policy requiring a percentage of affordable units for every residential development. The inclusionary housing program should also have a fee-in-lieu option for developers. Revenue from fees-in-lieu should be placed in the Town's affordable housing fund and used for future affordable housing development and programs.

### H.2.2. FACILITATE THE CREATION OF AFFORDABLE HOUSING THROUGH LAND ACQUISITION AND PUBLIC/PRIVATE PARTNERSHIPS.

Use the fee-in-lieu from the inclusionary housing program to fund land acquisition and gap financing, in addition to General Funds or external funding sources like State or federal grants, depending on the project. Partner with private and non-profit organizations to increase impact.

### H.2.3 PURSUE NEW AND INNOVATIVE APPROACHES TO REDUCE THE COST OF AFFORDABLE HOUSING DEVELOPMENT.

Consider approaches like:

- Economic incentives such as rebates or credits for development-related fees and taxes, either Town-wide or in specific areas to incentivize infill affordable development.
- Changes to expedite the development review process and reduce upfront development costs.

### H.2.4 ACTIVELY COLLABORATE WITH THE BOULDER COUNTY REGIONAL HOUSING PARTNERSHIP TO ADVANCE EFFORTS TO ACHIEVE THE REGION'S GOAL OF 12% AFFORDABLE HOUSING BY 2035.

- Coordinate with jurisdictions on the expedited review process for affordable developments to encourage regional alignment.
- Collaborate on spending recommendations to support affordable housing).
- Continue to explore housing partnership opportunities with Weld County.

### H.2.5 PURSUE GRANTS AND OTHER RESOURCES TO SUPPORT AND SUBSIDIZE THE PRESERVATION OF AFFORDABLE HOUSING.

Preserve existing affordable housing (income-restricted and naturally occurring) that serves renters and homeowners across a broad income spectrum. Resources may include a home repair program for lower income households.

# H3 Foster thriving, accessible neighborhoods.

## H.3.1 CREATE HOUSING ACROSS A BROAD INCOME SPECTRUM IN EXISTING DEVELOPED AREAS OF TOWN.

The Town of Erie encourages infill development through allowance for an increase in density, no minimum lot sizes, reductions in setbacks and more flexibility in other development requirements. Explore other policy changes to encourage affordable infill development, including more flexibility in codes while still meeting important safety and design standards.

## H.3.2 EXPLORE OPPORTUNITIES TO INCREASE FEASIBILITY OF BUILDING ACCESSORY DWELLING UNITS (ADU).

- Establish and identify partnership and grant opportunities for innovative financing programs to encourage production of ADUs
- Evaluate reduced permit fees for affordable ADUs.
- Minimize requirement of new water tap and dedication fees for ADUs.
- Consider developing pre-approved standard plans for ADUs and duplexes, with "Stock Plan" code compliance review by the Building Division.

## H.3.3 EXPLORE RESOURCES TO MAKE HOUSING ACCESSIBLE FOR INDIVIDUALS WITH DISABILITIES.

Support development of housing in compliance with the Fair Housing Act. Explore opportunities to partner with local service providers to ensure adequate levels of housing services and resources for individuals with disabilities.

## H.3.4 FACILITATE PROGRAMS AND RESOURCES FOR SENIORS TO AGE IN ERIE.

Explore programs and resources for seniors to age in the Erie community, which may include incentivizing housing units that are affordable, accessible, safe, and manageable and connecting this housing to amenities and support services.

> "As a senior of this community, I want the ability to stay here and that means we need access to smaller and more dense housing."

*- Active Adult Lunch Attendee*

HOUSING

# H4 Reduce housing costs.

### H.4.1. REDUCE LONG-TERM HOUSING COSTS THROUGH SUSTAINABILITY MEASURES

Sustainability measures may include energy-efficient appliance installations, weatherization services, and solar incentives for qualifying low and moderate-income households. Maximize use of existing local, regional, and state resources, including:

- Energy Outreach Colorado
- State Weatherization Program
- Boulder County EnergySmart Initiative
- Town of Erie Energy Efficiency Incentive Program

### H.4.2. PURSUE GRANTS AND OTHER RESOURCES TO INCREASE ACCESS TO AFFORDABLE RENTALS AND HOMEOWNERSHIP.

Leverage existing and future resources at the local and State level. New programs may include down payment assistance, closing cost assistance, and homeownership training and education to help expand affordability in areas highlighted by the Housing Needs Assessment.

Additional supporting policies can be found in the Natural Resources, Conservation & Resilience Chapter.

# Economic Vitality

## INTRODUCTION

The Town's economic development base continues to thrive and grow alongside exponential residential growth with increasing employment opportunities and commercial services within Erie. Looking to the future, the Town's updated land uses align with economic development priorities, identifying key employment growth areas and prioritizing infill and mixed-use development that will help to attract new employers and amenities. Economic development efforts will continue to focus on strategies in the following areas:

Erie welcomed 32 new businesses in 2023, and has averaged 30 new businesses per year from 2020-2024.

- **Fiscal Sustainability & Economic Resilience**: Expanding opportunities for employment and commercial development is vital to enhance tax revenues generated in the Town and to limit traveling to neighboring communities to work, shop, and meet other daily needs. The local economy must be diverse in industry and size in order to withstand shifts in the broader economy.

  Economic development efforts, including incentives, focus on attracting a diverse mix of targeted industries, like energy and natural resources, biosciences, aerospace, electronics, quantum technology, food and agriculture, health and wellness, and recreation. The Town will grow more employment centers to add high-wage jobs, increase private investment in the community, and create a larger daytime population to support the growing retail and service industry.

- **Local Workforce Development**: Building and supporting a local workforce is a key priority for residents and the Town. The Town must be an active partner with the school districts, technical and community colleges, higher education institutions, and local businesses to prepare the future workforce for an evolving employment landscape. Participation in regional sector partnerships will be key to bridging the gap between workforce and employers.

  Over the next decade, the new updated Future Land Use Map will increase opportunities for more employment centers, which may increase the number of residents who can work in Erie and reduce commutes. A diverse housing stock, affordable housing options, and increased connectivity must be paired with new commercial investments to support workers.

- **Business Retention, Growth, & Attraction**: Ensuring the sustainability and growth of locally owned, unique, and creative businesses is essential for Erie's economic future. The Town will provide targeted support for retention and expansion, building strong relationships with the business community, and cultivating favorable conditions for such enterprises to succeed. The Town aims to enhance the community's profile within the region, attract visitors, and stimulate economic growth all while preserving Erie's small-town feel and unique identity. As Erie's population continues to grow, the Town will be proactive to attract diverse retail and entertainment opportunities. Unique business environments accessible through multiple transportation modes (walking, biking, transit, vehicles) will encourage residents and visitors to spend retail dollars locally before looking elsewhere for goods and services.

- **Entrepreneurship**: The Town aims to cultivate a robust entrepreneurial ecosystem that supports an array of new business ventures at every stage of the startup journey. Existing initiatives offer invaluable resources to new businesses, and the Town seeks to provide additional lower-cost commercial space. The Town's vision includes establishing an incubator with the private sector to cultivate diverse food-based businesses and provide a site for ongoing, comprehensive startup support, including classes, one-on-one coaching, and access to invaluable business resources. Future commercial hubs are envisioned to include spaces tailored to

science and technology entrepreneurship, solidifying Erie's position as a hub for innovation and growth.

- **Programming & Activation**: The Town is committed to preserving Erie's cherished small-town feel by filling Erie with vibrant, engaging spaces that improve residents' quality of life and draw visitors to the community. Placemaking initiatives include public art, strategic wayfinding signage, and the cultivation of lively business districts in Historic Old Town and beyond. The Town supports creating areas that are vibrant and walkable, encourage community interaction, promote local businesses, and stimulate tourism.

Figure 12. In-Flow and Out-Flow of Jobs

## Chapter Goals

**E1 Foster a diverse economy & tax base.**
Support an economy that is responsive to market challenges and emerging trends.

**E2 Increase Erie's local workforce.**
Provide access to job opportunities, training, and diverse housing options.

**E3 Support & attract small businesses.**
Champion a diverse range of businesses to better meet resident's consumer needs and add to overall quality-of-life.

**E4 Support entrepreneurship.**
Increase gateways to entrepreneurship, reducing barriers to entry for new Erie businesses.

**E5 Create vibrant spaces & events.**
Expand opportunities for business districts that attract community members to support local businesses.

# E1 Foster a diverse economy & tax base.

### E.1.1. CONTINUE TO PROMOTE, ADAPT, AND CREATE ECONOMIC DEVELOPMENT INCENTIVES IN RESPONSE TO MARKET CHALLENGES AND OPPORTUNITIES.

- Promote existing incentives like Town of Erie Urban Renewal Authority (TOEURA), Tax Increment Financing (TIF), Downtown Revitalization Incentive Grant Program, and Enhanced Sales Tax Incentive Program (ESTIP).
- Use data, best practices, and innovation to update and create additional new incentives as needed based on changes to the market, business environment, and community needs.

### E.1.2. ENCOURAGE INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING STRUCTURES AND PROPERTIES.

Use and promote incentives to encourage infill development (both in Historic Old Town and other existing neighborhoods). Focus on infill and adaptive reuse in areas already served by infrastructure to achieve many other goals in the Comprehensive Plan, including increasing housing diversity, promoting connectivity between homes and jobs, and reducing greenhouse gas emissions.

### E.1.3. PROACTIVELY FACILITATE DEVELOPMENT THROUGH ACQUISITION, VISIONING, AND PUBLIC-PRIVATE PARTNERSHIPS.

Facilitate development that provides new and unique experiences to the community and further strengthens commercial and retail districts.

### E.1.4. DEVELOP COST BENEFIT ANALYSIS FOR FUTURE DEVELOPMENTS.

Emphasize the retention and recruitment of unique independent retailers or development projects that have a positive impact on sales-tax generation. Explore cost benefit analyses for future developments, including tax revenue received compared to incentive investments and operating costs.

### E.1.5. PRIORITIZE EMPLOYMENT OPPORTUNITIES IN TARGETED, EMERGING INDUSTRIES.

Focus economic development efforts on target industries highlighted by regional and state industry studies: energy and natural resources, biosciences, aerospace, electronics, quantum technology, food and agriculture, health and wellness, and outdoor recreation. The Future Land Use Plan encourages employment uses to locate along major transportation corridors and near the airport.

# E2 Increase Erie's local workforce.

### E.2.1 PROMOTE MIXED-USE NEIGHBORHOODS AND DIVERSE HOUSING OPPORTUNITIES NEAR EMPLOYMENT.

Create, promote, and adapt incentives and flexibility for commercial and employment uses within mixed-use developments that have diverse housing opportunities. Identify opportunities for increased affordable housing options near key employment areas.

LIVABILITY SUSTAINABILITY CONNECTIVITY

### E.2.2 EXPLORE OPPORTUNITIES TO INCREASE ACCESS TO CHILDCARE FOR RESIDENTS AND EMPLOYEES.

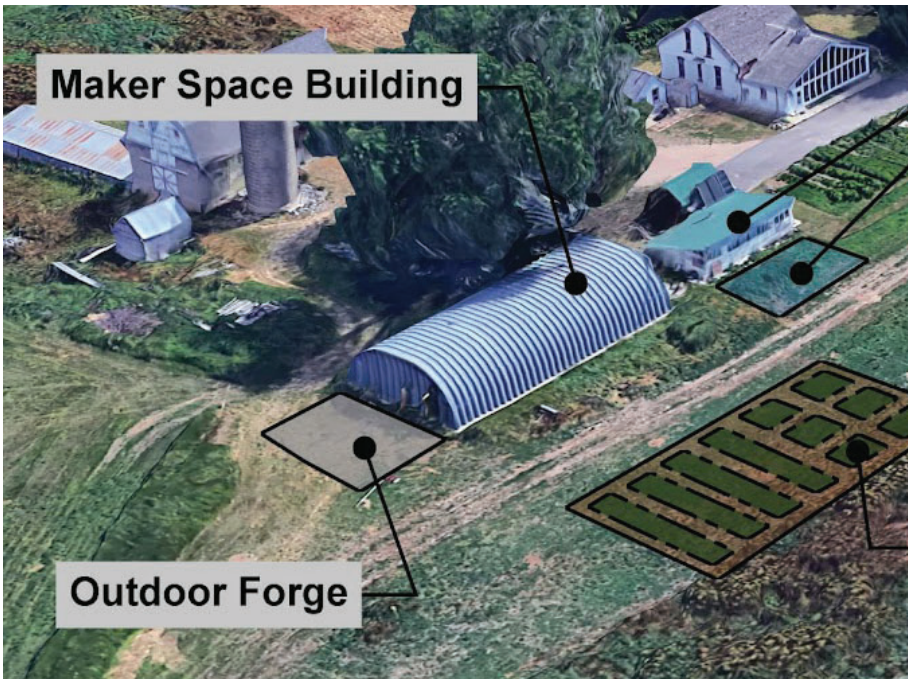
Conduct analysis of childcare availability and needs, best practices, and options for increasing attainable childcare options.

LIVABILITY SUSTAINABILITY CONNECTIVITY

### E.2.3 PARTNER WITH LOCAL INSTITUTIONS TO ADVANCE WORKFORCE DEVELOPMENT.

Continue, build, and expand partnerships with Erie High School's Academy of Engineering and Aerospace, Erie Municipal Airport, local community colleges (Aims and Front Range), CU Boulder, and Innovation Center of St. Vrain Valley School District (SVVSD). Explore work-based learning opportunities with Boulder Valley School District and St. Vrain Valley School District.

LIVABILITY SUSTAINABILITY CONNECTIVITY



# E3 Support & attract small businesses.

## E.3.1 BUILD STRONG RELATIONSHIPS WITH ERIE'S EXISTING BUSINESS OWNERS AND OPERATORS.

Continue building trusting relationships with business owners both in person and across various media to understand the needs of the business community, share necessary resources, and provide timely support. Approaches should include:

- Engaging in regular business walks and conduct annual business satisfaction survey;
- Providing access to supportive resources through the monthly economic development newsletter, the Economic Development website, social media, and other channels as necessary; and
- Investing in the success of partner organizations such as the Erie Chamber of Commerce and Erie Economic Development Council.

## E.3.2 CONTINUE SUPPORTING RETENTION AND EXPANSION OF THE HISTORIC OLD TOWN SMALL BUSINESS ENVIRONMENT.

- Encourage continued redevelopment and investment in Historic Old Town Erie, while preserving its small-town feel.
- Promote placemaking like public art, wayfinding, and temporary activation and events to support vacant lots becoming drivers for the community.
- Strengthen Historic Old Town as a restaurant destination, including working with businesses to develop and program special events utilizing Briggs St. and Coal Creek Park.
- Connect businesses to relevant local, State and County funding opportunities.

## E.3.3 CULTIVATE A MIX OF LOCAL, UNIQUE, AND CREATIVE BUSINESSES.

- Focus proactive attraction, retention, and expansion efforts on locally- owned, unique, and creative businesses in Erie's various business districts, using incentives and supportive resources. A sustainable and diverse industry mix can help generate tourism and contribute to the distinctive character of the community.
- Strengthen relationships and create programs with lenders who can provide a range of financing options for businesses. Promote Erie's business community through tools such as the Town website, social media, and the Erie Business Map.

## E.3.4 ENSURE PERMITTING AND LICENSING PROCESSES ARE CLEAR AND EFFICIENT FOR BUSINESSES.

Continue engaging with local businesses to understand challenges in the permitting and licensing processes and identify areas for process improvements. Consider new tools and simplified development approval processes, reducing the barriers to entry for business.

# E4 Support entrepreneurship.

### E.4.1 FACILITATE SPACES FOR ENTREPRENEURIAL GROWTH THAT TAPS INTO ERIE'S LOCAL ASSETS

- Continue building and expanding opportunities to shared spaces or turnkey commercial space for all stages of entrepreneurship, starting from the Erie Coworking Space and the Erie Makerspace and working with local companies and universities.
- Identify action steps and resources needed for a food-related small business incubator and a science and technology incubator.

LIVABILITY CONNECTIVITY

### E.4.2 CREATE A HOLISTIC, NO-WRONG-DOOR ENTREPRENEURIAL ECOSYSTEM THAT SUPPORTS BUSINESS FOUNDERS THROUGHOUT THEIR ENTREPRENEURIAL LIFECYCLE.

Establish an entrepreneurship network with a coordinated approach across providers that supports entrepreneurs at all stages. This model allows entrepreneurs to find support including with initial inception and connection to Small Business Development Center resources. Maximize existing regional and State resources, like the Northern Colorado Innovation Hub .

LIVABILITY CONNECTIVITY

# E5 Create vibrant spaces & events.

## E.5.1 CONTINUE AND EXPAND PROGRAMMING FOR EVENTS, AMENITIES, AND ACTIVITIES THAT PROMOTE SMALL BUSINESSES.

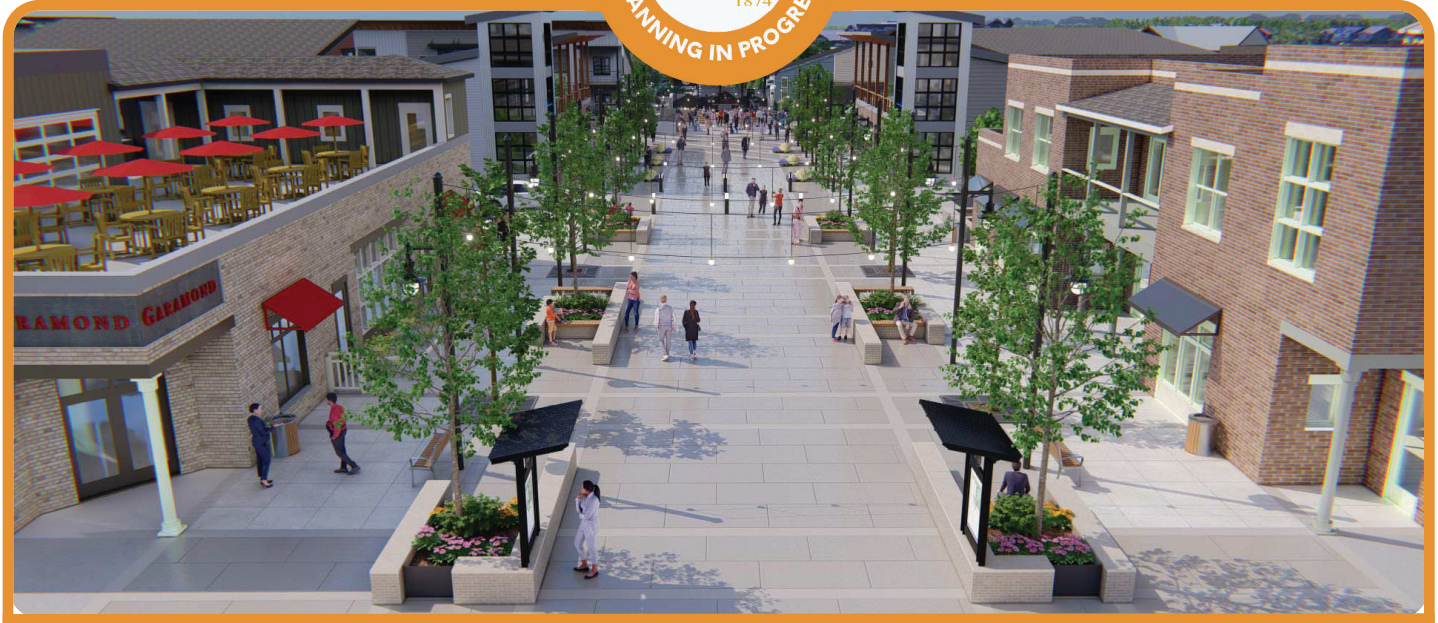
Expand opportunities for events and entertainment in business districts that attract residents and nonresidents to shop at local businesses. Support the existing events in Historic Old Town and pursue additional commercial and entertainment destination areas at Erie Town Center and Erie Gateway.

Organize outdoor food truck related events, startup competitions, and commercial kitchens as a near-term strategy to develop Erie as a restaurant market. Identify incentives that could specifically attract restaurants and other neighborhood retail.

## E.5.2 EXPAND USE OF THE ERIE MUNICIPAL AIRPORT TO BE MORE OF A COMMUNITY RESOURCE AND AMENITY.

Advance opportunities for the Erie Municipal Airport to be a community resource, retail and employment center, and economic driver for the Town, as recommended in the 2023 Erie Community Survey. Implement findings in the Erie Airport Economic Development Study Update and Erie Airport Crosswind Runway Evaluation to consider new development and employment opportunities at Erie Airport, maximizing use of this Town asset and making the airport a true benefit to the entire Town.

Explore connections with Boulder Valley School District, St. Vrain Valley School District, Front Range Community College, and Aims Community College for experiential learning as well as connections with Mountain View Fire Protection District for shared resources and facilities for emergency services.



## Erie Town Center

In 2019, the Town and community stakeholders identified five key sites at the convergence of Erie Parkway and County Line Road as a candidate for a community driven plan. Town of Erie staff, public officials, residents, and stakeholders came together to capture this once-in-a-lifetime opportunity to create something unique and outstanding in the community. Community visioning exercises and market analysis for the 390-acre footprint lay the foundation for a shared vision of a new Town Center.

Today, this community vision is now becoming reality. Erie Commons, the first site to be developed, includes seven commercial pads meeting local retail needs and 151 residential units offering smaller unit sizes. The remaining Town Center sites will offer complementary residential, employment, retail, cultural and recreation uses with a focus on walkability and community connections.

Additional supporting policies can be found in the Housing and Transportation & Mobility Chapters.

# Transportation & Mobility

## INTRODUCTION

Transportation infrastructure, programs, and services are critical to advancing connectivity, livability, and sustainability within Erie. Erie's roads play a significant role in the experience of many residents, employees, and visitors traveling between their neighborhoods, schools, jobs, services, and recreation. As Erie grows, its transportation networks and options are growing in tandem. Roadway design reflects the various modes of transportation available in Erie, providing access to the natural environment and Erie's amenities.

This chapter provides goals and policies to shape Erie's transportation network within the framework of land use and community design. Land use and travel demand are closely linked and have a reciprocal relationship, as development patterns impact travel behaviors in terms of number of trips taken and type of transportation mode used. Likewise, community design features impact the functionality of streets and the prioritization of modes.

Erie has more than 158 miles of streets. And manages all striping, signage, repairs, plowing, and clean-up of those roadways.

A more detailed analysis of existing and future transportation networks, including the roadway system plan and roadway function classifications, can be found in the Transportation Mobility Plan (TMP). The following transportation themes emerged from engagement efforts from December 2022 to June 2024:

- **Multimodal Option**s: Hand in hand with changes to the Future Land Use Map, Erie is focusing on transit improvements to effectively serve existing neighborhoods and more dense, mixed-use development in the future. Expanding multimodal options to increase walking, rolling, biking, or taking transit can have a large impact on reducing the Town's carbon emissions and meeting its sustainability goals.

- **Connectivity**: In order to be most effective, Erie's multimodal transportation network will be well-connected and direct. Erie designs its neighborhoods, streets, intersections, trails, and transit to reduce out-of-direction travel and provide mobility options for vulnerable populations. The Town prioritizes safe and convenient pedestrian and bike access to school sites.
- **Safety and Comfort**: The Town prioritizes continuous maintenance and safety improvements on the roadway network as traffic volumes increase. A Vision Zero Plan and continued thoughtful street, trail, and facility designs will help minimize crashes. Erie envisions a safe, comfortable transportation network that reinforces its small town experience.
- **Sustainable and Innovative**: The Town is invested in the future of transportation, including innovative solutions to help plan for the future.

Erie continues to work closely with the Colorado Department of Transportation (CDOT), Weld County, Boulder County, Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD), and other regional partnerships to pursue best practices, connections, and resource opportunities.

## Chapter Goals

**T1 Promote multimodal transportation options.**
Provide a comprehensive set of transportation options that are convenient, reliable, connected, intuitive, and accessible for all.

**T2 Ensure seamless & accessible transportation connections.**
Improve connectivity between neighborhoods, schools, jobs, services, and recreation.

**T3 Provide safe & comfortable travel around Town.**
Design and maintain Erie's transportation system with safety and comfort as a leading factor.

**T4 Embrace sustainable & innovative transportation.**
Reduce carbon emissions and vehicle miles traveled while promoting health and sustainability.

# T1 Promote multimodal transportation options.

### T.1.1. EXPLORE WAYS TO MAXIMIZE THE CONNECTION BETWEEN LAND USES AND TRANSPORTATION TO PROMOTE TRANSIT-ORIENTED DEVELOPMENT.

Locate higher density residential, mixed use neighborhood and village, and commercial uses around transit bus stops and align future transit towards these uses.

### T.1.2. MINIMIZE THE PROVISION OF NEW PARKING THROUGH PARKING MANAGEMENT AT POPULAR DESTINATIONS LIKE HISTORIC OLD TOWN.

Develop a parking strategy for the Town that encourages creative parking solutions while meeting retail and business demand.

### T.1.3. INCORPORATE TRANSPORTATION DEMAND MANAGEMENT AND OTHER PROGRAMS WITHIN NEW DEVELOPMENT TO IMPROVE MULTIMODAL TRANSPORTATION EFFICIENCY AND OPTIONS AND REDUCE VEHICLE TRIPS.

Develop Transportation Demand Management (TDM) measures to apply to new development to encourage multimodal access (bike, pedestrian, transit, and auto). New development near transit stops should incorporate strategic crossings and more bike and pedestrian connections that make it easier and safer to access the transit stop. Development on a transit corridor should consider transit stops and contribute towards stop amenities. Connect development to nearby amenities and neighborhoods via walking and biking paths.

### T.1.4.ESTABLISH AND UPDATE TRANSPORTATION IMPROVEMENT AND DESIGN PRIORITIES.

- Consider tradeoffs in decisions about transportation investments, balancing vehicle travel with the needs and experience of people walking, biking, and taking transit.
- Prioritize equity in the geographic distribution of transportation investments, including both capital improvements and maintenance.

### T.1.5. SUPPORT MULTIMODAL TRANSPORTATION OPTIONS TO ADDRESS THE FIRST/LAST MILE GAPS TO TRANSIT STOPS.

Work with current and future partners to expand transit services including microtransit, car shares, and mobility hubs. Prioritize trails and sidewalks that connect transit stops with areas of demand, such as commercial and residential areas. Prioritize construction of multimodal facilities that improve connectivity and eliminate gaps in the network.

### T.1.6. CONTINUE COLLABORATION WITH RTD AND OTHER REGIONAL PARTNERS IN IMPROVING AND EXPANDING TRANSIT SERVICES.

Continue to participate in discussions with the RTD, CDOT, DRCOG, and surrounding jurisdictions to ensure the Town's plans and standards are compatible and to ensure that future locations for transit facilities can be identified and set aside in conjunction with future development.

COMP PLAN GOALS
TOWN OF ERIE 1874
PLANNING IN PROGRESS

## JUMP Bus Route Extension

The Town of Erie is working with RTD to make two route adjustments to Erie's bus JUMP route. The first adjustment is rerouting the north-south portion in Erie to travel on 111th Street/Flatiron Meadows Blvd. The second adjustment is extending the route from the Community Center towards Erie High School along Erie Parkway. In total there will be 9 new bus stops and a terminal.

Before the route adjustments can be made, the bus stops must be in place. Bus stop updates will include improving existing stops to ADA compliance. Design of the bus stops will begin in Fall 2024 with anticipation of construction in 2025 or early 2026. The JUMP route adjustment and extension will bring transit closer to more residents and is only the first of many adjustments Erie and RTD are making to expand transit service to Erie.

# T2 Ensure seamless & accessible transportation connections.

## T.2.1. DESIGN ROADWAY AND TRAIL ALIGNMENTS TO IMPROVE CONNECTIVITY BETWEEN NEIGHBORHOODS AND OTHER DEVELOPMENTS.

Increase connections between uses to improve safety, choice, and efficiency. Prioritize connectivity to important amenities and services, including school sites. Revise development regulations to require connectivity for all modes of travel. Create a connected network of low volume roadways and crossings for people walking and biking.

## T.2.2. INTEGRATE LAND USE PLANNING AND TRAFFIC MANAGEMENT.

Ensure intersections and access points are safely and efficiently distributed in neighborhoods and on arterial roads to increase route options and reduce out of direction travel. Establish access management requirements that limit driveways on arterials and collectors. Reduce traffic reliance on arterial streets by providing internal circulation and connections between developments using collector street systems in and around large neighborhood and commercial areas.

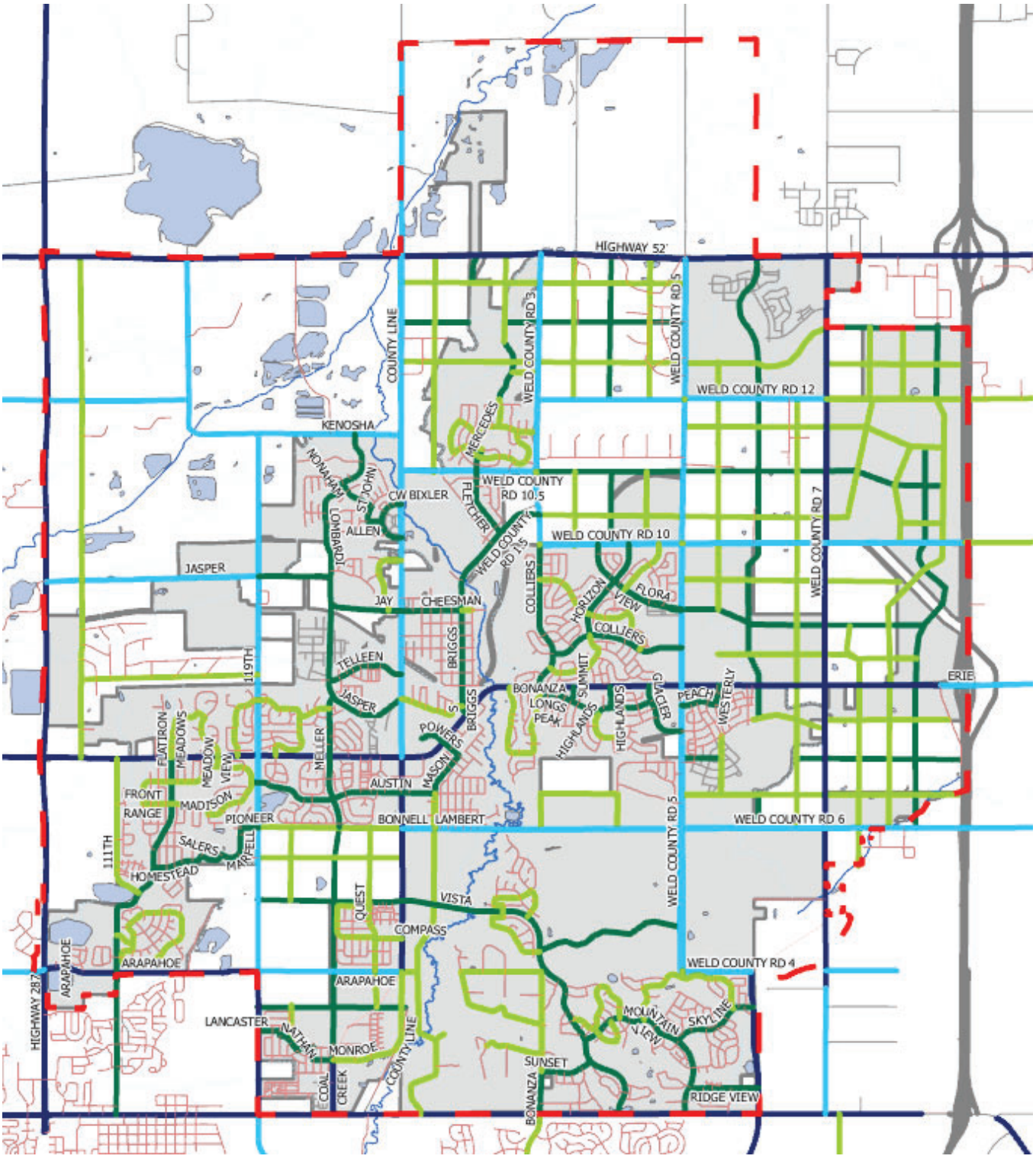



Figure 13. Future Street Classifications Map

# T3 Provide safe & comfortable travel around Town.

## T.3.1. ADOPT A VISION ZERO POLICY AND DEVELOP A VISION ZERO ACTION PLAN.

Follow TMP guidance to advance Vision Zero, the Neighborhood Speed Management Program, and Pedestrian Crossing Treatment Policy for existing and new streets. Set the Town up for success in applying for federal funding for implementation projects. Apply the Federal Highway Administration's Safe Systems Approach to prevent crashes and minimize the harm caused by crashes.

- Apply for Safe Streets 4 All (SS4A) Action Plan funding.
- Develop a Vision Zero Action Plan that is SS4A eligible.
- Apply for SS4A Implementation Grant funding.

## T.3.2. ENSURE THAT ROADWAY DESIGN MEETS SAFETY GUIDELINES AND THE NEEDS OF USERS.

Work with partners such as Mountain View Fire Rescue during the capital improvement planning and design process. Adopt and comply with local and national standards, guidelines, and policies that prioritize safety and include emergency planning.

## T.3.3. UPDATE STREET STANDARDS AS NEEDED BASED ON DATA AND BEST PRACTICES.

Consider the following for the Town's Street Standards:

- Include best practices and data driven analysis based on land use, crash history, designated multimodal network, trip generation, non-motorized activity, and sustainability opportunities.
- Incorporate green infrastructure and permeable surfaces into transportation infrastructure standards and design.
- Deploy universal and sustainable travel design using national guidance and best practice such as National Association of City Transportation Officials (NACTO).
- Evaluate reducing roadway design and speeds to maximize safety and comfort on Erie's road network.

# T4 Embrace sustainable & innovative transportation.

### T.4.1. REDUCE VEHICLE MILES TRAVELED THROUGH LAND USE, DESIGN, POLICIES, AND PROGRAMS.

Reduce vehicle trips through mixed-use and walkable developments that encourage and safely accommodate alternative modes of travel.

Design commercial destinations to maximize connectivity to adjacent and surrounding development and minimize pedestrian and bicyclist conflicts with vehicles.

### T.4.2. SUPPORT ADVANCED TRANSPORTATION TECHNOLOGY THAT EFFICIENTLY USES RESOURCES.

Explore technology to lower vehicle emissions.

Additional supporting policies can be found in the Natural Resources, Conservation, and Resilience Chapter.

# Implementation Plan



## INTRODUCTION

The utility of a plan is realized in its use and relevance in the daily activities and functions of the Town. Town staff will use the Comprehensive Plan to guide decision-making, priorities, programs and capital improvements. Additionally, implementing the Comprehensive Plan requires tracking progress on actionable strategies, engaging with the community in an inclusive and transparent manner, and supporting a fiscally sustainable and well-supported Town organization. The following are critical themes to implementing the Comprehensive Plan:

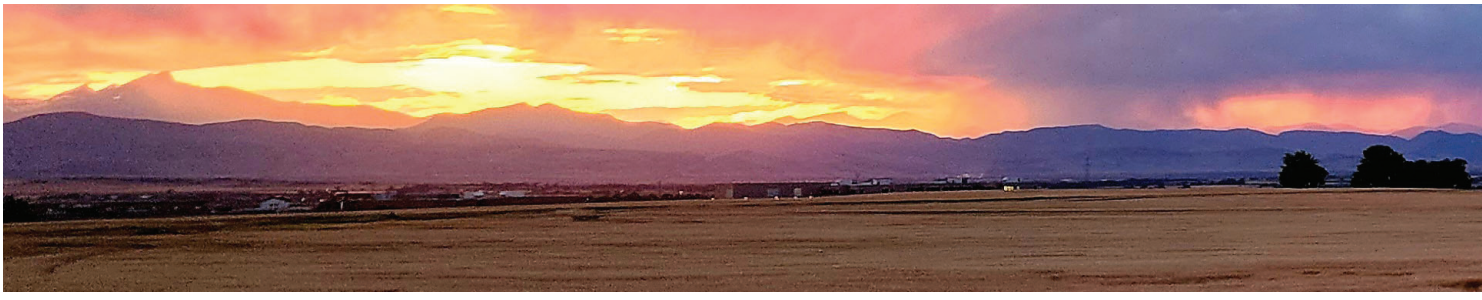
- **Performance Measurement**: Implementation and tracking of Comprehensive Plan goals and policies is essential to making the Plan an impactful document for the community. The Town will connect future projects to Comprehensive Plan values, goals, and policies and track over time how goals are being met. Annual reviews of the Implementation Plan will allow Town departments to update priorities and timelines.
- **Inclusive Community Engagement & Transparency**: A well-informed community will help shape the future of Erie. The Town is committed to continually evaluating and improving its communication platforms, engagement processes, and resource accessibility.
- **Town Organization Practices**: Strong organization practices within the Town contribute to more effective government performance. The Town prioritizes hiring and supporting high-quality talent, collaborating across departments, and pursuing regional, state, and federal funding sources to be responsible financial stewards.

## Chapter Goals

**1** Performance Measurement

**2** Inclusive Community Engagement & Transparency

**3** Town Organization Practices



# I1 Performance Measurement

### I.1.1 PRIORITIZE ALIGNMENT WITH THE COMPREHENSIVE PLAN WHEN PRODUCING AND PROMOTING PROJECTS, PLANS, AND DEVELOPMENTS WITHIN THE TOWN.

Ensure that all projects are linked back to the Comprehensive Plan by mentioning specific goals and policies in which they align. This connection should be shown at all phases of a project including inception, production/construction, completion, and promotion.

### I.1.2 TRACK AND REPORT PROGRESS ON THE COMPREHENSIVE PLAN GOALS AND STRATEGIES.

Establish a process for tracking and reporting progress, in alignment with accreditation programs and performance measures as established by each department.

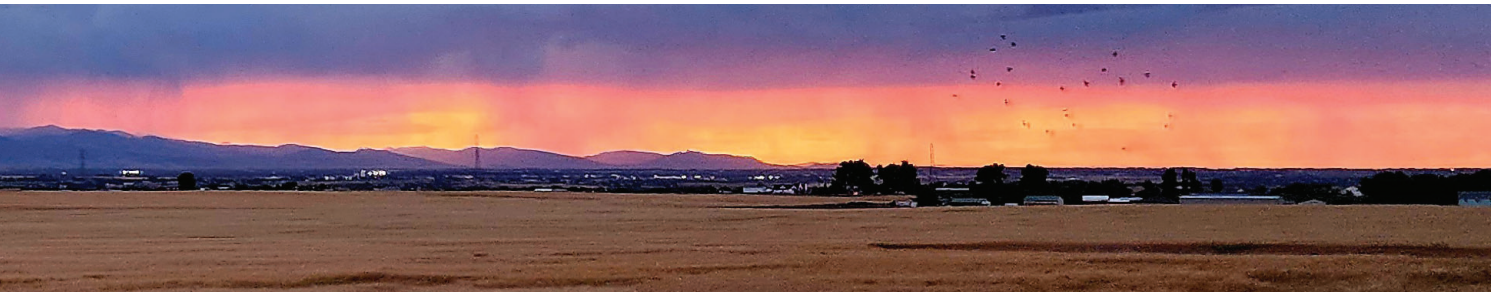
### I.1.3 REVIEW THE IMPLEMENTATION PLAN ON AN ANNUAL BASIS AND UPDATE AS NEEDED.

Departments will review and update action steps, priorities, implementation timelines, and resources needed as projects progress.

> "My family has lived in unincorporated Boulder County with Erie as "our town" since 1967. With the elders now deceased I find myself most likely having to move as I will be unable to stay in the community I love because of the lack of diverse affordable housing and options to age in place. I am hoping to explore creative solutions."

*- Vision & Values Survey Respondent*





# I2 Community Engagement & Transparency



### I.2.1 EVALUATE CURRENT PROGRAMS AND PRACTICES FOR OPPORTUNITIES TO IMPROVE THE COMMUNITY'S SERVICE EXPERIENCE WITH THE TOWN.

Implement national best practices and local community feedback to ensure service provision meets quality expectations of residents.

### I.2.2 EDUCATE THE COMMUNITY THROUGH STRATEGIC AND ROUTINE UPDATES ON DEVELOPMENTS AND PROGRAMS WITHIN THE TOWN.

Use social media and other outreach platforms to provide the community with relevant and routine status updates on ongoing projects and initiatives. A well-informed community will help shape the future of Erie in alignment with community needs and wants.

### I.2.3 STRIVE TO REFLECT THE ERIE COMMUNITY IN TOWN BOARDS, COMMITTEES, AND COMMISSIONS.

Promote community involvement in boards, committees, and commissions from a diversity of residents.

### I.2.4 INCREASE ACCESS TO RESOURCES AND INFORMATION FOR RESIDENTS WITH DISABILITIES.

Partner with local organizations and ensure that documents are in alignment with State and federal accessibility standards.

### I.2.5 CONTINUE IMPROVING PROCEDURES AND STANDARDS TO MAXIMIZE ENGAGEMENT AND UNDERSTANDING FROM THE COMMUNITY IN PLANNING AND DEVELOPMENT PROCESSES.

Continue working to ensure that engagement processes are routine and cohesive across Town departments. This should include tracking existing and future engagement items and the techniques used to maximize engagement potential from the community.

# I3 Town Organization Practices

### I.3.1 ALIGN BUDGET DECISIONS TO IMPLEMENT THE COMPREHENSIVE PLAN.

Ensure adequate resources are allocated for Comprehensive Plan strategies. Incorporate checklist items into budget review that reflect what specific Comprehensive Plan element the budget request supports.

### I.3.2 PURSUE EXTERNAL FUNDING OPPORTUNITIES.

Pursue local, regional, state, and federal funding sources. Participate in local, regional, and state partnerships to keep Erie "at the table" for future funding opportunities. Ensure staff capacity is available for grant management when searching for and pursuing future grants.

### I.3.3 FOSTER COLLABORATION ACROSS DEPARTMENTS TO ENSURE ALL DEPARTMENTS ARE ABLE TO IMPLEMENT AND SUPPORT THE COMPREHENSIVE PLAN.

Continue coordination with multidisciplinary teams for projects, plans, and developments. When kicking off new initiatives, staff will identify relevant departments to keep informed and engaged.

### I.3.4 HIRE HIGH-QUALITY TALENT AND PROVIDE OPPORTUNITIES TO DEVELOP THE CAPABILITIES AND CAPACITY OF TOWN EMPLOYEES.

Continue proactive recruiting efforts, including sourcing candidates on LinkedIn, advertising on a variety of jobs boards and associations, attending local career fairs, and partnering with local Weld County and Boulder County workforce centers. Update onboarding and recruiting experience as needed based on new employee feedback. Strive for high employee engagement scores.

Continue to develop and offer learning opportunities rooted in the Town's needs. Learning opportunities include equity, diversity, and inclusion training, leadership training, risk and safety training, and position specific training.

### I.3.5 PROMOTE VOLUNTEER OPPORTUNITIES WITHIN TOWN STAFF.

Continue to provide staff time for volunteering and connect staff to volunteer opportunities within the community.

### I.3.6 ALIGN WITH THE TOWN'S VISION & VALUES.

Continue to use the Town's Vision & Values during recruitment, onboarding, and employee performance reviews.

# Implementation Matrix

The Implementation Matrix assigns a responsible department and estimated timeline for the Comprehensive Plan policies.

- **Main Department**: Town Department overseeing implementation of the policy.
- **Division (if applicable)**: Team within the Department leading implementation of the policy.
- **Supporting Department or Division(s)**: Additional Department(s) or Division(s) providing technical expertise or resources to support implementation of the policy.
- **Ongoing or New Policy**: Indicates whether a policy is a continuation of existing work or is a new workstream for the Town.
- **Implementation Timeline (if New Policy)**: Indicates a policy is a continuation or existing work or is a new workstream for the Town.
- **Near Term**: Implementation to begin in the next 1-3 years.
- **Long Term**: Implementation to begin in 3 years or later.

Implementation terms are subject to change due staffing capacity and funding. Status updates, including term adjustments, will be reported annually.

Some goals are marked with a symbol for "Highest-Voted Community Goal," which represents the results of community engagement from July 2024 – August 2024. Community members voted for their top two priority goals per chapter for Chapters 4 through 8.

# Public Facilities, Services, & Infrastructure

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal P1: Provide efficient and reliable utility service.** | | | |
| P.1.1 Continually plan for utility infrastructure needs, including short and long-term financial and sustainability planning. | Main: Utilities<br>Supporting: Strategic Planning | Ongoing | LIVABILITY SUSTAINABILITY |
| P.1.2 Reduce reliance on natural gas in Erie, including moving towards solar and other renewable energy sources. | Main: Utilities<br>Supporting: Sustainability | Ongoing | LIVABILITY SUSTAINABILITY |
| P.1.3 Explore trash, recycling, and compost service provision options to meet resident needs. | Main: Environmental Services<br>Division: Sustainability | New Long Term | LIVABILITY SUSTAINABILITY |
| P.1.4 Participate in regional utility planning efforts and explore the joint use of regional infrastructure to provide cost savings to Erie. | Main: Utilities<br>Supporting: Public Works | New Long Term | SUSTAINABILITY |
| P.1.5 Explore innovative technologies for telecommunications and utility infrastructure and service delivery. | Main: Utilities | New Long Term | LIVABILITY SUSTAINABILITY |
| **Goal P2: Encourage water conservation.** | | | HIGHEST-VOTED COMMUNITY GOAL |
| P.2.1 Continue to conserve water resources through more efficient practices in codes and standards. | Main: Utilities<br>Supporting Partners: Public Works, Sustainability | Ongoing | SUSTAINABILITY |
| P.2.2 Continue community education efforts around household water conservation. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Utilities | Ongoing | SUSTAINABILITY CONNECTIVITY |
| P.2.3 Explore a landscaping ordinance for low-water-use plant materials and outdoor watering schedules. | Main: Environmental Services<br>Division: Sustainability<br>Supporting Partners: Development & Neighborhood Services, Utilities | New Near Term | SUSTAINABILITY |
| P.2.4 Continue to pursue local water sources developed in line with the Colorado Water Plan. | Main: Utilities<br>Division: Water & Wastewater<br>Supporting: Public Works | Ongoing | SUSTAINABILITY |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| Goal P3: Pursue sustainable stormwater management and flood control. | | | |
| P.3.1 Promote green infrastructure to reduce impermeable areas and diversify water quality treatment strategies beyond extended detention basins and underground detention systems. | Main: Public Works Division: Engineering<br>Supporting Partners: Sustainability, Planning & Development | New Long Term | LIVABILITY SUSTAINABILITY |
| P.3.2 Pursue a watershed approach to water quality and aquatic ecosystem protection. | Main: Public Works Division: Engineering<br>Supporting: Utilities | New Near Term | SUSTAINABILITY |
| P.3.3 Enhance design standards to allow for public art and innovative design solutions regarding stormwater management. | Main: Public Works<br>Supporting Partners: Parks & Recreation, Planning & Development | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| P.3.4 Prioritize creek restoration, water quality projects and other flood alleviation and preparedness measures where floodplains impact residents and environment the most. | Main: Public Works Division: Engineering<br>Supporting Partners: Utilities, Planning & Development | Ongoing | LIVABILITY SUSTAINABILITY |
| P.3.5 Use street design to prevent concentrated flow and reduce flooding risks. | Main: Public Works Division: Engineering<br>Supporting: Transportation | Ongoing | SUSTAINABILITY |
| P.3.6 Update the Town's municipal stormwater measures to adhere to best practices and criteria in stormwater maintenance. | Main: Utilities Division: Operations & Maintenance<br>Supporting: Public Works | New Near Term | LIVABILITY SUSTAINABILITY |
| P.3.7 Continue to pursue sustainable wastewater management practices. | Main: Utilities Division: Water & Wastewater<br>Supporting: Engineering | Ongoing | LIVABILITY SUSTAINABILITY |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| Goal P4: Maintain inclusive and effective public facilities. | | | |
| P.4.1 Prioritize street maintenance to avoid exponential replacement costs. | Main: Public Works<br>Division: Transportation<br>Supporting: Operations & Maintenance | Ongoing | LIVABILITY SUSTAINABILITY |
| P.4.2 Continue to maintain and create public facilities at a high standard to ensure Erie meets the needs of current and future residents. | Main: Public Works<br>Division: Facilities | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| P.4.3 Coordinate with School Districts on locations for future schools, traffic impacts and safety, telecommunication infrastructure, and sustainability education. | Main: Public Works | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| P.4.4 Update the Airport Master Plan as needed. | Main: Public Works<br>Supporting: Planning & Development | New Near Term | CONNECTIVITY |

# Natural Resources, Conservation, & Resilience



| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal N1: Plan for a sustainable future.** | | | |
| N.1.1 Establish a Climate Action Plan for the Town. | Main: Environmental Services<br>Division: Sustainability | New Long Term | LIVABILITY SUSTAINABILITY |
| N.1.2 Review and update the Sustainability Plan for the Town. | Main: Environmental Services<br>Division: Sustainability | Ongoing | LIVABILITY SUSTAINABILITY |
| N.1.3 Advocate for and align with climate-responsive state and national policies. | Main: Environmental Services<br>Division: Sustainability | Ongoing | SUSTAINABILITY |
| N.1.4 Promote brownfield remediation of vacant or underutilized industrial properties. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Economic Development | Ongoing | LIVABILITY SUSTAINABILITY |
| N.1.5 Integrate green building practices into the design of new buildings and the retrofitting of existing buildings. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Building | Ongoing | LIVABILITY SUSTAINABILITY |
| N.1.6 Maintain a natural resources inventory. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Sustainability | | SUSTAINABILITY |
| N.1.7 Ensure an environmentally just and equitable planning process. | Main: Environmental Services<br>Supporting: Planning & Development | | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| **Goal N2: Reduce air pollution.** | | | |
| N.2.1 Mitigate sources of pollution created from vehicular dependency and auto focused development. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Transportation | Ongoing | LIVABILITY SUSTAINABILITY |
| N.2.2 Retire fossil-fuel based transportation from the Town's fleet. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Transportation | Ongoing | LIVABILITY SUSTAINABILITY |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal N3: Prepare for & increase community resiliency to climate change.** | | | |
| N.3.1 Minimize impervious surface areas throughout the community. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Public Works | Ongoing | LIVABILITY SUSTAINABILITY |
| N.3.2 Work to reduce risk of flood impacts. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Public Works | Ongoing | LIVABILITY SUSTAINABILITY |
| N.3.3 Explore the creation of Resilience Hubs in Erie. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Facilities | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| N.3.4 Consider the adoption of a Community Wildfire Protection Plan (CWPP ) specifically for the Town. | Main: Environmental Services<br>Division: Sustainability | New Near Term | LIVABILITY SUSTAINABILITY |
| N.3.5 Explore the creation of an Extreme Heat Planning and Response Plan. | Main: Environmental Services<br>Division: Sustainability | New Long Term | LIVABILITY SUSTAINABILITY |
| **Goal N4: Protect, prioritize & enhance nature.** | | | HIGHEST-VOTED COMMUNITY GOAL |
| N.4.1 Protect and expand Erie's tree canopy on both public and private property. | Main: Environmental Services<br>Division: Sustainability<br>Supporting Partners: Parks & Recreation, Current Planning | Ongoing | LIVABILITY SUSTAINABILITY |
| N.4.2 Integrate nature based solutions into planning documents and development standards. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Public Works | New Near Term | SUSTAINABILITY |
| N.4.3 Preserve wetland areas and other natural low-lying areas to reduce flooding impacts on the town. | Main: Environmental Services<br>Division: Sustainability<br>Supporting: Public Works | Ongoing | LIVABILITY SUSTAINABILITY |

# Livability & Social Health



| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal L1: Connect neighborhoods with parks, open space & trails.** | | | |
| L.1.1 Update the Parks, Recreation, Open Space, and Trails (PROST) Plan for the Town. | Main: Parks & Recreation<br>Supporting Partners: Administration, Planning & Development | New Near Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| L.1.2 Connect the community through a network of public and private parks, open space, greenways, and trails. | Main: Parks & Recreation<br>Division: Development & Neighborhood Services<br>Supporting Partners: Planning & Development, Transportation | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| L.1.3 Encourage the creation and usage of trails to decrease automobile trips and create recreational opportunities. | Main: Parks & Recreation<br>Division: Development & Neighborhood Services<br>Supporting Partners: Transportation, Engineering | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| L.1.4 Update and implement the Erie Trails and Open Space Wayfinding Master Plan as needed. | Main: Parks & Recreation<br>Division: Development & Neighborhood Services<br>Supporting: Parks & Open Space | New Near Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| L.1.5 Protect, maintain, and manage open space that has significant value. | Main: Parks & Recreation<br>Division: Parks & Open Space | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| **Goal L2: Support partners in Erie's education, health & safety.** | | | |
| L.2.1 Continue proactive planning and coordination with the Boulder Valley and St. Vrain School Districts. | Main: Planning & Development<br>Division: Current Planning | Ongoing | LIVABILITY CONNECTIVITY |
| L.2.2 Partner with High Plains Library system and school districts to address the needs of youth. | Main: Administration | Ongoing | LIVABILITY CONNECTIVITY |
| L.2.3 Continue to partner with Mountain View Fire Rescue District (MVFRD) for development review and emergency planning. | Main: Administration | Ongoing | LIVABILITY SUSTAINABILITY |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| L.2.4 Align with and update the Erie Police Strategic Five-Year Plan as needed. | Main: Administration | New Long Term | |
| L.2.5 Encourage the use of grassroots and community safety techniques within current and future developments. | Main: Planning & Development<br>Division: Current Planning | New Long Term | |
| Goal L3: Foster supported and adaptable neighborhoods. | | | |
| L.3.1 Promote the adaptability of neighborhoods to meet the needs of the changing community. | Main: Planning & Development<br>Division: Current Planning<br>Supporting Partners: Economic Development, Affordable Housing | Ongoing | |
| L.3.2 Explore the expansion and establishment of community based beautification and safety programs. | Main: Planning & Development<br>Division: Strategic Planning<br>Supporting: Parks & Recreation | New Near Term | |
| L.3.3 Develop area plans that will work in conjunction with the Comprehensive Plan and Historic Preservation Master Plan. | Main: Planning & Development<br>Division: Strategic Planning<br>Supporting: Administration | New Near Term | |
| L.3.4 Foster stable, attractive neighborhood and downtown through infill and good design. | Main: Planning & Development<br>Division: Current Planning<br>Supporting Partners: Economic Development, Affordable Housing | Ongoing | |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| Goal L4: Celebrate Erie's identity with arts, culture, & entertainment. | | | |
| L.4.1 Establish a public art program to ensure funding is set aside to incorporate public art in projects. | Main: Parks & Recreation<br>Division: Recreation<br>Supporting: Administration | New Near Term | CONNECTIVITY |
| L.4.2 Encourage and allow the use of underutilized spaces as exhibition space for local artists. | Main: Parks & Recreation<br>Division: Recreation<br>Supporting: Economic Development | New Near Term | CONNECTIVITY |
| L.4.3 Continue and expand placemaking programming for events, amenities, and activities. | Main: Parks & Recreation<br>Division: Recreation<br>Supporting Partners: Economic Development, Development & Neighborhood Services | Ongoing | LIVABILITY CONNECTIVITY |
| L.4.4 Evaluate the need for the creation of an Arts and Entertainment Facility. | Main: Parks & Recreation<br>Supporting: Administration | New Near Term | LIVABILITY CONNECTIVITY |
| L.4.5 Align with and implement the Public Art and Placemaking Plan. | Main: Parks & Recreation<br>Division: Recreation<br>Supporting: Administration | New Near Term | CONNECTIVITY |
| Goal L5: Preserve Erie's history. | | | |
| L.5.1 Update and implement the Historic Preservation Master Plan. | Main: Planning & Development<br>Division: Strategic Planning<br>Supporting: Administration | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |

# Housing

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal H1: Increase the Diversity of Housing Types.** | | | |
| H.1.1 Locate higher-density housing and mixed-use development in areas that are currently served or will be served by bus transit and neighborhood centers | Main: Planning & Development<br>Division: Strategic Planning<br>Supporting: Current Planning | New Near Term | |
| H.1.2 Increase housing options through development code changes. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting: Strategic Planning | New Near Term | |
| **Goal H2: Reach 12% Affordable Housing Stock.** | | | |
| H.2.1 Implement an inclusionary housing program. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting: Current Planning | New Near Term | |
| H.2.2 Facilitate the creation of affordable housing through land acquisition and public/private partnerships. | Main: Planning & Development<br>Division: Affordable Housing | Ongoing | |
| H.2.3 Pursue new and innovative approaches to reduce the cost of affordable housing development. | Main: Planning & Development<br>Division: Affordable Housing | Ongoing | |
| H.2.4 Actively collaborate with the Boulder County Regional Housing Partnership to advance efforts to achieve the region's goal of 12% affordable housing by 2035. | Main: Planning & Development<br>Division: Affordable Housing | Ongoing | |
| H.2.5 Pursue grants and other resources to support and subsidize the preservation of affordable housing. | Main: Planning & Development<br>Division: Affordable Housing | New Near Term | |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal H3: Foster Thriving Neighborhoods.** | | | |
| H.3.1 Explore opportunities to create housing across a broad income spectrum in existing developed areas of Town. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting: Strategic Planning | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| H.3.2 Explore opportunities to increase feasibility of building ADUs. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting: Building | New Long Term | LIVABILITY |
| H.3.3 Explore resources to make housing accessible for people with disabilities. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting Partners: Transportation, Current Planning | Ongoing | LIVABILITY CONNECTIVITY |
| H.3.4 Facilitate programs and resources for seniors to age in Erie. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting Partners: Transportation, Current Planning | New Near Term | LIVABILITY CONNECTIVITY |
| **Goal H4: Reduce Housing Costs.** | | | |
| H.4.1 Reduce long-term housing costs through sustainability measures. | Main: Planning & Development<br>Division: Affordable Housing<br>Supporting: Sustainability | New Long Term | LIVABILITY SUSTAINABILITY |
| H.4.2 Pursue grants and other resources to increase access to affordable rentals and homeownership. | Main: Planning & Development<br>Division: Affordable Housing | New Near Term | LIVABILITY CONNECTIVITY |

# Economic Vitality

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal E1: Foster a Diverse Economy and Tax Base.** | | | |
| E.1.1 Continue to promote, adapt, and create economic development incentives in response to market challenges and opportunities. | Main: Economic Development<br>Supporting Partners: Planning & Development, Finance | Ongoing | LIVABILITY SUSTAINABILITY |
| E.1.2 Encourage infill development and adaptive reuse of existing structures and properties. | Main: Economic Development<br>Supporting: Planning & Development | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| E.1.3 Proactively facilitate development through acquisition, visioning, and public-private partnerships. | Main: Economic Development<br>Supporting Partners: Planning & Development, Finance | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| E.1.4 Develop cost benefit analysis for future developments. | Main: Economic Development<br>Supporting Partners: Finance, Strategic Planning | Ongoing | SUSTAINABILITY |
| E.1.5 Prioritize employment opportunities in targeted, emerging industries. | Main: Economic Development | Ongoing | LIVABILITY SUSTAINABILITY |
| **Goal E2: Increase Local Workforce.** | | | |
| E.2.1 Promote mixed-use neighborhoods and diverse housing opportunities near employment. | Main: Economic Development<br>Supporting Partners: Planning & Development, Finance | New Near Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| E.2.2 Explore opportunities to increase access to childcare for residents and employees. | Main: Economic Development<br>Supporting Partners: Administration, HR | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| E.2.3 Facilitate partnerships with local institutions to advance workforce development. | Main: Economic Development | New Long Term | LIVABILITY SUSTAINABILITY CONNECTIVITY |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal E3: Support and Attract Small Businesses.** | | | |
| E.3.1 Build strong relationships with Erie's existing business owners and operators. | Main: Economic Development | Ongoing | LIVABILITY, CONNECTIVITY |
| E.3.2 Continue supporting retention and expansion of the Historic Old Town small business environment. | Main: Economic Development | Ongoing | LIVABILITY, SUSTAINABILITY, CONNECTIVITY |
| E.3.3 Cultivate a mix of local, unique, and creative businesses. | Main: Economic Development | Ongoing | LIVABILITY, SUSTAINABILITY, CONNECTIVITY |
| E.3.4 Ensure permitting and licensing processes are clear and efficient for businesses. | Main: Economic Development<br>Supporting: Planning & Development | Ongoing | LIVABILITY, SUSTAINABILITY |
| **Goal E4: Support Entrepreneurship.** | | | |
| E.4.1 Facilitate entrepreneurial growth that taps into Erie's local assets. | Main: Economic Development | New Near Term | LIVABILITY, CONNECTIVITY |
| E.4.2 Create a holistic, no-wrong-door entrepreneurial ecosystem that supports founders throughout their entrepreneurial lifecycle. | Main: Economic Development | New Long Term | LIVABILITY, CONNECTIVITY |
| **Goal E5: Create Vibrant Spaces and Events.** | | | |
| E.5.1 Continue and expand programming for events, amenities, and activities that promote small businesses. | Main: Economic Development<br>Supporting: Parks & Recreation | Ongoing | LIVABILITY, CONNECTIVITY |
| E.5.2 Expand use of the Erie Municipal Airport to be more of a community resource and amenity. | Main: Economic Development<br>Supporting Partners: Public Works, Parks & Recreation | New Long Term | LIVABILITY, SUSTAINABILITY, CONNECTIVITY |

# Transportation & Mobility

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| Goal T1: Promote multimodal transportation options. | | | |
| T.1.1 Explore ways to maximize the connection between land uses and transportation to promote transit-oriented development. | Main: Public Works<br>Division: Transportation<br>Supporting: Strategic Planning | Ongoing | |
| T.1.2 Minimize the provision of new parking through parking management at popular destinations like Historic Old Town. | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Strategic Planning, Economic Development | New Long Term | |
| T.1.3 Incorporate Transportation Demand Management and other programs within new development to improve multimodal transportation efficiency and options and reduce vehicle trips | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Current Planning, Development & Neighborhood Services | Ongoing | |
| T.1.4 Establish and update transportation improvement and design priorities. | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Engineering, Current Planning | New Long Term | |
| T.1.5 Support multimodal transportation options to address the first/last mile gaps to transit stops. | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Parks & Recreation, Sustainability | Ongoing | |
| T.1.6 Continue collaboration with RTD and other regional partners in improving and expanding transit services. | Main: Public Works<br>Division: Transportation | Ongoing | |

| POLICY | RESPONSIBILITY | TIMELINE | CORE VALUES |
|---|---|---|---|
| **Goal T2: Ensure seamless and accessible transportation connections.** | | | |
| T.2.1 Design roadway and trail alignments to improve connectivity between neighborhoods and other developments. | Main: Public Works<br>Division: Transportation<br>Supporting: Parks & Recreation | Ongoing | LIVABILITY SUSTAINABILITY CONNECTIVITY |
| T.2.2 Integrate land use planning and traffic management. | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Strategic Planning, Economic Development | New Near Term | LIVABILITY |
| **Goal T3: Provide safe and comfortable travel around Town.** | | | |
| T.3.1 Adopt a Vision Zero Policy and develop a Vision Zero Action Plan. | Main: Public Works<br>Division: Transportation<br>Supporting: Engineering | New Near Term | LIVABILITY |
| T.3.2 Ensure that roadway design meets safety guidelines and the needs of users | Main: Public Works<br>Division: Transportation<br>Supporting: Engineering | Ongoing | LIVABILITY |
| T.3.3 Update Street Standards as needed based on data and best practices. | Main: Public Works<br>Division: Transportation<br>Supporting: Engineering | New Near Term | LIVABILITY |
| **Goal T4: Embrace sustainable and innovative transportation.** | | | |
| T.4.1 Reduce vehicle miles traveled through land use, design, policies, and programs. | Main: Public Works<br>Division: Transportation<br>Supporting: Sustainability | New Near Term | LIVABILITY SUSTAINABILITY |
| T.4.2 Support advanced transportation technology that efficiently uses resources. | Main: Public Works<br>Division: Transportation<br>Supporting Partners: Engineering, Information Technology (IT) | New Long Term | LIVABILITY SUSTAINABILITY |

# Glossary

### ACCESS MANAGEMENT
The planning, design and implementation of strategies to maintain safe movement of traffic while accommodating the access needs of a development. This may consist of regulating driveway spacing, median crossings, signal location, and shared entries. Generally used on roadways that carry high numbers of vehicles at high speeds.

### ACCESSORY DWELLING UNIT (ADU)
A secondary dwelling unit located on the same lot as a single-family home. An ADU has its own living facilities and can be attached or detached from the main dwelling unit.

### ADAPTIVE REUSE
Changing a building or structure's original use to a new use that adapts to the building or structure instead of replacing the building or structure.

### AFFORDABLE HOUSING
A dwelling unit is considered to be affordable when a household spends no more than 30 percent of its gross income on housing costs. Rental housing costs include contract rent and utilities. Owner occupied housing costs include mortgage principal and interest, property taxes, insurance, and where applicable, homeowner's association fees. Occasionally, the term "affordable housing" is used interchangeably with the term "workforce housing."

### AMERICANS WITH DISABILITIES ACT OF 1990 (ADA)
The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

### BEST MANAGEMENT PRACTICES (BMP)
A practice or combination of practices that is an effective, practicable means of preventing or reducing environmental impacts.

### BROWNFIELD
An abandoned, idled, or underused industrial and commercial facility/site where expansion or redevelopment is complicated by real or perceived environmental contamination.

### BUFFER
The use of vegetation or open space for the purposes of limiting the effects of development on natural systems or the recreational value of natural features, or the effects of more intensive development on less intensive development.

### BUS STOP
A place on a bus route, usually marked with a sign, at which buses stop to discharge and take on passengers.

### COMMERCIAL USES
Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

### COMPREHENSIVE PLAN
A policy document used by Town leaders, developers, business owners and citizens to make decisions about future growth and development. This document provides long range policy direction for land use, transportation, economic development, housing, public services, and natural resources. It serves as a guide for elected and public officials by providing the framework for evaluating development proposals. It lays out a community vision and priorities and describes, where, how, and in some cases when development should occur.

### CONSERVATION USES
Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

# Glossary



### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)
A concept which seeks to minimize opportunities for criminal activity through appropriate and innovative site designs that enhances public safety.

### DEMOGRAPHICS
The characteristics of human populations including, but not limited to, such factors as income, gender, age, race, educational attainment, etc.

### DENSITY
The number of residential units per acre.

### DEVELOPMENT PATTERNS
The geographic model by which cities and towns have been built over time.

### ELEVATE ERIE
A planning process launched in 2022 to update the Comprehensive Plan and the Transportation Mobility Plan (TMP). The updated plans will provide a foundation for Erie to continue to thrive, while elevating the Town's quality of life into the future. Elevate Erie provides longer term guidance for the community around growth, land use, multimodal transportation, housing, design and community character, parks and open spaces, tourism and recreation, sustainability and resilience, and economic development, among other topics.

### ENVIRONMENTALLY SENSITIVE AREAS
An area which needs preservation or special protections because of its landscape, wildlife, or habitat value. Environmentally sensitive areas perform a variety of important functions including stormwater drainage, flood water storage, pollutant entrapment and removal, provisions for wildlife, and desirable open space in urban areas.

### FLOOR TO AREA RATIO (FAR)
A measure of land use intensity. Calculated by dividing the number of built square feet by the total area of the site.

### FLOODPLAIN
Any land area susceptible to being inundated by floodwaters from any source.

### GREEN BUILDING
The practice of creating structures and using processes that are environmentally responsible and resource–efficient throughout a building's life cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction.

### GREEN INFRASTRUCTURE
An interconnected network of natural areas and other open space that conserves natural ecosystem values and functions, sustains clean air and water, and provides a wide array of benefits to people and wildlife.

### HABITAT
The natural abode of a plant, animal, reptile or bird. The kind of environment in which a plant, animal, reptile or bird normally lives, as opposed to the range or spatial distribution.

### IMPERVIOUS SURFACE
Any hard surfaced areas which prevent or slow the percolation of water into the soil under natural conditions, or where water is caused to run off the surface in greater quantities or at an increased rate than was present under natural conditions. Examples of impervious surfaces are rooftops, sidewalks, paving, driveways, parking lots, asphalt, and concrete.

### INDUSTRIAL USES
The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

### INFILL OR INFILL DEVELOPMENT
Development of vacant or abandoned parcels in an otherwise built–up area.

### INFRASTRUCTURE
Those man–made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; bridges; and roadways.

# Glossary

### MULTI–MODAL TRANSPORTATION SYSTEM
The systematic movement of people, goods, and services by more than one mode of transportation i.e., land (automobile, bus, train, bike and pedestrian), air, and water.

### MULTI–USE TRAILS
Any road, path or way which is open to bicycle travel and pedestrian traffic, and from which motor vehicles are excluded.

### NATURE BASED SOLUTIONS
Sustainable planning, design, environmental management and engineering practices that weave natural features or processes into the built environment to promote adaptation and resilience.

### NEIGHBORHOOD
A defined and compact geographic area consisting of residences which may include uses to serve the daily needs of the residents, such as shops, workplaces, recreational areas and civic uses (schools, places of worship), that are accessible by interconnecting streets.

### NEIGHBORHOOD PARK
Places for informal recreation and gathering places within walking distance of most residences. Neighborhood parks may include multi-use lawn areas, picnic areas, playground equipment, small court games, community gardens, and playing fields and facilities as appropriate.

### NET ZERO
Net zero carbon emissions mean reducing all greenhouse gas emissions to zero through balancing the amount of emissions released with the amount of carbon removed. This can be accomplished through a combination of efficiency efforts, on site renewable energy generation, and Renewable Energy Credits or offsets.

### OPEN SPACE
Protected lands of significant value conserved in their natural state, restored, improved with appropriate native landscaping to retain a natural or natural-appearing condition, or conserved in quality agriculture.

### PARK
A site that provides the public an opportunity to partake in a variety of recreational activities that may be active, passive, or special in nature in a safe and convenient manner that is compatible with its environs.

### PARKING MANAGEMENT
The process of planning, designing, operating, and maintaining parking facilities to improve their efficiency and quality of service. It can involve establishing policies to address charging for parking, offering preferential parking for ridesharers, and providing an employee transportation allowance for use on a variety of transportation alternatives, either to pay for a parking space or for use towards alternative transportation modes.

### PLACEMAKING
An iterative, collaborative process for creating public spaces that people feel connected to and love.

### POLLUTION
The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

### PRESERVATION
The continuous maintenance of sites, buildings, structures or objects in their original state.

### PROTECTED
Refers to official federal, state or international treaty lists which provide legal protection for rare and endangered species.

# Glossary



### PUBLIC FACILITIES
Facilities provided by a governing body for public use or to serve a common need such as transportation systems or facilities, sewer systems or facilities, solid waste system or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities which provide general government functions, jails and courthouses.

### RIGHT–OF–WAY
Land in which the state, a county or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

### RUNOFF
The precipitation discharge into stream channels from an area. The water that flows off the surface of the land without sinking into the soil is called surface runoff. Water that enters the soil before reaching surface streams is called groundwater runoff or seepage flow from groundwater.

### STORMWATER
The flow of water which results from a rainfall event.

### STORMWATER MANAGEMENT
Comprehensive strategies for dealing with stormwater quantity and quality issues in an economically and environmentally sound manner, within limits imposed by existing receiving water conditions.

### SUBURBAN
An area characterized by low to medium densities, lying outside of the urban area. A suburban area is typically characterized by a high segregation of uses (e.g. stores and residential) and various design features that encourage car dependency.

### SUSTAINABILITY
In Planning terms, sustainability means the ability to meet the needs of the present generation without compromising the ability of future generations to meet their needs by working toward a healthy environment, community, and economy.

### TRANSIT
Passenger services provided by public, private or non–profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

### TRANSIT-ORIENTED DEVELOPMENT
A compact, mixed use form of development located along transit corridors or at transit nodes which concentrate housing, employment, services and retail activities to be more effectively served by transit.

### TURF
Grasses that are intended to be mowed and kept less than 4 inches in height.

### UNIFIED DEVELOPMENT CODE (UDC)
The UDC contains the Town's subdivision and zoning regulations and the land use application processes that are required for new development within the Town of Erie.

### UTILITIES
Services provided to the public via public or private entities, such as water, sanitary sewer, storm sewer, natural gas, electric, phone, and cable.

### WETLANDS
An area of land whose soil is saturated with moisture either permanently or seasonally. Such areas may also be covered partially or completely by shallow pools of water. Wetlands include swamps, marshes and bogs.

### XERISCAPING
A concept in landscape design that substantially reduces irrigation demands and maintenance by proper plant selection.

### ZONING
The specific land use requirements and building and development standards prescribed for each property in the Town. The Planning Commission recommends the zoning for property and the Town Council approves zoning.

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# Appendix

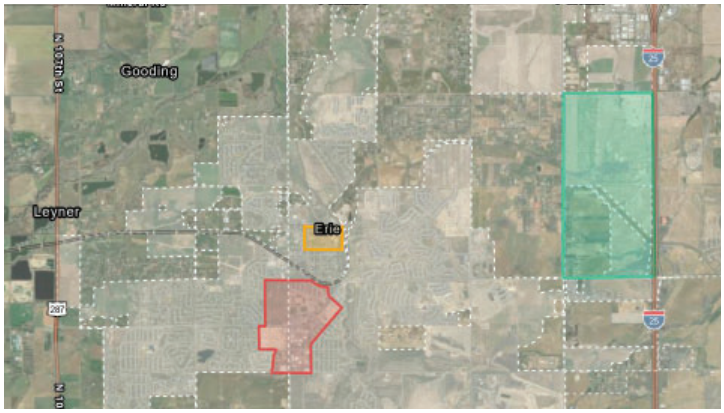
## INTRODUCTION

Within the Comprehensive Plan document, multiple other supporting documents were researched and referenced. The full documents and data sets are included in this Appendix. Many of the documents are robust and have been linked below for easier opening and reading. One such document, the Scenario Methodology, is included within this Appendix in its entirety. The documents below are listed in alphabetical order.

Anyone reading this document in a physical format can use www.erieco.gov/CompPlan to find the links to all long-form documents in one, easy location. Anyone reading this document in a digital version can click each individual document title below to open the file.

## Economic Market Analysis

The Town partnered with Economic & Planning Systems, Inc. (EPS) to provide land demand projections for the Plan. The analysis has a focus on employment drivers that in turn underpin the demand for office, industrial, retail, and hospitality uses. The report includes an analysis on Erie's office, industrial, retail, and residential markets and a set of land demand projections for office, industrial, retail, and hospitality uses.

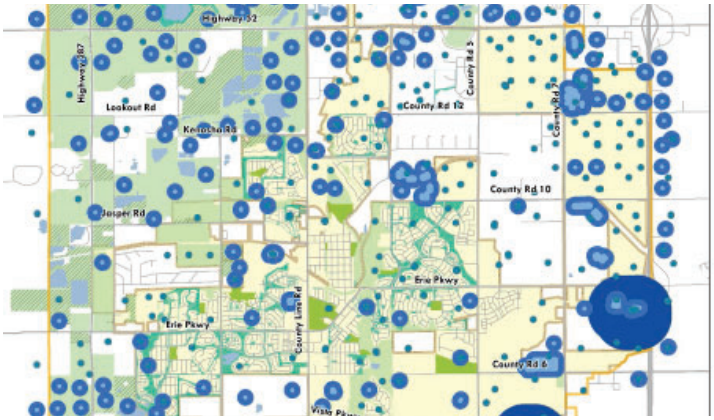



## Engagement Scrapbook

This document is a visual presentation of the engagement that was completed in the course of the Elevate Erie Comprehensive Plan updated process. The collection includes descriptions of the phasing for the engagement opportunities, lists of the key stakeholders who were regular partners in the project, examples of the surveys and other materials shared, and numbers of informed people from each phase.

## Existing Conditions Report

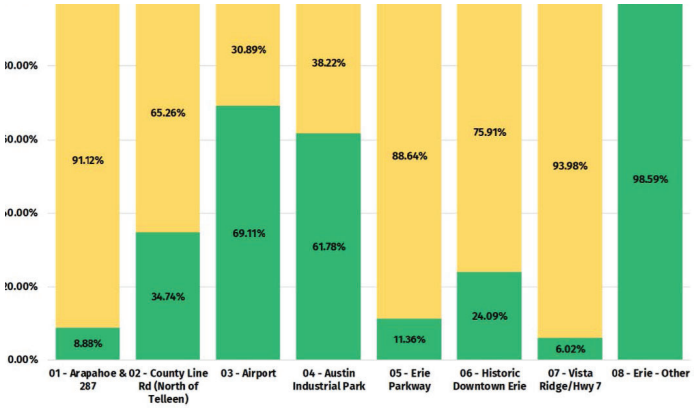
The Existing Conditions Report includes a deep dive into each of the chapter areas of this plan and how each of those topics is represented and the trends for those areas in 2024. The document identifies any existing policies or plans which influence each topic area and then outlines the areas with opportunities for improvement in the future. Planning for a successful future requires understanding the conditions of the present.




APPENDIX

## Land Use Fiscal Analysis

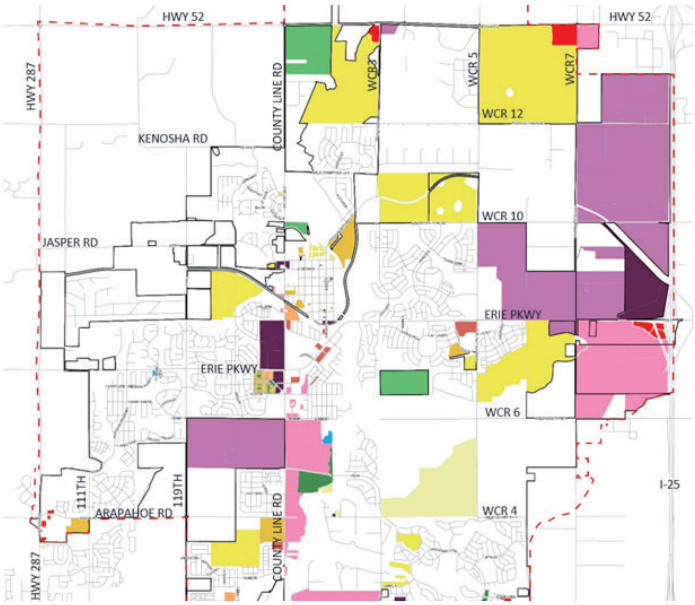
Where, when, and how a city adds new development and infrastructure has a direct impact on the long-term fiscal health and affordability of the community. This study helps quantify and communicate the fiscal performance of the current development and service model, identifies opportunities to improve current policies to encourage fiscally sustainable development patterns, and informs discussions about ways the Town can improve long-term fiscal health.




## Land Use Scenario Assumptions & Methodology

For Engagement Window 3, staff used the results of engagement windows 1 and 2 to draft three different buildout scenarios reflecting potential futures for Erie. Each scenario included a map of land uses on future opportunity sites and the associated unit, population, and job buildout. Staff shared these scenarios over a 6-week engagement period to educate the community about land uses and seek input on the direction for Erie's future.

Review the full document beginning on the following page or click the title above to open the document in a new window.




> "We moved here not for what Erie is but what it can be- we have a lot of hope for the growth and development of Erie."

*- Vision & Values Survey Respondent*

APPENDIX

# Land Use Scenario Assumptions & Methodology

## Introduction

For Engagement Window 3, staff used the results of engagement windows 1 and 2 to draft three different buildout scenarios reflecting potential futures for Erie. Each scenario included a map of land uses on future opportunity sites (defined on page 3) and the associated unit, population, and job buildout. Staff shared these scenarios over a 6-week engagement period to educate the community about land uses and seek input on the direction for Erie's future. The community voted on the following three directions:

- Scenario A: Status Quo

  o *This scenario continues Erie's development patterns over the last 20 years. No new annexations are modeled. The auto-oriented development pattern will continue with most new housing located in single family subdivisions, with commercial uses located along major arterials.*

- Scenario B: Commercial & Employment

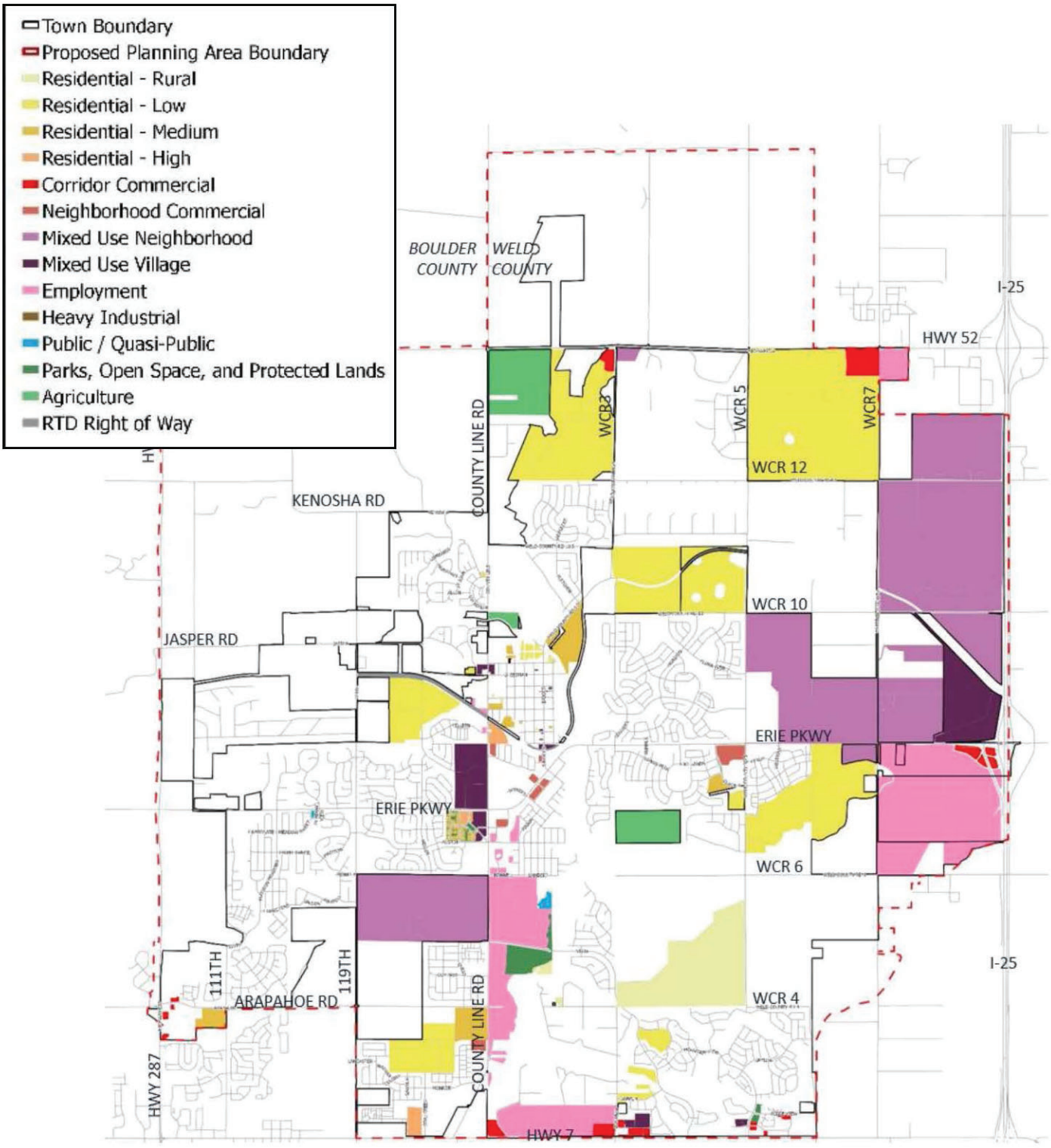
  *o This scenario emphasizes more jobs and regional commercial activity, along with a variety of housing types to support these uses. Commercial land uses are physically separated, but new mixed-use neighborhoods will bring more walk and bike connectivity for residents to reach their daily needs. Scenario B includes an additional 1,000 acres of unannexed land within the Planning Area.*

- Scenario C: Neighborhood Centers

  o This sc*enario emphasizes a tapestry of complete mixed-use neighborhood centers, which include homes, jobs, parks, stores, and other daily needs. People can bike or walk to multiple places. Scenario C includes an additional 1,000 acres of unannexed land within the Planning Area, the same as Scenario B.*

The results of the community engagement, combined with market and fiscal analysis and stakeholder technical review, resulted in final land use designations and a final future land use map. The land use designations for the future opportunity sites are shown in the map below.

## Future Land Use Map – Future Opportunity Sites




APPENDIX

## Assumptions and Methodology

To identify where future development may occur during a 25-30-year horizon and beyond, the Plan team analyzed land use designations for three types of parcels, together referred to as "Future Opportunity Sites" in the Comprehensive Plan:

- Infill Vacant: Vacant parcels within the Town of Erie boundary comprise land without a primary use or structure.
- Infill Potential Redevelopment: Potential Development parcels are underutilized sites within the Town of Erie boundary that have land values that exceed the value of existing improvements, or structures. This means that the land carries more value and potential than the existing built portion of the property. These underutilized properties are classified as 'potential redevelopment'.
- Un-Annexed/Greenfield: Parcels outside of the Town of Erie in unincorporated Weld or Boulder counties within the Planning Area that are currently vacant or underutilized.

The likelihood of each parcel to build out within the Plan horizon depends on its classification. For instance, Vacant Infill sites are much more likely to build out based on their access to existing infrastructure and site readiness. Sites in unannexed portions of Weld or Boulder counties often need water and sanitary sewer infrastructure and streets in order to build out, so have a lower likelihood to build out. The table below shows the assumed likelihood of build out by parcel classification based on the premise of each scenario.

| Buildout Likelihood Assumption by Parcel Classification | | | |
|---|---|---|---|
| Classification | Scenario A | Scenario B | Scenario C |
| Infill: Vacant | 100% | 100% | 100% |
| Infill: Potential Redevelopment | 25% | 50% | 50% |
| Un-Annexed Greenfield | 0% | 25% | 25% |

| Jobs per Type | | |
|---|---|---|
| | Scenario A | Scenario B /C |
| Office | 1 Job per 350sf of (½ Total SF Commercial + Business + MU) | 1 Job per 350sf of (½ Total SF Commercial + MU) |
| Retail | 1 Job per 500sf of (½ Total SF Commercial + Business + MU) | 1 Job per 500sf of (½ Total SF Commercial + MU) |
| Industrial | 1 Job per 750sf | 1 Job per 750sf |

| Population Projection – Household Size | |
|---|---|
| | Scenario A/B/C |
| Erie 2050 Projection | 2.76 per Unit |

**Buildout Assumptions by Scenario**

*SCENARIO A: Status Quo*

Scenario A focuses on following the current Comprehensive Plan with a less dense buildout in terms of residential and commercial development and preserving a 'small-town' feel.

| **Land Use** (Existing Land Use Categories) | **Density** | **Example** |
|---|---|---|
| Rural Residential | 0-2 DU/Acre | |
| Low Density | 2-6 DU/Acre (Not typically above 4 DU) | |
| Medium Density | 6-12 DU/Acre (Not typically above 8 DU) | |
| High Density | 12-20 DU/Acre (Not typically above 16 DU) | |

| **Land Use** (Existing Land Use Categories) | **Density** | **Example** |
|---|---|---|
| Downtown District | 1.5 FAR | |
| Mixed-Use | 0.35 FAR | |
| Regional Commercial | 250,000-500,000 sf on 20-50 acres 0.2 FAR | |
| Community Commercial | 100,000 – 250,000 sf on 10-20 acres 0.2 FAR | |
| Neighborhood Commercial | 25,000-125,000 sf on 1-3 acres 0.2 FAR | |

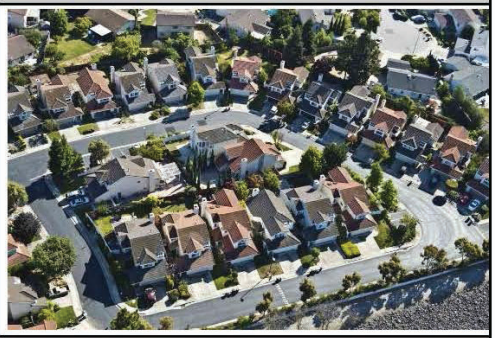
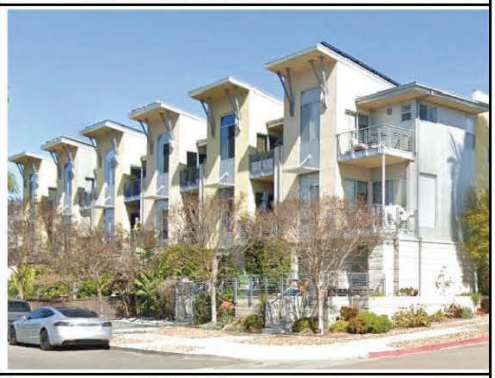
| **Land Use** (Existing Land Use Categories) | **Density** | **Example** |
|---|---|---|
| Business | 0.2 FAR | |
| Industrial | 0.15 FAR | |
| Public/Quasi-Public | | |
| Parks and Open Space | | |
| Landfill | | |

| **Land Use** (Existing Land Use Categories) | **Density** | **Example** |
|---|---|---|
| Agriculture | | |
| Airport | | |

*SCENARIO B: Commercial & Employment*

Scenario B emphasizes jobs and regional commercial to provide more employment opportunities, along with the housing necessary to support these uses. Land uses continue to be physically separated, with some amount of mixed-use development occurring.

| Land Use | Density and FAR | Example |
|---|---|---|
| Mixed-Use (Old Town) | 12 DU/Acre 0.4 FAR | |
| Mixed-Use (Mid) | 18 DU/Acre 0.45 FAR | |
| Mixed-Use (Large) | 27 DU/Acre 0.5 FAR | |
| Rural Residential | 2 DU/Acre | |

| Land Use | Density and FAR | Example |
|---|---|---|
| Low Density | 7 DU/Acre |  |
| Medium Density | 12 DU/Acre | |
| High Density | 20 DU/Acre |  |
| Commercial | 0.25 FAR | |
| Employment | 0.25 FAR | |

### *SCENARIO C: Neighborhood Centers*

A tapestry of complete neighborhoods, with mixed-use centers and neighborhood serving commercial. People can bike or walk to multiple places, including daily necessities and recreational opportunities throughout Erie. The development pattern is more compact meaning jobs, homes, parks, stores and other daily needs are closer together. There will be infill redevelopment.

| Land Use | Density | Example |
|---|---|---|
| Mixed-Use (Old Town) | 12 DU/Acre 0.4 FAR | Duplex |
| Mixed-Use (Mid) | 18 DU/Acre 0.45 FAR | Triplex – townhomes |
| Mixed-Use (Large) | 27 DU/Acre 0.5 FAR | |
| Rural Residential | 2 DU/Acre | |

APPENDIX

| Land Use | Density | Example |
|---|---|---|
| Low Density | 7 DU/Acre | |
| Medium Density | 12 DU/Acre | |
| High Density | 20 DU/Acre | |
| Commercial | 0.25 FAR | |
| Employment | 0.2 FAR | |

APPENDIX

TOWN OF ERIE
1874

ERIE
COLORADO

ELEVATE ERIE
Planning Our Future Together

# Engagement Scrapbook

## Elevate Erie Comprehensive Plan

September 13, 2024

# Purpose

This scrapbook provides community members engaged in the Elevate Erie planning process an opportunity to stay informed, observe participant discussions, and understand how their input impacts future actions.

Acting as a record of engagement activities, it includes details on events and initiatives, key participation metrics, and concise summaries of community feedback.

The scrapbook was updated regularly throughout the 18-month period, with new versions provided to the community after each engagement and outreach effort.

# Project Timeline

| Phase | December 2022 - April 2023 | May - December 2023 | January - May 2024 | June - October 2024 |
|---|---|---|---|---|
| | **Phase 1: Setting the Stage** | **Phase 2: Defining the Direction** | **Phase 3: Scenario Planning & Policy Framework** | **Phase 4: Realizing the Plans** |
| Engagement Window Goal | Building a Common Understanding of the Current Situation and Common Values in Erie | Co-Creating the Vision for the Future of Erie and Elevate Erie | Choosing the Best Land Use Scenario for Erie | Adopting the Elevate Erie Comprehensive Plan & Transportation and Mobility Plan |
| Online Engagement | Survey<br>Online Activities | Survey<br>Online Activities | Survey<br>Online Activities | Survey<br>Online Activities |
| In-Person Events | Community Pop-Ups<br>Town Wide Events | Community Pop-Ups<br>Town Wide Events | Community Pop-Ups<br>Town Wide Events | Community Pop-Ups<br>Town Wide Events |
| TAC, PAC & Leadership Meetings | 3 x TAC<br>2 x PAC<br>1 x PC + TC | 2 x TAC<br>2 x PAC<br>2 x PC<br>1 x TC | 2 x TAC<br>2 x PAC<br>2 x PC<br>1 x TC + PC | 1 x TAC<br>1x PAC<br>4 x PC<br>2 x TC |

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Project Committees
Project Timeline

## Engagement Windows

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Window #2: Co-Creating the Vision for the Future of Erie and Elevate Erie

Window #3: Choosing the Best Land Use Scenario for Erie

Window #4: Adopting the Plan

# Introduction

**Elevate Erie** will articulate a **long-range vision** for Erie's future, and provide guidance around **land use**, multimodal **transportation**, **housing**, design and **character**, **parks** and open spaces, tourism and **recreation**, **sustainability** and resilience, and **economic development**, among other topics.

The goals for community and stakeholder outreach and engagement are as follows:

1. Develop a solid understanding of the **community's needs and interests** and build on outreach and engagement efforts currently underway.
2. Engage **ALL affected stakeholders** and create an **inclusive** approach to incorporate community voices.
3. Gather **community input** and utilize it to **shape the final plan**.

## Spectrum of Engagement

The team is using the IAP2 spectrum of public participation as a frame of reference to identify how each engagement activity will inform the final plan.

**Inform**
Ensure the public has fair & balanced information to help them understand and make sense of issues, alternatives and/ or solution options.

**Consult**
Get feedback from the public on current analysis, options or potential decisions.

**Involve**
Work on an ongoing basis with the public to ensure that their issues, concerns and aspirations are being understood, analyzed and considered.

**Collaborate**
Partner with the public or interest groups in each aspect of a decision, including getting their help in generating alternatives, analyzing impacts and identifying preferred solutions.

# Introduction: Transportation and Mobility Plan

## Vision

Traveling around Erie is easy for everyone to get wherever they need to go on an inviting transportation network.

## Values

- Multimodal Options
- Connectivity
- Equity
- Safety & Comfort
- Innovation
- Sustainability

# Stakeholders we're hearing from

## Schools/Educational Institutions

- St. Vrain Valley School District
- Boulder Valley School District
- Wee School Preschool
- Exploring Minds Academy
- Vista Ridge Academy

## Business Community

- DEBA
- Chamber of Commerce
- Erie Economic Development Council

## Neighborhood residents

35 HOA contacts, including:

- Flatiron Meadows
- Airpark
- Old Town
- Canyon Creek
- Vista Ridge

## Recreation Community

## General Public: Engage Erie

Rotating Questions, Quick Polls, Ideas Wall, mapping tools

# Project Committees

Throughout the project, the following committees will be consulted and have the opportunity to comment on the project progress and provide input on the different work products.

**Plan Advisory Committee (PAC)**

- Coordinate with other town initiatives
- Provide input on overall project strategy, community engagement plan and schedule
- Facilitate broad community engagement by sharing information with the community and gathering feedback
- Represent diverse community interests during the planning process
- Identify and develop a deep understanding of issues and opportunities
- Provide feedback on interim work products (at various project phases)

The PAC is made up of **representatives from the Town's Boards and Commissions, and the DEI taskforce**: Board of Trustees; Planning Commission; Sustainability Advisory Board; Historic Preservation Advisory Board; Open Space & Trails Advisory Board; Diversity, Equity, & Inclusion Advisory Task Force; Tree Board.

# Project Committees

**Technical Advisory Committee (TAC): Town staff working in the field**

- Checking work products for accuracy
- Identifying issues and vetting ideas
- Provide technical expertise, data, and resources
- Align with other initiatives across departments
- Review and comment on interim work products
- Weigh in on big decisions
- Share and gather information from their respective work groups

**The TAC is made up of representatives from the different Town departments/divisions**: Transportation; Communications & Community Engagement; Public Works; Environmental Services; Finance; Parks & Recreation; Economic Development; Police; Planning & Development; Housing; Operations and Maintenance; Utilities.

# Reviewing Bodies

## Planning Commission (PC)

- Recommending Body
- Makes recommendations on the Comprehensive Plan and Transportation Mobility Plan and Elevate Erie process to the Town Council.
- Appointed members

## Town Council (TC)

- Decision-Making Body
- Makes decisions on the Comprehensive Plan and Transportation Mobility Plan and Elevate Erie adoption.
- Directs Town Administration, who in turn directs Town staff's work
- Elected Officials

# Project Timeline & Engagement Windows

## Engagement Window #1

- Soft kickoff - Project page on Engage Erie platform
- Relationships building
- Online Survey: "Elevate Erie: Your Vision & Values"
- Stakeholder feedback
- Community pop-ups
- Arbor Day/Earth Day and Town Fair celebrations

## Engagement Window #2

- Online Survey: "New Comp Plan & TMP draft vision and core values"
- Community-wide survey (independent project)
- Community pop-ups
- Pride Festival
- Erie Youth Ice Cream Social

## Phase 1: Setting the Stage

### December 2022 - April 2023

- Planning process initiation, brand & project management plan development
- Community and stakeholder engagement strategy development
- Online engagement initiation
- PAC/TAC discussions & review
- Planning Commission & Town Board study sessions

## Phase 2: Defining the Direction

### June - December 2023

- Development of Town's vision for the future
- Guiding principles for the integrated Comprehensive Plan & TMP
- Research and analysis on existing conditions; economic, market & fiscal analysis; issues & opportunities
- PAC/TAC discussions & review
- Planning Commission & Town Board study sessions

## Engagement Window #3

- Online survey: "Draft land use scenarios"
- Community pop-ups: ECC, Cristos Coffee, Erie Social Club
- Arbor Day
- Online activities

## Engagement Window #4

- Online survey: "Policy goals"
- Community pop-ups: ECC, Coal Creek Park Concert, Farmers Market, Fox Dog Coffee, Touch-A-Truck
- Public review events
- Online activities

## Phase 3 - Scenario Planning

### January - May 2024

- Vision & core values development
- Development of three land use scenarios building on the vision and guiding principles
- Policy framework development
- Town staff, elected officials, project committees, officials, and community to provide input on scenarios
- PAC/TAC discussions & review
- Planning Commission & Town Board study session

## Phase 4 - Realizing the Plans

### July - October 2024

- Development of draft plans and maps for the Town officials and community to review
- PAC/TAC discussions & review
- Planning Commission & Town Board study sessions
- Planning Commission & Town Board public hearings
- Final plans presentation to the public online

# Engagement Window #1

## Building a Common Understanding of the Current Situation and Common Values in Erie

December 2022 - April 2023

# Town Vision & Values Online Activities

CONSULT

Along with the Existing Conditions, the Analysis of Existing Plans, Policies and Programs, and the Economic Market Analysis, the survey results are used as a foundation to develop the vision and guiding principles for Elevate Erie.

**699** Submissions to online Town Vision & Values Questionnaire

**70** Online Interactions

## Online Engagement: Vision & Values Survey and Engage Erie Activities

**What do you love about Erie?**

- Community members love their open space; they want to see open space protected and new parks and recreation resources.
- The small town feel and sense of community is highly valued.

**What would you improve?**

- Community members want more retail, restaurants, and entertainment. There is a preference for these to be locally owned and located near the heart of town.
- Sustainable growth needs to account for resources and maintenance of community character.
- Community members are interested in seeing better roadways and car access, active transportation, and transit options almost equally.
- Traffic safety is a concern, especially at pedestrian crossings.

# In-Person Events

INFORM

The community pop-ups were an opportunity for the team to meet with residents, inform them about Elevate Erie, and build relationships. Some input was gathered and informs the foundational documents of the plans.

**70+** **Participants at 4 Pop-Up Events** (April 2023): Erie Community Center; Erie Social Club; Fox Dog Coffee; Bring Your Child to Work

**330+** **Participants at Arbor Day, Strider Bike Derby, Town Fair**

**In-Person Events:** Pop-Up Events, Arbor Day, Strider Bike Derby, and Town Fair

Describe the best version of Erie.

- Active transportation and transit options are available and safe.
- Erie maintains its small town feel and an enduring sense of community.
- Grocery, restaurants, and retail options are available and convenient across Town.
- Diverse and affordable neighborhoods that fit the community's character.
- A Town that grows sustainably.

ELEVATE ERIE
Planning Our Future Together

# Stakeholder Feedback

CONSULT

Along with the Existing Conditions, the Analysis of Existing Plans, Policies and Programs, and the Economic Market Analysis, the feedback provided by the different stakeholders is used as a foundation to develop the vision and guiding principles for Elevate Erie.

**5** **Groups of Stakeholders**
Utility Providers; Schools / Education Providers; Developers; Resident Groups; Business Community

**5** **PAC, TAC, PC or BoT Meetings**

**Advisory Meetings: PAC, TAC, Leadership and Stakeholder Meetings**

**What are the biggest issues and opportunities?**

- Housing affordability and housing diversity are increasingly important issues to address.
- Employment options don't serve current residents. Most residents commute elsewhere for work.
- Growth
  - transportation connections that mitigate traffic
  - enhance economic sustainability
  - provide transportation options
  - address water and resource availability

**What would make this project a success?**

- If City departments use the plans often, can implement the plans, and track progress.
- If the Plans and the planning process are inclusive and equitable.
- If the Plans are living documents that address the needs of the community moving forward.

# Engagement Window #1
# Key Themes

**Growth and Community Character**

Grocery, restaurant and entertainment options

Sustainability

Small town feel

Affordability

Sense of Community

Equity

Employment options

**Open Space, Recreation, and Trails**

Connectivity

Regional trails

Recreation Center, Pools, Community Amenties

Open space protection

**Traffic Mitigation and Safety**

Pedestrian crossings

Traffic and congestion

Transit options

Regional transportation

Active transportation

## Engagement By The Numbers

- 146 responses to online New Comp Plan & TMP draft vision and core values survey - August 17 to October 1, 2023
- 40+ online interactions - May - December 2023
- 100+ engagements at 4 pop-up events - August 6, 2023 (Pride Festival), August 17 & 24, 2023 (Farmer's Market), August 28, 2023 (Cristos Coffee)
- 86 responses at Erie Youth Ice Cream Social - August 7, 2023
- 2 Technical Advisory Committee Meetings - August 18 & October 20, 2023
- 2 Plan Advisory Committee Meetings - October 23 & November 13, 2023
- 2 Planning Commission Meetings - August 9 & October 18, 2023
- 1 Board of Trustees Meeting - August 8, 2023

# Engagement Window #2

## Co-Creating the Vision for the Future of Erie and Elevate Erie

May - December 2023

# Plans Vision & Core Values Online Activities

CONSULT

The survey results are used to finetune the Comprehensive Plan Vision, the Transportation Mobility Plan Vision, and both plans' Core Values.

**146** Submissions to online New Comp Plan & TMP draft vision and core values survey

**40+** Online Interactions

During the first phase of the project (December 2022 to May of 2023), community members and representatives were asked to share their perspectives on the Town of Erie. This initial phase of community engagement reflects the long-term community's needs, values, and strengths, and is summarized here.

Through this extensive engagement, the project team was able to develop draft visions and core values for the new Town of Erie Comprehensive Plan and Transportation Mobility Plan (TMP). (Please navigate to this document to read more background information on the draft vision and guiding principles.)

### Draft Comprehensive Plan Vision

Erie is a sustainable, livable, connected, and equitable community that cultivates a profound sense of belonging. We are committed to collaboratively fostering community-wide and holistic management of our diverse natural, cultural, fiscal, social, and capital resources.

### Draft Transportation Master Plan Vision

The Town of Erie is a place where residents, employees, and visitors can travel using all modes safely, efficiently, and conveniently with a range of transportation options. All transportation infrastructure and policies are innovative, accessible, and allow equitable access for all users. Walking, biking, and wheeling is comfortable for all ages and abilities through a network of on and off-street facilities and crossings that connect to key destinations. Transit is reliable and convenient, with strong first and last mile connections. Driving is efficient while balancing other modes.

### Draft Core Values

1. Sustainability
2. Livability
3. Community
4. Equity

You are now invited to provide your feedback on the draft vision and core values for the new plans.

# Plans Vision & Core Values Online Activities

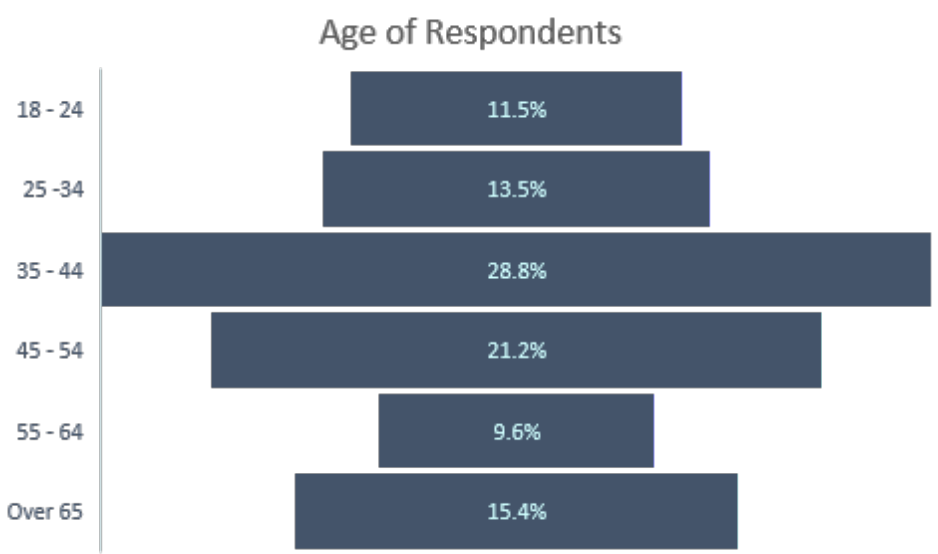
CONSULT

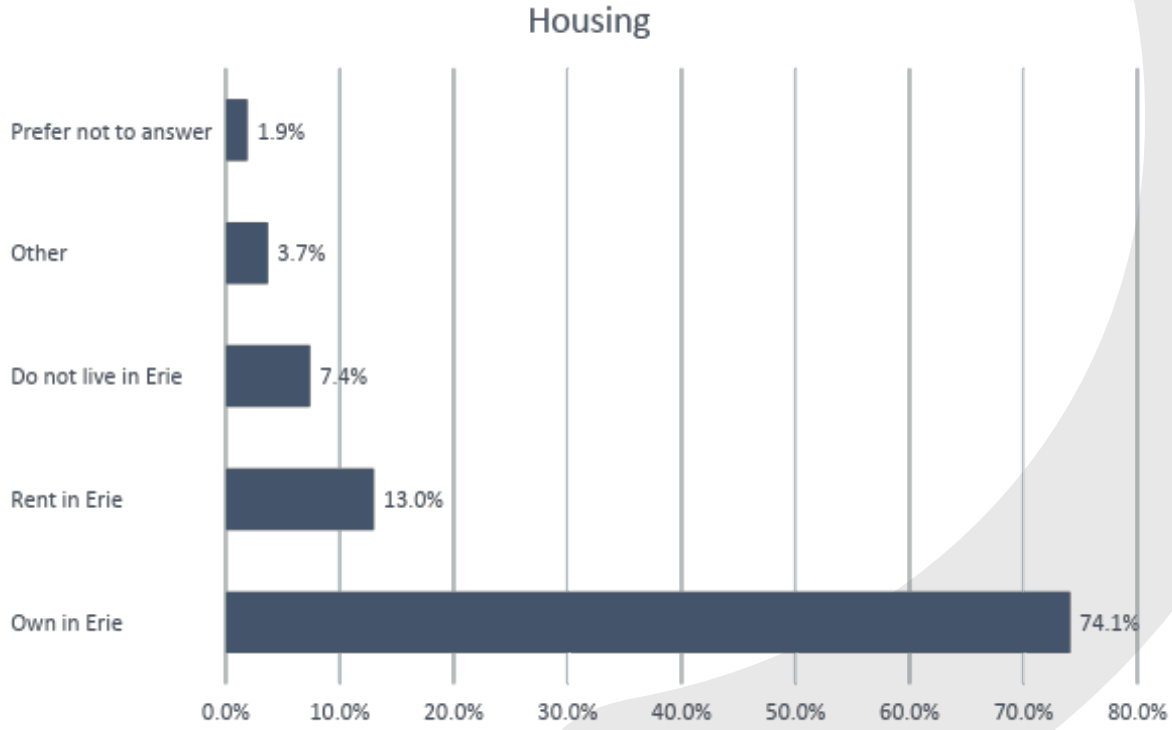
The survey results are used to finetune the Comprehensive Plan Vision, the Transportation Mobility Plan Vision, and both plans' Core Values.

**146** Submissions to online New Comp Plan & TMP draft vision and core values survey

**40+** Online Interactions

## Survey Results




11.3% of respondents are of Hispanic, Latino or Spanish origin
81.5% are white
35% make more than $150,000
27% make up to $75,000

# Plans Vision & Core Values Online Activities

CONSULT

The survey results are used to finetune the Comprehensive Plan Vision, the Transportation Mobility Plan Vision, and both plans' Core Values.

**146** Submissions to online New Comp Plan & TMP draft vision and core values survey

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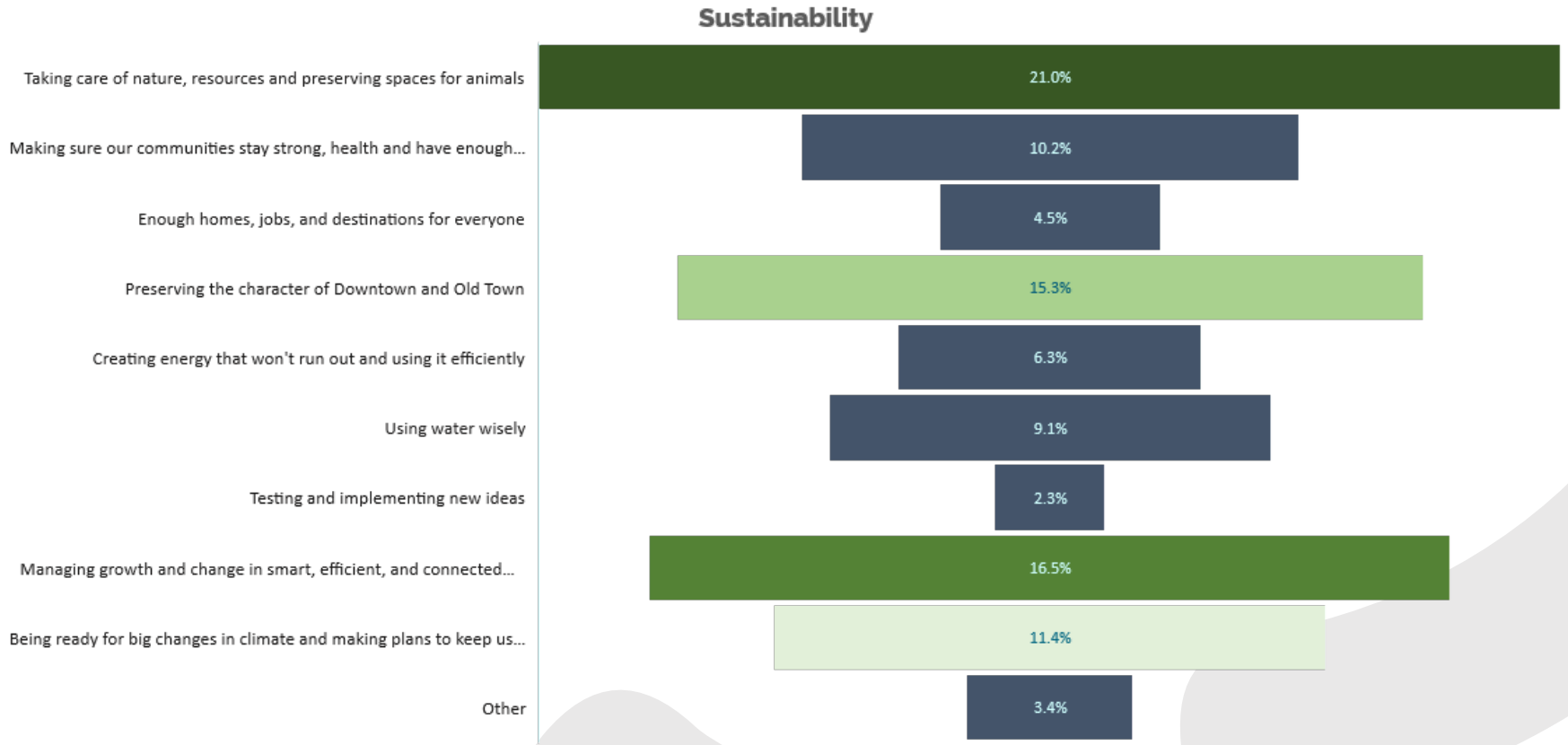

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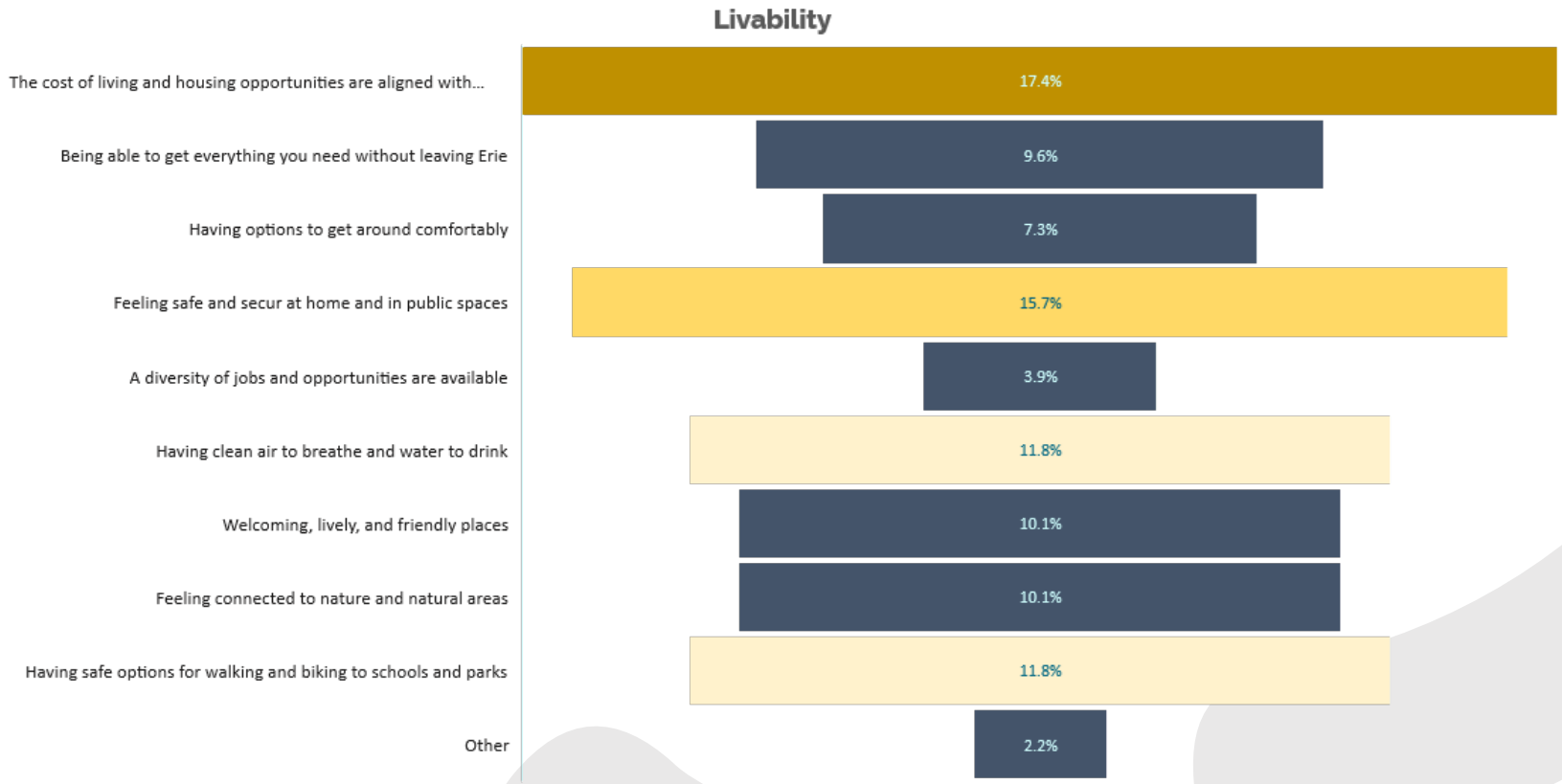

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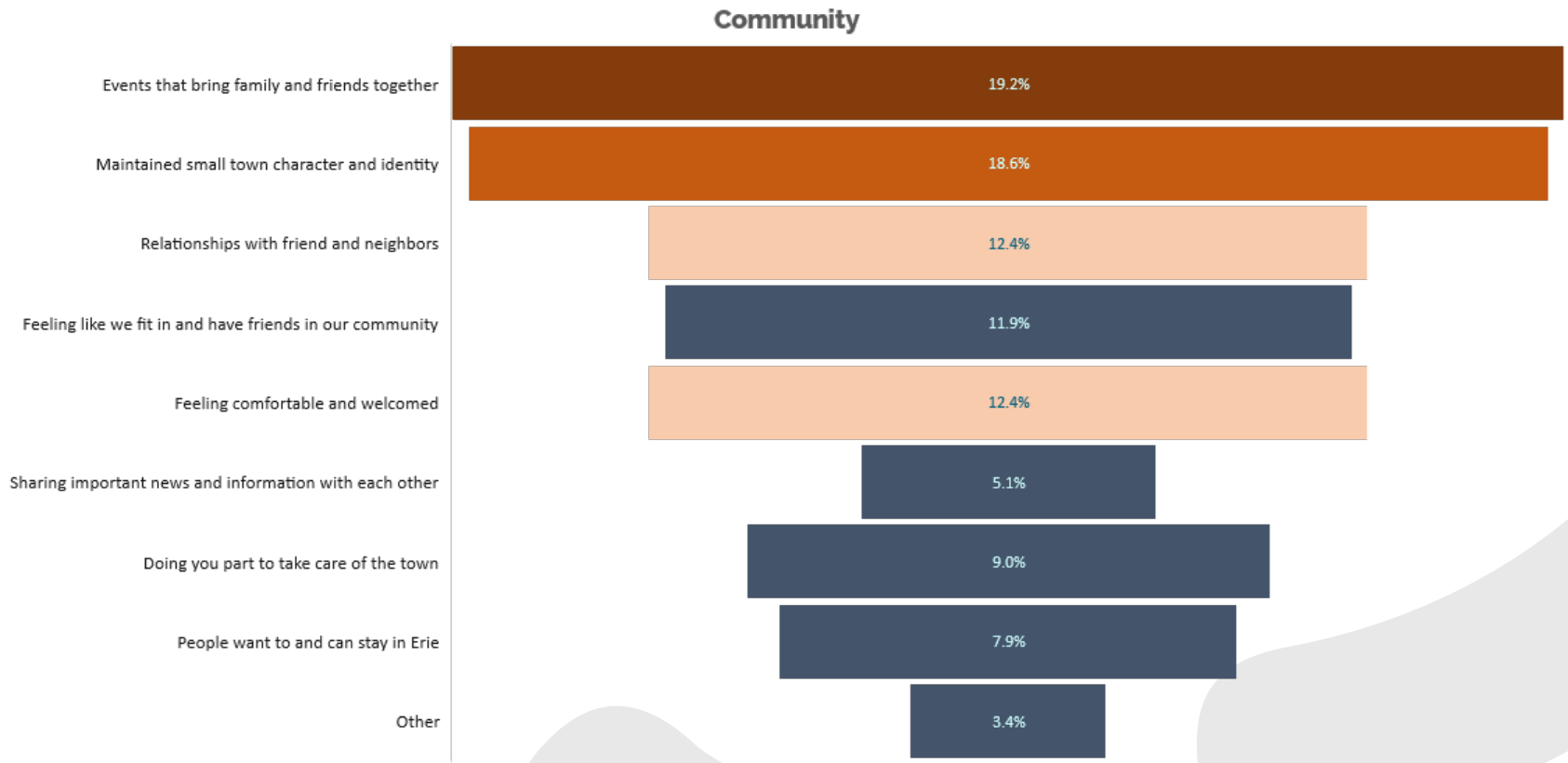


# Plans Vision & Core Values Online Activities

CONSULT

The survey results are used to finetune the Comprehensive Plan Vision, the Transportation Mobility Plan Vision, and both plans' Core Values.

**146** Submissions to online New Comp Plan & TMP draft vision and core values survey

**40+** Online Interactions

## Survey Results

# In-Person Events

INFORM & CONSULT

The community pop-ups were an opportunity for the team to meet with residents, inform them about Elevate Erie, and build relationships. Input gathered informs the foundational documents of the plans.

**100+ Participants at 4 Pop-Up Events** (August 2023):
Pride Festival; Farmers' Market; Cristos Coffee

Staff engaged with attendees at various events and to encourage them to take the Vision and Values survey.

Some people took the survey on provided iPads, while others took postcards with the survey link to take the survey later.

A youth specific survey was given at the youth ice cream social.

# In-Person Events

INFORM

The community pop-ups were an opportunity for the team to meet with residents, inform them about Elevate Erie, and build relationships. Input gathered informs the foundational documents of the plans.

## 86 Participants at Erie Youth Ice Cream Social

### Erie Youth Ice Cream Social

| 86 | 03:21 | Active |
|---|---|---|
| Responses | Average time to complete | Status |

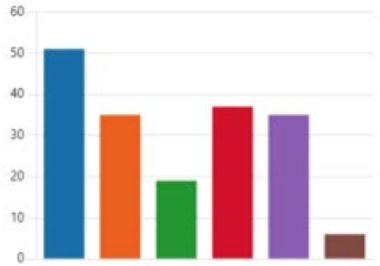
1. What are your concerns around housing and living in Erie?

86 Responses

Latest Responses
*"I don't have any concerns and I like the area."*
*"It's Expensive. idk I am 13."*
*"My Space"*

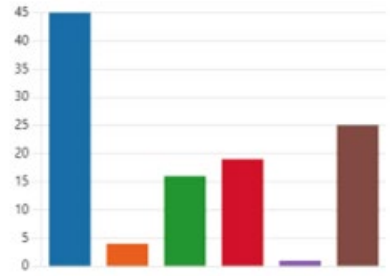
2. What transportation and mobility options would you like to see in Erie and beyond?

| | |
|---|---|
| Bus | 51 |
| Train / Lightrail | 35 |
| Driving | 19 |
| Bicycle | 37 |
| Walking | 35 |
| Other | 6 |




4. How can we best connect with you?

| | |
|---|---|
| Email | 45 |
| Facebook | 4 |
| Instagram | 16 |
| TikTok | 19 |
| Threads | 1 |
| Other | 25 |




5. How can we make the Town of Erie a better place for everyone? Specifically, in the context of Equity, Diversity, and Inclusion.

85 Responses

Latest Responses
*"I think it is pretty good right now."*
*"More events?"*
*"More diverse restaurants"*

6. Are you interested in pursuing a career in government? For example, working for the Town of Erie or Boulder / Weld County

| | |
|---|---|
| Yes | 10 |
| No | 34 |
| Maybe | 18 |
| Never thought of it before | 21 |
| Would like to know more | 3 |

7. What keeps you up at night?

86 Responses

Latest Responses
*"Electronics"*
*"Death"*
*"Video Games"*

# Stakeholder Feedback

CONSULT

## 4 PAC or TAC Meetings

Committee Members felt the need to bring more importance and forefront of Equity within the Comprehensive Plan.

Future growth will need to incorporate more mixed use opportunities.

Roadway improvements will need to align with the more dense/intense land use classifications.

## 3 PC or TC Meetings

Encouragement to continue reaching out to the community in as many ways as possible and ensure the maximum amount of people are reach and heard from.

# Engagement Window #2
# Updated Vision, Key Principle & Core Values

## Updated Vision

Erie is a sustainable, livable, and connected community that creates positive, memorable, and lasting impressions for its residents and visitors. The Town is committed to collaboratively managing our diverse natural, cultural, fiscal, social, and capital resources.

## Key Principle

Embracing and celebrating our differences, the Town recognizes the power of open dialogue in addressing challenging topics and making informed decisions that create an equitable community. Erie is committed to cultivating an inclusive environment where every community member feels valued and heard.

## Updated Core Values

**SUSTAINABILITY**

Erie is resilient and versatile

**LIVABILTIY**

Erie is tailored to the community's needs.

**COMMUNITY**

Erie is connected with each other.

## Engagement By The Numbers

- 409 responses to online Draft Land Use Scenarios survey - April 1 to May 15, 2024
- 850 informed online participants (downloaded a document, visited FAQ & Key Dates pages) - January to May 2024
- 100+ engagements at 7 pop-up events - April 10, April 11 & May 2 (ECC), April 17 & 19 (Cristos Coffee), April 24 (Erie Social Club), April 27 (Arbor Day)
- 2 Technical Advisory Committee Meetings - January 9th & March 22nd 2024
- 2 Plan Advisory Committee Meetings - February 5th & March 25th 2024
- 1 Joint Study Session (Plan Commission & Town Council) - March 5th, 2024
- 2 Planning Commissions - February 7th & May 15th

# Engagement Window #3

## Choosing the Best Land Use Scenario for Erie

January - May 2024

# In-Person Events

INFORM & CONSULT

The community pop-ups were an opportunity for the team to meet with residents, inform them about Elevate Erie, and build relationships. Input gathered informs the future land use map and supporting policies.

**100+ residents** in open house events to discuss the Scenarios and gather feedback

**Number of Votes: ~75**

## Erie Community Center

- 4/10 3-6pm Atrium
- 4/11 11am-12:30pm Active Adult Lunch
- 5/2 5-7pm Atrium

## Erie Social Club

- 4/24 4:30-6:15pm before Barbie Bingo event

## Cristos Coffee

- 4/17 11am-1pm
- 4/19 9-11:30am

## Arbor Day

- 4/27 10am-1pm

# Draft Scenarios Online Activities

CONSULT

The survey results were used to inform the direction of the future land use map and supporting Comprehensive Plan policies.

**409** **Submissions to online Draft Land Use Scenarios survey**

COMPREHENSIVE PLAN
**Planning Scenarios**

ELEVATE ERIE
Planning Our Future Together

Three potential scenarios for the Town of Erie residents to consider as we plan for the future.

Erie's current Comprehensive Plan was adopted in 2005 and updated minimally in 2015. The Town's Transportation Plan was last updated in 2018. Since the last updates, the community has continued to change, not only as the result of growth and development, but also due to changing priorities and evolving values of the community.

Over the next 30 years, the State of Colorado's demographers forecast that the Front Range region's population will increase from about 3.3 million in 2020 to 4.4 million by 2050, an increase of 33%. The number of jobs in the area is forecast to increase from 2.2 million in 2020 to almost 3 million by 2050, an increase of 35%. Considering the exponential growth that Erie has already experienced over the last few decades, the Town of Erie is being intentional and thorough in planning for the future.

*Por favor llame al Pueblo de Erie al 303-926-2707 para obtener este mensaje y recibir asistencia en Español.*

**Vision & Values**

Erie is a sustainable, livable, and connected community that creates positive, memorable, and lasting impressions for its residents and visitors. The Town is committed to collaboratively managing our diverse natural, cultural, fiscal, social, and capital resources.

*Sustainability*
Erie is resilient and adaptable.

*Livability*
Erie is tailored to the community's needs.

*Connectivity*
Erie is connected with each other and to our places.

www.erieco.gov/ElevateErie

1. Which Scenario do you prefer for the Town of Erie? *

- [ ] Scenario A - Status Quo
- [ ] Scenario B - Commercial and Employment
- [ ] Scenario C - Neighborhood Center

2. Which Scenario would be you second choice for the Town of Erie? *

- [ ] Scenario A - Status Quo
- [ ] Scenario B - Commercial and Employment
- [ ] Scenario C - Neighborhood Center

3. Please leave any comments and/or questions you have about the scenarios.

**400**

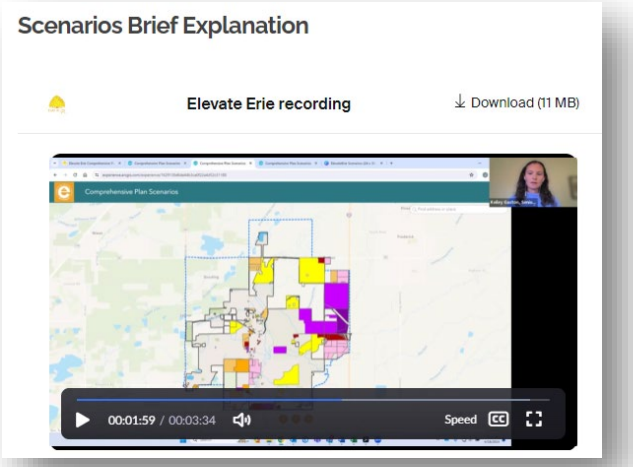
# Other Outreach Tactics

INFORM

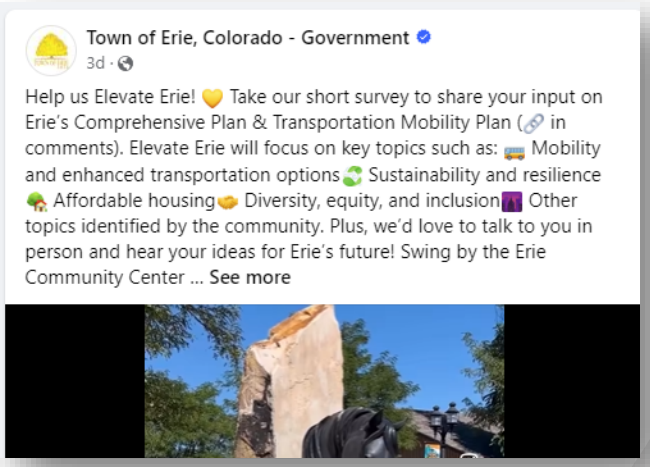
The survey results were used to inform the direction of the future land use map and supporting Comprehensive Plan policies.

## Information sharing through multiple methods

Mailed **postcards** to every household in Erie with QR code




Posted **3-minute video** with the survey explaining the scenarios




Promoted the survey on **Facebook, Instagram, and NextDoor**

# Draft Scenarios Engagement Results

CONSULT

The survey results were used to inform the direction of the future land use map and supporting Comprehensive Plan policies.

Scenarios C and B received the highest votes from residents.

*In Person Voting:*

| | First Choice | Second Choice |
|---|---|---|
| Scenario A | 12% | 9% |
| Scenario B | 20% | **73%** |
| Scenario C | **67%** | 18% |
| Total | 100% (98 votes) | 100% (93 votes) |

*Online Survey:*

| | First Choice | Second Choice |
|---|---|---|
| Scenario A | 40% | 31% |
| Scenario B | 9% | **50%** |
| Scenario C | **51%** | 19% |
| Total | 100% (409) | 100% (409) |

# Draft Scenarios Engagement Results

CONSULT

The survey results were used to inform the direction of the future land use map and supporting Comprehensive Plan policies.

## Scenario A

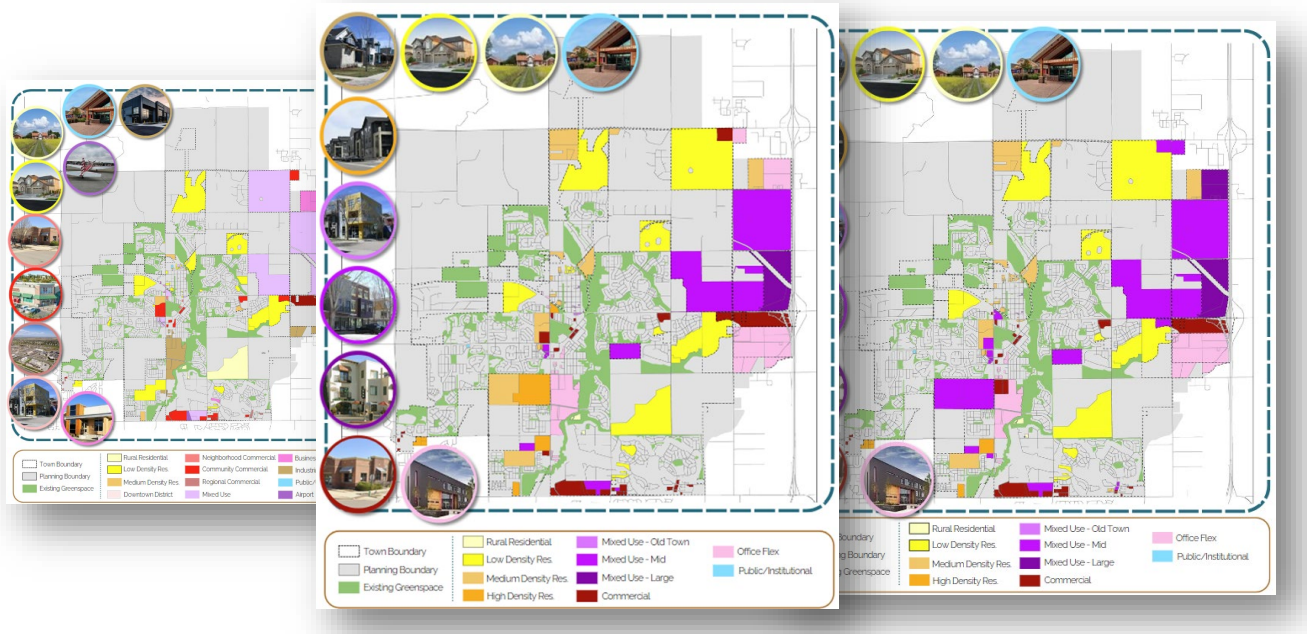
- *Preservation of **small-town rural feel***
- *Bedroom Community*
- ***Low Density** alongside existing low density*
- ***Lack of employment** and commercial activities*
- *More "**open space**" (undeveloped privately owned land)*

## Scenario B & C

- ***Additional Infrastructure** requirements*
- *Increased **connectivity***
- ***Infill** development*
- *Continual **open space** and **parks** requirements*
- ***Mixed-use** neighborhoods*
- ***Affordability** ranges for all*
- ***Employment** and **Commercial** Access*

# Draft Future Land Use Map Direction

- **Primarily a mix of Scenario B & C** with focus on mixed use, neighborhood services, employment, and housing variety
- **Pull concepts from A:** downsizing some of the highest densities and infill focus



# Stakeholder Feedback

CONSULT

Stakeholder feedback focused on aligning the Future Land Use Map with community engagement and technical analysis.

## 4 PAC or TAC Meetings

As growth continues, alignment with the Future Land Use Map is important so that we can ensure that critical infrastructure is in place.

## 2 PC or TC Meetings

Fiscal alignment with the Future Land Use map will be the telling factor for the future of Erie.

Growth in the number of primary employment jobs is a primary focus with the creation of mixed-use walkable neighborhoods.

Maintain the current access to parks and open space with all scenarios.

## Engagement By The Numbers

- 415 responses to Policy Goals survey - July 24 to August 14, 2024
- 450+ engagements at 12 pop-up events - ECC, Coal Creek Park Concert, Farmers Market, Fox Dog Coffee, Touch-A-Truck
- 2,100 online visitors to Elevate Erie page - July 24 to September 8, 2024
- 40 engagements at 2 Open House events
- 13 feedback responses to Draft Comp Plan Public Review - August 15 to September 8, 2024
- 1 Technical Advisory Committee Meeting - June 7, 2024 (and draft plan review)
- 1 Plan Advisory Committee Meeting - June 3, 2024 (and draft plan review)
- 2 Town Councils - August 27 and October 8, 2024 (and draft plan review)
- 4 Planning Commissions - June 5, July 17, September 4, and September 18, 2024 (and draft plan review)

# Engagement Window #4

Establishing the Policy Framework and adopting the Elevate Erie Comprehensive Plan

June - October 2024

# Draft Policy Goals In-Person Events

INFORM & CONSULT

**450+ residents** at in-person events to discuss the Comp Plan goals and gather feedback

**Number of Votes: ~160**

- ***July 24th:*** *ECC Atrium (11am - 1pm)*
- ***July 25th:*** *Erie Farmers Market (5pm - 8pm)*
- ***July 27th:*** *Coal Creek Park (5pm - 9pm)*
- ***July 29th:*** *ECC Atrium (3:30pm - 6:30pm)*
- ***July 30th:*** *Fox Dog Coffee (7am - 9:30am)*
- ***July 31st:*** *ECC Atrium (7:30am - 10:30am)*
- ***Aug. 1st:*** *ECC Active Adult Lunch (11am - 12:30pm)*
- ***Aug. 1st:*** *ECC Active Adult Lunch (11am - 12:30pm)*
- ***Aug. 1st:*** *Erie Farmers Market (5pm - 8pm)*
- ***Aug. 5th:*** *ECC Atrium (11am - 1pm)*
- ***Aug. 7th:*** *Fox Dog Coffee (11am - 1:00pm)*
- ***Aug. 8th:*** *Erie Farmers Market (5pm - 8pm)*
- ***Aug 10th:*** *Touch a Truck - ECC (9am-Noon)*
- ***Aug. 12th:*** *Coal Creek Park Monarch Room (5pm - 7pm)*

# Draft Policy Goals Online Activities

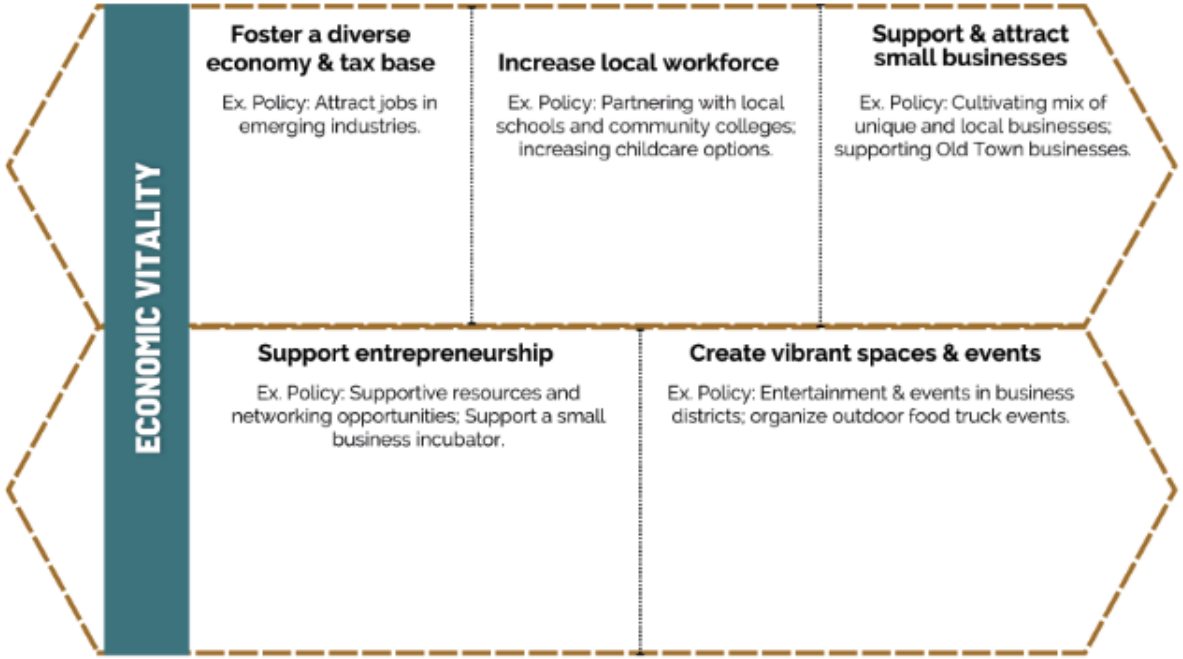
CONSULT

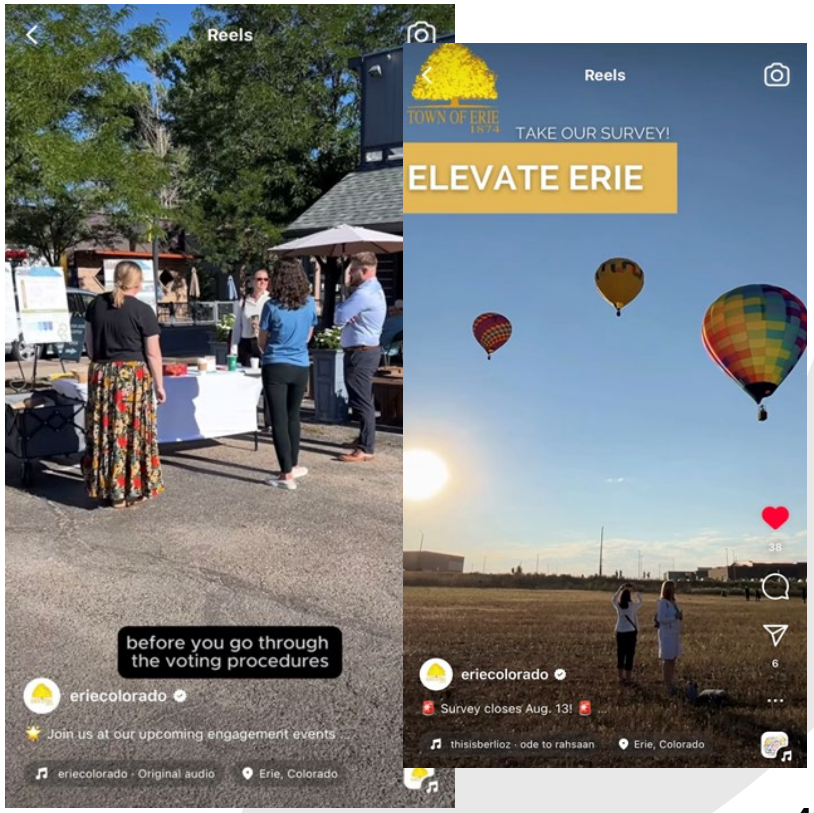
The survey results are used to elevate goals in the Implementation Plan.

**254** Submissions to online Comp Plan Draft Policy Goals survey

**700+** Informed Elevate Erie website views

1. **Economic Vitality:** Which policy goals are most important to you? See the image below for examples of policies under each goal. Check up to 2.



# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Engagement results will be highlighted in the Implementation Plan.

Voters prioritized:

- connecting neighborhoods with parks, open space & trails
- fostering thriving, accessible neighborhoods
- conserving water
- supporting and attracting small businesses; and
- protecting and enhancing nature

# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Participants chose their top two priority goals per chapter.

| Livability & Social Health | In Person | Online | Total |
|---|---|---|---|
| Connect neighborhoods with parks, open space, and trails | 133 | 195 | **328** |
| Support partners in Erie's education, health, and safety | 59 | 85 | 144 |
| Celebrate Erie's identity with arts, culture, and entertainment | 73 | 74 | **147** |
| Preserve Erie's history | 49 | 83 | 132 |
| Total | 314 | 437 | 751 |

# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Participants chose their top two priority goals per chapter.

| Economic Vitality | In Person | Online | Total |
|---|---|---|---|
| Foster a diverse economy and tax base | 44 | 63 | 107 |
| Increase local workforce | 31 | 36 | 67 |
| Support and attract small businesses | 109 | 183 | **292** |
| Support entrepreneurship | 27 | 45 | 72 |
| Create vibrant spaces and events | 86 | 122 | **208** |
| Total | 297 | 449 | 746 |

# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Participants chose their top two priority goals per chapter.

| Housing | In Person | Online | Total |
|---|---|---|---|
| Increase diversity of housing types | 46 | 43 | 89 |
| Reach 12% affordable housing stock | 45 | 40 | 85 |
| Foster thriving accessible neighborhoods | 99 | 171 | **270** |
| Reduce housing costs | 66 | 141 | **207** |
| Total | 256 | 395 | 651 |

# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Participants chose their top two priority goals per chapter.

| Public Facilities, Services, and Infrastructure | In Person | Online | Total |
|---|---|---|---|
| Provide efficient and reliable utility service | 44 | 106 | 150 |
| Encourage water conservation | 99 | 110 | **209** |
| Pursue sustainable stormwater management and flood control | 48 | 93 | 141 |
| Maintain inclusive and effective public facilities | 78 | 118 | **196** |
| Total | 269 | 427 | 696 |

# Draft Policy Goals Engagement Results

CONSULT

The survey results are used to elevate goals in the Implementation Plan.

Participants chose their top two priority goals per chapter.

| Natural Resources, Conservation & Resilience | In Person | Online | Total |
|---|---|---|---|
| Plan for a sustainable future | 46 | 87 | 133 |
| Reduce air pollution | 42 | 65 | 107 |
| Prepare for climate change disruptions | 73 | 88 | **161** |
| Protect and enhance nature | 110 | 192 | **302** |
| Total | 271 | 432 | 703 |

# Draft Comp Plan Public Review

INVOLVE

The Open House events allowed residents to spend time with department representatives and talk through questions in depth.

**2 open houses** with representatives from Town departments to answer questions about chapters

**Number of Attendees: ~40**

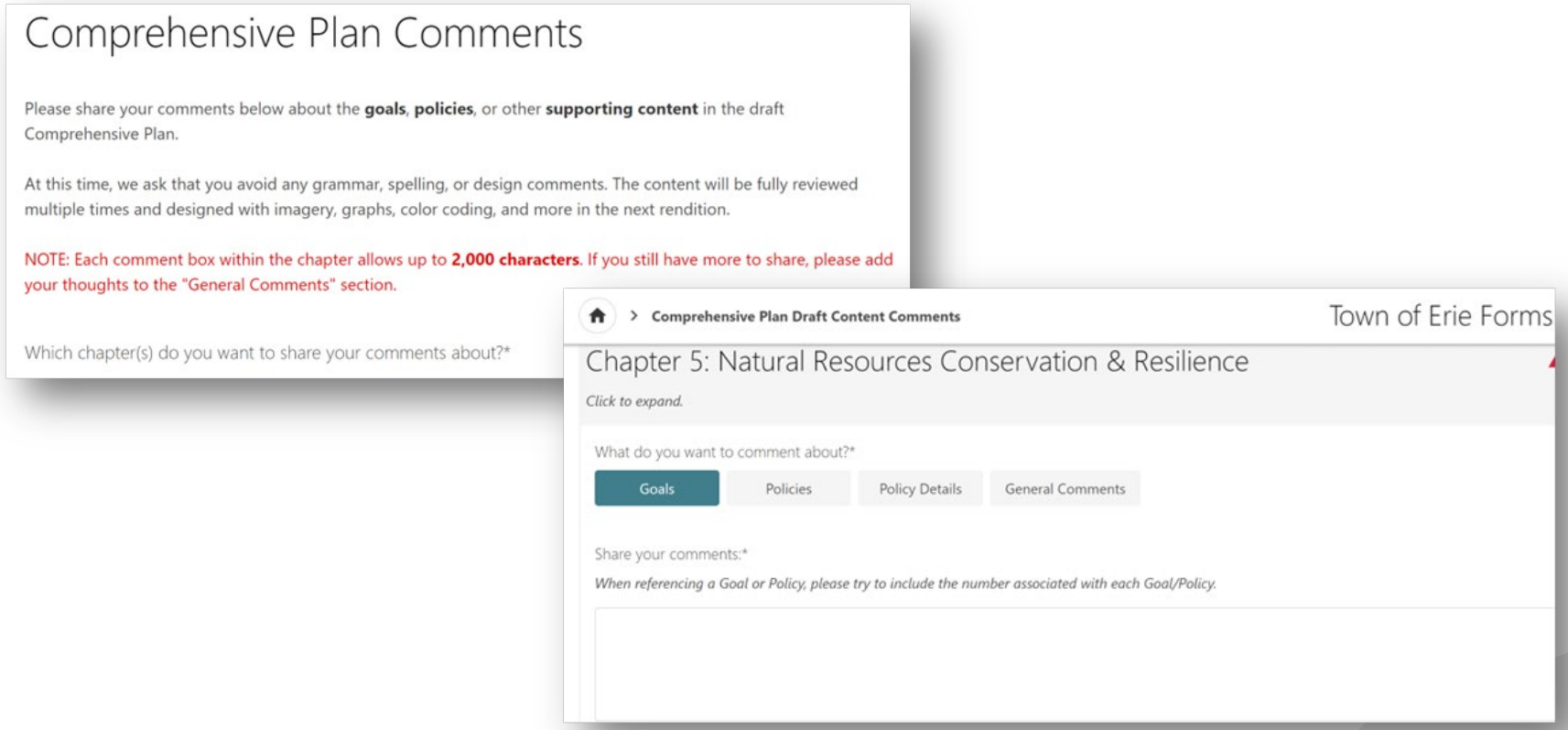
# Draft Comp Plan Public Review

INVOLVE

Community members provided feedback on specific Comprehensive Plan content.

**13** Submissions to online Comp Plan Draft feedback form

**1,100+** Elevate Erie website views during public review period



# Draft Comp Plan Public Review Results

INVOLVE

Community members provided feedback on specific Comprehensive Plan content.

Respondents noted:

- Questions about the Key Principle of Equity, allowance of ADUs, and vacant and underutilized properties
- Concerns about light pollution, commercial rents for small businesses, and and architectural considerations
- Request for more mountain bike trails and a public outdoor pool; and excitement about the future BERT trail
- Agreement with Community Building Block policies promoting connectivity and unique destinations, and adoption of a Vision Zero policy

# Stakeholder Feedback

CONSULT

Stakeholder feedback focused on individual Comprehensive Plan chapters and the overall connection between the Future Land Use Map and policies.

## 2 PAC or TAC Meetings

PAC and TAC provided review of all Comprehensive Plan chapters, offering feedback and questions about policy content and connection between chapters.

## 6 PC or TC Meetings

Updates on Future Land Use Map designations and buildout, policy goals, and engagement results.

Planning Commission reviewed chapters in depth prior to Public Review.

**From:** Kelly Driscoll
**To:** dejo
**Subject:** RE: Town Engineer Accounting For Deviations
**Date:** Wednesday, September 18, 2024 3:02:31 PM

---

Thank you for your comments. These have been added to the public record.

***Kelly Driscoll*** | Planning Manager
Town of Erie | Planning
Phone: 303-926-2774 | Cell: 720-534-1050 |
www.erieco.gov | Facebook | Twitter | LinkedIn

---

**From:** dejo <dejo.eh@gmail.com>
**Sent:** Wednesday, September 18, 2024 12:21 PM
**To:** Planning Commission Board <planning@erieco.gov>
**Subject:** Town Engineer Accounting For Deviations

**External Email:** Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi. My name is Robert de Jong and I live in Vista Ridge. I understand that tonight the Planning Commission is hoping to adopt the latest comprehensive plan for the Town of Erie.

I just wanted to voice my support for Matthew Logan's request for the Town Engineer to appear before the Planning Commission on a suggested quarterly basis to account for any deviations in comp plan alternative transportation elements. One example from the past would be the lack of a bicycle lane on Sheridan Parkway, north of Ridge View Dr. (I know that a late decision was made to redirect bicycle traffic to the adjacent and parallel recreational trail.)

Thank you for taking the time to consider my input.

Robert de Jong
2124 Indian Paintbrush Way
Erie, CO 80516

**From:** Robert Braudes
**To:** Kelly Driscoll
**Cc:** Jarod Ballentine
**Subject:** Fwd: Safety/Standards in comp plan
**Date:** Wednesday, September 18, 2024 11:41:50 AM

---

Hi Kelly copying Jarod,

I think we need to take the Planning Commissioners off to prevent open meetings issues.

Thanks,
Bob

Please excuse typos as this was sent from my iPhone

Begin forwarded message:

> **From:** Matthew Logan <matt.logan.720@gmail.com>
> **Date:** September 18, 2024 at 10:18:49 AM MDT
> **To:** Jarod Ballentine <jballentine@erieco.gov>
> **Cc:** Emily Baer <ebaer@erieco.gov>, Dan Hoback <dhoback@erieco.gov>, Tim Burns <tburns@erieco.gov>, Martin Laws <mlaws@erieco.gov>, Sherri Booth <sbooth@erieco.gov>, Robert Braudes <rbraudes@erieco.gov>, Christopher Baham <cbaham@erieco.gov>, Delaney Dreckman <ddreckman@erieco.gov>, Ben Hemphill <bhemphill@erieco.gov>
> **Subject: Re: Safety/Standards in comp plan**
>
> > **External Email:** Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Jarod,
>
> This discussion is important to couple with the comp plan adoption given the history of Engineering deprioritizing alternative transportation recommendations from the last comp plan. At the very least, there needs to be an accounting before the Plan Commission tonight as to why the last comp plan's alternative transportation elements were deprioritized by Engineering before a decision is made to separate my recommendation from the comp plan.
>
> My recommendation could manifest as a requirement for a quarterly update from Engineering to the planning commission on any decisions to disregard or scale back comp plan elements related to alternative transportation.
>
> Examples from the past might include:
>
> 1) The decision(s?) to abandon plans for pedestrian underpasses to Erie High School, despite developer willingness to fund the mitigation of water issues.

2) Conflicts with planning staff over intersection geometrics in proposed high pedestrian areas like CLR/EP.

3) The decision to eliminate the bike lane on WCR4/Sheridan even though the streets plan calls for bike lanes on all collectors and arterials.

The items above seem to be highly relevant to delivering comp plan goals in accordance with to the values expressed by the public.

=Matthew

> On Sep 18, 2024, at 9:33 AM, Jarod Ballentine <jballentine@erieco.gov> wrote:
>
> Matthew - Recommendations around broader Town policy, such as those you've outlined, would be best addressed with our Town Council during the open comment section at the beginning of each meeting. Here is a link to the calendar with the dates and times for those meetings: www.erieco.gov/calendar.aspx?CID=14
>
> ---
>
> **From:** Matthew Logan <matt.logan.720@gmail.com>
> **Sent:** Wednesday, September 18, 2024 8:16 AM
> **To:** Jarod Ballentine <jballentine@erieco.gov>
> **Cc:** Emily Baer <ebaer@erieco.gov>; Dan Hoback <dhoback@erieco.gov>; Tim Burns <tburns@erieco.gov>; Martin Laws <mlaws@erieco.gov>; Sherri Booth <sbooth@erieco.gov>; Robert Braudes <rbraudes@erieco.gov>; Christopher Baham <cbaham@erieco.gov>; Delaney Dreckman <ddreckman@erieco.gov>; Ben Hemphill <bhemphill@erieco.gov>
> **Subject:** Re: Safety/Standards in comp plan
>
> **External Email:** Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Jarod,
>
> Its interesting that you refer to my "opinions and theories", when the bias I am referring to has been widely written about and observed, including by congress, who not too long ago requested AASHTO begin regularly reviewing their materials to provide better safety outcomes for non-motorized road users. I would say that constitutes an official acknowledgment at the national level of historical systemic bias against those users.

There have also been studies of attitudes of Civil Engineering students, the Public, and Planning Students which clearly demonstrate gaps in knowledge by the Engineering students that lead to biases in policy choices. I have observed on Erie submit several requests for improved pedestrian conditions, and have witnessed how our Town Engineer responds to those requests, opting every time to follow the standard to the letter rather than accommodating the request by a neighborhood. I would also note in the early TAC meetings it was acknowledged that alternative transportation was neglected in the previous comprehensive plan.

**Proposed Amendment to Comp Plan for Planning/Council consideration:**

Gven there is an extremely well documented bias nationally and locally against some of the priorities outlined during the comp plan process, given the limited exposure that Engineering decisions get in front of Town Committees, and the lack of an assurance from you that potential biases are being dealt with, it seems reasonable that some kind of effort to bring daylight to the Town's Engineering decision making process should be part of the comp plan's policy to provide safety and comfort for non-motorized road users. I'd like to see that added to the comp plan's recommendations on providing safety and comfort as related to Engineering's role.

=Matthew Logan
129 Pipit Lake Way
Erie CO, 80516

720-624-9553

> On Sep 18, 2024, at 6:50 AM, Jarod Ballentine <jballentine@erieco.gov> wrote:
>
> Matthew - Public opinion was requested through various methods, including the NSMP focus group and the Engage Erie online project page, where community feedback was actively collected.
>
> Your opinions and theories on the potential biases

in these standards have been noted. You are correct that our engineering and transportation teams' expertise, along with input from other experts hired by the Town, will always play a role in finalizing project plans to ensure decisions are based on the latest data and best practices. It's also noted that you disagree with many of the decisions made by our engineering and transportation teams, and that's okay. Be assured that the Town will continue to gather feedback from the community on projects that impact residents as we move forward.

Jarod
-----Original Message-----
From: Matthew Logan
<matt.logan.720@gmail.com>
Sent: Wednesday, September 18, 2024 4:20 AM
To: Jarod Ballentine <jballentine@erieco.gov>
Cc: Emily Baer <ebaer@erieco.gov>; Dan Hoback
<dhoback@erieco.gov>
Subject: Safety/Standards in comp plan

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jarod,

I see in the safety section of the proposed comp plan that Engineering intends to apply "the standards" as found in manuals like the MUTCD and Green Book.

At what point during the comp plan process were those standards run by the public to gauge how well they aligned with the desires of the public in terms of addressing the concerns they expressed about prioritizing safety over speed/capacity?

I ask because the reading I have done strongly suggests there are biases in favor of speed/capacity in those standards, which appear to be at odds with the survey results from the early stages of the comp plan.

Now "the standards" actually make it clear none of

the guidelines contained therein are mandatory, and that Engineering Judgement should take priority. I have also been reading that few engineers take more than two classes on traffic engineering, and that due to their limited knowledge and concern about legal exposure, tend to treat the guidelines as mandatory anyway. So when I see a statement that seems to elevate “the standards” to the level of a policy goal, my conclusion is our engineers are going to ignore what the public wants, and blindly apply guidelines that are biased in favor of rural transportation values.

What assurance can the Town provide that the values of the public will guide engineering decisions as those standards are considered?

=Matthew

Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-476, **Version:** 1

**SUBJECT:**
An Ordinance of the Town Council of the Town of Erie Approving a Purchase and Sale Agreement, a Bill of Sale, a Partial Assignment of Easements and a Transition Agreement, all for the Purchase of Streetlights and Related Easements from Public Service Company of Colorado d/b/a Xcel Energy for $827,458.71

**DEPARTMENT:** Environmental Services

**PRESENTER(S):**
Eryka Thorley, Sustainability Manager
David Frank, Director of Environmental Services

**TIME ESTIMATE:** 30 minutes

**FISCAL SUMMARY:**

| | |
|---|---|
| Cost as Recommended: | $827,458.71 |
| Balance Available: | $2,640,000.00 |
| Budget Line Item Number: | 100-25-780-605000-247001 |
| New Appropriation Required: | No |

**POLICY ISSUES:**
Approving this Ordinance is consistent with Erie's identified goals of fiscal responsibility, environmental sustainability, well-maintained transportation infrastructure, and safe and healthy community.

**STAFF RECOMMENDATION:**
Approve this Ordinance to facilitate acquiring Xcel's streetlights in Erie and achieve energy and cost savings as well as greater local control over design, safety, technology innovation and community engagement issues.

**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**
In 2019, the Town of Erie began exploring streetlight acquisition. This conversation began due to the well-established energy and financial savings streetlight acquisition provides. In 2020, the Town conducted a Town-wide streetlight audit. Based on the information from that audit, and analysis of the associated savings from acquiring the streetlights, converting all the lights that are not already

LEDs to LED fixtures, and operating them as a Town-owned asset, staff, with Council support, began negotiations with Xcel in 2021. Because Erie has two energy utility providers, negotiations with Xcel Energy and United Power have occurred in parallel. Currently, Erie's Xcel Energy streetlight acquisition is ready for filing with the Public Utility Commission. The PUC's final review will take 30-90 days to complete, at which point Erie will need to pay for the 1,004 Xcel Energy streetlights and assume ownership and maintenance. Xcel will continue to supply power to all the lights, but under their lower-cost Streetlight Only tariff.

If Council approves this acquisition, the Town will contract with Tanko Lighting for the remainder of 2024 and 2025, while reviewing the pros and cons of bringing those maintenance responsibilities in-house. Tanko Lighting will facilitate the immediate conversion of streetlights from non-LED lights to LED. In addition to providing better quality and more focused light, LED streetlights use approximately 75% less energy than the older High Pressure Sodium (HPS) lights, providing significant energy reductions and therefore financial savings. The forecasted one and 20 year financial and energy savings are included in the table below.

| Year 1 Analysis | Existing | New | Savings |
|---|---|---|---|
| Energy Usage [kWh] | 444,721 | 202,520 | 242,201 |
| Utility Bill Cost | $134,334 | $12,022 | $122,312 |
| Maintenance Cost | *Included in current Utility Bill Costs* | $24,096 | ($24,096) |
| Total | $134,334 | $36,118 | **$98,216** |

| 20 Year Analysis | Existing | New | Savings |
|---|---|---|---|
| Energy Usage [kWh] | 8,894,424 | 4,050,396 | 4,844,028 |
| Utility Bill Cost | $2,957,898 | $264,706 | $2,693,192 |
| Maintenance Cost | *Included in current Utility Bill Costs* | $824,591 | ($824,591) |
| Total | $2,957,898 | $1,089,297 | **$1,868,601** |

In addition to energy and cost savings, owning Erie's streetlights allows for public health benefits with increased visibility, dark sky compatibility to support wildlife, increased response time when repairs are needed eliminating the middle person. It will also promote better design consistency with current and new developments, and provide the ability for the Town to use these streetlight as cell tower boosters, EV chargers, seasonal decorations (holiday lights), sensors for air quality or traffic control and other possible uses.

Moving forward, the Town is developing a strategic streetlight plan including updates to the Municipal Code. Soon, the Town will request that all new development streetlights be dedicated to the Town directly, increasing cost savings as well as achieving greater design consistency of lights throughout Erie. Next steps in this effort include developing this strategic streetlight plan and bringing a streetlight dedication resolution to the Council for approval.

**Note on Confidential Agreements:**

Xcel Energy is a regulated for-profit business and Xcel considers some of the information in the attached agreements confidential/proprietary under the Colorado Open Records Act. Those portions of the agreements that are classified as such have been redacted.

**COUNCIL PRIORITY(S) ADDRESSED:**

- ✓ Attractive Community Amenities
- ✓ Prosperous Economy
- ✓ Well-Maintained Transportation Infrastructure
- ✓ Small Town Feel
- ✓ Safe and Healthy Community
- ✓ Effective Governance
- ✓ Environmentally Sustainable
- ✓ Fiscally Responsible

**ATTACHMENT(S):**

1. Town of Erie Xcel Energy Streetlight Acquistion Presentation
2. Ordinance
3. Purchase & Sale Agreement (Redacted)
4. Bill of Sale (Redacted)
5. Partial Assignment of Easements
6. Transition Agreement (Redacted)

# Resolution to Purchase Town of Erie Xcel Energy Streetlights

Oct. 8, 2024

- Introduction
- History
- Community Benefits
- Acquisition Cost
- Financial Savings
- United Power Streetlights (update)
- Next Steps

# History

- First discussion with Tanko Lighting occur in 2019.
- November 2020 Town wide audit was conducted.
- 2021 ownership negotiation process began.
- Acquisition and LED conversion costs budgeted for in 2024.

- Other communities exploring and engaging in this process:
  - Boulder
  - Centennial
  - Golden
  - Aurora
  - Winsor
  - Thornton
  - Broomfield

# Community Benefits

Financial savings

Decreased energy consumption

Increases response time

Design consistency

Allows for additional uses:

- Cell tower boosters
- EV charging
- Holiday lights
- Celebratory flags
- Air quality sensors
- Traffic control sensors

# Acquisition Cost

| Project Costs | |
|---|---|
| Utility Asset Purchase Cost *(estimated cost of utility streetlight purchase)* | $827,426 |
| LED Conversion Fees *(Material, Installation, Construction Management)* | $603,275 |
| Net Project Cost *(Grants/Rebates included)* | $1,430,701 |

- Xcel Energy is an investor-owned utility company
- Regulated by the Public Utility Commission (PUC) of Colorado (versus non-regulated)
- Rate structure is directed by the PUC
- Details of the financial agreement are confidential

# Financial & Energy Savings

| Year 1 Analysis | Existing | New | Savings |
|---|---|---|---|
| Energy Usage [kWh] | 444,721 | 202,520 | 242,201 |
| Utility Bill Cost | $134,334 | $12,022 | $122,312 |
| Maintenance Cost | *Included in current Utility Bill Costs* | $24,096 | ($24,096) |
| Total | $134,334 | $36,118 | **$98,216** |

| 20 Year Analysis | Existing | New | Savings |
|---|---|---|---|
| Energy Usage [kWh] | 8,894,424 | 4,050,396 | 4,844,028 |
| Utility Bill Cost | $2,957,898 | $264,706 | $2,693,192 |
| Maintenance Cost | *Included in current Utility Bill Costs* | $824,591 | ($824,591) |
| Total | $2,957,898 | $1,089,297 | **$1,868,601** |

*Note: Xcel Energy streetlights only*

# United Power (UP) Streetlights

- Rate negotiations continue with UP
- UP is a not-for-profit Rural Electric Cooperative
- Not regulated in the same way as a larger utility, i.e. their proposed rate is not regulated by the PUC

# Next Steps

- Filing with Public Utility Commission.
- In 30-80 days, acquisition proposal will be finalized, and streetlights can be purchased.
- Maintenance contract in process with Tanko Lighting for the first 2-5 years of streetlight ownership.
- Continue rate structure negotiations with UP.
- Develop Town of Erie streetlight standards and specifications for new development acquisitions.

Eryka Thorley, Sustainability Manager
ethorley@erieco.gov
David Frank, Environmental Services Director
dfrank@erieco.gov

**Town of Erie**
**Ordinance No. 040-2024**

**An Ordinance of the Town Council of the Town of Erie Approving a Purchase and Sale Agreement, a Bill of Sale, a Partial Assignment of Easements and a Transition Agreement, all for the Purchase of Streetlights and Related Easements from Public Service Company of Colorado d/b/a Xcel Energy for $827,458.71**

**Whereas,** pursuant to the Town Franchise Agreement with Public Service Company of Colorado d/b/a Xcel Energy ("Xcel"), some of the streetlights with the Town are currently owned and operated by Xcel;

**Whereas**, the Town desires to purchase all Xcel-owned streetlights within the Town and thereafter operate those street lights;

**Whereas**, the Franchise Agreement between the Town and Xcel authorizes the acquisition of the streetlights either through negotiation or condemnation;

**Whereas**, the Town and Xcel have been negotiating purchase of the streetlights by the Town since 2022;

**Whereas**, the negotiations have resulted in four proposed agreements: the Purchase and Sale Agreement, which details the terms of the cost to acquire the streetlights and all associated equipment (poles, conductors, photocells); the Bill of Sale, which effectuates the sale of the streetlights; the Partial Assignment of Easements, which assigns to the Town the easements associated with the streetlights; and the Transition Agreement, which addresses electrical separation and the transition of streetlights located on distribution poles from Xcel maintenance to Town maintenance; and

**Whereas**, the four agreements are attached to this Ordinance with confidential financial information redacted, and the unredacted versions shall remain on file with the Town Clerk.

**Now Therefore be it Ordained by the Town Council of the Town of Erie, Colorado, as follows:**

**Section 1**. The Town Council hereby approves the Purchase and Sale Agreement, the Bill of Sale, the Partial Assignment of Easements, and the Transition Agreement, all in substantially the form attached hereto, subject to approval by the Town Attorney. Upon such approval, the Mayor is authorized to execute all of the agreements on behalf of the Town, and the Town Manager is authorized to perform all actions necessary to finalize the purchase of the streetlights and related easements from Xcel for $827,458.91.

**Section 2**. Severability. If any article, section, paragraph, sentence, clause, or phrase of this Ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this Ordinance. The Town Council hereby declares that it would have passed this Ordinance and each part or parts hereof irrespective of the fact that any one, or part, or parts be declared unconstitutional or invalid.

**Section 3**. Safety. The Town Council finds that the adoption of this Ordinance is necessary for the protection of the public health, safety and welfare.

**Section 4**. Effective Date. This Ordinance shall take effect 10 days after publication following adoption.

**Introduced, Read, Passed and Ordered Published this 8th day of October, 2024.**

_____
Justin Brooks, Mayor

**Attest:**

_____
Debbie Stamp, Town Clerk

# STREET LIGHT SYSTEM

# PURCHASE AND SALE AGREEMENT

**BY AND BETWEEN**

**PUBLIC SERVICE COMPANY OF COLORADO**

**(Public Service)**

**AND**

**TOWN OF ERIE, COLORADO**

**(Town)**

**Dated: November 1, 2024**

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Exhibit C – Bill of Sale
Exhibit D – Easement Assignment

# STREET LIGHT SYSTEM PURCHASE AND SALE AGREEMENT

THIS STREET LIGHT SYSTEM PURCHASE AND SALE AGREEMENT ("**Agreement**") is hereby entered into as of November 1, 2024 (the "**Effective Date**") by and between PUBLIC SERVICE COMPANY OF COLORADO, a Colorado corporation ("**Public Service**") and the TOWN OF ERIE, Boulder and Weld County, Colorado, a Colorado municipal corporation (the "**Town**"). Each of the Town and Public Service may be referred to herein as a "**Party**," or collectively, as the "**Parties**."

## RECITALS

A. Public Service owns certain Facilities (as defined below) consisting of certain street lighting facilities and appurtenant equipment located within the geographical and jurisdictional limits of the Town and more particularly described on Exhibit A attached hereto and by this reference made a part hereof;

B. The Town desires to purchase the Facilities from Public Service;

C. Public Service is willing to sell the Facilities to the Town and the Town is willing to purchase the Facilities and pay the costs and expenses of the Conversion Work (as defined below) pursuant to the terms and conditions of the Transition Agreement;

D. Conversion Work is to be completed after the sale of the Facilities;

E. Public Service will continue to provide energy for the Facilities after acquisition by the Town as contemplated herein and in the Transition Agreement, in accordance with applicable street lighting Tariffs; and

F. Sale of the Facilities as contemplated by this Agreement does not, and is not intended to, have any impact on transactions with other parties.

## AGREEMENT

In consideration of the mutual covenants contained in this Agreement and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

## ARTICLE 1.
## DEFINITIONS

In addition to terms defined elsewhere in this Agreement, the following terms shall have the following meanings:

Section 1.01 "**Bill of Sale**" means the document transferring the ownership of the Facilities from Public Service to the Town which shall be substantially in the form of **Exhibit C**.

Section 1.02 "**Closing**" has the meaning given to it in Section 9.01 of this Agreement.

Section 1.03 "**Closing Date**" has the meaning given to it in Section 9.01 of this Agreement.

Section 1.04 "**Commission**" means the Colorado Public Utilities Commission.

Section 1.05 "**Confidential Information**" has the meaning given to it in Section 7.02.

Section 1.06 "**CORA**" has the meaning given to it in Section 7.04.

Section 1.07 "**CORA Disclosure Notice**" has the meaning given to it in Section 7.04.

Section 1.08 "**Disclosure Approval**" has the meaning given to it in Section 7.02.

Section 1.09 "**Easement Assignment**" means the document transferring the SL Easements from Public Service to the Town which shall be in substantially the same form as **Exhibit D**.

Section 1.10 "**Electric Distribution System**" means Public Service's electric service lines operating below 34,500 volts and associated equipment, fixtures, and facilities.

Section 1.11 "**Environmental Laws**" means any federal, state, or local laws (including common laws), statutes, regulations, ordinances, codes, orders, or decrees issued or promulgated by any governmental authority relating to prevention of pollution, preservation and restoration of environmental quality, protection of human health, the environment and natural resources (including air, surface water, groundwater or land), or the release, use, generation, handling, storage, treatment, transportation, or disposal of Hazardous Material, whether imposed by statute or derived from common law including, but not limited to, the Toxic Substances Control Act (15 U.S.C. § 2601, et seq.), the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, (42 U.S.C. § 9601, et seq.), the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (42 U.S.C. § 6901, et seq.), the Federal Water Pollution Control Act, (33 U.S.C. § 1251, et seq.), the Clean Air Act, (42 U.S.C. § 7401, et seq.), the Low-Level Radioactive Waste Policy Act (42 U.S.C. 2021b et seq.), and applicable state counterparts, and their implementing regulations, all as amended from time-to-time, and all other comparable federal, state or local laws, rules or regulations pertaining to protection of human health, the environment, or natural resources.

Section 1.12 "**Facility**" means any individual component that comprises the Facilities.

Section 1.13 "**Facilities**" means all of Public Service's right, title, and interest, if any, as of the Effective Date in and to the street lighting equipment identified on Exhibit A and appurtenant equipment including, but not limited to, pole bases, poles and foundations, brackets, arms, luminaires, lamps, glass or plastic lenses and lamp covers, light sensitive devices, and lighting cable and conductors, conduit, splices and splice boxes on the Town's side of and including the Point of Separation, all on the Town's side of the Points of Delivery identified on Exhibit A. Except for those SL Easements identified in Exhibit D which are a part of the Facilities, in no event shall Facilities include any of Public Service's Distribution Poles or equipment, any poles or equipment owned by third parties, or any land rights or real property interests owned by Public Service.

Section 1.14 "**Franchise Agreement**" means the Franchise Agreement between the Town and Public Service Company of Colorado dated effective July 17, 2009.

Section 1.15 "**Future Asset Acquisition**" has the meaning given to it in Section 10.10(a) of this Agreement.

Section 1.16 "**Hazardous Materials**" means any substance, pollutant, contaminant, chemical, material or waste that is regulated, listed or identified under any Environmental Laws, or which is deemed or may be deemed hazardous, dangerous, damaging or toxic to living things or the environment, and shall include, without limitation, any flammable, explosive, or radioactive materials; hazardous materials; radioactive wastes; hazardous wastes; hazardous or toxic substances or related materials; lead and lead products; creosote; pentachlorophenol or other wood preservatives; polychlorinated biphenyls; per- and poly-fluoroalky substances; petroleum products, fractions and by-products thereof; radon, asbestos and asbestos-containing materials; medical waste; solid waste, and any excavated soil, debris, or groundwater that is contaminated with such materials.

Section 1.17 "**Indenture Release**" has the meaning given in Section 8.01(f) of this Agreement.

Section 1.18 "**Law**" or "**Laws**" means any applicable federal, state, local law**,** common law**,** constitution**,** statute, ordinance, judicial decision, tariff or regulation having the force and effect of law applicable to this Agreement.

Section 1.19 "**NDA**" has the meaning given to it in Section 7.01 of this Agreement.

Section 1.20 "**Party**" or "**Parties**" has the meaning given to it in the Preamble of this Agreement.

Section 1.21 "**Permanent Point of Separation**" means a Point of Separation accomplished by the installation and use of a pull box, overhead switch, or pedestal.

Section 1.22 "**Purchase Price**" has the meaning given to it in Section 2.01 of this Agreement.

Section 1.23 "**Separation Study**" means the conversion study that was undertaken by or on behalf of Public Service in coordination with, and at the expense of, the Town.

Section 1.24 "**Separation Study Report**" means the complete report prepared by Public Service or its designee in coordination with the Town, and at the expense of the Town, showing on a light by light, circuit by circuit basis, the results of the Separation Study, which has been provided to the Town.

Section 1.25 "**SL Easements**" means the easements, right-of-way, or claims of rights specifically associated with the Facilities necessary to operate, access, and maintain the Facilities and which are owned by Public Service and are assignable to the City and which are identified on **Exhibit D**.

Section 1.26 "**Tariff**" or "**Tariffs**" means Public Service's electric tariffs on file with the Commission, as amended from time to time.

Section 1.27 "**Third Party Poles**" means those poles not owned by Public Service which have Facilities attached as of the Effective Date.

Section 1.28 "**Third Party Pole Owner**" means the owner of any Third Party Pole that has granted Public Service the right to attach any Facility and/or any portion of its Electric Distribution System to a Third Party Pole.

Section 1.29 "**Transition Agreement**" means the transition agreement attached hereto as **Exhibit B** and incorporated herein by this reference which sets forth the terms and conditions upon which the Removal, the Conversion Work, the Town Conversion Work, and the Temporary to Permanent Conversion Work shall be performed.

## ARTICLE 2.
## PURCHASE AND SALE

Section 2.01 Purchase and Sale. Subject to the terms and conditions of this Agreement, (1) the Town agrees to purchase from Public Service and Public Service agrees to sell, assign, and deliver to the Town all of Public Service's right, title, and interest, if any, in the Facilities for EIGHT HUNDRED TWENTY-SEVEN THOUSAND FOUR HUNDRED FIFTY-EIGHT [redacted] 71/100 Dollars ($827,458.71) (the "**Purchase Price**") [redacted]; and (2) the Town agrees to pay Public Service the Purchase Price, the entire cost of the Conversion Work, and any and all other costs and fees to be paid by the Town described in this Agreement.

Section 2.02 Effective Date of Purchase and Sale. The purchase and sale of the Facilities shall be effective on the Closing Date.

Section 2.03 Conversion of Facilities. Conversion of the Facilities and completion of all work required to separate the Facilities from Public Service's Electric Distribution System shall be completed in accordance with the Transition Agreement.

Section 2.04 Excluded Property.

(a) Public Service will retain ownership of the Distribution Poles, its Electric Distribution System, and any other facilities or property other than those Facilities being transferred to the City under this Agreement.

(b) The Parties acknowledge that certain Facilities are located on Third Party Poles and those Facilities located on Third Party Poles have been identified in Exhibit A. The Third Party Poles are owned by CenturyLink and the Third Party Poles remain the property of the Third Party Pole Owner. There are Facilities attached to seven (7) Third Party Poles as of the Effective Date. Prior to Closing, the City shall be responsible for obtaining any permissions the Third Party Pole owner requires to maintain Facilities on Third Party Poles after Closing.

Section 2.05 SL Easements. The Parties have worked together to identify the SL Easements. The Parties recognize that there may be additional easements, existing as of the date of this Agreement, which have not been identified in Exhibit D but which otherwise meet the definition of a SL Easement. If such additional existing easements are identified after Closing, the Parties agree to work together to make an assignment of such easement rights owned by Public Service as may be necessary for the City to operate, access, and maintain the Facilities within a reasonable time after identification and in by assignment substantially in the form of Exhibit D.

Section 2.06 Recitals. The Recitals of this Agreement are hereby incorporated into the terms of this Agreement.

## ARTICLE 3.
## REGULATORY APPROVALS

To effectuate this Agreement, regulatory approvals are required to be obtained by Public Service. Public Service and the Town shall cooperate to seek such regulatory approvals, including, without limitation, preparing responses to any information requests, providing any testimony or witnesses, and filing any supporting briefs or affidavits as may be useful and helpful to obtain regulatory approval. Prior to submitting any filing or other documentation associated with the amendment(s) or supplementation(s) of the Tariffs with respect to the transaction contemplated by this Agreement, Public Service shall deliver a draft of such filing or documentation to the Town and afford the Town at least three (3) days to review and comment on such draft. Such filing and documentation shall be considered Confidential Information (as defined below in Article 7). Public Service shall consider any comments made by the Town to such filing and documentation in good faith and shall make reasonable efforts to address the Town's comments but shall not be under any obligation to incorporate any such comments in its filings.

## ARTICLE 4.
## PUBLIC SERVICE'S REPRESENTATIONS AND WARRANTIES

Public Service represents and warrants as of the Effective Date and as of the Closing Date that Public Service has authority to enter into this Agreement and to comply with all its obligations hereunder.

## ARTICLE 5.
## TOWN'S REPRESENTATIONS AND WARRANTIES

The Town represents and warrants as of the Effective Date and as of the Closing Date that the Town has authority to enter into this Agreement and to comply with all its obligations hereunder. The Town also represents and warrants as of the Effective Date and as of the Closing Date that except as set forth in Article 4 of this Agreement, Public Service has not made any representations or warranties as to the Facilities and that the Town shall not rely on any of Public Service's estimates with respect to the value of the Facilities, projections as to future events or other internal analyses or forward looking statements.

## ARTICLE 6.
## PURCHASE "AS IS"

**EXCEPT AS SET FORTH IN ARTICLE 4, PUBLIC SERVICE MAKES NO WARRANTIES, REPRESENTATIONS OR GUARANTEES, EXPRESS OR IMPLIED, WITH RESPECT TO THE FACILITIES. THE FACILITIES ARE BEING SOLD, AND TOWN SHALL RECEIVE SAID PROPERTY, IN "AS IS, WHERE IS, AND WITH ALL FAULTS" CONDITION WITHOUT REPRESENTATION OR WARRANTY, EXPRESS OF IMPLIED, EITHER ORAL OR WRITTEN, MADE BY PUBLIC SERVICE OR ANY REPRESENTATIVE OF PUBLIC SERVICE, INCLUDING, BUT NOT LIMITED TO, THE WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR WITH RESPECT TO THE EXISTENCE OR ABSENCE OF ANY HAZARDOUS MATERIALS. TOWN RECOGNIZES THAT THERE ARE RISKS ASSOCIATED WITH BUYING THE FACILITIES AND AGREES TO MAKE ITS OWN INVESTIGATION CONCERNING THE FACILITIES PRIOR TO CLOSING AND SHALL RELY ON SUCH FINDINGS WITHOUT ANY REPRESENTATION OR WARRANTY FROM PUBLIC SERVICE OR ANY REPRESENTATIVE OF PUBLIC SERVICE.**

**TOWN ACKNOWLEDGES, UNDERSTANDS, AND AGREES TO RELEASE AND DISCHARGE, AND, TO THE EXTENT PERMITTED BY APPLICABLE LAW, TO INDEMNIFY, DEFEND AND SAVE HARMLESS PUBLIC SERVICE, ITS EMPLOYEES, OFFICERS, DIRECTORS, AGENTS, SUBSIDIARIES, AFFILIATES, SUCCESSORS, AND ASSIGNS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, SUITS, DAMAGES, LOSSES, COSTS, EXPENSES (INCLUDING, WITHOUT LIMITATION, COURT COSTS AND ATTORNEYS' FEES) AND ACTIONS OF ANY KIND WHATSOEVER, WHETHER KNOWN, UNKNOWN, DETERMINED, UNDETERMINED, PRESENTLY ASCERTAINABLE OR UNASCERTAINABLE, OF EVERY KIND AND NATURE RESULTING IN INJURY OR DAMAGES TO PERSONS (INCLUDING, WITHOUT LIMITATION, PERSONAL INJURY OR DEATH) OR PROPERTY (INCLUDING, WITHOUT LIMITATION, LOSS OF THE USE THEREOF), WHICH HAVE ARISEN OR MAY HEREAFTER ARISE, OR ARE IN ANY MANNER CONNECTED WITH, ARISING FROM OR RELATING TO (OR CLAIMED OR ALLEGED TO HAVE BEEN CAUSED BY OR TO HAVE RESULTED FROM), IN WHOLE OR IN PART, TOWN'S PURCHASE, OWNERSHIP OR DISPOSITION HEREAFTER OF THE FACILITIES, WHETHER OR NOT BASED ON STRICT LIABILITY, CITY'S NEGLIGENCE OR ANY OTHER REASON, INCLUDING WITHOUT LIMITATION, ALL RISKS TO THE PREMISES ON WHICH THE FACILITIES WILL BE LOCATED BY TOWN, AND TOWN WILL DEFEND ALL SUCH CLAIMS, DEMANDS, ETC. AT ITS SOLE COST AND EXPENSE, WHETHER GROUNDLESS OR NOT.**

## ARTICLE 7.
## CONFIDENTIALITY

Section 7.01 Non-Disclosure. The terms of that certain Mutual Non-Disclosure Agreement Governing Confidential Discussions by and between the Parties, dated as of October 1, 2021, as it may be amended ("**NDA**"), shall apply with respect to this Agreement and all exhibits attached hereto.

Section 7.02 Disclosure Approval. Pursuant to section 3 of the NDA, after Public Service satisfies the conditions precedent contained in Section 8.01(d) and Section 8.01(f) of this Agreement, Public Service shall approve, in writing (the "**Disclosure Approval**"), the public disclosure of the Agreement and all exhibits attached hereto, subject to Public Service providing the Town a redacted version of the Agreement and all exhibits attached hereto redacting Public Service's confidential and proprietary information, including but not limited to information provided by Public Service to the Town subject to the NDA ("**Confidential Information**"). The Disclosure Approval shall contain a list or other identification of those terms and provisions of this Agreement and the exhibits hereto that Public Service deems to be confidential or proprietary, and those provisions shall constitute Confidential Information as that term is used herein.

Section 7.03 Redaction. The Town shall ensure that all the Confidential Information has been redacted prior to any public disclosure of the Agreement or the exhibits hereto.

Section 7.04 CORA Request. If the Town receives a request for the disclosure of the Confidential Information pursuant to the Colorado Open Records Act ("**CORA**"), the Town shall (i) immediately, upon receipt of the request, notify and provide Public Service a copy of the request by e-mail correspondence to *dlLawCORARequests@xcelenergy.com* and as provided in Section 10.02, (ii) deny the request if the Town believes any of the exceptions set forth in CORA apply to the Confidential Information, and (iii) inform Public Service of the Town's action concerning the request, in sufficient time for Public Service to intervene in, or initiate, a judicial proceeding to prevent disclosure of the Confidential Information, if the Town does not believe any exceptions set forth in CORA apply ("**CORA Disclosure Notice**").

Section 7.05 Continuing Duty to Inform. After receiving a CORA request for any Confidential Information, the Town shall continually keep Public Service reasonably informed of any developments related thereto.

Section 7.06 Disclosure of Confidential Information. The Town may only disclose the Confidential Information (i) after written approval of such disclosure by Public Service, (ii) pursuant to a final order of a court or similar judicial or administrative body, after the running of all time periods to appeal such order, or (iii) if, after ten (10) business days of providing a CORA Disclosure Notice to Public Service, Public Service fails to intervene in, or initiate, a judicial proceeding to prevent disclosure of the Confidential Information.

Section 7.07 Limited Indemnity. Public Service shall indemnify and hold harmless the Town from any claims, damages or awards, including attorneys' fees, related to the Town's denial of a CORA request for Confidential Information pursuant to this Article 7.

## ARTICLE 8.
## CONDITIONS PRECEDENT TO CLOSING

Section 8.01 Conditions Precedent to Closing. The Parties shall use commercially reasonable efforts to cause the following events to occur and the following conditions to be satisfied promptly after the Effective Date. The obligations under this Agreement are subject to the condition that the following events shall have occurred at or prior to Closing:

(a) The Town has received all necessary approvals and has the authority to purchase of the Facilities;

(b) The Town shall have performed any obligations of, and shall have complied with any requirements imposed on, the Town under the Tariffs prior to Closing;

(c) The Town shall have paid the costs of the Separation Study and Separation Study Report and shall have made all payments due prior to Closing under this Agreement;

(d) The Town shall have entered into any and all agreements required to maintain the Facilities on Third Party Poles.

(e) Public Service shall have received all final, non-appealable Commission approvals that are legally required to effectuate the sale of the Facilities, which approvals must be fully acceptable to Public Service and the Town, and shall not impose any unsatisfactory conditions nor revise the terms and conditions of this Agreement, the Tariff or any related agreements in any material respect; and

(f) Public Service shall have obtained a release of the Facilities from Public Service's corporate mortgage bond indenture (the "**Indenture Release**"). Public Service shall use reasonable efforts to submit a request to obtain the Indenture Release within sixty (60) days after the Effective Date.

## ARTICLE 9.
## CLOSING OF THE SALE

Section 9.01 Date of Closing. The consummation of the transaction contemplated herein (the "**Closing**") shall be held at a time and place mutually agreed to by the Parties, no later than ninety (90) days after the satisfaction of all conditions precedent to Closing as set forth in Article 8 (the "**Closing Date**"). As to any instrument noted in Sections 9.02 or 9.03 below which requires filing or recording in the appropriate office of record, the Party tasked with filing or recording shall complete the same, including paying any filing or recording fees required by the filing or recording office, and forward evidence of such filing or recording to the other Party no later than forty-five (45) days after Closing.

Section 9.02 Public Service Closing Deliverables. At Closing, subject to the delivery by the Purchaser of the Purchase Price and performance of its other obligations under this Agreement, Public Service shall:

(a) deliver to the Town all documents of conveyance and transfer as are legally required to convey and vest in the Town all Public Service's right, title, and interest in the Facilities herein, including the Bill of Sale and the Easement Assignment,

(b) record or file in the appropriate office of record the Indenture Release; and

(c) deliver to the Town the Transition Agreement executed by Public Service.

(d) deliver to the Town all GIS shapefiles of distribution transformers serving the Facilities and all downstream secondary infrastructure and respective equipment from the transformer (including, but not limited to: cables, conductors, conduit, pedestals, splices and splice boxes, poles, open points, etc.) pertaining to the service of the Facilities.

Section 9.03 Town Closing Deliverables. At Closing, Town shall deliver to Public Service:

(a) the Transition Agreement executed by Town;

(b) record or file in the appropriate office of record the Easement Assignment; and

(c) the Purchase Price and any other outstanding amounts owed pursuant to this Agreement, via wire transfer, certified or bank cashier's check or other good funds.

Section 9.04 Tender of Other Charges. Except as may otherwise be set forth herein, payment of any amounts due to either Party under this Agreement shall be made within thirty (30) days after receipt of an accurate invoice. Interest shall accrue on any overdue unpaid amounts at a rate of one and one-half percent (1.5%) per month.

Section 9.05 Termination of Agreement. The Parties agree to make commercially reasonable efforts to satisfy all conditions to Closing in a timely manner and to negotiate in good faith to address any unresolved conditions. However, if the final, non-appealable Commission approval required to effectuate the sale of the Facilities has not been granted, or the Indenture Release has not been obtained, or any other condition to Closing is unmet (not due to a default by either Party) within one (1) year of the Effective Date, then this Agreement shall terminate by its own terms, except for those matters, terms, or conditions that specifically survive the expiration or termination of this Agreement. Notwithstanding any other provision hereof, each Party reserves all rights afforded to them under applicable Laws, and neither Party shall be required to waive any such rights.

## ARTICLE 10.
## MISCELLANEOUS

Section 10.01 Exhibits. The Exhibits to this Agreement are hereby incorporated in this Agreement by reference and constitute a part of this Agreement.

Section 10.02 Notices. All notices and communications required or permitted under this Agreement shall be in writing and addressed as set forth below. Any communication or delivery hereunder shall be deemed to have been duly made and the receiving party charged with notice,

whether personally delivered, sent by facsimile transmission, mail, or overnight courier, when received. All notices shall be addressed as follows:

| | |
|---|---|
| If to Public Service: | Public Service Company of Colorado<br>c/o Xcel Energy Services Inc.<br>1800 Larimer St., Suite 1400<br>Denver, Colorado 80202<br>Attn: Legal Dept. – Real Estate |
| With a copy to: | Xcel Energy<br>1518 Chestnut Ave. N., First Floor<br>Minneapolis, MN 55403<br>Attn: Director, Distribution Business Operations |
| If to the Town: | Town of Erie<br>645 Holbrook Street<br>P.O. Box 750<br>Erie, Colorado 80516<br>Attn: Town Administrator |
| with a copy to: | Kendra Carberry, Town Attorney<br>Hoffmann, Parker, Wilson & Carberry, P.C.<br>511 16th St Mall #610,<br>Denver, CO 80202. |

Any Party may, by written notice so delivered to the other Party, change the address or individual to which delivery shall thereafter be made.

Section 10.03 Headings. The headings of Articles and Sections of this Agreement are for guidance and convenience of reference only and shall not limit or otherwise affect any of the terms or provisions of this Agreement.

Section 10.04 Counterparts and Electronic Signatures. This Agreement may be executed and delivered in one or more counterparts, each of which when executed and delivered shall be an original, and all of which when executed shall constitute one and the same instrument. The exchange of copies of this Agreement and of signature pages by facsimile or by electronic image scan transmission in .pdf format shall constitute effective execution and delivery of this Agreement as to the Parties and may be used in lieu of the original Agreement for all purposes.

Section 10.05 Interpretation. The Parties stipulate and agree that this Agreement shall be deemed and considered for all purposes as prepared through the joint efforts of the Parties and shall not be construed against one Party or the other as a result of the preparation, submittal, or other event of negotiation, drafting, or execution thereof.

Section 10.06 Governing Law. This Agreement, and all claims or causes of action (whether in contract or in tort) that may be based upon, arise out of, or relate to this Agreement,

or the negotiation, execution, or performance of this Agreement (including any claim or cause of action based upon, arising out of, or related to any representation or warranty made in connection with this Agreement or as an inducement to enter into this Agreement), shall be governed by the laws of the State of Colorado. Venue for any proceeding brought pursuant to this Agreement shall be in Boulder County, Colorado, unless the appropriate venue for a dispute is before the Colorado Public Utilities Commission, in which case the Parties agree that the dispute shall be heard at the Commission's office in Denver, Colorado. If venue would be appropriate in either forum, the Party bringing the claim shall make the choice.

Section 10.07 Entire Agreement. This Agreement and the exhibits attached hereto constitute the entire agreement between the Parties for the Town's purchase of the Facilities. There are no other provisions, terms, or conditions to this Agreement, whether written or oral, and all prior or contemporaneous agreements with respect to the subject matter herein are superseded by this Agreement.

Section 10.08 Amendment. This Agreement may not be amended nor any rights hereunder waived except by an instrument in writing signed by the Party to be charged with such amendment or waiver and delivered by such Party to the Party claiming the benefit of such amendment or waiver.

Section 10.09 Condemnation. So long as the Town has not terminated this Agreement due to an uncured default by Public Service, the Town shall not initiate condemnation or eminent domain action to acquire the Facilities prior to Closing or termination of this Agreement.

Section 10.10 Disclaimer. The Town and Public Service agree to each of the following provisions:

(a) The sale of the Facilities by Public Service to the Town as described in this Agreement does not represent a waiver of any rights or remedies the Parties have in association with a Future Asset Acquisition (defined below);

(b) Following Closing, Public Service will continue to provide the Town with electric service for the Facilities under a street lighting service category pursuant to the Tariffs;

(c) Public Service has not had an appraisal completed of the Facilities;

(d) The Purchase Price is a negotiated price and does not necessarily represent the fair market value of the Facilities, or damages to the remainder, as would be derived through an acquisition by eminent domain;

(e) Public Service did not seek additional compensation that it believes it would be entitled to under Law if the Town were to condemn the Facilities; and

(f) The Parties agree that any value assigned to the SL Easements described in the Easement Assignment is not intended to accurately measure the value of the same (or the value of any other easement or right-of-way owned by Public Service). The Parties further agree that such value shall be inadmissible as evidence in any trial, hearing, case,

arbitration, or mediation in front of any tribunal, including but not limited to any condemnation or eminent domain action;

(g) If any of the following occur (each a "**Future Asset Acquisition**"), the Parties agree that this sale, including the Purchase Price and system separation/integration, shall not be controlling, precedent setting, or used in evidence in any future legal, administrative or other proceeding associated with such Future Asset Acquisition:

(i) the Town brings a condemnation action to acquire any other Public Service facilities or property;

(ii) Public Service brings an inverse condemnation action regarding any other Public Service facilities or property;

(iii) the Town attempts to discontinue service from Public Service prior to the expiration of the Franchise Agreement; or

(iv) the Parties enter into a voluntary sale for other Public Service facilities or property.

Any challenges to the Town's authority to condemn in any Future Asset Acquisition and the compensation owed to Public Service shall be determined pursuant to Law, including the determination of the fair market value of the property taken, as well as damages.

Section 10.11 Severability. If any term or other provision of this Agreement is invalid, illegal, or incapable of being enforced under any Law or public policy, all other conditions and provisions of this Agreement shall nevertheless remain in full force and effect so long as the economic or legal substance of the Agreement is not affected in any adverse manner to either Party. Upon such determination that any term or other provision is invalid, illegal, or incapable of being enforced, the Parties shall negotiate in good faith to modify this Agreement so as to effect the original intent of the Parties as closely as possible in an acceptable manner to the end that the Agreement is fulfilled to the extent possible.

Section 10.12 Survival. All provisions of this Agreement shall survive Closing and shall not merge with the Bill of Sale. The following provisions shall survive the expiration and any termination of this Agreement: Article 7; Section 9.04; Section 9.05; and Article 10.

[remainder of page intentionally blank]

[signature page follows]

IN WITNESS WHEREOF, this Street Light System Purchase and Sale Agreement has been signed by or on behalf of each of the Parties as of the dates of the acknowledgements below to be effective as of the Effective Date.

**PUBLIC SERVICE**

PUBLIC SERVICE COMPANY OF COLORADO

By: _____
Name: Robert Kenney
Title: President

STATE OF COLORADO )
)
COUNTY OF _____ )

The foregoing instrument was acknowledged before me this __ day of _____, _____, by Robert Kenney, President, Public Service Company of Colorado, a Colorado corporation, on behalf of such a company.

Witness my hand and official Seal.

My Commission Expires: _____

_____
Notary Public:

[signatures continue on next page]

**TOWN**

TOWN OF ERIE, COLORADO

By: _____
Name: _____
Title: _____

STATE OF COLORADO )
)
COUNTY OF _____ )

The foregoing instrument was acknowledged before me this __ day of _____, _____, by _____ as _____ for the Town of Erie, Colorado, a Colorado municipal corporation, on behalf of the Town.

Witness my hand and official Seal.

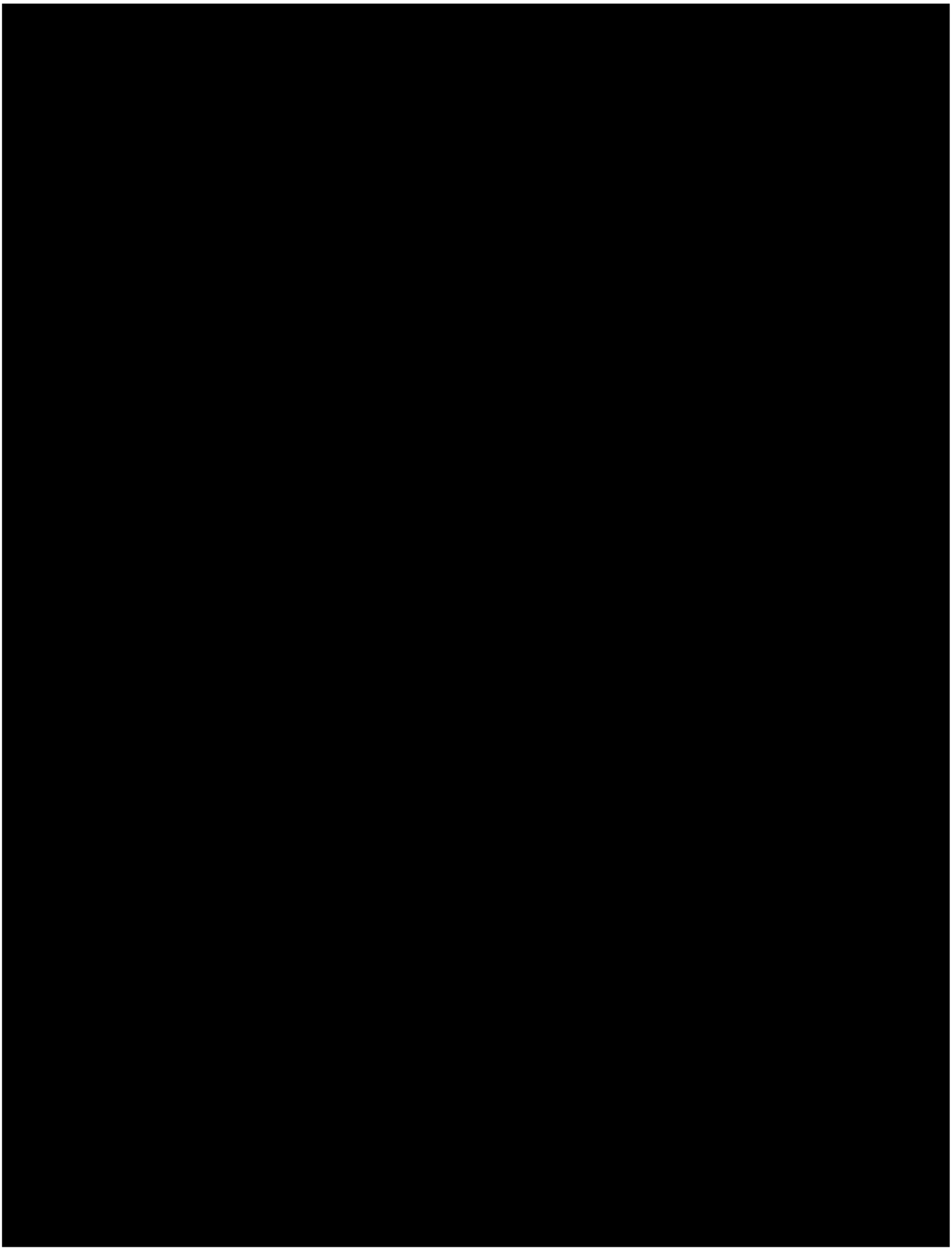
My Commission Expires: _____

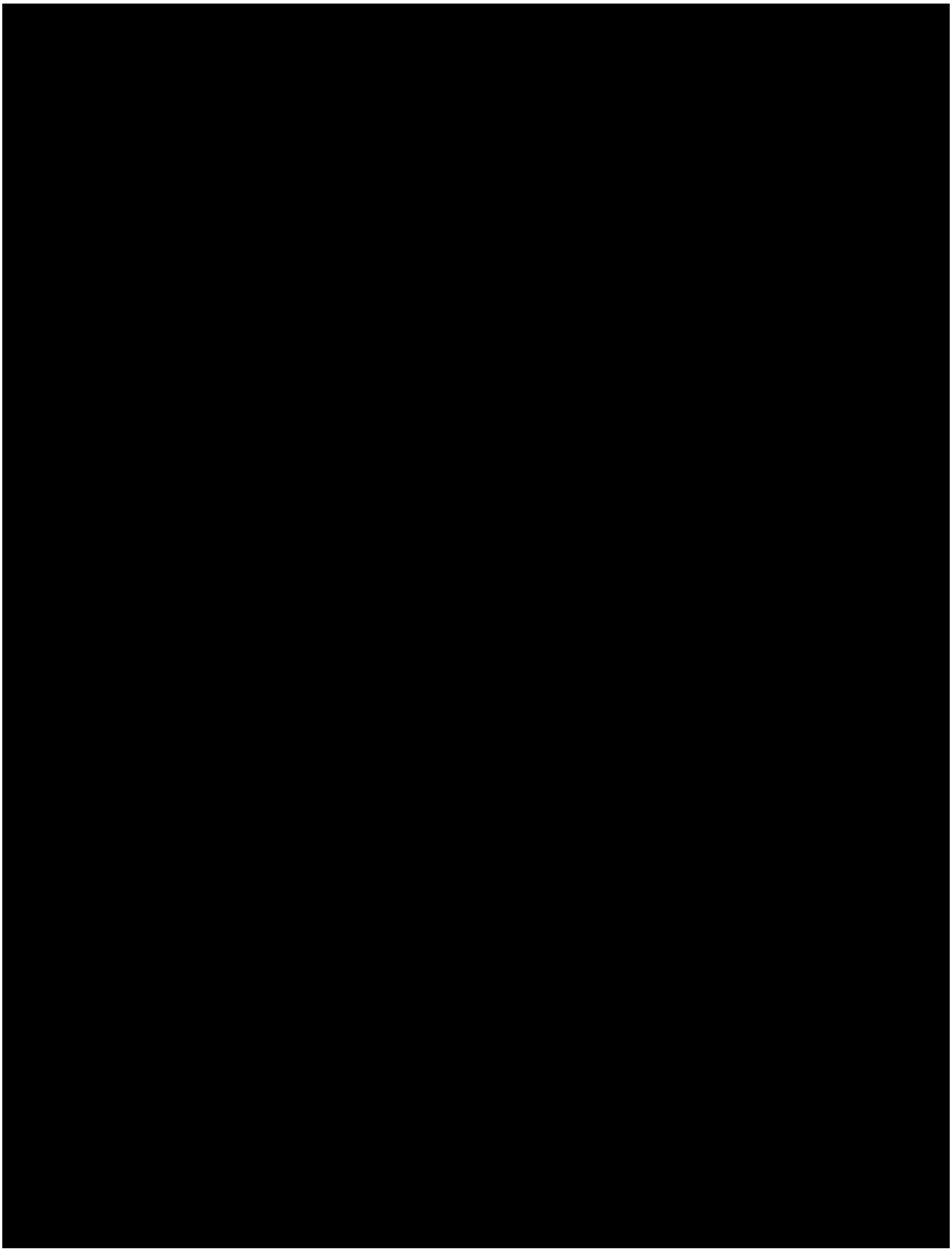
_____
Notary Public:

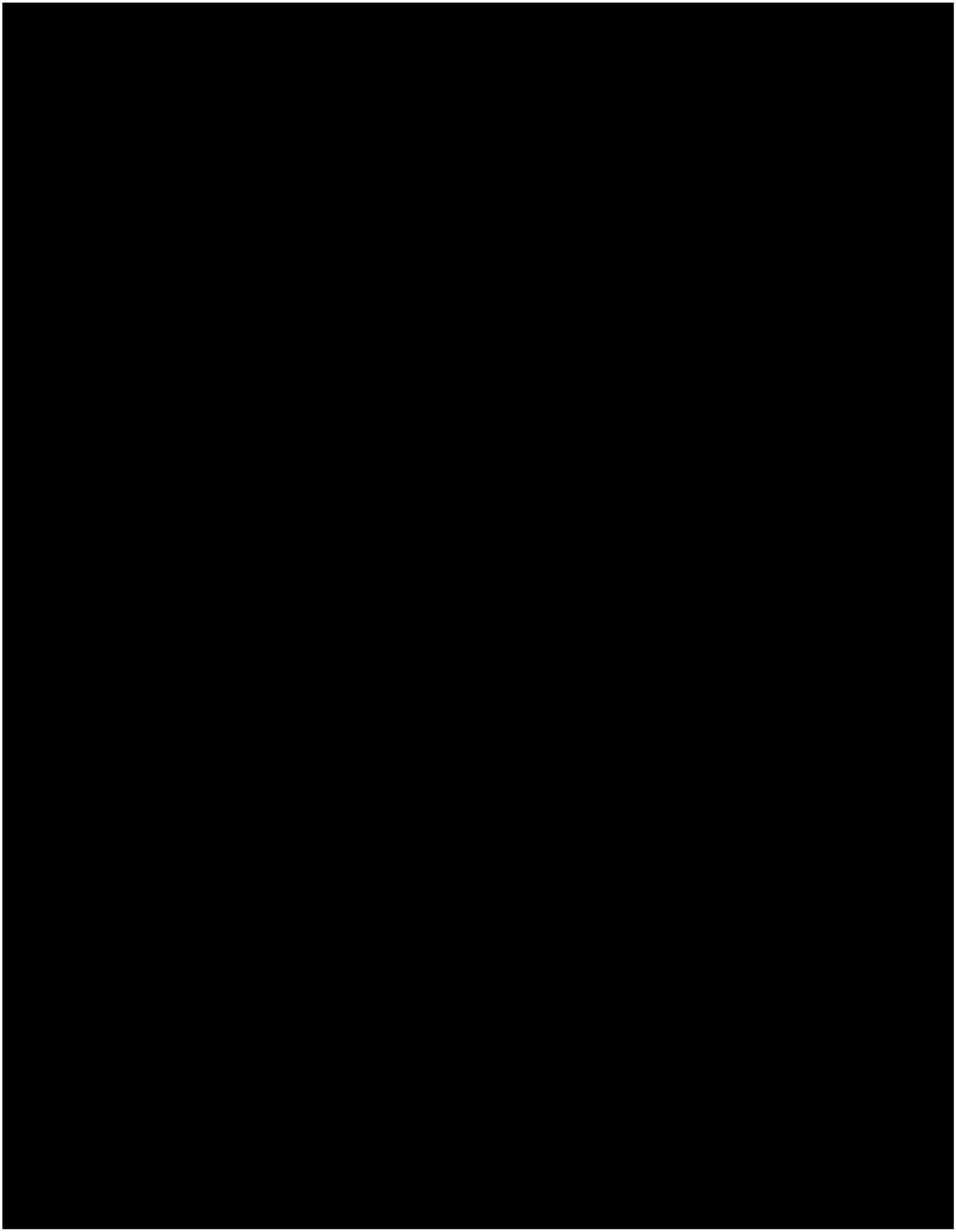
# EXHIBIT A

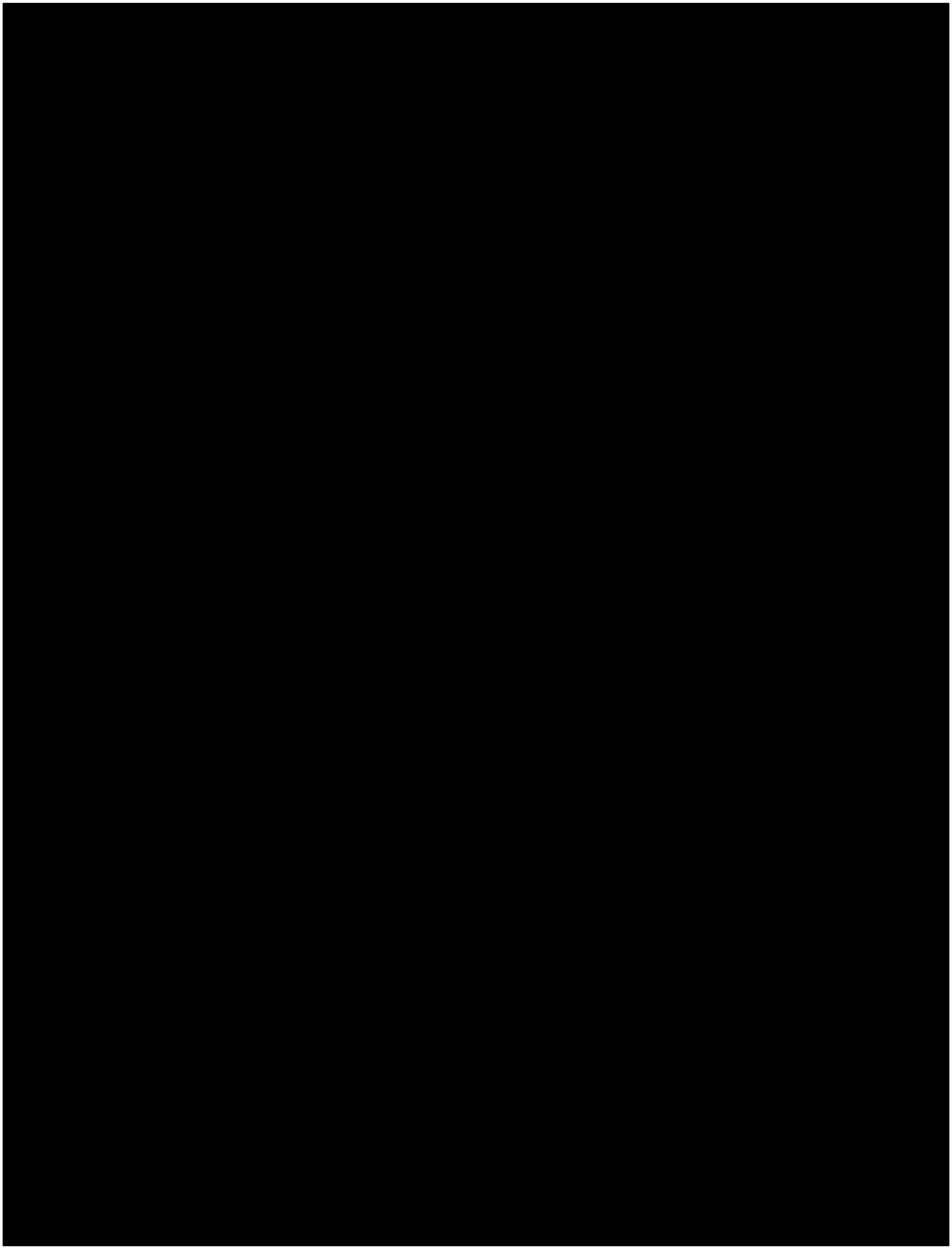
## Facilities

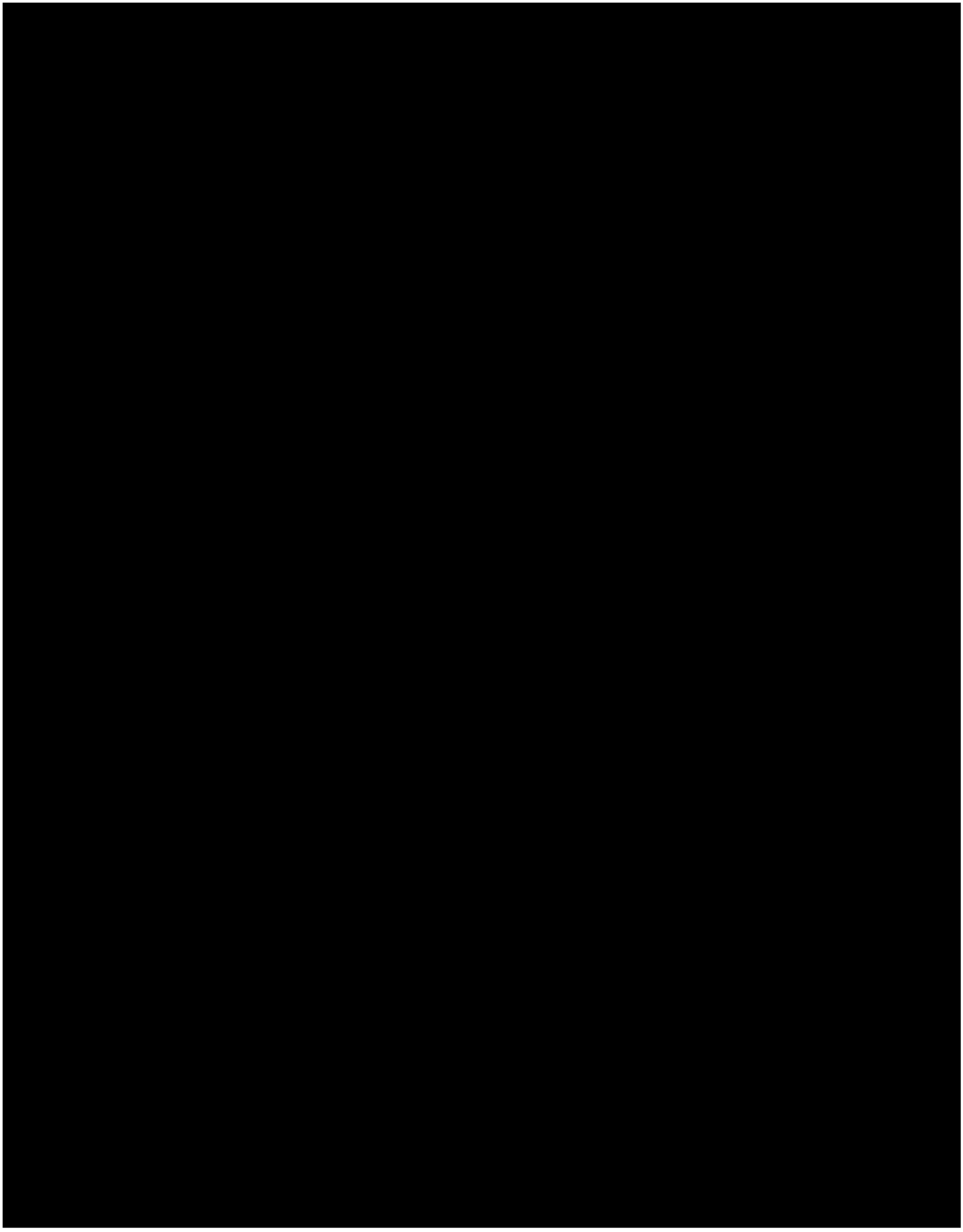
[redacted]

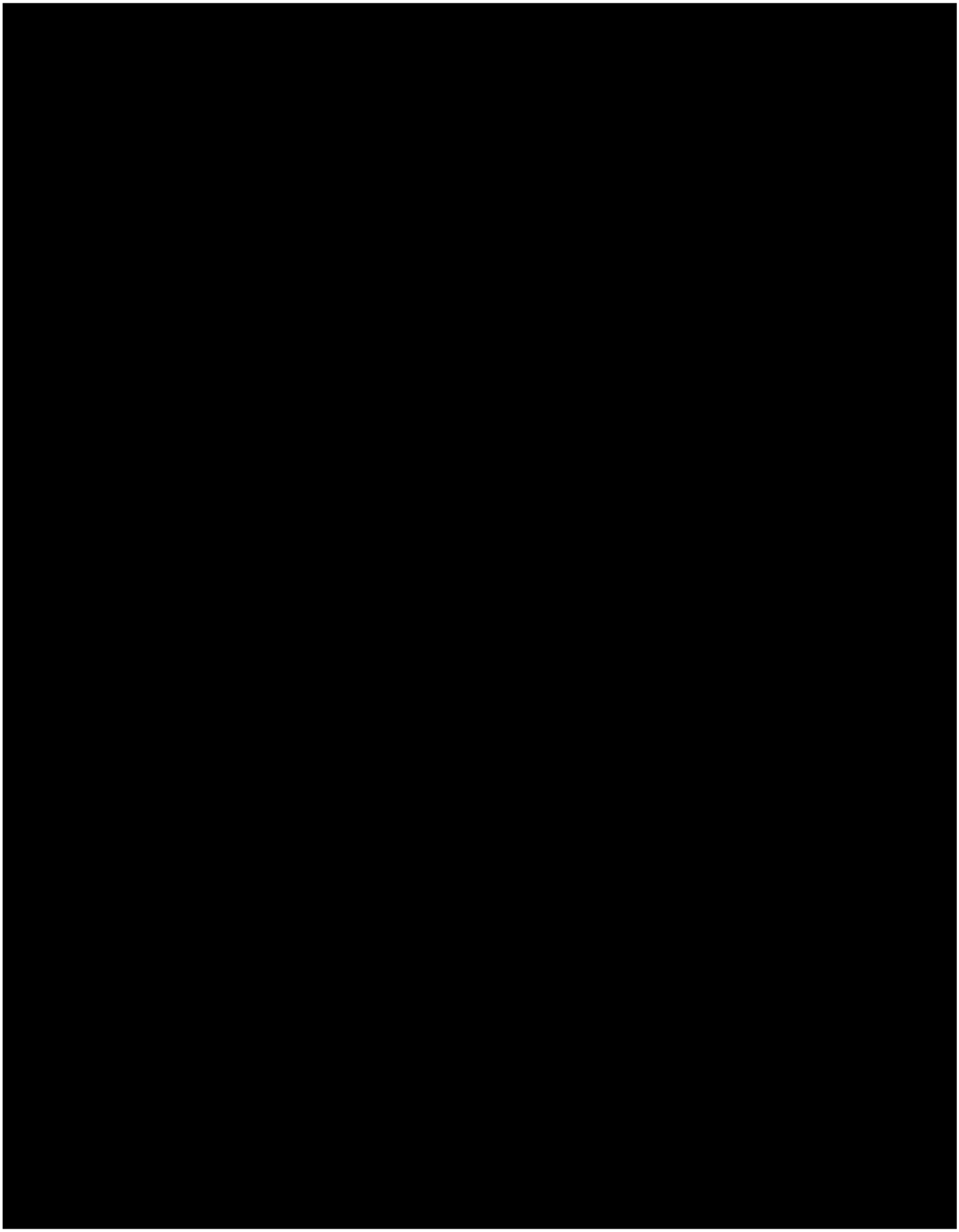












## EXHIBIT B

## Transition Agreement

See attached.

## EXHIBIT C

**Bill of Sale**

See attached.

**EXHIBIT D**

**Easement Assignment**

See attached.

# STREET LIGHT BILL OF SALE WITHOUT WARRANTY

This Street Light Bill of Sale Without Warranty ("**Bill of Sale**") is made effective as of _____ __, 20__, by and between Public Service Company of Colorado, a Colorado corporation ("**Grantor**"), and the Town of Erie, Colorado, a Colorado municipal corporation ("**Grantee**").

For good and valuable consideration, in hand paid, the receipt and adequacy of which are hereby acknowledged, and subject to the terms and conditions herein, Grantor hereby assigns and quitclaims to Grantee, all of its right, title and interest, if any, to and in the personal property described on **Exhibit 1**, attached hereto and incorporated herein by reference (individually, a "**Facility**" and collectively, the "**Facilities**")

Reserving unto Grantor the following rights:

1. **Attachments**. Upon written notice provided at least (30) days in advance, the right to make attachments to the Facilities (including any replacements thereof) will not be unreasonably withheld, to the extent such attachments serve a legitimate business need of Grantor's electric utility business and will not constitute a safety hazard or interfere with Grantee's or a third party's use of the Facilities. Grantor may request to make use of the Facilities at no cost for the placement of equipment, but shall be responsible for costs associated with modifications to the Facilities needed to accommodate Grantor's use and for any electricity used. Any such Grantor use must comply with the National Electric Safety Code, Industry Standards, and all other applicable laws, rules and regulations.

2. **Future Sale**.

   a. If the Grantee chooses to sell all or a portion of the Facilities (including any replacements thereof or new street lights added to Grantee's system) in the future, it shall notify Grantor in writing prior to offering the Facilities to any other party, and if Grantor is interested in purchasing the Facilities, the parties shall enter a ninety (90) day exclusive negotiation period, wherein both parties shall exercise good faith efforts to reach agreement and the provisions of Section 2(b) below shall apply. If the parties have not reached final written agreement on any such sale within such ninety (90) day exclusive negotiation period, the Grantee may negotiate with other parties and sell the Facilities to any party and upon such terms as it deems appropriate.

   b. Unless prohibited by applicable law, in any event that Grantor acquires all or a portion of the Facilities pursuant to this Section, or is required to acquire the Facilities (or any portion thereof) from Grantee or its successors or assigns, pursuant to an order or requirement of the Public Utility Commission or an order of a court of law, the total price per each individual Facility Grantor shall pay shall in no event be more than was paid to Grantor under the Purchase Agreement.

GRANTEE ACCEPTS THE FACILITIES "AS IS / WHERE IS" WITH ALL FAULTS AND DEFECTS. GRANTEE ACKNOWLEDGES THAT IT RELIED SOLELY UPON ITS INDEPENDENT ANALYSIS, EVALUATION AND JUDGMENT OF THE FACILITIES AND THEIR VALUE AND THAT GRANTOR HAS NOT MADE, AND WILL NOT MAKE, ANY

REPRESENTATION, WARRANTY OR COVENANT, EXPRESS OR IMPLIED, WITH RESPECT TO THE FACILITIES, INCLUDING, BUT NOT LIMITED TO, THE MERCHANTABILITY, CONDITION, QUALITY, DURABILITY, EQUIPMENT DESIGN, OPERATION, FITNESS FOR USE OR SUITABILITY OF THE FACILITIES IN ANY RESPECT WHATSOEVER OR IN CONNECTION WITH OR FOR THE PURPOSES AND USES OF GRANTEE, OR ANY OTHER REPRESENTATION, WARRANTY OR COVENANT OF ANY KIND OR CHARACTER, EXPRESS OR IMPLIED, AND GRANTOR SHALL NOT BE OBLIGATED OR LIABLE FOR ACTUAL, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES OF OR TO GRANTEE OR ANY OTHER PERSON OR ENTITY ARISING OUT OF OR IN CONNECTION WITH THE USE OR PERFORMANCE OF THE FACILITIES AND THEIR MAINTENANCE.

GRANTEE ACKNOWLEDGES AND UNDERSTANDS THAT THE FACILITIES WILL NOT BE INSURED BY GRANTOR AS OF THE EXECUTION OF THIS BILL OF SALE. GRANTEE ALSO ACKNOWLEDGES AND UNDERSTANDS THAT THE FACILITIES MAY BEAR OR CONTAIN HAZARDOUS CHEMICALS OR OTHER HAZARDOUS MATERIALS, INCLUDING BUT NOT LIMITED TO PETROLEUM BYPRODUCTS, CHEMICAL PRODUCTS, NATURALLY OCCURRING RADIOACTIVE MATERIALS, WHICH MAY BE OR MAY BECOME (BY CHEMICAL REACTION, TOXICITY, FLAMMABILITY, EXPLOSIVENESS OR OTHERWISE) HAZARDOUS TO LIFE, HEALTH OR PROPERTY AT ANY TIME AFTER THE FACILITIES LEAVE THE POSSESSION AND CONTROL OF GRANTOR, INCLUDING, BUT NOT LIMITED TO, DURING USE, HANDLING, CLEANING, RECONDITIONING OR DISPOSAL.

EXCEPT AS EXPRESSLY SET FORTH IN THE PURCHASE AND SALE AGREEMENT BY AND BETWEEN GRANTOR AND GRANTEE, DATED NOVEMBER 1, 2024 ("**PURCHASE AGREEMENT**"), GRANTEE HEREBY RELEASES GRANTOR, ITS CORPORATE AFFILIATES, DIRECTORS, OFFICERS, EMPLOYEES, AGENTS AND REPRESENTATIVES FROM ANY AND ALL LIABILITY AND WAIVES ANY CLAIM IT MAY NOW HAVE OR WHICH IT MAY HAVE IN THE FUTURE AGAINST THEM ARISING OUT OF OR RESULTING FROM GRANTEE'S ACCEPTANCE OF THE FACILITIES.

Grantor and Grantee incorporate by reference herein all of the provisions of the Purchase Agreement that expressly survive Closing (as defined in the Purchase Agreement). A copy of the Purchase Agreement is attached hereto as **Exhibit 2**.

[Remainder of page intentionally blank; signature page follows]

IN WITNESS WHEREOF, the parties have caused this Bill of Sale to be duly executed on the date and year first above written.

**GRANTOR:**
PUBLIC SERVICE COMPANY OF COLORADO
a Colorado Corporation

By: _____
Name: Robert Kenney
Its: President

IN WITNESS WHEREOF, the parties have caused this Bill of Sale to be duly executed on the date and year first above written.

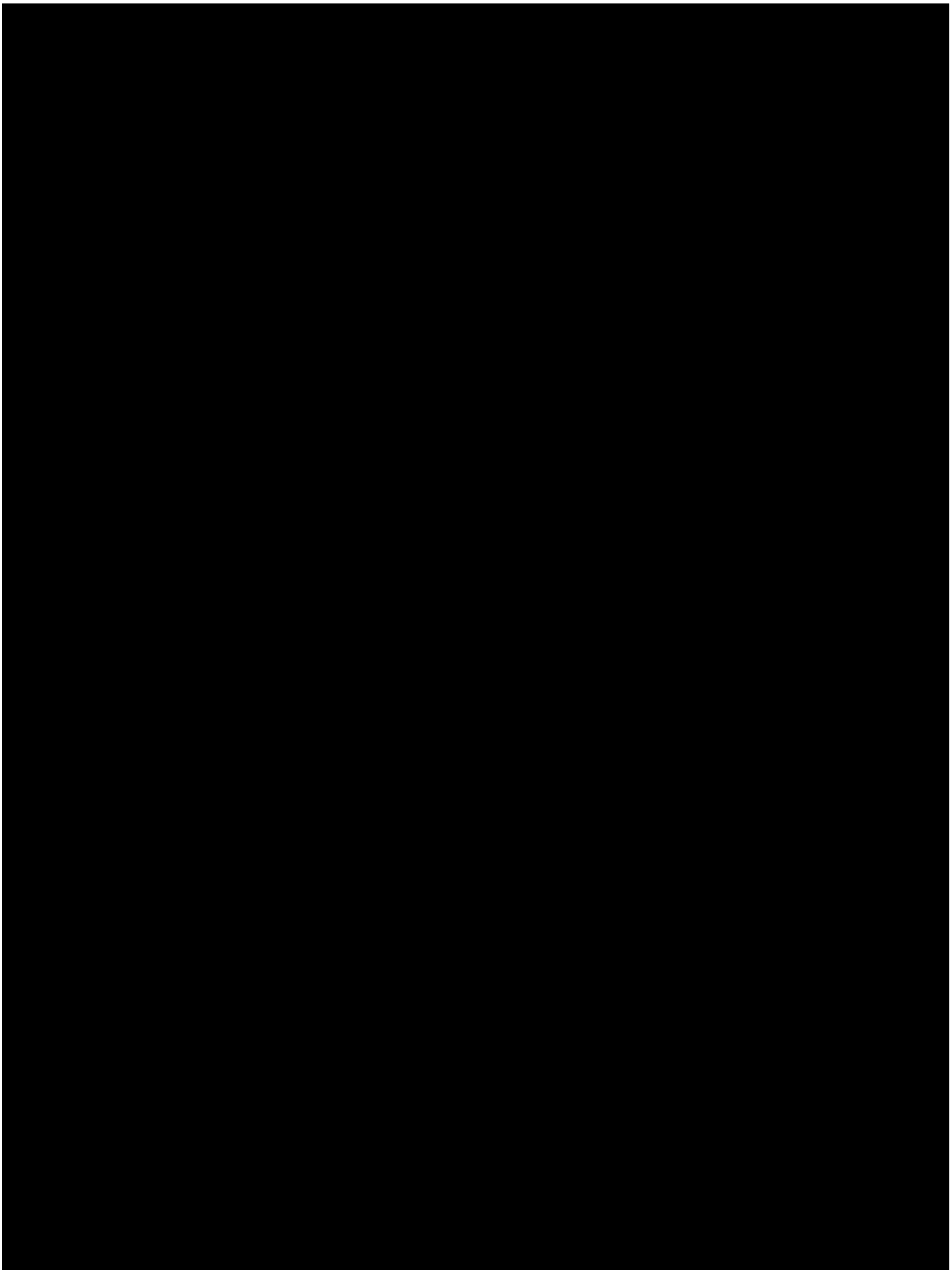
**GRANTEE:**

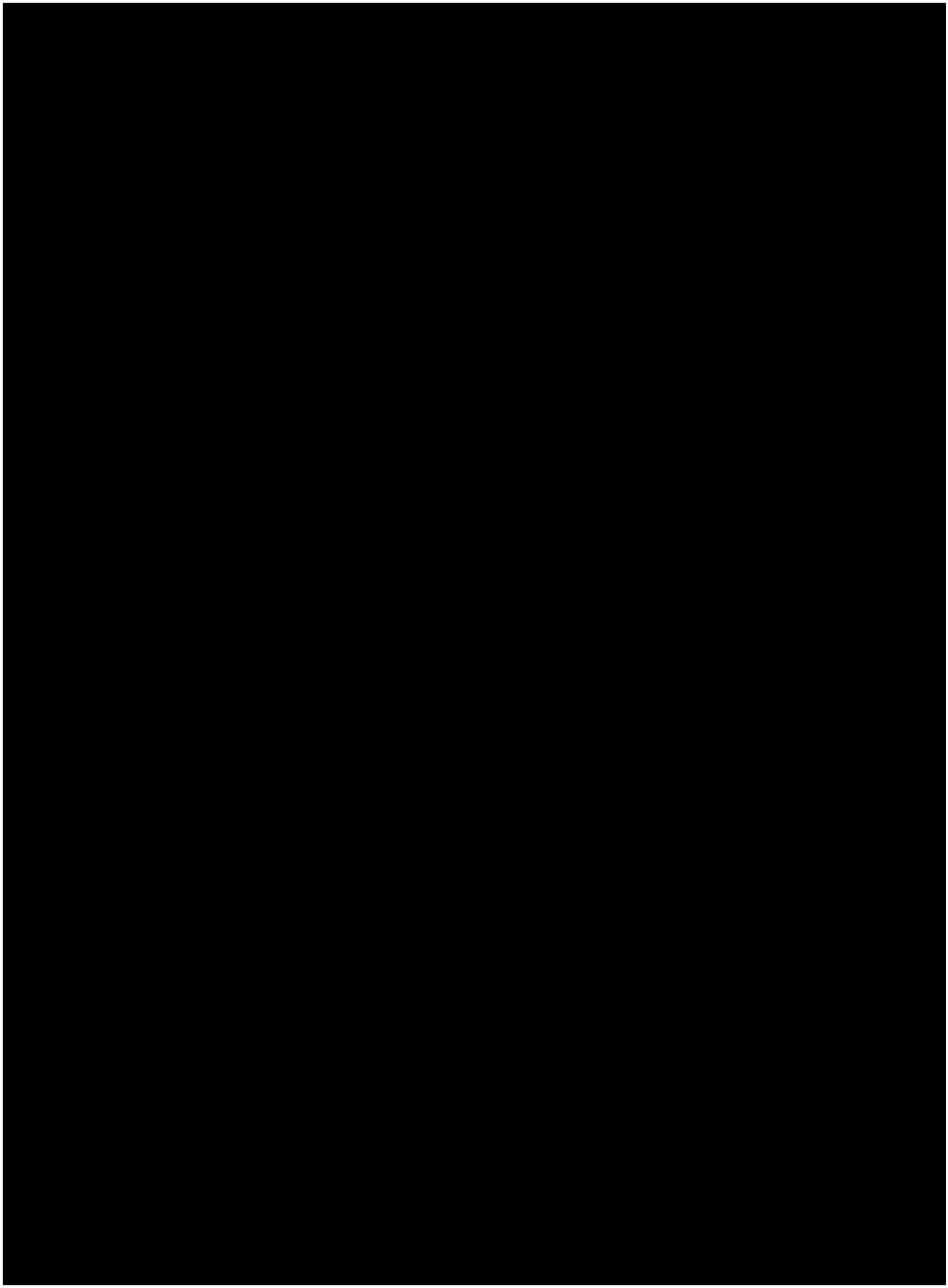
Town of Erie, Colorado

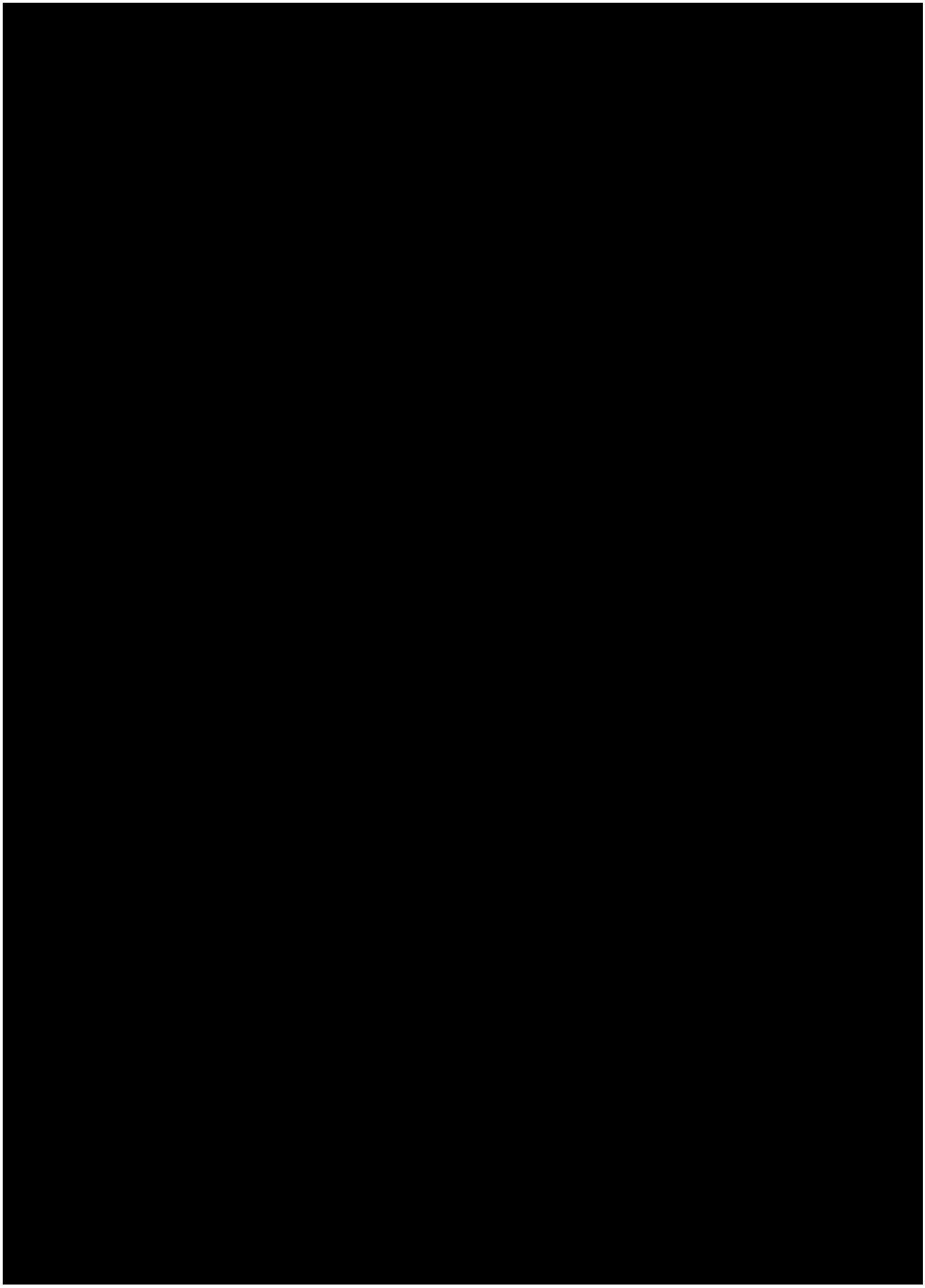
By: _____
Name: _____
Title: _____

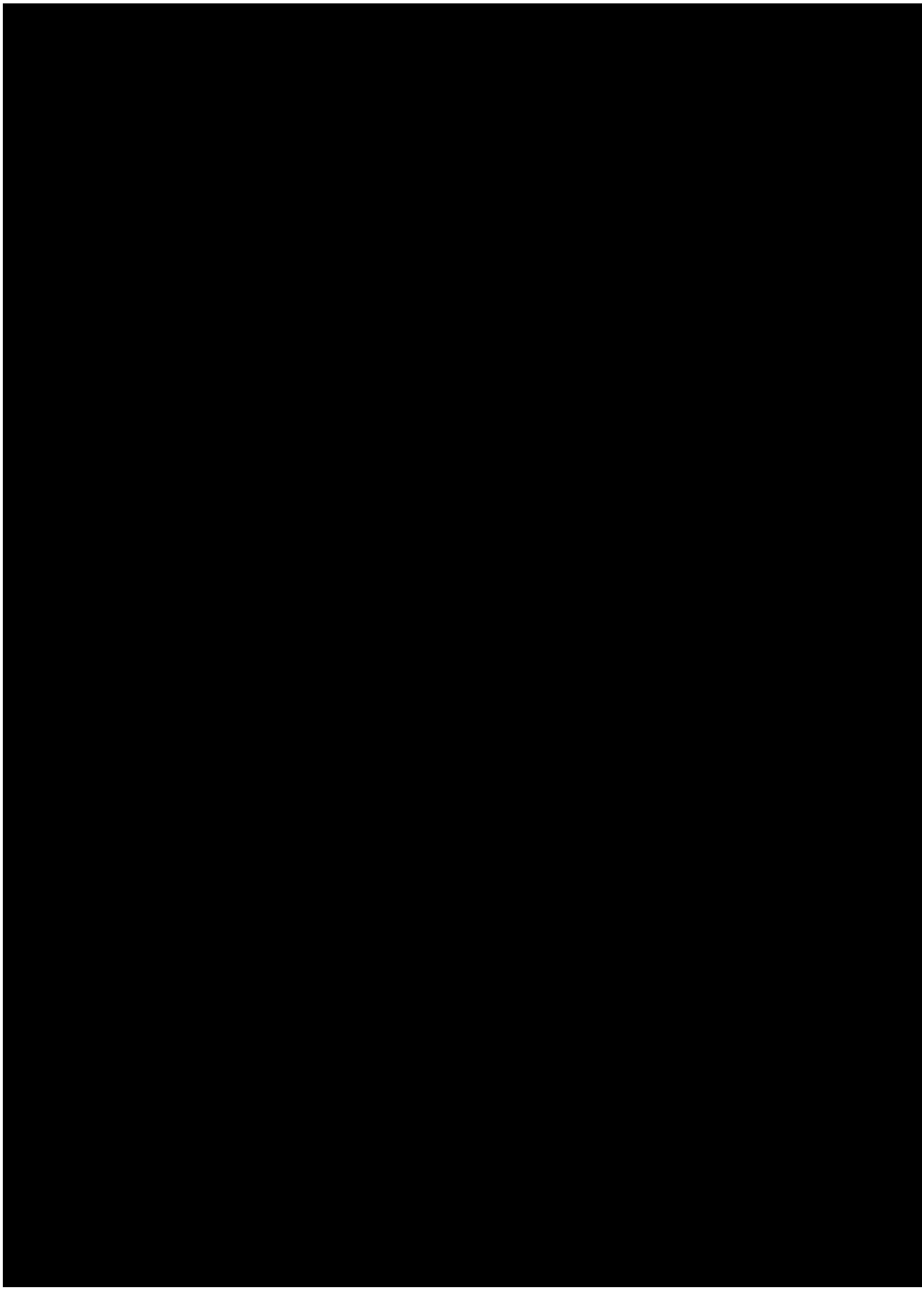
**EXHIBIT 1**

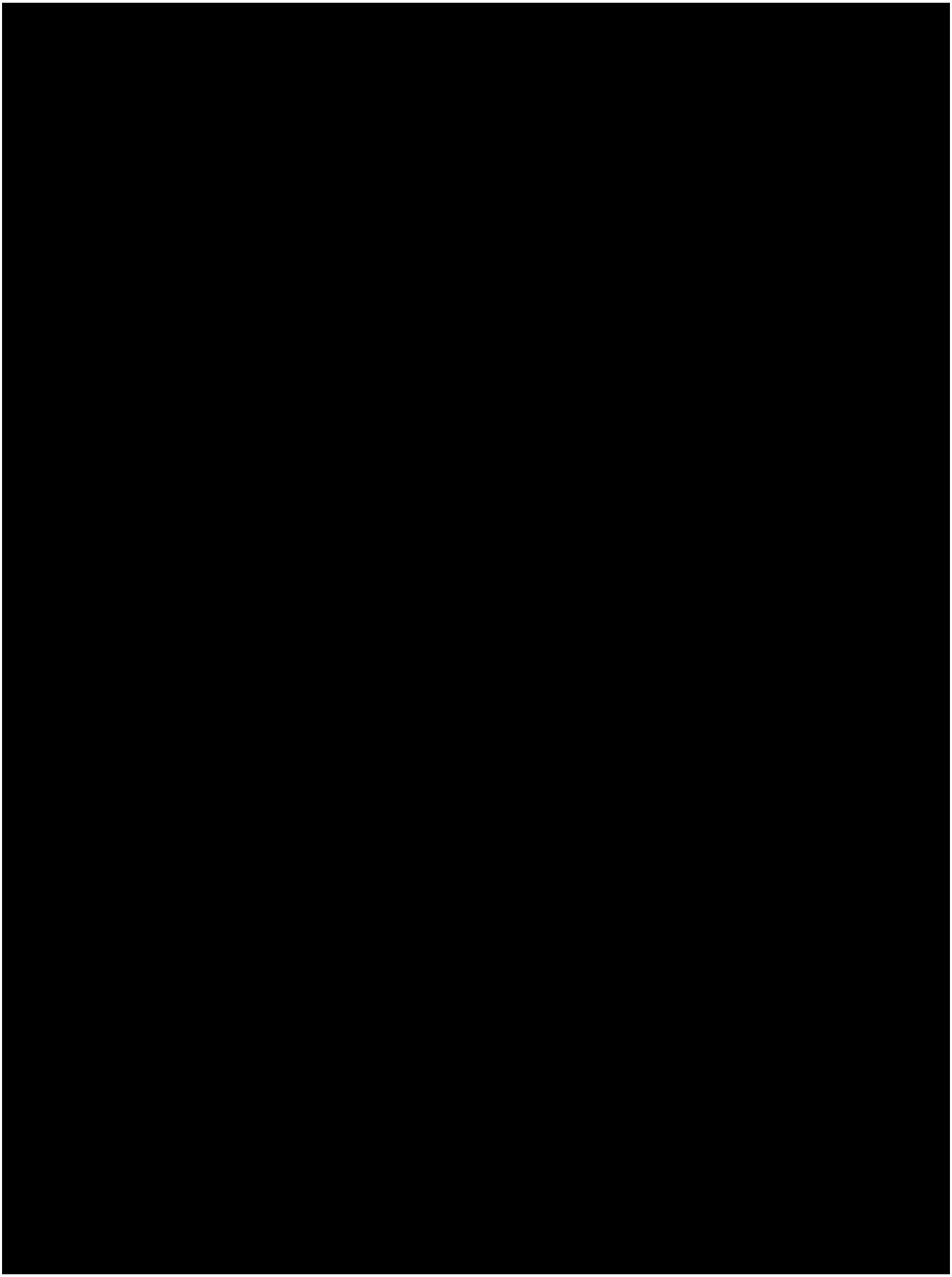
**Facilities**











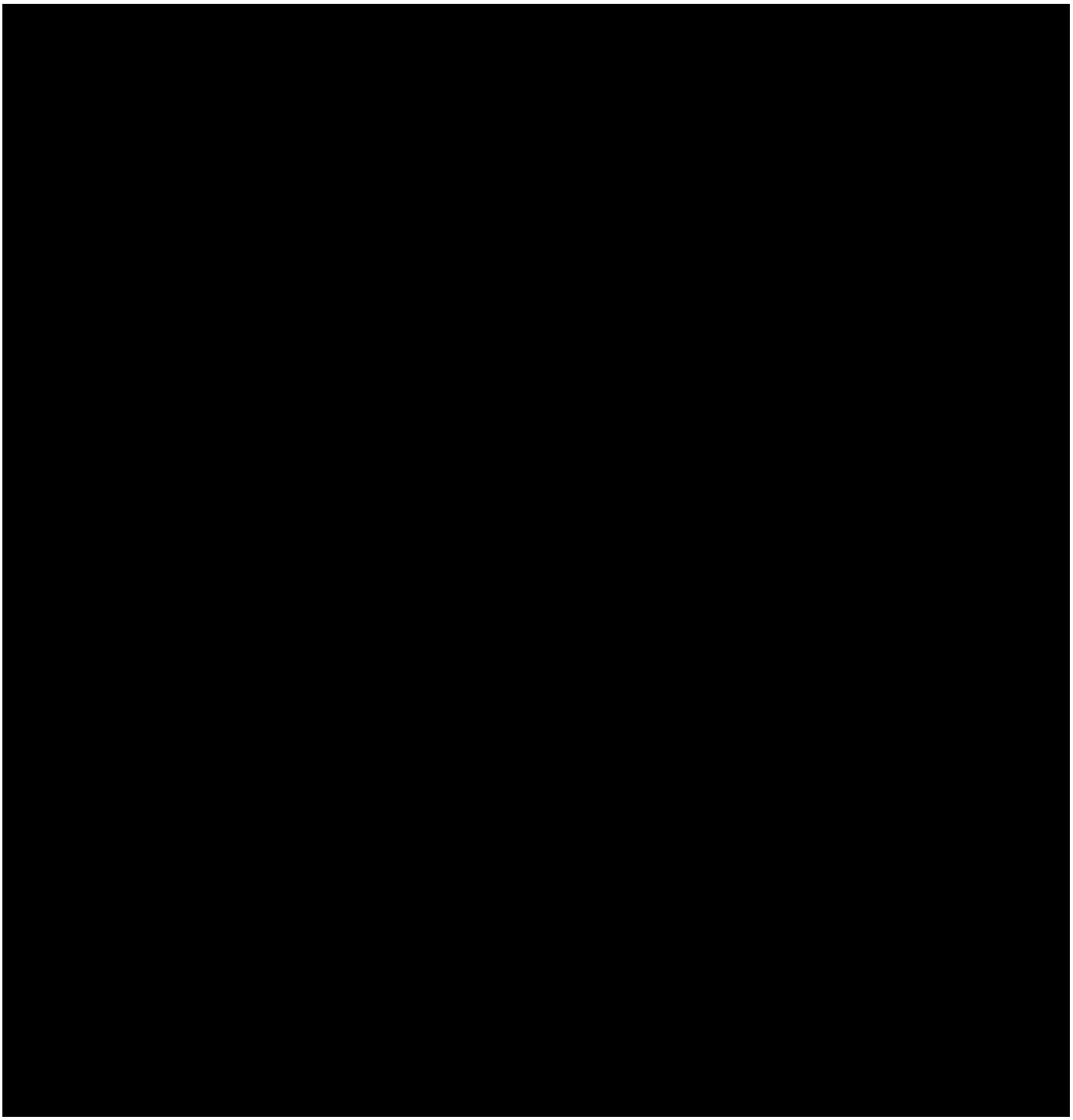


**EXHIBIT 2**

**Purchase and Sale Agreement**

(see attached)

When recorded return to:
Town of Erie
645 Holbrook Street
P.O. Box 750
Erie, Colorado 80516
Attn: Town Administrator

# PARTIAL ASSIGNMENT OF EASEMENTS

THIS PARTIAL ASSIGNMENT OF EASEMENTS ("**Assignment**") is made as of _____, 20__ (the "**Effective Date**") by and between PUBLIC SERVICE COMPANY OF COLORADO, a Colorado corporation ("**Assignor**"), whose address is 1800 Larimer, Ste. 1100, Denver, Colorado 80202, and TOWN OF ERIE, a Colorado municipal corporation ("**Assignee**"), whose address is 645 Holbrook Street, P.O. Box 750, Erie, Colorado 80516.

WHEREAS, Assignor and Assignee are parties to that certain Purchase and Sale Agreement dated as of November 1, 2024 (the "**PSA**") pursuant to which Assignee has acquired from Assignor the Assignor's street lighting equipment, including, but not limited to, pole bases, poles and foundations, brackets, arms, luminaires, lamps, glass or plastic lenses and lamp covers, light sensitive devices, lighting cable and conductors, conduit, splices and splice boxes (the "**Facilities**") as more fully described in the PSA.

WHEREAS, Assignor is the owner of certain easements that may include the purposes of operating, accessing, and maintaining the Facilities (the "**Street Light Purposes**").

WHEREAS, Assignor may also claim unadjudicated rights or easements by prescription for the purposes of operating, accessing, and maintaining the Facilities.

WHEREAS, pursuant to the PSA, Assignor has agreed to sell and assign to Assignee its interest and obligations in and under the SL Easements (defined below), to the extent such SL Easements can be used for Street Light Purposes, and Assignee has agreed to acquire and assume Assignor's interests and obligations in the SL Easements to the extent such SL Easements can be used for Street Light Purposes, pursuant to the terms and conditions thereof.

NOW THEREFORE, in consideration of ten and 00/100 dollars ($10.00), and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Assignor and Assignee hereby agree as follows:

1. Assignor does hereby quitclaims and assigns without representation or warranty unto Assignee (the "**SL Easements**"):

   a. all of Assignor's right, title and interest in, to and under the easements described in Exhibit A attached hereto and incorporated herein by this reference, to the extent such SL Easements can be used for Street Light Purposes, TO HAVE AND TO HOLD the same unto Assignee, its successors and assigns, from and after the Effective Date, subject to the terms, covenants, conditions and provisions contained in the PSA; and

b. to the extent transferrable, any claim of right or easement by prescription as of the Effective Date for, and only for, the Facilities located within the boundaries of the Town of Erie, Colorado, as depicted on Exhibit B attached hereto an incorporated herein by this reference.

2. Assignee hereby accepts such assignment and agrees to perform, observe, assume and discharge its covenants, obligations and liabilities under the SL Easements arising form and after the Effective Date.

3. ASSIGNEE ACCEPTS THE SL EASEMENTS COVERED BY THIS ASSIGNMENT ARE SOLD, TRANSFERRED AND DELIVERED "AS IS, WHERE IS" WITH ALL FAULTS AND DEFECTS. ASSIGNEE ACKNOWLEDGES THAT IT RELIED SOLELY UPON ITS INDEPENDENT ANALYSIS, EVALUATION AND JUDGMENT OF THE SL EASEMENTS AND THAT ASSIGNOR HAS NOT MADE, AND WILL NOT MAKE, AND ASSIGNEE EXPRESSLY DISCLAIMS, ANY REPRESENTATION, WARRANTY OR COVENANT, EXPRESS OR IMPLIED, RELATING TO THE MERCHANTABILITY, CONDITION, QUALITY, DURABILITY, OPERATION, FITNESS FOR USE OR SUITABILITY OF THE SL EASEMENTS IN ANY RESPECT WHATSOEVER OR IN CONNECTION WITH OR FOR THE PURPOSES AND USES OF ASSIGNEE, OR ANY OTHER REPRESENTATION, WARRANTY OR COVENANT OF ANY KIND OR CHARACTER, EXPRESS OR IMPLIED, AND ASSIGNOR SHALL NOT BE OBLIGATED OR LIABLE FOR ACTUAL, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES OF OR TO ASSIGNEE OR ANY OTHER PERSON OR ENTITY ARISING OUT OF OR IN CONNECTION WITH THE USE OR PERFORMANCE OF THE SL EASEMENTS.

4. Assignor retains and expressly excludes from this Assignment the right to use and enjoy the SL Easements for any purpose other than the Street Light Purposes.

5. This Assignment shall be governed by and construed in accordance with the laws of the State of Colorado as to all matters, including but not limited to matters of validity, construction, effect, performance and remedies, but without regard to its conflict of laws rules or principles that would cause the law of any other jurisdiction to apply.

6. If any provision of this Assignment be determined to be void, invalid, unenforceable or illegal for whatever reason, such provision(s) shall be null and void; provided, however, that the remaining provisions of this Assignment shall be unaffected thereby and shall continue to be valid and enforceable.

7. The parties agree that any value assigned to the SL Easements, or any other rights, claims, or interests transferred herein, is not intended to accurately measure the value of the same (or the value of any other easement or right-of-way owned by Assignor). The parties further agree that such value shall be inadmissible as evidence in any trial, hearing, case, arbitration, or mediation in front of any tribunal, including but not limited to any condemnation or eminent domain action.

8. This Assignment is made by Assignor pursuant to the terms and conditions of the PSA. Unless provided otherwise in the PSA, this Assignment is (a) without recourse against Assignor

of any kind or nature whatsoever, and (b) without any warranty, covenants or representations of any kind or nature express, implied or statutory, by Assignor, except as may be expressly set forth in the PSA. If there is any conflict between the terms of this Assignment and the PSA, the terms of the PSA shall control. This Assignment is made in connection with a Bill of Sale of even date herewith by which Assignor is transferring to Assignee certain personal property located within the areas described in the SL Easements.

9. The conveyance of the SL Easements is subject to all matters of record or not of record, and all matters apparent or not apparent on the property covered by the SL Easements.

10. This Assignment may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

[signature pages follow]

[remainder of page intentionally blank]

IN WITNESS WHEREOF, this Assignment has been duly executed as of the dates of the acknowledgements below, effective as of the Effective Date.

**ASSIGNOR:**

PUBLIC SERVICE COMPANY OF COLORADO

By: _____
Name: _____
Title: _____

State of Colorado )
)s.
County of _____ )

This instrument was acknowledged before me on _____, 20__ by _____ as _____ of Public Service Company of Colorado, a Colorado corporation, on behalf of the corporation.

_____
Notary public

My commission expires:

[signatures continue on next page]

**ASSIGNEE:**

TOWN OF ERIE, COLORADO

By: _____
Name:_____
Title:_____

State of Colorado )
)s.
County of _____ )

This instrument was acknowledged before me on _____, 20__ by _____ as _____ of the Town of Erie, Colorado, a Colorado municipal corporation, on behalf of the Town.

_____
Notary public

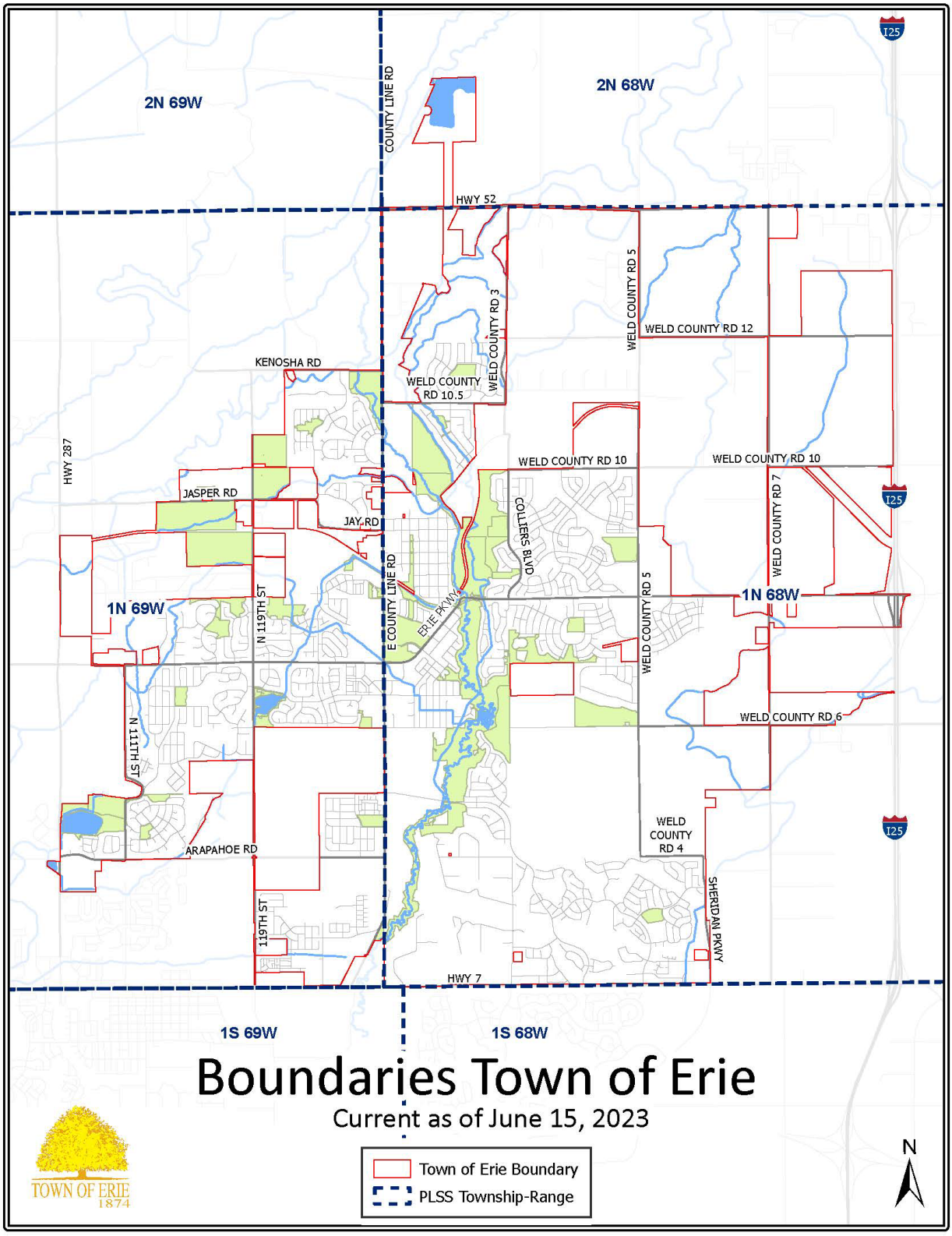
My commission expires:

**EXHIBIT A**
(Easements)

None.

**EXHIBIT B**

(Boundaries of Town of Erie, Colorado)



# TRANSITION AGREEMENT

This TRANSITION AGREEMENT ("**Transition Agreement**") is hereby entered into and made as of _____, 202_ (the 'Effective Date") between Public Service Company of Colorado ("**Public Service**") and the Town of Erie, Colorado municipal corporation (the "**Town**"). Capitalized terms used but not otherwise defined herein shall have the meanings ascribed thereto in that certain Street Light System Purchase and Sale Agreement dated November 1, 2024 by and between Public Service and the Town (the "**Purchase Agreement**").

## ARTICLE 1.
## SCOPE OF TRANSITION AGREEMENT

Section 1.01 Scope. This Transition Agreement sets forth the terms and conditions pursuant to which (a) Public Service will permit the Town to retain attachments of certain street lights currently attached to the Distribution Poles owned by Public Service as set forth on Exhibit D of the Purchase Agreement, (b) Public Service will perform its portion of the Conversion Work; (c) Town will perform the Removal; (d) the Town will perform the Town Conversion Town; and (e) Town will perform the Temporary to Permanent Conversion Work.

Section 1.02 Tariff Reference. The work contemplated by this Transition Agreement shall be performed and completed in accordance with Tariff sheets 97A, 97B, R139, and R140, all effective as of September 10, 2021, as the same may be amended from time to time.

## ARTICLE 2.
## DEFINITIONS

Capitalized terms not otherwise defined herein shall have the meanings ascribed in the Purchase Agreement. In addition to terms defined elsewhere in this Transition Agreement, the following terms shall have the following meanings:

Section 2.01 "Approved Contractor" means any contractor approved in writing by Public Service to conduct work on its Electric Distribution System, including the street lighting system, with the ability to conduct transformer and pedestal openings.

Section 2.02 "Conversion Costs" means all actual costs incurred by the Company that are reasonably necessary to perform the Conversion Work, including, without limitation, all actual costs of removing, relocating, separating, or modifying any other utility or any other object or substance which is required or becomes required as a result of the Conversion Work.

Section 2.03 "Conversion Work" means the work Public Service deems reasonably necessary to disconnect service from the Facilities at the Point of Separation, including the work contemplated in the Tariff and this Transition Agreement, or any other work by mutual agreement of the Parties.

Section 2.04 "Distribution Poles" means the overhead distribution utility poles that support Public Service's electric service lines operating below 34,500 volts that are part of its Electric Distribution System on the Effective Date.

Section 2.05 "Distribution Pole Facilities" means the bracket arm assemblies and luminaires (consisting of the head, internal components, lamp socket, reflector if any, refractor or glass cover if any, photocontrol, lamp and conductor on the Town's side of the Point of Delivery) transferred to the Town pursuant to the Purchase Agreement and identified on Exhibit A to the Purchase Agreement. For purposes of clarity, Public Service will retain ownership of the Distribution Pole and any facilities other than those being transferred to the Town under the Purchase Agreement.

Section 2.06 "Electric Distribution System" means Public Service's electric service lines operating below 34,500 volts and associated equipment, fixtures, and facilities.

Section 2.07 "Environmental Laws" means any federal, state, or local laws (including common laws), statutes, regulations, ordinances, codes, orders, or decrees issued or promulgated by any governmental authority relating to prevention of pollution, preservation and restoration of environmental quality, protection of human health, the environment and natural resources (including air, surface water, groundwater or land), or the release, use, generation, handling, storage, treatment, transportation, or disposal of hazardous material, whether imposed by statute or derived from common law including, but not limited to, the Toxic Substances Control Act (15 U.S.C. § 2601, et seq.), the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, (42 U.S.C. § 9601, et seq.), the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (42 U.S.C. § 6901, et seq.), the Federal Water Pollution Control Act, (33 U.S.C. § 1251, et seq.), the Clean Air Act, (42 U.S.C. § 7401, et seq.), the Low-Level Radioactive Waste Policy Act (42 U.S.C. 2021b et seq.), and applicable state counterparts, and their implementing regulations, all as amended from time-to-time, and all other comparable federal, state or local laws, rules or regulations pertaining to protection of human health, the environment, or natural resources.

Section 2.08 "Hazardous Materials" means any substance, pollutant, contaminant, chemical, material or waste that is regulated, listed or identified under any Environmental Laws, or which is deemed or may be deemed hazardous, dangerous, damaging or toxic to living things or the environment, and shall include, without limitation, any flammable, explosive, or radioactive materials; hazardous materials; radioactive wastes; hazardous wastes; hazardous or toxic substances or related materials; lead and lead products; creosote; pentachlorophenol or other wood preservatives; polychlorinated biphenyls; per- and poly-fluoroalkyl substances; petroleum products, fractions and by-products thereof; radon, asbestos and asbestos-containing materials; medical waste; solid waste, and any excavated soil, debris, or groundwater that is contaminated with such materials.

Section 2.09 "Permanent Point of Separation" means a Point of Separation accomplished by the installation and use of a pull box, overhead switch, or pedestal.

Section 2.10 "Plan" means the plan prepared by the Parties coordinating the Town Conversion Work and Public Services' Conversion Work.

Section 2.11 "Point of Delivery" means each physical point at which ownership and responsibility for operation and maintenance of the Facilities changes from. Public Service to the Town and that allows Public Service to fuse and/or electrically separate Public Service's Electric

Distribution System from the Facilities being transferred to the Town pursuant to this Transition Agreement. For Distribution Pole Facilities the Point of Delivery is the Town's owned fusible link on the conductor between the end of the mast arm (pole side) and Public Service's secondary system as identified in the complete report prepared by Public Service or its designee in coordination with the Town, showing on a light by light, circuit by circuit basis, the results of the Separation Study Report that was undertaken by Public Service in coordination with the Town, prior to the date hereof.

Section 2.12 "Public Service Conversion Work" means the work to be performed by Public Service to de-energize the Facilities to allow the Town Conversion Work.

Section 2.13 "Point of Separation" means each Temporary Point of Separation or Permanent Point of Separation installed as part of the Town's Conversion Work.

Section 2.14 "Rate Schedule ESL" means Rate Schedule Energy Only Street Lighting Service of Public Service's COLO. PUC No. 8 Electric Tariff, as the same may be modified from time to time by approval of the Commission.

Section 2.15 "Rate Schedule MSL" means Rate Schedule Metered Street Lighting Service of Public Service's COLO. PUC No. 8 Electric Tariff, as the same may be modified from time to time by approval of the Commission.

Section 2.16 "Removal" means the work necessary to remove Distribution Pole Facilities from Distribution Poles.

Section 2.17 "Temporary Point of Separation" means a Point of Separation accomplished by the installation and use of a temporary fuse at the base of the street lighting pole or foundation.

Section 2.18 "Temporary to Permanent Conversion" means the Town Conversion Work necessary to convert a Temporary Point of Separation to a Permanent Point of Separation.

Section 2.19 "Town Conversion Work" means the work necessary to separate the Facilities from Public Service's Electric Distribution System and required to transfer the Facilities on the Town's side of the Point of Delivery which includes installation ownership and operation of a Point of Separation (e.g. a pull box, pedestal, overhead switch, or fuse) with respect to each circuit, this work includes the installation of all Temporary Points of Separation and Permanent Points of Separation, and completion of the Temporary to Permanent Conversion Work and the Removal.

## ARTICLE 3.
## CONVERSION OF FACILITIES

Section 3.01 Public Service Conversion Work. Public Service shall be responsible for performing the Public Service Conversion Work following the Closing Date. This Public Service Conversion Work will be conducted in accordance with the Separation Study Report and this Transition Agreement.

(a) To the extent not performed by Public Service employees, all Public Service Conversion Work shall be performed in accordance with Public Service's sourcing and bidding policies and shall be performed by Approved Contractors.

(b) All Public Service Conversion Work shall be done in accordance with Laws. The Town shall cooperate with Public Service in obtaining or providing any permits required for Public Service to perform the Public Service Conversion Work.

(c) The Town agrees to pay Public Service for all Public Service Conversion Work Costs. The Conversion Costs incurred shall be paid by the Town to Public Service within thirty (30) days after invoice. In addition, the Town is solely responsible for all costs of the Town Conversion Work.

Section 3.02 Town Conversion Work. The Town shall be responsible for the work associated with the transfer of the Facilities on the Town's side of the Point of Delivery in accordance with the Separation Study Report and this Transition Agreement at the Town's cost. At the initial time of separation, the Town may separate the Facilities by installing Temporary Points of Separation. The Town shall use commercially reasonable efforts to complete the installation of all Temporary Points of Separation within twelve (12) months following the Closing Date, or thereafter as may be reasonably practicable (the "**Temporary Separation Deadline**"). If the Town has elected to utilize a Temporary Point of Separation as the initial Point of Separation for any of the Facilities the terms of Section 3.03 shall also apply.

(a) The Town may use an Approved Contractor to complete the Public Service Conversion Work (excluding any Distribution Pole Attached Street Light O&M Service described in Section 4.03). Should the Town elect to use an Approved Contractor, the Town shall notify Public Service of its election and shall contract directly for services with the Approved Contractor. The Town shall remain responsible for any Conversion Costs incurred.

(b) All Town Conversion Work shall be done in accordance with Laws. The Town shall obtain any permits required for the performance of the Town Conversion Work.

(c) The Parties shall coordinate the Town Conversion Work and Public Service's Conversion Work. The Parties may prepare a Plan as to each circuit and/or each Facility or Distribution Pole Facility to assist with coordination. The Plan may be updated by the Parties from time to time as required to reflect the progress of the installation of Points of Separation and the of the Town Conversion Work.

Section 3.03 Temporary to Permanent Conversion Work. As identified in the Separation Study, the Parties have agreed that Temporary Points of Separation shall be installed as part of the Town's Conversion Work.

(a) After completion of the installation of the Temporary Points of Separation, the Town must complete the Temporary to Permanent Conversion. The Town shall complete the Temporary to Permanent Conversion in accordance with this Transition Agreement. The Parties agree to coordinate the Temporary to Permanent Conversion work in accordance with the Plan.

(b) Notwithstanding the time frame set forth in Section 3.02 above or anything to the contrary in the Plan, if at any time, prior to the completion of the Temporary to Permanent Conversion, Public Service is required to perform a transformer or pedestal opening, e.g. to de-energize, re-energize, relocate or in any way provide service to the Temporary Point of Separation, the Town shall immediately replace the Temporary Point of Separation with a Permanent Point of Separation in accordance with Public Service's specifications. To timely facilitate the foregoing, the Town shall make reasonable efforts to inventory and maintain a minimum of 10 pull boxes in its possession at all times during the Term.

(1) The Town understands that if Public Service is required to perform a transformer or pedestal opening in accordance with this subparagraph (b), the streetlight conduit will remain deenergized until the Town installs the Permanent Point of Separation.

(2) If Public Service is required to perform a transformer or pedestal opening or to otherwise de-energize the Facilities for any reason unrelated to the Conversion Work or a fault of the Facilities after Closing (e.g. as the result of an outage), the Town shall not be required to replace the Temporary Point of Separation with a Permanent Point of Separation at such time; *provided, however,* that the Town may coordinate the installation of a Permanent Point of Separation at such time in the Town's discretion.

(3) The Temporary to Permanent Conversion Work shall be completed within fifteen (15) years following the date of this Transition Agreement (the "**Temporary to Permanent Conversion Deadline**").

(4) The Town shall install, own and operate, at its sole cost, risk and expense, the Point of Separation or "POS" and Public Service, or the Town through an Approved Contractor, shall make terminations and fusing within the pull box/pedestal to energize the lighting circuit.

## ARTICLE 4.
## USE OF DISTRIBUTION POLE FACILITIES AND POLES

Section 4.01 Use of Distribution Pole Facilities and Distribution Poles. During the Term, the Town shall be permitted to retain attachments of Distribution Pole Facilities to Distribution Poles in accordance with the Tariffs.

Section 4.02 Removal. Pursuant to the Purchase Agreement, the Town has acquired 32 Distribution Pole Facilities attached to any Distribution Pole or Distribution Poles. The Town may request at any time to a Removal of its Distribution Pole Facilities from any Distribution Pole or Distribution Poles, *provided, however*, that the Removal of all Distribution Pole Facilities from any and all Distribution Pole or Poles must be completed within five (5) years from the date of this Transition Agreement (the "**Removal Deadline**"). Any Removal of Distribution Pole Facilities shall be completed by Public Service or its contractors at the Town's sole cost and expense and

pursuant to and in accordance with the Tariff. Upon the expiration of the Removal Deadline, the Town and Public Service shall have coordinated and effectuated the Removal of all the Distribution Pole Facilities from the Distribution Poles, at the sole cost and expense of the Town. The Town and Public Service shall work in good faith and the Town shall diligently pursue the Removal to complete the Removal on or before the Removal Deadline.

Section 4.03 Acknowledgment of Distribution Pole Attached Street Light O&M Service. Until the Removal of the Distribution Pole Facilities has been completed, the parties hereby acknowledge that the Town will take "Distribution Pole Attached Street Light O&M Service," as defined and provided for in the Tariffs for all Distribution Pole Facilities. As provided for in the Tariff, "Distribution Pole Attached Street Light O&M Service" includes the ordinary and routine maintenance as well as all other maintenance, including without limitation replacement and removal of Distribution Pole Facilities that are attached to the Distribution Poles. Consistent with the terms of Distribution Pole Attached Street Light O&M Service pursuant to the Tariff, except for any Approved Contractor, the Town, and its contractors, affiliates, agents and other authorized personnel, shall not access, climb, or otherwise use the Distribution Poles except as expressly set forth under this Transition Agreement.

Section 4.04 Acceptance of Distribution Poles "AS IS". Notwithstanding anything in this Transition Agreement to the contrary, with respect to the subject matter provided for under this Transition Agreement only, including without limitation the provisions of Section 3.01, the Town:

(a) Accepts the Distribution Poles as suitable for the purposes for which they are licensed or made available for use by the Town hereunder;

(b) Accepts each Distribution Pole, any equipment or facilities of Public Service and any structures on the Pole and every part and appurtenance thereof "AS IS", with all faults;

(c) Waives any claims against Public Service arising or alleged to be arising in any way out of the existence at or near the Distribution Poles of (i) electric power generation, transmission, distribution, or related equipment; and (ii) electricity or other electromagnetic fields;

(d) Waives any claims against Public Service relating to or arising from the condition of or defects in the Distribution Poles and its appurtenances, any equipment or facilities of Public Service, or any structures or third-party attachments on the Distribution Poles, or in respect of the Distribution Poles' habitability or suitability for any permitted purposes;

(e) Agrees and understands that it has been fully advised by Public Service that electromagnetic fields ("**EMF**") occur in the vicinity of Public Service's electric transmission and distribution lines and substations, Distribution Poles and other equipment owned or operated by Public Service or third parties, and hereby releases Public Service from any liability for any claims arising from, alleged to arise from, or related to any injury

allegedly actually occurring, imposed as a result of, arising from or related to effects of EMF, stray current, or induced voltage on or about the Distribution Poles; and

(f) Has been notified by Public Service that there may be Hazardous Materials present in or around its facilities due to utility operations, including the Distribution Poles.

Section 4.05 Waivers Regarding Hazardous Materials. In return for the right to occupy the Distribution Poles as set forth in this Transition Agreement, the Town hereby waives and releases any claims against Public Service. Public Service reserves the right to make all decisions regarding the steps to be taken in addressing the discovery and presence of Hazardous Materials in and around its facilities due to utility operations, including the Distribution Poles, including the right to revoke the Town's right to use said facilities should such Hazardous Materials be discovered.

Section 4.06 Use of the Distribution Poles Generally.

(a) Termination of Right to Use. If at any time Public Service determines, in its sole discretion, that a Distribution Pole, or space on a Distribution Pole, is no longer suitable for attachment of the Distribution Pole Facilities, Public Service may require that such Distribution Pole Facilities be removed from such Distribution Pole upon the earlier to occur of (i) thirty (30) days' written notice to the Town, or (ii) the actual date of the need for removal unless the parties can make other mutually agreeable arrangements to continue to accommodate the Distribution Pole Facilities. Public Service may agree to modify said Distribution Pole upon reasonable request and at the expense of the Town. In the case of safety or reliability concerns, Public Service may implement immediate remediation measures, including removal of the Distribution Pole Facilities. The Town shall reimburse Public Service the entire actual and documented cost and expense thereby incurred.

(b) Relocation of Distribution Pole. If any governmental agency or entity requests the relocation of any Distribution Pole containing Distribution Pole Facilities or requires Public Service to change its wiring from aerial to underground, upon the earlier to occur of (i) thirty (30) days' written notice to the Town, or (ii) the actual date of the need for removal or relocation, Public Service may remove or relocate such Distribution Pole Facilities, and the City will be responsible for all costs and expenses related only to the removal or relocation of the Distribution Pole Facilities. All other costs or expenses related to the foregoing shall be borne or paid in accordance with the Franchise Agreement or other applicable agreement between Public Service and the requesting entity.

(c) Distribution Pole Replacement. If at any time Public Service decides to replace a Distribution Pole occupied by any of the Distribution Pole Facilities (including due to casualty), Public Service may remove, relocate, or transfer the Distribution Pole Facilities, at the Town's sole cost and expense, from the Distribution Pole upon the earlier to occur of (i) thirty (30) days' written notice to the Town, or (ii) the actual date of the need for removal, relocation, or transfer, unless the parties can make such other arrangements as are mutually agreeable to continue to accommodate the Distribution Pole Facilities on the Distribution Pole.

(d) Rearrangement of Distribution Pole Facilities to Accommodate Others. Upon written request of Public Service or a third party, and at no cost to the Town, the Town shall coordinate with the third party to make reasonable accommodations to facilitate the third party's attachment of equipment to Distribution Pole(s), including rearrangement of the Distribution Pole Facilities, where such rearrangement will not result in violation of any Laws. Notwithstanding the foregoing, the Town shall not be required to make any accommodation under this subsection that materially and adversely affects the operation of the Distribution Pole Facilities.

Section 4.07 Distribution Pole Facilities Generally.

(a) Modification. The Town may request that Public Service remove, modify or change the position of Distribution Pole Facilities, which request may not be unreasonably denied, at the Town's sole cost and expense. Prior to giving any such consent, Public Service may require the Town to provide additional wind and ice loading analysis, and otherwise reasonably demonstrate that the desired modification of such Distribution Pole Facilities will not adversely affect the integrity of the Distribution Pole or facilities of Public Service and other attaching parties.

(b) Unauthorized Attachments. The Purchase Agreement and this Transition Agreement do not authorize the Town (or any party through or under the Town) to attach any other equipment or objects to Distribution Pole Facilities or to Distribution Poles, regardless of whether such objects are owned by the Town or a third party. In the event any equipment or object, other than the Distribution Pole Facilities, are attached to any Distribution Pole by, through or under the Town and without Public Service's prior written consent, Public Service may remove and dispose of such equipment or object at the Town's sole cost and expense.

(c) Noncompliant Distribution Pole Facilities. If, at the time of Closing, Public Service has not yet taken steps to comply with existing Laws or contractual requirements or obligations and must perform any Distribution Pole Attached Street Light O&M Service after Closing to bring the Distribution Pole Facilities into compliance therewith, then the Town shall not be responsible for the costs and expenses arising therefrom. Otherwise, in the event Public Service must perform any Distribution Pole Attached Street Light O&M Service, including without limitation altering, modifying, adjusting or otherwise changing the Distribution Pole Facilities, as required to make the Distribution Pole Facilities compliant with any Laws or contractual requirements or obligations, upon the earlier to occur of (i) thirty (30) days' written notice to the Town, or (ii) Public Service's determination that prompt performance of such service is necessary for safety or health reasons, Public Service may perform such services, which shall be at the Town's sole cost and expense.

Section 4.08 Liens.

(a) The Town must keep the Distribution Poles free from any liens arising from any work performed, materials furnished, or obligations incurred at the request or on behalf of the Town. If any lien is filed against the Distribution Pole as a result of the acts or

omissions of the Town, or the Town's employees, agents, or contractors, the Town must discharge the lien or bond the lien off in a manner reasonably satisfactory to Public Service within sixty (60) days after the Town receives written notice from any party that the lien has been filed or within such longer period of time, if applicable, as may be provided by Law. If the Town fails to discharge or bond any lien within such sixty (60) days or such applicable longer period, then in addition to any other right or remedy of Public Service, Public Service may, at its election, discharge the lien by deposit with a court. The Town must pay on demand any amount paid by Public Service for the discharge or satisfaction of any lien, and all reasonable attorneys' fees and other legal costs and expenses of Public Service incurred in defending any such action or in obtaining the discharge of such lien, together with all necessary disbursements in connection therewith. Nothing in this Section 2.07(a) shall be interpreted to permit the Town or its contractors to perform any work on the Distribution Pole Facilities without Public Service's prior written consent.

(b) Upon completion of the Conversion Work, the Distribution Pole Facilities shall be free from any liens arising from any work performed, materials furnished, or obligations incurred at the request of Public Service, except to the extent the Town fails to timely pay Public Service for any fees, costs or expenses due hereunder. If any lien is filed against the Distribution Pole Facilities as a result of the acts or omissions of Public Service, or its employees, agents, or contractors, except to the extent the Town fails to timely pay Public Service for any fees, costs or expenses due hereunder, and such lien encumbers the Distribution Pole Facilities upon the completion of the Conversion Work, Public Service must discharge the lien or bond the lien off in a manner reasonably satisfactory to the Town within sixty (60) days after completion of the Conversion Work or within such longer period of time, if applicable, as may be provided by Law. If Public Service fails to discharge or bond any such lien within such sixty (60) days or such applicable longer period, then in addition to any other right or remedy of the Town, the Town may, at its election, discharge the lien by deposit with a court. Public Service must pay on demand any amount paid by the Town for the discharge or satisfaction of any such lien, and all reasonable attorneys' fees and other legal costs and expenses of the Town incurred in defending any such action or in obtaining the discharge of such lien, together with all necessary disbursements in connection therewith.

Section 4.09 Subordination. Nothing in the Purchase Agreement or this Transition Agreement shall be construed to in any way deny, prohibit or interfere with Public Service's rights and ability to utilize its Distribution Poles for the furnishing of services to its customers. All rights of the Town hereunder are subject and subordinate to Public Service's rights to so utilize its Distribution Poles and Public Service retains all rights, consistent with Laws, to sole and priority use of the Distribution Poles. Notwithstanding the above, nothing herein contained shall be construed to compel Public Service to maintain any of its Distribution Poles for a period longer than demanded by its own service requirements. In addition to any rights of Public Service contained elsewhere in this Transition Agreement, Public Service may remove all Distribution Pole Facilities within sixty (60) days of notification to the Town that Public Service has determined to remove or abandon any Pole or underground any part of its system; provided, however, that, with respect to abandonment of the Distribution Poles, the parties recognize the applicability of Article 9 of the Franchise Agreement, and do not so modify any such applicable terms through this

Transition Agreement. Any removal of Distribution Pole Facilities shall be done at the Town's sole cost and expense.

Section 4.10 Other Restrictions. It is expressly understood that any rights granted to the Town hereunder are subject to applicable contracts with or permissions of governmental authorities or private persons, such as but not limited to easements or rights of way, concerning Public Service's use of its Distribution Poles.

Section 4.11 Agreement Only. This Transition Agreement shall not in any way vest ownership in any of Public Service's Distribution Poles or other facilities in the Town but is and shall continue to be a license to utilize such Distribution Poles in accordance with the terms hereof. The Town shall obtain no priority for its Distribution Pole Facilities over any other party's attachments except as specified in this Transition Agreement and required by Laws.

Section 4.12 Non-exclusive. This Transition Agreement is a non-exclusive license and Public Service reserves the right to grant similar agreements to others and to make other arrangements with third parties for the use of its Distribution Poles. The Town understands that Public Service may have entered into, and may in the future enter into, agreements with other entities for the joint and/or licensed use of Distribution Poles or other facilities. The rights of the Town hereunder are subject to those prior agreements as they may be amended from time to time, and all previously authorized attachments, but the Town's rights hereunder shall not be materially adversely affected by any future agreement with a third party for the use of the Distribution Poles, as determined by Public Service acting within its sole discretion and in accordance with Laws. All costs and expenses incurred to accommodate Distribution Pole Facilities on any Pole necessary to comply with those prior agreements shall be borne solely by the Town.

## ARTICLE 5.
## POINT OF DELIVERY

Each Point of Delivery is shown in the Separation Study on a light by light, circuit by circuit basis. The actual Points of Delivery shall be at each Point of Separation between Facilities for an individual streetlight or connected string of streetlights. Each Point of Delivery is defined in the Separation Study, is unique to each Facility, and is identified by category. The Parties acknowledge and agree that (i) each Facility being transferred to the Town shall include the secondary conductor associated with such Facility, unless specifically noted in Exhibit A to the Purchase Agreement, and (ii) subject to (b) below, Public Service shall have the right to require a Permanent Point of Separation installation on any Facility being transferred, whether or not a pull-box installation is specified for such Facility in this Transition Agreement. In addition to the SL Easements, the Town shall be responsible for obtaining any land rights or real property interests necessary to own, operate, and maintain the Facilities and Point of Delivery. The categories are:

(a) POS. The Point of Delivery shall be at the Permanent POS for all Facilities for which a pull-box installation is made pursuant to this Transition Agreement.

(b) Foundation/Pole Fuse. In the event that a pull box installation is not made (i) due to physical constraints as reasonably determined by the Parties or (ii) the Town has elected to install a Temporary Point of Separation, the Point of Delivery shall be the fuse

installed on the wire into the foundation or pole depending on the installation type. Subsequent to the initial installation where a pull box/pedestal is not installed, if the lighting pole/foundation requires repair or replacement and/or circumstances have changed that now reasonably permit the installation of a pull box/pedestal and if Tariff provisions require installation of a pull box/pedestal, e.g. Public Service needs to de-energize, re-energize, relocate or in any way provide service to the lighting conductor, the Town shall install a Permanent Point of Separation in accordance with Public Service's specifications at the Town's sole cost and expense.

(c) Unique. In unique circumstances where the parties determine that a pull box/pedestal or a lighting pole/foundation is not acceptable, or for any Facility located on a Third-Party Pole, the Parties may mutually determine the Point of Delivery at another location other than at a pull box/pedestal or lighting pole/foundation, in accordance with Public Service's standards. The unique Points of Delivery are further identified on **Schedule 1** attached hereto and incorporated herein.

(d) Distribution Poles. For any Facilities located on Public Service distribution poles, the Points of Delivery are identified on **Schedule 2** attached hereto and incorporated herein.

(e) Overhead. Notwithstanding the foregoing, for Facilities served by overhead distribution lines, the Point of Delivery will be located at a point based upon the individual circumstances related to the location, type and size of Public Service's primary and secondary voltage distribution facilities relative to the lighting facilities. The overhead Points of Delivery are further identified on **Schedule 3** attached hereto and incorporated herein.

(f) Underground. For Facilities served by underground distribution lines, the Point of Delivery will be located at a point based upon the individual circumstances related to the location, type and size of Public Service's primary and secondary voltage distribution facilities relative to the lighting facilities. The underground Points of Delivery are further identified on **Schedule 4** attached hereto and incorporated herein.

## ARTICLE 6.
## ELECTRIC SERVICE, MONITORING PROGRAM AND REPORTING

Section 6.01 Electric Service. Commencing on the Closing Date, the Town shall purchase electricity for the Facilities from Public Service pursuant to an applicable Tariff. Prior to completion of the Conversion Work, Town Conversion Work, and Temporary to Permanent Conversion Work, the Town may take service pursuant to Public Service's Rate Schedule ESL. Upon completion of Conversion Work, the Town may continue to take service under Rate Schedule ESL or may convert service to any applicable class.

Section 6.02 Monitoring. After the Closing Date, and pursuant to applicable Tariffs, Public Service may monitor and measure the electric usage of the Town by temporary meter placement or other similar means, through a sampling program, or through periodic testing at an

individual service point. Public Service shall provide, own, operate and maintain such temporary metering or other temporary equipment necessary to complete such monitoring activities.

Section 6.03 Reporting. Annually, on or before the anniversary of the Effective Date, and until such time as the Town Conversion Work has been completed, the Town shall provide Public Service a report which includes describes those (i) Facilities for which a Permanent Point of Separation has been installed, and (ii) Distribution Pole Facilities for which Removal has been completed. This requirement may be satisfied by providing an updated Plan which reflects the foregoing information.

## ARTICLE 7.
## TERM, DEFAULT AND TERMINATION

Section 7.01 Term. All terms of this Transition Agreement shall be effective as of the Effective Date and shall remain in effect for a period of fifteen (15) years (the "**Term**") unless the Town Conversion Work is completed prior to the end of the Term. For avoidance of doubt, the Term shall not extend the Removal Deadline related to Distribution Pole Facilities and the use of Distribution Poles, as provided in Article 4. For ease of reference, the respective deadlines for the transition work described in this Transition Agreement are set forth in Section 3.02 (Temporary Separation Deadline), Section 4.12 (Removal Deadline), and Section 3.03 (Temporary to Permanent Conversion Deadline).

Section 7.02 Default. A party shall be in default hereunder and in breach of this Transition Agreement for (a) in the case of the Town, (i) nonpayment of any fees due hereunder when due, or (ii) violation of any term, condition or covenant of the Purchase Agreement or this Transition Agreement; or (b) in the case of Public Service, (i) failure to perform the Conversion Work pursuant to the terms of this Transition Agreement, except to the extent such nonperformance is due to the acts or omissions of the Town, or (ii) violation of any term, condition or covenant of the Purchase Agreement or this Transition Agreement.

Section 7.03 Termination. Upon any default of either Party, the other Party shall have the right to terminate this Transition Agreement upon sixty (60) days' written notice, provided the defaulting Party does not cure the default to the reasonable satisfaction of the other Party within such thirty (30) day period. The non-defaulting party may, at its option and with or without terminating this Transition Agreement, bring legal action to collect any amounts due or to compel compliance with any obligation hereunder. Upon any termination of this Transition Agreement, including without limitation, due to an uncured default of the Town, , or expiration of the Term, Public Service shall (i) remove all Distribution Pole Facilities from the Distribution Poles and (ii) replace all Temporary Points of Service with Permanent Points of Service at a location in Public Service's sole determination all at the Town's sole cost and expense within one-hundred twenty (120) days after such termination, and such reasonable costs and expenses shall be paid by the Town within thirty (30) days after invoice. Any termination of this Transition Agreement shall not release either Party from any liability or obligations accruing prior to the date of termination.

ARTICLE 8.
TAXES

Section 8.01 Taxes, Fees, Assessment and Franchises. In addition to the costs of all work performed by Public Service or its contractors pursuant to this Transition Agreement, the Town shall pay Public Service the actual, documented amount of any federal, state or local excise tax, license, sales, use or other similar taxes, fees, assessment, surcharge, franchise fee or charge paid by Public Service resulting from or due to the Town's use or occupancy of the Distribution Poles, other than taxes on Public Service's income from this Transition Agreement. The charges shall be paid by the Town within thirty (30) days of receipt of an invoice from Public Service. To the extent the Town claims to be exempt from any otherwise applicable tax, the Town shall provide Public Service with a Certificate of Exemption or any other supporting documents, regarding the specific tax for which an exemption is claimed.

ARTICLE 9.
INSURANCE

Section 9.01 Insurance. For so long as the Town is using the Distribution Poles, the Town shall maintain, in full force and effect, with a carrier or carriers duly authorized to do business in the State of Colorado, the following insurance coverage:

(a) Worker's compensation insurance complying with the Laws of the State of Colorado.

(b) Commercial General Liability Coverage, including owner's and contractor's protective liability, product/completed operations liability, with a combined single limit of $2,000,000 each occurrence. Such insurance shall (i) name Public Service, its officers, agents, and employees as additional insured; (ii) be primary for all purposes; and (iii) contain standard cross-liability provisions.

(c) Comprehensive Automobile Liability with combined single limits of not less than one million dollars ($1,000,000).

(d) Excess liability/umbrella coverage in an amount not less than $5,000,000 for each occurrence. Such insurance shall name Public Service, its officers, agents and employees as additional insured.

(e) The Town shall require its insurers to waive all rights of subrogation against Public Service, its officers, agents and employees. It is understood that the limits of such insurance coverage shall not be construed to limit the Town's liability under this Transition Agreement. The Town shall submit certificates of such insurance to Public Service, in a form and substance acceptable to Public Service, at or prior to execution hereof, which shall provide for a thirty (30) day written notice to Public Service prior to any cancellation, non-renewal or material reduction in coverage of any insurance. In the event of cancellation, equivalent substitute insurance must be obtained so that appropriate insurance coverage exists at all times. The Town shall cause its insurance policies to name Public Service Company of Colorado as an additional insured for purposes of its obligations under this Transition Agreement. The Town shall assure that its insurance carriers shall maintain

a rating by a national rating agency satisfactory to Public Service during the term of this Transition Agreement and any extensions thereto.

(f) All policies shall be written on an occurrence basis (except workers' compensation and employer's liability policy) and all policies shall contain an endorsement (if terminology is not printed on the form) that the Town policies shall be primary in all instances regardless of what, if any, like coverages are carried by Public Service.

(g) All renewal certificates of insurance for said policies shall be provided to Public Service's local representative fifteen (15) days prior to the expiration date of said policies.

(h) The Town's liability is not limited to the amount of insurance coverage required in this Transition Agreement.

ARTICLE 10.
MISCELLANEOUS

Section 10.01 Assignment. Neither party may assign, partially assign, or otherwise transfer any of its rights or privileges granted hereunder, including without limitation, the rights granted to the Town to maintain Distribution Pole Facilities on the Distribution Poles.

Section 10.02 Conflict. To the extent of any conflict or inconsistency between the terms of this Transition Agreement and the terms of the Purchase Agreement, the terms of this Transition Agreement shall prevail.

Section 10.03 Relationship of the Parties. Notwithstanding anything to the contrary in this Transition Agreement, under no circumstances will either party be deemed to be in any relationship with the other party carrying with it fiduciary or trust responsibilities. The parties do not intend for this Transition Agreement or the relationship established thereby to be considered the formation of a joint venture or partnership between the parties for any purpose.

Section 10.04 No Third-Party Beneficiaries. The provisions of the Purchase Agreement and this Transition Agreement are for the benefit of the parties hereto and not for any other person. The Purchase Agreement and this Transition Agreement shall not provide to any person not a party, assignee or successor of a party, and shall not be construed to provide any such third-party, with any remedy, claim, liability, reimbursement, cause of action or other privilege or right in excess of those existing without reference to the Purchase Agreement or this Transition Agreement.

Section 10.05 Dispute Resolution. For disputes arising out of or relating to this Transition Agreement, to the extent the Commission has jurisdiction over a particular claim and such claim relates to a tariffed service or the Town's attachment of Distribution Pole Facilities to the Distribution Poles, a party must bring an action in front of the Commission for resolution of such disputes and may seek to pursue, at its election, any right or remedy it may have under this Transition Agreement or at law or in equity. For all other disputes arising out of or relating to this Transition Agreement, the parties may bring an action in front of the Commission or in a court of competent jurisdiction in Boulder County, Colorado. Each party shall be responsible for its own

legal, expert and other costs incurred by it in resolving any dispute under this Transition Agreement.

Section 10.06 Counterparts. This Transition Agreement may be executed in counterparts and, when counterparts of this Transition Agreement have been executed and delivered by the parties as provided in this Section 10.06, this Transition Agreement shall be fully binding and effective, just as if the parties had executed and delivered a single counterpart of this Transition Agreement.

Section 10.07 Entire Agreement. This Transition Agreement, together with the Purchase Agreement, constitutes the entire agreement between the parties with respect to the subject matter hereof. There are no other provisions, terms, or conditions to this Transition Agreement, whether written or oral, and, except for the Purchase Agreement, all prior or contemporaneous agreements with respect to the subject matter herein are superseded by this Transition Agreement.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, this Transition Agreement has been signed by or on behalf of the following Parties on the day first written above.

**PUBLIC SERVICE**

PUBLIC SERVICE COMPANY OF COLORADO

By: _____
Name: Robert Kenney
Title: President

[signatures continue on next page]

IN WITNESS WHEREOF, this Transition Agreement has been signed by or on behalf of the following party on the day first above written.

**TOWN**

Town of Erie, Colorado

By: _____
Name: _____
Title: _____

## SCHEDULE 1

## Unique Points of Delivery

N/A – none.

## SCHEDULE 2

## Distribution Pole Points of Delivery

See attached.

## SCHEDULE 3

## Overhead Points of Delivery

See attached.

## SCHEDULE 4

## Underground Points of Delivery

See attached.

# TOWN OF ERIE

645 Holbrook Street
Erie, CO 80516

## Town Council

**Board Meeting Date: 10/8/2024**

**File #:** 24-486, **Version:** 1

**SUBJECT:**
EXECUTIVE SESSION: (1) to hold a conference with the Town Attorney to receive legal advice on specific legal questions, pursuant to C.R.S. § 24-6-402(4)(b), and (2) to determine positions relative to matters that may be subject to negotiations, develop a strategy for negotiations, and/or instruct negotiators, pursuant to C.R.S. § 24-6-402(4)(e), all regarding the Town Attorney's contract and the position of in-house counsel.

**DEPARTMENT:** Administration

**PRESENTER(S):**

**TIME ESTIMATE:** **60** minutes

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# NEW CONSOLIDATED LOWER BOULDER RESERVOIR AND DITCH COMPANY, NORTHERN COLORADO WATER CONSERVANCY DISTRICT, AND TOWN OF ERIE WELD COUNTY ROAD 3 CULVERT REPLACEMENT LICENSE AGREEMENT

THIS LICENSE AGREEMENT (the "**Agreement**") is executed this _____ day of _____, 2024 between the New Consolidated Lower Boulder Reservoir and Ditch Company, a Colorado nonprofit corporation ("**Lower Boulder**"), Northern Colorado Water Conservancy District, a quasi-municipal entity and political subdivision of the State of Colorado ("**Northern Water**"), and the Town of Erie, a Colorado statutory town ("**Licensee**"). This Agreement collectively refers to Lower Boulder, Northern Water, and Licensee, as the "**Parties**."

## RECITALS

A. Lower Boulder, as successor in interest to the Lower Boulder Extension Ditch Company, owns an easement, recorded at the Weld County Clerk and Recorder's Office on July 12, 1911, Reception No. 168684 (the "**Lower Boulder Easement**"). Northern Water owns an easement, recorded at the Weld County Clerk and Recorder's Office on February 20, 1956, Reception No. 1224120 (the "**Northern Water Easement**"). The Lower Boulder Ditch and the South Platte Supply Canal are the same structure and are referred to below as the "**Canal**." This Agreement refers to the Northern Water Easement and the Lower Boulder Easement, jointly, as the "**Canal Easements**." The Canal Easements provide for the construction, operation, and maintenance of the Canal. Northern Water and Lower Boulder co-own the Canal. The Canal is part of the Colorado-Big Thompson Project, which Northern Water owns and operates. Lower Boulder owns or controls decreed water rights and uses the Canal to deliver water to shareholders and other users pursuant to agreements.

B. Licensee is responsible for the maintenance of the section of Weld County Road 3 ("**WCR 3**") within Licensee's town limits. WCR 3 currently passes over the Canal, and across the Canal Easement, at three locations within the town limits. The northernmost location at which WCR 3 passes over the Canal and Canal Easements, and which is the subject of this Agreement, is depicted on attached **Exhibit A**. Licensee desires to obtain Northern Water and Lower Boulder's permission to relocate a portion of the Canal and Canal Easements for the purpose of widening WCR 3 at this location. Licensee will relocate the Canal by installing a new, extended box culvert (the "**Extended Culvert**") through which the Canal will pass under the widened portion of WCR 3 (the "**Road Crossing**"). The installation of the Extended Culvert and widening of WCR 3 are referred to as the "**Project**". The plans for the Project are attached as **Exhibit B** (the "**Plans**"). This Agreement refers to the Extended Culvert and the Road Crossing, together, as the "**Licensed Facilities**." Pursuant to the terms and conditions of this Agreement, Northern Water and Lower Boulder agree to grant Licensee a license for the Project.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is acknowledged, the Parties agree:

## AGREEMENT

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1. The above Recitals are incorporated as if fully set forth below.

2. Northern Water and Lower Boulder grant to Licensee, its successors and permitted assigns, with respect to the title and interest that Northern Water and Lower Boulder may have, and upon the terms and conditions stated, a license for the Project, as set forth in the Plans, and to maintain, repair, and replace the Licensed Facilities (the Project and Licensee's maintenance, repair, and replacement of the Licensed Facilities, together, the "**Licensed Activities**").

3. As consideration Licensee shall, upon execution of this Agreement, pay Northern Water $500 and shall pay Lower Boulder $2,500. In addition, Licensee shall pay to Northern Water and Lower Boulder any amounts necessary to reimburse their reasonable legal, engineering costs, and costs of inspection incurred in negotiating, preparing, finalizing, recording and ensuring deadlines are complied with as set forth in this Agreement. Licensee shall not construct or maintain any additional structures on the Canal Easements without first obtaining a separate license for the structures from Northern Water and Lower Boulder.

4. Northern Water and Lower Boulder shall continue to have the right to use the Canal Easements for all purposes in connection with the Canal and the Colorado-Big Thompson Project, and the license granted to Licensee for the use of the Canal Easements is subject to the rights of Northern Water and Lower Boulder to use the Canal Easements for such purposes as described in the applicable deeds and under Colorado law. Northern Water and Lower Boulder reserve the right for their officers, agents, employees, licensees, and permittees to have ingress to, passage over, and egress from the Canal Easements for the purpose of exercising, enforcing, and protecting their rights granted in the Canal Easements.

5. Northern Water and Lower Boulder reserve the right to grant to others the use of the Canal Easements for any purposes consistent with the Canal Easements, provided that the grants shall not unreasonably interfere with the Licensed Facilities and Licensee's rights under this Agreement.

6. Construction, Maintenance, and Repair.

6.1 A copy of this Agreement shall be on the job site at all times.

6.2 Northern Water and/or Lower Boulder's approval of the Plans shall not relieve Licensee of its sole responsibility to ensure that the Project will not interfere with Northern Water and/or Lower Boulder's use and enjoyment of the Canal and the Canal Easements. The Licensed Facilities shall be constructed in accordance with the Plans. Licensee shall obtain the written approval of both Northern Water and Lower Boulder for any deviation in the construction of the Licensed Facilities from the Plans.

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6.3 Northern Water and/or Lower Boulder's review and approval of the Plans is for their benefit only, creates no obligation or responsibility on either Northern Water or Lower Boulder, and does not relieve Licensee of any obligation or responsibility contained in this Agreement.

6.4 Except as provided in Paragraph 18, Licensee shall notify the operational contacts for Northern Water and Lower Boulder three (3) working days (Saturdays, Sundays, and State of Colorado holidays excluded) preceding the date of commencing work on the Project. Northern Water and/or Lower Boulder shall have the right to inspect all of the Licensed Facilities during the Licensed Activities. Licensee agrees to reimburse Northern Water and Lower Boulder, respectively, for its reasonable administrative and inspection costs incurred for this purpose. If Licensee commences construction without notifying Northern Water and Lower Boulder as required, Northern Water and Lower Boulder, at their option, may require Licensee to disassemble and reconstruct any work completed without having provided the required notice. For purposes of this Agreement, Licensee shall reimburse labor costs to Northern Water and Lower Boulder at the actual hourly rate that Northern Water and Lower Boulder currently utilize in computing job costs. Northern Water and Lower Boulder will forward a statement for the total costs chargeable to Licensee hereunder upon acceptance of the Licensed Facilities, and Licensee shall pay those reasonable costs to Northern Water and Lower Boulder respectively within thirty (30) days of the billing date. If either Northern Water and Lower Boulder do not receive payment within forty five (45) days of the billing date, interest shall thereafter accrue on the unpaid balance at the rate of twelve percent (12%) per annum and, to the extent allowable by law.

6.5 Licensee agrees that no construction of the Licensed Facilities that effects the operation of the Canal shall take place within the Canal Easements during the water delivery season, which is from April 1 through October 31, of any calendar year except as provided for in Paragraph 18 or otherwise approved in writing by Northern Water and Lower Boulder.

6.6 Northern Water and Lower Boulder shall have the right to inspect the Licensed Facilities. All construction shall proceed with due diligence from its initiation to its completion, except in the case of a *force majeure* event, in which event Licensee shall take all practicable measures to complete construction as soon as possible or otherwise to overcome the *force majeure* event, unless Northern Water and/or Lower Boulder reasonably requests that Licensee interrupt or cease construction.

6.7 Licensee shall immediately repair, at Licensee's expense, any damage to the Canal, the Canal Easements, or appurtenances to the Canal or Canal Easements, that results from the Licensed Activities, and Licensee shall restore all portions of the Canal, the Canal

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Easements, and/or appurtenances to the Canal or Canal Easements that are disturbed by Licensee during the Project to their original condition and revegetation. In the event of any resettling, Licensee shall restore the surface of the Canal Easements by grading and compacting the irregularities that result from the Project.

6.8 Licensee shall not blast or permit any blasting above, underneath, or near the Canal or Canal Easements, without first having received prior written permission from Northern Water and Lower Boulder. Licensee shall conduct any such blasting in the presence of a representative of Northern Water and/or Lower Boulder, and in accordance with directions such representative may give for the protection or safety of the Canal, the Canal Easements, and the Licensed Facilities, in the area that Northern Water and Lower Boulder operate.

6.9 Upon completion of the Project, Licensee shall notify Northern Water and Lower Boulder and shall fix a date within fourteen (14) days thereafter upon which representatives of Northern Water, Lower Boulder, and Licensee shall jointly inspect the Licensed Facilities. If completion of the Project is satisfactory, Northern Water and Lower Boulder shall issue written acceptance of the Licensed Facilities to Licensee as soon as reasonably possible thereafter. If completion of the Project is not satisfactory, Northern Water and Lower Boulder shall provide Licensee with a written explanation of any corrections necessary to bring the Licensed Facilities into material conformance with the Plans and Licensee shall, at its sole expense, make any corrections. Licensee shall be responsible for the correction of any defects or failures of the facilities that Northern Water and/or Lower Boulder operate, due to Licensee's faulty design, use of materials, or workmanship, of the Licensed Facilities. Also, within twenty (20) days of receipt of written acceptance of the Licensed Facilities from Northern Water and Lower Boulder, Licensee shall provide a set of "as builts" or record drawings to Northern Water and Lower Boulder. Following Northern Water and Lower Boulder's inspection and acceptance of the Licensed Facilities, Licensee shall not materially modify the Licensed Facilities without obtaining the prior written approval of Northern Water and Lower Boulder.

7. All provisions of this License shall also apply to any other work involving the installation, maintenance, repair, or relocation of the Licensed Facilities.

8. Licensee shall bear the sole obligation of obtaining from the fee title owner of the property burdened by the Canal Easements or any other owner of a proprietary interest in the property burdened by the Canal Easements such authority or rights as Licensee may need in addition to the rights provided in this Agreement for the Licensed Activities.

9. In the event that Licensee's activities on the Canal Easements should, in the sole discretion of Northern Water or Lower Boulder, interfere with or constitute a hazard to the facilities, officials, employees, or contractors of Northern Water or Lower Boulder, or to the general public, Northern

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Water or Lower Boulder may require immediate relocation, modification, or removal of the Licensed Facilities to eliminate the interference or hazard and may suspend Licensee's right to use the Canal Easements under this License until such relocation or modification is completed. If Licensee should fail to take such action as requested, Northern Water and/or Lower Boulder may take such action at the expense of Licensee.

10. Licensee may not grant any license or other interest in the Canal Easements that in any way interferes with or threatens to interfere with use of the Canal Easements or any operation, maintenance, use, or administration of the Colorado-Big Thompson Project by Northern Water or Lower Boulder. Prior to granting any license or interest in the Canal Easements, Licensee shall obtain the written permission of Northern Water and Lower Boulder.

11. Licensee shall not cause nor permit to be caused by any of its contractors, agents, or employees, any hazardous substances, as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), pollutants or contaminants, as defined by CERCLA, or hazardous wastes, as defined by the Resource Conservation and Recovery Act ("RCRA"), including, but not limited to asbestos, polychlorinated biphenyls ("PCB's"), and/or urea formaldehyde, or any pollutants or toxic pollutants as defined by the Clean Water Act, and any amendments thereto, to be dumped, spilled, released, permanently stored, or deposited on, over, or beneath the Canal Easements. Any hazardous, toxic, or flammable substances used by Licensee or its agents, representatives, or independent contractors in the construction, operation, maintenance, repair, or replacement of the Licensed Facilities shall be utilized in a lawful manner and in compliance with all federal, state, and local requirements relating to protection of health or the environment. Upon completion of the activities, Licensee shall remove any and all such hazardous, toxic, or flammable substances.

12. To the extent permitted by law, and without in any manner waiving the protections, procedural requirements, and defenses and monetary or limitations on damages provided for in the Colorado Governmental Immunity Act at C.R.S. §§ 24-10-101 to -120, or any successor or similar statutes of the State of Colorado, Licensee shall at all times protect, indemnify, hold harmless, and defend Northern Water and Lower Boulder, their officers, agents, and employees, from any and all claims, liability, or expenses, from any cause whatsoever arising from or growing out of the installation, existence, repair, maintenance, or removal of the Licensed Facilities or the activities of Licensee and its agents, employees, and contractors on the Canal Easements.

13. Northern Water and Lower Boulder shall use ordinary care not to damage the Licensed Facilities in the maintenance, relocation, or reconstruction of their facilities located on the Canal Easements. Licensee understands and acknowledges that normal repair, reconstruction, and maintenance of the Canal facilities on the Canal Easements includes, but is not limited to, excavating the bottom and shaping the sides of the Canal with heavy equipment which travels on the bottom of the Canal or on its banks; installing and replacing riprap; replacing, adding or

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reconstructing water turnouts, headgates, valves, check dams, and other structures and facilities to direct or control the flow of water; reconstructing and replacing eroded, weakened or breached canal banks; construction of culverts or bridges across the Canal; and emergency actions taken in the event of overtopping or breach of the Canal; and that such activities are necessarily imprecise with respect to depth of excavations, bank dimensions, and the like. Licensee shall have sole responsibility for assuring that the design and location of the Licensed Facilities are adequate to protect the Licensed Facilities from the foregoing activities.

14. Notwithstanding any other provisions of this Agreement, Northern Water and Lower Boulder shall not be responsible for any loss or damages to property arising from this Agreement, including, but not limited to, damages to growing crops, animals, and machinery; or injury to Licensee or its associates, officers, agents, employees, guests, invitees, trespassers, family, or any others who are on the premises; or for damages or interference caused by natural phenomena.

15. Licensee shall undertake Licensed Activities in a manner that does not interfere with the flow of water through the Canal to Northern Water's contractees and/or Lower Boulder's shareholders. Licensee shall be responsible for any damages caused by its negligence in installing the Licensed Facilities.

16. The cost of any repairs or maintenance to the Canal undertaken by Northern Water and Lower Boulder that are directly or indirectly caused by, or that result from, the Licensed Activities, and not immediately remedied by Licensee pursuant to Paragraphs 3 or 6.4, shall be reimbursed by Licensee to Northern Water and Lower Boulder, as the case may be, within thirty (30) days of billing.

17. Communications:

17.1 Any written communication or correspondence to any of the Parties shall be directed to the following contacts by mail or email:

Real Estate Management Department
Northern Colorado Water Conservancy District
220 Water Avenue
Berthoud, CO 80513
jstruble@northernwater.org

and to:

New Consolidated Lower Boulder Reservoir and Ditch Company

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P.O. Box 119
Longmont, CO 80502-0119
angie@dangrantbookkeeping.com

with a copy to:

Casey Weaver
Lyons Gaddis
P.O. Box 978
Longmont, CO 80502-0978
cweaver@lyonsgaddis.com

Michael Kopp
Trout Raley Freeman Sinor Thompson, P.C.
1120 Lincoln Street, Suite 1600
Denver, CO 80203
mkopp@troutlaw.com

Licensee: Town of Erie
Malcolm Fleming, Town Administrator
645 Holbrook Street
P.O. Box 750
Erie, CO 80516
mfleming@erieco.gov

with copy to: Vranesh and Raisch, LLP
Peter C. Johnson
5303 Spine Road, Suite 202
Boulder, CO 80301
pcj@vrlaw.com

17.2 For operational contacts, the following persons are designated as the entities' contacts:

Northern Water:
Brian Flockhart, Real Estate Department
E-mail:
bflockhart@northernwater.org
Office: 970-622-2270
Cell: 970-686-2806

Lower Boulder:
Shawn Spitz, Superintendent
E-mail: shawnlowerboulder@gmail.com
720-320-4605

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17.3 In the event of an emergency, as described in Paragraph 18, Northern Water, Lower Boulder, or Licensee shall provide notice to the other Parties as soon as practicable at the emergency contacts identified below.

EMERGENCY CONTACTS:

| | | | |
|---|---|---|---|
| Northern Water: | Brian Flockhart,<br>Office: 970-622-2270<br>Cell: 970-686-2806 | or | Jim Struble<br>Office: 970-622-2243<br>Cell: 970-593-2074 |
| Lower Boulder: | Shawn Spitz, Superintendent<br>shawnlowerboulder@gmail.com<br>Cell: 720-320-4605 | | |
| Licensee: | David Pasic, Town Engineer<br>dpasic@erieco.gov<br>303-926-2865 | | |

17.4 The parties may change the personnel and addresses to which notice is given, by written notice to the other Parties, at the addresses listed in this Paragraph 17.1 above.

18. In the event of an emergency, Northern Water or Lower Boulder, or Licensee may conduct maintenance or repair immediately, giving notice to the other party as soon as practicable at the emergency contacts identified in Paragraph 17.3. If Northern Water and/or Lower Boulder conduct emergency work on the Licensed Facilities, Licensee shall reimburse them for the cost of the work. Except for any negligent or intentional actions, Northern Water and/or Lower Boulder shall not be responsible or held liable for damages to the Licensed Facilities resulting from maintenance or repair within the Canal Easements.

19. The license shall terminate upon the abandonment of the use of the Licensed Facilities by Licensee. Abandonment shall be deemed to have occurred if the Licensed Facilities have not been used for a period of five (5) years or if Licensee fails to complete initial construction of the Licensed Facilities within three (3) years of the execution of this Agreement. Upon termination, Licensee shall bear all costs of restoring the Canal and Canal Easements to their original condition and removing the Licensed Facilities. In the event that Licensee fails to restore the Canal and Canal Easements to their original condition, Northern Water and/or Lower Boulder may do so at Licensee's expense. Licensee shall not acquire any vested rights in addition to those set forth in this license to maintain and use the Licensed Facilities as a result of Northern Water and Lower Boulder's continued acquiescence in the maintenance and use of the Licensed Facilities.

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20. If Licensee constructs or maintains the Licensed Facilities in any manner that is not in reasonable accordance with the Plans, Northern Water and Lower Boulder may require Licensee to remove or correct the nonconforming Licensed Facilities at Licensee's sole expense. Northern Water and Lower Boulder's failure to object, or delay in objecting, to the construction or maintenance of nonconforming Licensed Facilities shall not be deemed a waiver or relinquishment of their right to do so.

21. Licensee shall require all contractors and/or subcontractors, of the Licensed Facilities to provide and keep in full force and effect during the construction of the Licensed Facilities: i) a builder's risk policy in the amount of at least $1,000,000 per occurrence and the aggregate; ii) commercial general liability insurance, including contractual liability coverage and completed operations coverage, in the amount of at least $1,000,000 per occurrence and in the aggregate; iii) automobile liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; iv) excess liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; v) pollution liability coverage in the amount of at least $1,000,000 per occurrence and in the aggregate; and vi) worker's compensation coverage as required by Colorado law covering all employees. The policies shall, except for the worker's compensation policy, name Northern Water and Lower Boulder as additional insureds. The completed operations coverage shall extend for a minimum of three (3) years after project completion. Licensee shall provide Northern Water and Lower Boulder with certificates of insurance from its builder showing that the required coverage is in effect prior to beginning the Project via e-mail at the following addresses: jstruble@northernwater.org; bflockhart@northernwater.org; ssinclair@lyonsgaddis.com; and angie@dangrantbookkeeping.com. Northern Water and Lower Boulder may change these e-mail addresses using the procedure set forth in Paragraph 17.4.

22. This License is issued subject to any prior licenses, easements, or leases granted by Northern Water and Lower Boulder in the Canal Easements.

23. This Agreement shall inure to the benefit of and be binding upon the successors and permitted assigns of the Parties hereto. This Agreement shall be recorded with the Weld County Clerk and Recorder.

24. This Agreement shall not be assigned by Licensee without the prior written approval of Northern Water and Lower Boulder. Any assignees or successors to the rights of Licensee hereunder shall be liable and bound under all provisions of this License to the same extent as Licensee. Licensee must provide a copy of this Agreement to any prospective assignee or purchaser of an interest in the Licensed Facilities or any real estate agent or broker assisting in the conveyance of such interest prior to such assignment.

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25. Nothing in this Agreement shall constitute a waiver, in whole or in part, of the governmental immunities, rights, or protections provided to Northern Water or Licensee by the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101 to -120, or any successor or similar statutes of the State of Colorado, or any protections offered to Lower Boulder under Colorado law.

26. This Agreement shall be interpreted and enforced under the laws of the State of Colorado. In the event of arbitration or litigation, venue shall be exclusively proper in Weld County, Colorado.

27. This Agreement may not be modified, amended, or terminated except by an agreement in writing executed and recorded by the Parties.

28. If any provision in this Agreement is held invalid, illegal, or unenforceable by a court of law, the validity, legality, and enforceability of the remaining provisions of this Agreement shall not be impaired and will remain in full force and effect.

29. This Agreement with exhibits constitutes the entire understanding and agreement between the Parties. Any prior agreements, understandings, and representations are of no further force and effect.

30. The Parties will cooperate in good faith to carry out their respective rights and obligations pursuant to this Agreement.

31. All exhibits referred to in this Agreement are, by reference, incorporated into this Agreement for all purposes.

32. Additional conditions:

33.1 Where compacting of earth materials is required around the Licensed Facilities, the material shall be clay deposited in horizontal layers and compacted using pneumatic and/or other suitable mechanical tampers. Backfill materials shall be deposited in horizontal layers of not more than six (6) inches in thickness after being compacted. Prior to and during compaction operations, backfill material shall have optimum practicable moisture content required for the purpose of compaction as determined by the Northern Water and Lower Boulder. Minimum of ninety five percent (95%) compaction required.

33.2 Licensee shall bear sole responsibility for the installation of any and all signage required by federal, state, or local rules and regulations and/or required by either Northern Water and/or Lower Boulder.

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34. Licensee shall acknowledge receipt and acceptance of these conditions by executing the signature and date spaces below and returning the executed License to Northern Water and Lower Boulder. For purposes of this Agreement, electronically transmitted signatures shall be considered original signatures. This Agreement may be executed in counterparts. An executed copy of this Agreement will be returned to Licensee, and Licensee may proceed with the Project only after Licensee has received its copy of the executed Agreement, all required payments from Licensee hereunder have been received by Northern Water and Lower Boulder, and Licensee has given proper notice pursuant to Paragraph 6.4 above.

IN WITNESS WHEREOF, this instrument has been executed the day and year first above written.

NORTHERN COLORADO WATER CONSERVANCY DISTRICT

Signature: DocuSigned by: Bradley D. Wind FC0471B7832F49C...

Print Name: Bradley D. Wind

Title: General Manager

Date: August 29, 2024

THE NEW CONSOLIDATED LOWER BOULDER RESERVOIR AND DITCH COMPANY

Signature: DocuSigned by: Erik Nelson 7EF70C45B38F4CA...

Print Name: Erik Nelson

Title: President

Date: 8/27/2024

THE TOWN OF ERIE:

_____

By: _____

Title: _____

Attest: _____

Title: _____

Date: _____

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WELD COUNTY ONLINE MAPPING

# Exhibit A: Location of Bridge to be Replaced

## Legend

- Highway
- County Boundary

## Notes

1,200.0 0 600.00 1,200.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

© Weld County Colorado

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 1 of 35)

| PoDI / NHS | | |
|---|---|---|
| FHWA PROJECTS OF DIVISION INTEREST (PoDI)? | ■ NO | □ YES |
| NATIONAL HIGHWAY SYSTEM? | ■ NO | □ YES |

# TOWN OF ERIE

## CONSTRUCTION BID PLANS OF PROPOSED

## WELD COUNTY ROAD 3
## BRIDGE REPLACEMENT

*WELD COUNTY, TOWN OF ERIE, COLORADO*

*PROJECT NO. BRO M400-012*

SUB ACCOUNT NO. 25793

**TABULATION OF LENGTH & DESIGN DATA**

| STATION | LINEAR FEET ROADWAY | LINEAR FEET MAJOR STR. |
|---|---|---|
| STA 1+24.00 BEGIN WELD COUNTY ROAD 3 | | |
| | 48.06 | |
| STA 1+72.06 BEGIN WELD COUNTY ROAD 3 CULVERT | | |
| | | 24.62 |
| STA 1+96.68 END WELD COUNTY ROAD 3 CULVERT | | |
| | 63.32 | |
| STA 2+60.00 END WELD COUNTY ROAD 3 | | |
| TOTAL | 111.38 | 24.62 |
| SUMMARY OF PROJECT LENGTH | FEET | MILES |
| ROADWAY (NET LENGTH) | 111.38 | 0.021 |
| MAJOR STRUCTURE | 24.62 | 0.005 |
| PROJECT GROSS LENGTH | 136.00 | 0.026 |
| DESIGN DATA | WELD COUNTY ROAD 3 | |
| MAXIMUM DESIGN SPEED (MDS) | 50 MPH | |
| POSTED SPEED | 45 MPH | |
| CLEAR ZONE | 20 FT | |
| MINIMUM SSD VERTICAL (CREST CURVE) | 425 FT | |
| MINIMUM K VALUE (CREST CURVE) | 84 | |

PROJECT LOCATION MAP

0 1000 2000

SCALE IN FEET

| SHEET NO. | INDEX OF SHEETS |
|---|---|
| 1 | TITLE SHEET |
| 2 | STANDARD PLANS LIST |
| 3 | SURVEY TABULATION |
| 4 | PROJECT CONTROL DIAGRAM |
| 5 | TYPICAL SECTIONS |
| 6-7 | GENERAL NOTES |
| 8-10 | SUMMARY OF APPROXIMATE QUANTITIES |
| 11 | TABULATION SHEETS |
| 12 | ROADWAY PLAN AND PROFILE |
| 13 | GUARDRAIL LAYOUT DETAIL |
| 14 | ACCESS DETAIL |
| 15-28 | STRUCTURE PLANS |
| 29-30 | UTILITY INFORMATION |
| 31 | UTILITY PLAN |
| 32 | DETOUR PLAN |
| 33-35 | STORMWATER MANAGEMENT PLAN |

ALL WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH CURRENT TOWN OF ERIE STANDARDS AND SPECIFICATIONS, AS MENDED. THIS DRAWING HAS BEEN REVIEWED AND FOUND TO BE IN GENERAL COMPLIANE WITH THESE STANDRDAS AND SPECIFICATIONS AND OTHER TOWN REQUIREMENTS. THIS ACCEPTANCE SHALL NOT BE CONSTRUCTED TO RELIVE ANY REQUIREMENT TO THESE STANDARDS AND SPECIFICATIONS NOT SPECIALLY ADDRESSED IN THESE PLANS. IN ADDITION, THE ENGINEERING DESIGN AND CONCEPT REMAINS THE RESPONSIBILITY OF THE PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE APPEAR HEREON.

ACCEPTED BY: _____
TOWN ENGINEER

DATE: _____

Know what's below. Call before you dig.

| PROJECT LIST OF CONTACTS | | |
|---|---|---|
| TOWN OF ERIE | Zachary Ahinga | 303-926-2878 |

Print Date: 4/28/2024
File Name: GN-001 TITLE SHEET.DWG
Horiz. Scale: As Noted Vert. Scale: N/A

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |
| | | |
| | | |
| | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TITLE SHEET | | Project No. |
|---|---|---|---|
| No Revisions: | Designer: R. PARKS | Structure Numbers | BRO-M400-012 |
| Revised: | Detailer: H. PUGH | | Drawing Number GN-001 |
| Void: | Sheet Subset: GENERAL | Subset Sheets: 1 of 2 | Sheet Number 1 |

Plot Date: 4/29/2024 10:22 AM Plotted By: Rudy Prieto
PLOTTED FROM: C:\PROJECTS\WCR3_BRIDGE_REHAB\WORK_COMPUTER DESIGN FILES\BRO_SHEET FILES\GN-001 TITLE SHEET.DWG

AD PLANS 4/29/2024

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| PLAN NUMBER | M STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ■ M-100-1 | STANDARD SYMBOLS (3 SHEETS) | 1-3 |
| ■ M-100-2 | ACRONYMS AND ABBREVIATIONS (4 SHEETS) | 4-7 |
| ☐ M-203-1 | APPROACH ROADS | 8 |
| ☐ M-203-2 | DITCH TYPES | 9 |
| ☐ M-203-11 | SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS (3 SHEETS) | 10-12 |
| ☐ M-203-12 | SUPERELEVATION STREETS (2 SHEETS) | 13-14 |
| ■ M-206-1 | EXCAVATION AND BACKFILL FOR STRUCTURES (2 SHEETS) | 15-16 |
| ☐ M-206-2 | EXCAVATION AND BACKFILL FOR BRIDGES (2 SHEETS) | 17-18 |
| ■ M-208-1 | TEMPORARY EROSION CONTROL (11 SHEETS) | 19-29 |
| ☐ M-210-1 | MAILBOX SUPPORTS (2 SHEETS) | 30-31 |
| ☐ M-214-1 | NURSERY STOCK DETAILS | 32 |
| ☐ M-216-1 | SOIL RETENTION COVERING (2 SHEETS) | 33-34 |
| ☐ M-412-1 | CONCRETE PAVEMENT JOINTS (9 SHEETS) ~~35-39~~ *(REVISED ON JANUARY 31, 2022)* | |
| ☐ M-412-2 | CONCRETE PAVEMENT CRACK REPAIR (6 SHEETS) *(REVISED ON SEPTEMBER 6, 2022)* | |
| ☐ M-510-1 | STRUCTURAL PLATE PIPE H-20 LOADING | 40 |
| ■ M-601-1 | SINGLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 41-42 |
| ☐ M-601-2 | DOUBLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 43-44 |
| ☐ M-601-3 | TRIPLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS) | 45-46 |
| ☐ M-601-10 | HEADWALL FOR PIPES | 47 |
| ☐ M-601-11 | TYPE "S" SADDLE HEADWALLS FOR PIPE | 48 |
| ☐ M-601-12 | HEADWALLS AND PIPE OUTLET PAVING | 49 |
| ■ M-601-20 | WINGWALLS FOR PIPE OR BOX CULVERTS (2 SHEETS) | 50-51 |
| ☐ M-603-1 | METAL PIPE (4 SHEETS) | 52-55 |
| ■ M-603-2 | REINFORCED CONCRETE PIPE | 56 |
| ☐ M-603-3 | PRECAST CONCRETE BOX CULVERT ~~57~~ *(REVISED ON SEPTEMBER 10, 2020)* | |
| ☐ M-603-4 | CORRUGATED POLYETHYLENE PIPE (AASHTO M294) AND CORRUGATED POLYPROPYLENE PIPE (AASHTO M330) (2 sheets) ~~58~~ *(REVISED ON MARCH 7, 2022)* | |
| ☐ M-603-5 | POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304) | 59 |
| ☐ M-603-6 | STEEL REINFORCED POLYETHYLENE RIBBED PIPE (AASHTO MP 20) | 60 |
| ☐ M-603-10 | CONCRETE AND METAL END SECTIONS | 61 |
| ☐ M-603-12 | TRAVERSABLE END SECTIONS AND SAFETY GRATES (3 SHEETS) | 62-64 |
| ☐ M-604-10 | INLET, TYPE C | 65 |
| ☐ M-604-11 | INLET, TYPE D | 66 |
| ☐ M-604-12 | CURB INLET TYPE R (2 SHEETS) | 67-68 |
| ☐ M-604-13 | CONCRETE INLET TYPE 13 | 69 |
| ☐ M-604-20 | MANHOLES (3 SHEETS) | 70-72 |
| ☐ M-604-25 | VANE GRATE INLET (5 SHEETS) *(REVISED ON FEBRUARY 3, 2023)* | 73-77 |
| ☐ M-605-1 | SUBSURFACE DRAINS | 78 |

| PLAN NUMBER | M STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ■ M-606-1 | MIDWEST GUARDRAIL SYSTEM TYPE 3 W-BEAM 31 INCHES (19 SHEETS) ~~79-97~~ *(REVISED ON MARCH 5, 2020)* | |
| ☐ M-606-13 | GUARDRAIL TYPE 7 F-SHAPE BARRIER (4 SHEETS) | 98-101 |
| ☐ M-606-14 | PRECAST TYPE 7 CONCRETE BARRIER (4 SHEETS) ~~102-104~~ *(REVISED ON FEBRUARY 9, 2023)* | |
| ☐ M-606-15 | GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER (11 SHEETS) ~~105-115~~ *(REVISED ON FEBRUARY 17, 2023)* | |
| ☐ M-607-1 | WIRE FENCES AND GATES (3 SHEETS) | 116-118 |
| ☐ M-607-2 | CHAIN LINK FENCE (3 SHEETS) | 119-121 |
| ☐ M-607-3 | BARRIER FENCE | 122 |
| ☐ M-607-4 | DEER FENCE, GATES, AND GAME RAMPS (7 SHEETS) ~~123-127~~ *(REVISED ON JULY 13, 2020)* | |
| ☐ M-607-10 | PICKET SNOW FENCE | 128 |
| ☐ M-607-15 | ROAD CLOSURE GATE (9 SHEETS) | 129-137 |
| ☐ M-608-1 | CURB RAMPS (10 SHEETS) | 138-147 |
| ☐ M-609-1 | CURBS, GUTTERS, AND SIDEWALKS (4 SHEETS) | 148-151 |
| ☐ M-611-1 | CATTLE GUARD (2 SHEETS) | 152-153 |
| ☐ M-611-2 | DEER GUARD (2 SHEETS) | 154-155 |
| ☐ M-614-1 | RUMBLE STRIPS (3 SHEETS) | 156-158 |
| ☐ M-614-2 | SAND BARREL ARRAYS (2 SHEETS) | 159-160 |
| ☐ M-615-1 | EMBANKMENT PROTECTOR TYPE 3 | 161 |
| ☐ M-615-2 | EMBANKMENT PROTECTOR TYPE 5 | 162 |
| ☐ M-616-1 | INVERTED SIPHON | 163 |
| ☐ M-620-1 | FIELD LABORATORY CLASS 1 | 164 |
| ☐ M-620-2 | FIELD LABORATORY CLASS 2 (2 SHEETS) | 165-166 |
| ☐ M-620-11 | FIELD OFFICE CLASS 1 | 167 |
| ☐ M-620-12 | FIELD OFFICE CLASS 2 | 168 |
| ☐ M-629-1 | SURVEY MONUMENTS (2 SHEETS) | 169-170 |

COLORADO
DEPARTMENT OF TRANSPORTATION

# M&S STANDARDS PLANS LIST

July 31, 2019

Revised on April 4, 2024

ALL OF THE M&S STANDARD PLANS, AS SUPPLEMENTED AND REVISED, APPLY TO THIS PROJECT WHEN USED BY DESIGNATED PAY ITEM OR SUBSIDIARY ITEM.

THE M&S STANDARD PLANS USED TO DESIGN THIS PROJECT ARE INDICATED BY A MARKED BOX ■, AND WILL BE ATTACHED TO THE PLANS. ALL OTHER M&S STANDARD PLANS ARE STILL ELIGIBLE FOR USE IN CONSTRUCTION IF APPROVED BY AN APPROPRIATE CDOT ENGINEER.

| PLAN NUMBER | S STANDARD TITLE | PAGE NUMBER |
|---|---|---|
| ☐ S-612-1 | DELINEATOR INSTALLATIONS (8 SHEETS) ~~171-178~~ *(REVISED ON NOVEMBER 7, 2023)* | |
| ☐ S-613-1 | ROADWAY LIGHTING (6 SHEETS) ~~179-186~~ *(REVISED ON SEPTEMBER 30, 2020)* | |
| ☐ S-613-2 | ALTERNATIVE ROADWAY LIGHTING (4 SHEETS) *(NEW, ISSUED ON SEPTEMBER 30, 2020)* | |
| ☐ S-613-3 | PULL BOX DETAIL (2 SHEETS) *(NEW, ISSUED ON APRIL 4, 2024)* | |
| ☐ S-613-4 | TRAFFIC SIGNAL ONE-LINE DIAGRAMS (6 SHEETS) *(NEW, ISSUED ON JUNE 15, 2023)* | |
| ☐ S-614-1 | GROUND SIGN PLACEMENT (2 SHEETS) *(REVISED ON MARCH 1, 2024)* | 187-188 |
| ☐ S-614-2 | CLASS I SIGNS *(REVISED ON MARCH 1, 2024)* | 189 |
| ☐ S-614-3 | CLASS II SIGNS *(REVISED ON MARCH 1, 2024)* | 190 |
| ☐ S-614-4 | CLASS III SIGNS (3 SHEETS) *(REVISED ON MARCH 1, 2024)* | 191-193 |
| ☐ S-614-5 | BREAK-AWAY SIGN SUPPORT DETAILS FOR CLASS III SIGNS (2 SHEETS) | 194-195 |
| ☐ S-614-6 | CONCRETE FOOTINGS AND SIGN ISLANDS FOR CLASS III SIGNS (2 SHEETS) | 196-197 |
| ☐ S-614-8 | TUBULAR STEEL SIGN SUPPORT DETAILS (7 SHEETS) *(REVISED ON MARCH 1, 2024)* | 198-204 |
| ~~S-614-9~~ | ~~PEDESTRIAN PUSH BUTTON POST ASSEMBLY (2 SHEETS)~~ *(SUPERSEDED ON JANUARY 23, 2020 BY S-614-45)* | ~~205-206~~ |
| ☐ S-614-10 | MARKER ASSEMBLY INSTALLATIONS | 207 |
| ☐ S-614-11 | MILEPOST SIGN DETAIL FOR HIGH SNOW AREAS | 208 |
| ■ S-614-12 | STRUCTURE NUMBER INSTALLATION (2 SHEETS) | 209-210 |
| ☐ S-614-14 | FLASHING BEACON AND SIGN INSTALLATIONS (4 SHEETS) | 211-214 |
| ☐ S-614-20 | TYPICAL POLE MOUNT SIGN INSTALLATIONS *(REVISED ON MARCH 1, 2024)* | 215 |
| ☐ S-614-21 | CONCRETE BARRIER SIGN POST INSTALLATIONS (2 SHEETS) *(REVISED ON SEPTEMBER 21, 2020)* | 216-217 |
| ☐ S-614-22 | TYPICAL MULTI-SIGN INSTALLATIONS | 218 |
| ☐ S-614-23 | J-POST SIGN SUPPORT (3 SHEETS) | |
| ☐ S-614-40 | TYPICAL TRAFFIC SIGNAL 30'-75' DOUBLE MAST ARMS 65'-75' SINGLE MAST ARMS (5 SHEETS) | 219-223 |
| ☐ S-614-40A | ALTERNATIVE TRAFFIC SIGNAL 25'-55' SINGLE MAST ARMS (4 SHEETS) | 224-227 |
| ☐ S-614-41 | TEMPORARY SPAN WIRE SIGNALS (13 SHEETS) | 228-240 |
| ☐ S-614-42 | CABINET FOUNDATION DETAIL (4 SHEETS) *(REVISED ON APRIL 4, 2024)* | 241-244 |
| ☐ S-614-43 | TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS (7 SHEETS) *(REVISED ON APRIL 4, 2024)* | 245-252 |
| ☐ S-614-44 | PEDESTAL POLE SIGNALS (2 SHEETS) | 253-254 |
| ☐ S-614-45 | PEDESTRIAN PUSH BUTTON POST ASSEMBLY DETAILS (6 SHEETS) *(REVISED ON DECEMBER 3, 2020)* | |
| ☐ S-614-50 | STATIC SIGN MONOTUBE STRUCTURES (12 SHEETS) | 255-266 |
| ☐ S-614-60 | DYNAMIC SIGN MONOTUBE STRUCTURES (14 SHEETS) | 267-280 |
| ■ S-627-1 | PAVEMENT MARKINGS (11 SHEETS) *(REV. APRIL 14, 2023)* | ~~281-289~~ |
| ■ S-630-1 | TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION (26 SHEETS) *(REVISED ON JULY 24, 2023)* | ~~290-313~~ |
| ■ S-630-2 | BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP) AND VERTICAL PANELS | 314 |
| ☐ S-630-3 | FLASHING BEACON (PORTABLE) DETAILS | 315 |
| ■ S-630-4 | STEEL SIGN SUPPORT (TEMPORARY) INSTALLATION DETAILS (2 SHEETS) | 316-317 |
| ☐ S-630-5 | PORTABLE RUMBLE STRIPS (TEMPORARY) (2 SHEETS) | 318-319 |
| ☐ S-630-6 | EMERGENCY PULL-OFF AREA (TEMPORARY) | 320 |
| ☐ S-630-7 | ROLLING ROADBLOCKS FOR TRAFFIC CONTROL (3 SHEETS) | 321-323 |

Print Date: 4/28/2024
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Horiz. Scale: N/A Vert. Scale: N/A

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
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TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

| WELD COUNTY ROAD 3 BRIDGE REPLACEMENT STANDARD PLANS LIST | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | GENERAL | Subset Sheets: | 2 of 2 |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | GN-002 |
| Sheet Number | 2 |

Plot Date: 4/29/2024 8:57 AM Plotted By: Rudy Parra
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AD PLANS 4/29/2024

## TO ESTABLISH GEOMETRIC CONTROL FOR THE CONSTRUCTION OF THIS PROJECT, THE DEPARTMENT HAS PROVIDED THE FOLLOWING INFORMATION:

Format *

- ☐ 3D Design Modeling Electronic Files _____
- ■ Horizontal Control _____
- ■ Vertical Control _____
- ■ Roadway Alignment _____
- ☐ Original Terrain Data _____
- ☐ Other: _____

* Specify the information format, ie., plan sheet, computer disk, computer printout, or other. The information marked is either contained on the plans or is available from the Engineer.

**TYPE OF PROJECT**

- ☐ Landscaping
- ☐ Signalization
- ■ Safety Improvement
- ■ Asphalt Overlay
- ☐ Concrete Overlay
- ■ Minor Widening
- ☐ Major Reconstruction
- ☐ New Roadway Construction
- ■ Bridge Replacement
- ☐ Bridge Widening
- ☐ New Bridge
- ☐ Other: _____

**SURVEY WORK TO BE PERFORMED BY OTHERS:** _____

## WORK PERFORMED BY THE CONTRACTOR'S SURVEYOR UNDER SECTION 625:

- ___ ☐ A complete passing Base Line report (completed within 6 months prior to the start of the project)
- ___ ■ An instrument calibration Certification (completed within 6 months prior to the start of the project)
- ___ ■ Establish and Maintain Project Centerline or Engineer Approved Offset Line(s)
- ___ ■ Verification and Maintenance of Horizontal and Vertical Control
- ___ ■ Verify or Determine existing grades and alignments
- ___ ☐ Verify or Determine existing topography
- ___ ☐ Clearing and Grubbing Limits (Section 201)
- ___ ☐ Removal Limits (Section 202)
- ___ ☐ Reset Items (Section 210)
- ___ ■ Excavation and Embankment (Section 203)
  - ___ ■ Excavation
    - ___ ■ Unclassified
    - ___ ☐ Stripping
    - ___ ☐ Muck
    - ___ ☐ Rock
    - ___ ☐ Borrow
    - ___ ☐ Other: _____
    - ___ ☐ Potholing
  - ___ ■ Embankment
    - ___ ☐ Site Grading
    - ___ ☐ Erosion Control (Perm)
    - ___ ☐ Other: _____
    - ___ ☐ As Staked Earthwork Quantities (See General Notes)

| | Slope Staking (Y/N) | Grid (Y/N) | Grade (Y/N) | Special Interval |
|---|---|---|---|---|
| Excavation | YES | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |

| | | | | |
|---|---|---|---|---|
| Embankment | YES | - | - | - |
| | - | - | - | - |
| | - | - | - | - |

- ___ ☐ Landscaping
  - ___ ☐ Top Soil (Section 207)
  - ___ ☐ Seeding (Section 212)
  - ___ ☐ Mulching (Section 213)
  - ___ ☐ Planting (Section 214)
  - ___ ☐ Herbicide (Section 217)
  - ___ ☐ Other: _____
- ___ ☐ Erosion Control (Section 208)
  - ___ ☐ Seeding (Temp)
  - ___ ☐ Silt Fence
  - ___ ☐ Erosion Bales
  - ___ ☐ Erosion Logs
  - ___ ☐ Riprap (Temp)
  - ___ ☐ Other: _____
- ___ ☐ Roadway Bases
  - ___ ☐ Untreated Subgrade
  - ___ ☐ Treated Subgrade
  - ___ ■ Aggregate Base Course (Section 304)
  - ___ ☐ Reconditioning
  - ___ ☐ PMBB - Plant Mix Bituminous Base
  - ___ ☐ Other: _____

| | Grid (Y/N) | Grade (Y/N) | Special Interval | Special Offset |
|---|---|---|---|---|
| Roadway Bases | - | - | - | - |
| | - | - | - | - |
| | - | YES | - | - |
| | - | - | - | - |
| | - | - | - | - |

- ___ ■ Pavements
  - ___ ■ HMA - Hot Mix Asphalt (Section 403)
  - ___ ☐ Concrete (Section 412)
  - ___ ☐ Heating & Scarifying Treatment
  - ___ ☐ Prime Coat, Tack Coat & Rejuvenating Agent (Section 407)
  - ___ ☐ Seal Coat or Chip Seal (Section 409)
  - ___ ☐ Other: _____
- ___ ■ Roadway Elements
  - ___ ☐ Curb and Gutter (Section 609)
  - ___ ☐ Drop inlets - alignment and grades (Section 604)
  - ___ ☐ Retaining Walls
  - ___ ■ Guard Rail (Section 606)
  - ___ ☐ Sidewalk (Section 608)
  - ___ ■ Overlay Stationing
  - ___ ☐ Other: _____
- ___ ☐ Riprap (Perm) (Section 506)
- ___ ☐ Slope and Ditch Paving (Section 507)
- ___ ■ Minor Structures
  - ___ ☐ Structure Excavation limits (Section 206)
  - ___ ☐ Culverts (Section 603)
  - ___ ☐ Culverts w/ Headwalls and Wingwalls (Section 601)
  - ___ ☐ Concrete Box Culverts w/ Headwalls and Wingwalls
  - ___ ■ Pipes (Section 603)
    - ___ ☐ Sanitary Sewer
    - ___ ☐ Storm Sewer
    - ___ ☐ Water
    - ___ ☐ Irrigation
    - ___ ■ Miscellaneous
  - ___ ☐ Manholes (Section 604)
  - ___ ☐ Inlets (Section 604)
  - ___ ☐ Permanent Water Quality BMP (Section 208)
  - ___ ☐ Other: _____
- ___ ■ Major Structures - Overhead Signs (Section 614), Concrete Box Culverts, Bridges - and all other structures assigned a structure number
  - ___ ■ Structure Excavation limits (Section 206)
  - ___ ■ Concrete Box Culverts (Section 603) w/ Headwalls and Wingwalls (Section 601)
  - ___ ☐ Piling locations and cut off elevations (Section 502)
  - ___ ☐ Caisson locations and elevations (Section 503)
  - ___ ■ Footing locations, alignment, and elevations
  - ___ ☐ Abutment/Pier locations, alignment, and elevations
  - ___ ■ Wingwall skew angles/offsets
  - ___ ☐ Structural concrete form locations
  - ___ ☐ Substructure As-constructed survey required for Bridges (Subsection 601 .12) and Overhead signs (S-614-50)
  - ___ ☐ Bridge expansion joint(s) alignment and grade (longitudinal and transverse)
  - ___ ☐ Deck grades at Girder 10th or "n" th point locations and elevations
  - ___ ☐ Slope and Ditch Paving (Section 507)
  - ___ ■ Other: Temp Shoring
- ___ ☐ Fencing (Section 607)
  - ___ ☐ Temporary
  - ___ ☐ Permanent
  - ___ ☐ Sound Barrier
  - ___ ☐ Other: _____
- ___ ☐ Delineators (Section 612)
  - ___ ☐ Temporary
  - ___ ☐ Permanent
- ___ ☐ Lighting (Section 613) and Traffic Control Devices (Permanent) (Section 614)
  - ___ ☐ Signal pole locations and elevations
  - ___ ☐ Light pole locations and elevations
  - ___ ☐ Sign locations
  - ___ ☐ Field verify sign post locations, elevations, and lengths before fabrication.
  - ___ ☐ Other: _____

| | Grid (Y/N) | Special Interval | Special Offset |
|---|---|---|---|
| Pavements | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |
| | - | - | - |

| | Tangent Interval | Curve Interval | Special Offset |
|---|---|---|---|
| Curb & Gutter | - | - | - |

| | Left Interval | Center Interval | Right Interval |
|---|---|---|---|
| Stationing | - | - | - |

- ___ ■ Pavement Marking (Section 627)
  - ___ ☐ Striping (Temp)
  - ___ ■ Striping (Perm)
  - ___ ☐ Symbols
  - ___ ☐ Other: _____
- ___ ☐ Temporary Lighting and Construction Traffic Control Devices (Section 630)
  - ___ ☐ Signal pole locations and elevations (Temp)
  - ___ ☐ Light pole locations and elevations (Temp)
  - ___ ☐ Sign Locations (Temp)
  - ___ ☐ Other: _____
- ___ ☐ All Easements (Temp Staking by P.L.S. Only)
- ___ ☐ Right of Way (Temp Staking by P.L.S. Only)

## WORK PERFORMED BY THE CONTRACTOR'S SURVEYOR UNDER SECTION 629:

- ___ ☐ Monumentation (Section 629)
  - ___ ☐ Control
  - ___ ☐ Right of Way
  - ___ ☐ Land corners, Aliquot corners
  - ___ ☐ Easements
  - ___ ☐ Reference the specified existing monuments:** _____
  - ___ ☐ Replace the specified existing monuments: ** _____
  - ___ ☐ Locate monuments. It is estimated___ hours are required.

NOTE: All 629 items shall include adequate research, calculations, and evaluations of evidence for monuments to be set.

** A Tabulation of Survey Monuments may be provided on the plans.

## GENERAL NOTES:

1. Unless indicated otherwise on this Survey Tabulation Sheet, all survey work and staking intervals shall be done in accordance with the latest edition of the CDOT Survey Manual.
2. Adequate information for establishing lines, grades, and locations for all work items have been specified on the plans. Any additional information required to stake the item or element shall be generated by the Contractor's surveyor.
3. The Contractor's surveyor shall provide an estimate of the man-hours necessary to complete the work items indicated on this sheet. A copy of this sheet, with the estimated man-hours written on the blank line to the left of the specified items, shall be submitted with the Survey Schedule to the Engineer _____ days prior to the Presurvey Conference - Construction Survey.
4. Stakes and Monuments which are damaged or destroyed by the progress of construction shall be replaced by the Contractor at no additional cost to the Department.
5. The Contractor shall furnish an As Staked (or 3D Design Modeling Electronic Files) Earthwork Quantity report to the Engineer prior to completion of twenty percent (20%) of the planned earthwork in any phase as per the CDOT Survey Manual. A printed copy of the As Staked (or 3D Design Modeling Electronic Files) Earthwork data report and a computer disk with that information on it, in the specified format shall be submitted to the Engineer. The Contractor shall field verify original ground cross sections at a maximum 500 feet intervals.
6. Prior to beginning work on any subsequent operation, such as placing base course or paving, the Contractor shall certify in writing to the Engineer that the final grade is within specified tolerance.
7. The Contractor's surveyor shall perform all field surveying and calculations necessary to tie plan grades into field grades.
8. The Contractor shall coordinate construction staking on the project with any utility work.
9. Fieldbooks shall contain daily records of points set and or measurements observed. The information recorded shall contain: date, crew members' names, point no., description, staking information, and sketches. If the survey information is collected electronically, information recorded shall be provided to the Project Engineer in a hard copy format that is intuitive, clear and related to the supplemental information recorded in the field books. All linear surveys, such as slope stakes and blue tops, shall have the station and offset information related to the measured information. Non-linear surveys such as structures staking shall have sketches relating electronic information, such as point numbers, to the sketch.
10. The Contractor's surveyor shall submit the following fieldbooks to the Engineer:
    - ■ Horizontal Control (Primary & Secondary)
    - ■ Vertical Control (i.e. Benchmarks)
    - ☐ Property Pin Ties
    - ■ Horizontal Alignment
    - ■ Grading
    - ■ Slope Staking
    - ■ Minor Structures
    - ■ Major Structures
    - ☐ One fieldbook for each work category shown on this sheet
    - ☐ Other Fieldbook(s): _____
11. The Contractor's surveyor shall submit the following (prior to surveying on the project) to the Engineer:
    - ■ All required Instrument Calibrations

| | | | |
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| File Name: SCT-001 SURVEY TABULATION.DWG | Date | Comments | Initials |
| Horiz. Scale: N/A Vert. Scale: N/A | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT SURVEY TABULATION | | Project No. |
|---|---|---|---|
| No Revisions: | | | P22-076 |
| Revised: | Designer: R. PARKS | Structure Numbers | Drawing Number SCT-001 |
| Void: | Detailer: H. PUGH | | |
| | Sheet Subset: SURVEY | Subset Sheets: 1 of 1 | Sheet Number 3 |

Plot Date: 4/29/2024 8:58 AM Plotted By: Rudy Parks
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AD PLANS 4/29/2024

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# SURVEY CONTROL DIAGRAM

## WCR 3 - SULLIVAN DITCH BRIDGE




VERTICAL DATUM:
NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88)
BENCHMARK:
NGS DESGINATION – "C 119 MP49.50 RESET"
ELEV=5154.19'

HORIZONTAL DATUM:
COLORADO STATE PLANE COORDINATES NAD 83(2011)
PROJECT COORDINATES HAVE BEEN SCALED TO GROUND USING A COMBINED SCALE FACTOR OF 0.9997216445 (1.0002784433) ABOUT THE ORIGIN (0,0).

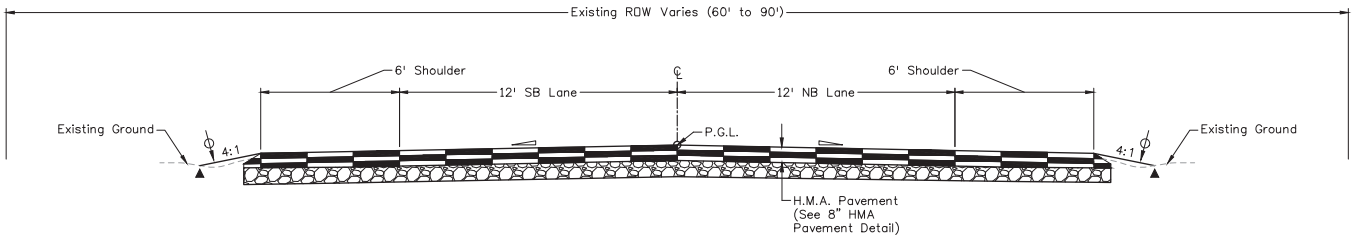
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR
Michael Chad Dilka
38106
7-24-2023
LAND SURVEYOR

MICHAEL CHAD DILKA – ON BEHALF OF KING SURVEYORS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR #38106

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
Phone: (970) 686-5011 | Fax: (970) 686-5821
Email: contact@KingSurveyors.com

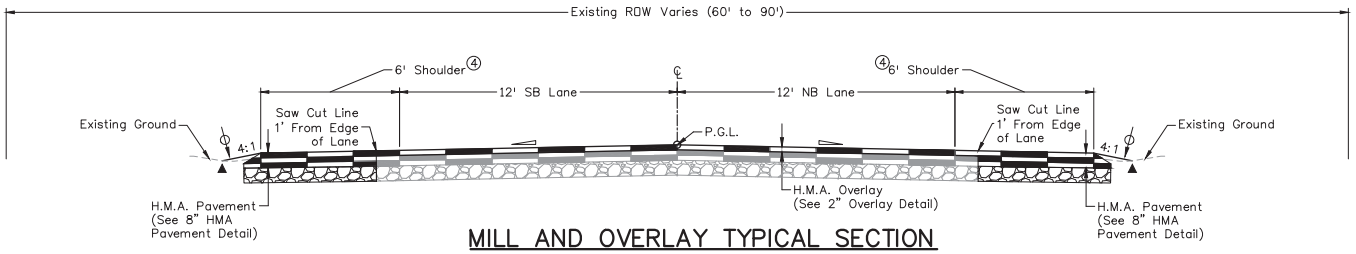
**PROJECT NO:** 20230070
**DATE:** 7/24/2023
**CLIENT:** ROCKSOL
**DWG:** 20230070SCD
**DRAWN:** SAF **CHECKED:** MCD

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 5 of 35)



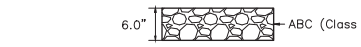

## FULL DEPTH PAVEMENT TYPICAL SECTION

Sta 1+45.00 to 1+72.06
Sta 1+96.68 to 2+24.00

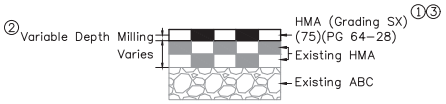



## MILL AND OVERLAY TYPICAL SECTION

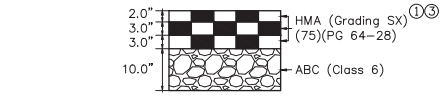
Sta 1+24.00 to 1+45.00
Sta 2+24.00 to 2+60.00




### ACCESS DRIVE PAVEMENT SECTION




### 2-INCH HMA OVERLAY DETAIL




### 8-INCH HMA PAVEMENT DETAIL

### TYPICAL SECTION NOTES

2% Cross Slope

The Contractor will be required to place 4 inches (minimum) of topsoil to this line after completion of paving operation.

▲ Break points on slopes and in bottoms of ditches shall be rounded during construction for a pleasing appearance. The depth and width of the side ditch shall be varied as approved by the engineer where necessary in order to provide proper drainage.

① The Contractor shall apply a layer of Emulsified Asphalt (Slow-Setting) in between each lift of pavement.

② Where finished grade is less than 2 inches above existing grade, provide variable depth milling for overlay to achieve a minimum pavement thickness of 2 inches.

③ Vertical joints shall not extend the full depth of HMA. Top mat shall be offset from lower mats. Longitudinal joints shall be within 6 to 12 inches of lane lines.

④ Taper shoulder width down to match existing shoulder 10 feet from Sta 1+24.00 and Sta 2+60.00 both sides of roadway. See roadway plan.

811 Know what's below. Call before you dig.

### SAFETY EDGE DETAIL NOTES

1. The safety edge shall be constructed concurrently (monolithically) with the roadway pavement.
2. The Contractor may use a shoulder wedge maker or a similar device that produces the same compaction results.
3. Short sections of handwork will be allowed when necessary for transitions and turnouts.
4. Site preparation and additional earthwork required to construct the safety edge will not paid for separately but shall be included in the work.
5. Safety edge shall not be placed on top of organic material (grass or weeds) and shall be free from trash and construction debris.

### SAFETY EDGE LEGEND

▲ – Safety Edge with a 30°–35° slope and shoulder material (See Safety Edge Details).

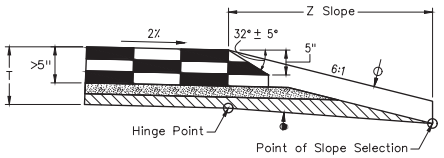
T - Total thickness of the pavement structure from top of pavement to top of subgrade.

— Subgrade Z slope 50:1 or steeper.

— Minimum 4" topsoil or specified alternative.

— BASE COURSE

— SUBBASE




### SAFETY EDGE DETAIL FOR HOT MIX ASPHALT PAVEMENT GREATER THAN 5 INCHES

| | | | |
|---|---|---|---|
| Print Date: 4/28/2024 | Sheet Revisions | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TYPICAL SECTIONS |
| File Name: TYP-001 TYPICAL SECTIONS.DWG | Date / Comments / Initials | No Revisions: | Project No. P22-076 |
| Horiz. Scale: NTS Vert. Scale: NTS | | Revised: | Designer: R. PARKS Structure Numbers |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | Void: | Detailer: H. PUGH Drawing Number TYP-001 |
| | | | Sheet Subset: TYPICALS Subset Sheets: 1 of 1 Sheet Number 5 |

TOWN OF ERIE 1874
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526
AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC



## CONSTRUCTION GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST "STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS" BY THE TOWN OF ERIE. COPIES OF THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS MAY BE OBTAINED FROM THE TOWN OF ERIE WEB SITE. CONTRACTOR SHALL HAVE A SET ON SITE AT ALL TIMES.
2. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE TOWN OF ERIE ENGINEERING STAFF PRIOR TO THE START OF CONSTRUCTION. THOSE IN ATTENDANCE SHALL INCLUDE THE TOWN OF ERIE ENGINEERING STAFF, REPRESENTATIVES OF THE CONTRACTORS AND OTHER AFFECTED AGENCIES. PLANS SIGNED AND ACCEPTED BY THE TOWN OF ERIE WILL BE DISTRIBUTED AT THE PRE-CONSTRUCTION MEETING. CONTRACTOR SHALL HAVE (1) COPY OF THE SIGNED PLANS ON SITE AT ALL TIMES.
3. THE TOWN OF ERIE, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT. THE DESIGN ENGINEER UNDERSTANDS THAT THE RESPONSIBILITY FOR THE ENGINEERING ADEQUACY OF THE FACILITIES DEPICTED IN THIS DOCUMENT LIES SOLELY WITH THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE ARE AFFIXED TO THIS DOCUMENT. REPORT ALL DISCREPANCIES TO THE DESIGN ENGINEER IMMEDIATELY.
4. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL OBTAIN ANY/ALL WRITTEN AGREEMENTS FOR INGRESS AND EGRESS TO THE WORK SITE FROM ADJACENT PRIVATE PROPERTY OWNERS. A COPY OF ALL AGREEMENTS SHALL BE PROVIDED TO THE TOWN. ACCESS TO ANY ADJACENT PRIVATE PROPERTY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF ERIE ENGINEERING STAFF. THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO TOWN STANDARDS AND SPECIFICATIONS. INSPECTIONS AND ONSITE VISITS ARE NOT TO BE CONSTRUED AS A GUARANTEE BY THE TOWN ENGINEERING STAFF OF THE CONTRACTORS' CONTRACTUAL COMMITMENT. REQUESTS FOR INSPECTION BY THE TOWN OF ERIE SHALL BE MADE BY THE CONTRACTOR A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE.
6. CONSTRUCTION WATER IS AVAILABLE TO THE CONTRACTOR AS ESTABLISHED IN THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE TOWN OF ERIE REGARDING CURRENT REGULATIONS, FEES AND REQUIRED AGREEMENTS RELATED TO THE PROVISION OF CONSTRUCTION WATER.
7. THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH THE AFFECTED UTILITY COMPANIES AND SHALL NOTIFY THE UTILITY NOTIFICATION CENTER, PHONE NUMBER 811, THREE (3) BUSINESS DAYS PRIOR TO THE START OF CONSTRUCTION.
8. UTILITIES IN THE AREA OF CONSTRUCTION ARE APPROXIMATE ONLY. THEY HAVE BEEN LOCATED FROM FIELD INVESTIGATION AND THE BEST AVAILABLE UTILITY RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION AND REPAIR OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL CONTACT ALL RESPECTIVE UTILITIES AND HAVE ALL UTILITIES FIELD-LOCATED PRIOR TO CONSTRUCTION. IF ANY UNKNOWN SUBSURFACE STRUCTURES ARE ENCOUNTERED DURING CONSTRUCTION, IT SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE TOWN OF ERIE ENGINEERING STAFF AND DESIGN ENGINEER PRIOR TO PROCEEDING.
9. THE CONTRACTOR SHALL NOTIFY TOWN OF ERIE ENGINEERING STAFF OF ANY PROBLEM IMPACTING WATER AND WASTE WATER FACILITIES THAT WOULD POTENTIALLY REQUIRE A VARIANCE FROM THE APPROVED PLANS AND SPECIFICATIONS. ANY VARIANCE FROM THE APPROVED DOCUMENTS SHALL BE AT THE SOLE DISCRETION OF THE TOWN OF ERIE ENGINEERING STAFF.
10. CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE SPECIFICATIONS AND PERMITS NECESSARY TO PERFORM THE PROPOSED WORK.
11. AS-BUILT DRAWINGS AS REQUIRED IN THE SPECIFICATIONS, ARE TO BE SUBMITTED BY THE CONTRACTOR PRIOR TO INITIAL ACCEPTANCE OF THE CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ANY EXISTING SIGNS, STRUCTURES, FENCES, ETC., ENCOUNTERED ON THE JOB AND RESTORING THEM TO THEIR ORIGINAL CONDITION.

## CONSTRUCTION GENERAL NOTES (CONTINUED)

13. THE CONTRACTOR IS RESPONSIBLE FOR:
    - A. NOTIFYING THE TOWN OF ERIE UTILITY CUSTOMERS OF POTENTIAL SERVICE OUTAGES, AND COORDINATE WITH THE TOWN OF ERIE FOR DETERMINATION OF MINIMUM TIME REQUIREMENT.
    - B. NOTIFYING THE TOWN OF ERIE ENGINEERING STAFF IF WORK IS SUSPENDED FOR ANY PERIOD OF TIME AFTER INITIAL START-UP. THE CONTRACTOR SHALL NOTIFY THE TOWN OF ERIE FORTY-EIGHT (48) HOURS PRIOR TO RESTART.
    - C. IN THE EVENT OF AN AFTER HOURS EMERGENCY, CALL 303-441-4444.
    - D. NOTIFYING THE MOUNTAIN VIEW FIRE PROTECTION DISTRICT OF ALL STREET CLOSURES AND EXISTING FIRE HYDRANTS TAKEN OUT OF SERVICE A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION.
14. PRIOR TO INSTALLATION OF UTILITY MAINS, ROAD CONSTRUCTION MUST HAVE COMPLETED THE OVER LOT GRADING STAGE.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER MUST BE MANAGED PER THE REQUIREMENTS IDENTIFIED BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE). GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS OR EROSION OF ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE USE OF ANY SANITARY SEWER TO DISPOSE OF TRENCH WATER WILL NOT BE PERMITTED. NO CONCRETE SHALL BE PLACED WHERE GROUNDWATER IS VISIBLE OR UNTIL THE GROUNDWATER TABLE HAS BEEN LOWERED BELOW THE PROPOSED IMPROVEMENTS. ANY UNSTABLE AREAS, AS A RESULT OF GROUNDWATER, ENCOUNTERED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE STABILIZED AS AGREED UPON BY THE CONTRACTOR, THE TOWN OF ERIE, AND THE DESIGN ENGINEER AT THE TIME OF THE OCCURRENCE.
16. DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS. THE TOWN OF ERIE OR THE DESIGN ENGINEER EXERCISE NO CONTROLS OVER THE SAFETY OR ADEQUACY OF ANY EQUIPMENT, BUILDING COMPONENTS, SCAFFOLDING, FORMS OR OTHER WORK AIDS USED IN OR ABOUT THE PROJECT, OR IN THE SUPERINTENDING OF THE SAME. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS FROM ANY AND ALL LIABILITY, REAL AND ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE DESIGN ENGINEER OR THE TOWN. THE TOWN OF ERIE ENGINEERING STAFF, OR ANY CONTRACTED ENGINEER, ARE NOT RESPONSIBLE FOR SAFETY IN, ON OR ABOUT THE PROJECT SITE, NOR FOR COMPLIANCE BY THE APPROPRIATE PARTY OF ANY REGULATIONS RELATING THERETO.
17. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
18. REGULAR WORK HOURS ARE SEVEN (7) A.M. UNTIL SEVEN (7) P.M. OR DUSK (WHICHEVER OCCURS FIRST) OF THE SAME DAY, MONDAY THROUGH FRIDAY. THE CONTRACTOR WILL NOT PERMIT OVERTIME WORK OUTSIDE OF REGULAR WORKING HOURS OR THE PERFORMANCE OF WORK ON SATURDAY, SUNDAY OR ANY LEGAL HOLIDAY WITHOUT RECEIVING WRITTEN CONSENT FROM THE TOWN ENGINEER. REQUESTS FOR WEEKEND WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN WEDNESDAYS AT 3:30 PM FOR SUBSEQUENT WEEKEND AND REQUESTS FOR HOLIDAY WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN 7:00 AM – 2 BUSINESS DAYS PRIOR TO THE HOLIDAY. WHEN APPROVED, STANDARD WORK HOURS FOR WEEKENDS AND HOLIDAYS ARE EIGHT (8) A.M. UNTIL FOUR (4) P.M. OR AS STIPULATED BY THE TOWN ENGINEER. WORK HOURS FOR WORK IN ACTIVE ROW SHALL BE SUBJECT TO APPROVAL OF THE TOWN ENGINEER AND SHALL BE CONSIDERED ON A CASE BY CASE BASIS. ALL EXPENSES INCURRED BY THE TOWN SHALL BE REIMBURSED AT A RATE TO BE DETERMINED BY DIRECTOR OF FINANCE.
19. THE CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL

## CONSTRUCTION GENERAL NOTES (CONTINUED)

WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL APPROPRIATE PERMITS FROM BOTH THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT AND THE TOWN OF ERIE FOR ANY PROJECT DISTURBING ONE ACRE OR MORE OR ANY PROJECT LESS THAN ONE ACRE THAT IS PART OF A LARGER COMMON PLAN OF DEVELOPMENT.

20. EACH TYPE OF CONSTRUCTION SHALL BE COMPLETED BY A CONTRACTOR THAT HAS DEMONSTRATED ACCEPTABLE QUALIFICATIONS TO THE TOWN AND IS A LICENSED CONTRACTOR IN THE TOWN OF ERIE.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL DURING CONSTRUCTION. ALL TRAFFIC CONTROLS SHALL CONFORM TO THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) LATEST EDITIONS. A PLAN SHALL BE SUBMITTED TO THE TOWN FOR REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.
22. ALL BACKFILL SHALL CONFORM TO THE TRENCH DETAIL LOCATED IN THE TOWN OF ERIE STANDARDS & SPECIFICATIONS.
23. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE IMMEDIATE REMOVAL OF ANY CONSTRUCTION DEBRIS OR MUD TRACKED ONTO EXISTING ROADWAYS.
24. THE CONTRACTOR SHALL REPAIR ANY EXCAVATION OR PAVEMENT FAILURES CAUSED BY HIS CONSTRUCTION.
25. THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED DURING HIS OPERATION. RENEWAL OF PAVEMENT STRIPING AND MARKING SHALL BE DONE IN CONFORMANCE WITH THE TOWN OF ERIE STANDARD SPECIFICATIONS.
26. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO TAKE EVERY MEASURE NECESSARY TO COMPLY WITH ANY STATE, COUNTY OR TOWN DUST CONTROL ORDINANCE.
27. CONSTRUCTION VEHICLES SHALL USE TRUCK ROUTES DESIGNATED BY THE TOWN.
28. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE PROPER FUNCTIONING OF THE IMPROVEMENTS FOR A MINIMUM OF TWO (2) YEARS FROM THE DATE OF INITIAL ACCEPTANCE OF THE IMPROVEMENTS BY THE TOWN OF ERIE. ANY FAILURE DURING THIS PERIOD OF GUARANTEE SHALL BE REMEDIED BY THE CONTRACTOR TO THE SATISFACTION OF THE TOWN OF ERIE AT NO EXPENSE TO THE TOWN.
29. THE CONTRACTOR SHALL NOTIFY THE TOWN WITHIN 24 HOURS OF BECOMING AWARE OF A DISCHARGE OF ANY POLLUTANT INTO THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4). THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO THE MS4, RECEIVING WATERS, WATERWAYS, WETLANDS, OR OTHER PUBLIC OR PRIVATE PROPERTIES, RESULTING FROM WORK DONE AS PART OF THIS PROJECT.

811 Know what's below. Call before you dig.

Plot Date: 4/29/2024 10:00 AM Plotted By: Rudy Flores
PLOTTED FROM: T:\PROJECTS\P22-076_TOWN OF ERIE - WCR3 BRIDGE REPLACEMENT\DESIGN FILES\MXD_COMPUTER DESIGN FILES\MXD_SHEET FILES\NT-001 GENERAL NOTES.DWG

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| Print Date: 4/28/2024 | Sheet Revisions | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT GENERAL NOTES |
| File Name: NT-001 GENERAL NOTES.DWG | Date / Comments / Initials | No Revisions: | Designer: R. PARKS; Detailer: H. PUGH; Sheet Subset: NOTES; Structure Numbers; Subset Sheets: 1 of 2 |
| Horiz. Scale: N/A Vert. Scale: N/A | | Revised: | Project No. P22-076 |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | Void: | Drawing Number NT-001 |
| | PUBLIC WORKS 645 HOLBROOK ST. ERIE, CO 80515 | | Sheet Number 6 |

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## GRADING GENERAL NOTES

1. ALL CONSTRUCTION ACTIVITIES THAT DISTURBS ONE OR MORE ACRES OF LAND, AS WELL AS ACTIVITIES THAT DISTURB LESS THAN ONE ACRE OF LAND, BUT IS PART OF A LARGER COMMON PLAN OF DEVELOPMENT,MUST COMPLY WITH BOTH LOCAL AND STATE REGULATIONS REGARDING STORMWATER DRAINAGE ON CONSTRUCTION SITES.OWNERS OR CONTRACTORS MUST OBTAIN A **COLORADO STORMWATER DISCHARGE PERMIT FOR CONSTRUCTION ACTIVITIES** FROM THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE) AND A GRADING AND STORMWATER QUALITY PERMIT FROM THE TOWN OF ERIE. CONTRACTOR SHALL:

   A. MAINTAIN A COPY OF THE STORM WATER MANAGEMENT PLAN (SWMP) ONSITE AT ALL TIMES OR PROVIDE AN UPDATED DIGITAL COPY WITHIN TWO BUSINESS DAYS UPON REQUEST. THE SWMP MUST BE MAINTAINED AND MADE AVAILABLE TO TOWN OF ERIE INSPECTORS UPON REQUEST.

   B. INSTALL AND MAINTAIN EROSION, SEDIMENT, AND MATERIALS MANAGEMENT CONTROL MEASURE AS SPECIFIED IN THE SWMP.

   C. INSPECT ALL CONTROL MEASURES AT LEAST EVERY SEVEN (7) DAYS OR EVERY FOURTEEN (14) DAYS AND WITHIN TWENTY FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE RUNOFF.

   D. MAINTAIN INSPECTION AND MAINTENANCE RECORDS OF CONTROL MEASURES WITH THE SWMP. COPIES OF THESE REPORTS SHALL BE PROVIDED TO THE TOWN OF ERIE ENGINEERING STAFF.

   E. BASED ON INSPECTIONS PERFORMED BY THE PERMIT HOLDER OR BY TOWN PERSONNEL, MODIFICATIONS TO THE SWMP WILL BE NECESSARY IF AT ANY TIME THE SPECIFIED CONTROL MEASURES DO NOT MEET THE OBJECTIVES OF THE PERMIT. ALL MODIFICATIONS SHALL BE COMPLETED AS SOON AS PRACTICABLE AFTER THE REFERENCED INSPECTION, AND SHALL BE RECORDED ON THE OWNER'S COPY OF THE SWMP.

   F. THE OPERATOR SHALL AMEND THE SWMP WHENEVER THERE IS A SIGNIFICANT CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE, WHICH HAS A SIGNIFICANT EFFECT ON THE POTENTIAL FOR DISCHARGE OF POLLUTANTS TO THE RECEIVING WATERS, OR IF THE SWMP PROVES TO BE INEFFECTIVE IN ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

   G. INSTALLATION AND MAINTENANCE OF CONTROL MEASURES SHALL BE SUPERVISED BY PERSONNEL CERTIFIED IN EROSION AND SEDIMENT CONTROL.

   H. ALL APPROPRIATE CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF EACH CONSTRUCTION PHASE.

   I. APPROPRIATE STABILIZED CONSTRUCTION ENTRANCES WITH VEHICLE TRACKING CONTROLS INSTALLED SHALL BE UTILIZED AT ALL TIMES TO REDUCE THE TRACKOUT OF SEDIMENT. IF NON-STRUCTURAL VEHICLE TRACKING CONTROLS ARE UTILIZED, CLEANUP OF TRACKOUT MUST OCCUR AT THE END OF EVERY BUSINESS DAY WITH CONSTRUCTION ACTIVITY OCCURRING.

2. ALL SITE GRADING (EXCAVATION, EMBANKMENT, AND COMPACTION) SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST SOILS INVESTIGATION FOR THIS PROPERTY AND SHALL FURTHER BE IN CONFORMANCE WITH THE TOWN OF ERIE "STANDARDS AND SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS", LATEST EDITION.

3. ALL GRADING AND FILLING OPERATIONS SHALL BE OBSERVED, INSPECTED AND TESTED BY A LICENSED SOILS ENGINEER. ALL TEST RESULTS SHALL BE SUBMITTED TO THE TOWN OF ERIE ENGINEERING STAFF.

4. NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATION AND FOR THE SHORTEST PRACTICAL PERIOD OF TIME. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AVOID ANY DAMAGE TO EXISTING FOLIAGE THAT LIES IN THE PROJECT AREA UNLESS DESIGNATED FOR REMOVAL AND SHALL BE LIABLE FOR SUCH DAMAGE AT HIS/HER EXPENSE.

5. TOPSOIL SHALL BE STOCKPILED TO THE EXTENT PRACTICABLE ON THE SITE FOR USE ON AREAS TO BE RE-VEGETATED. ANY AND ALL STOCKPILES SHALL BE LOCATED AND PROTECTED FROM EROSIVE ELEMENTS. IF MATERIALS ARE STORED OFFSITE, A WRITTEN USE AGREEMENT BETWEEN THE PERMITTEE AND THE OWNER/OPERATOR OF ANY CONTROL MEASURES BEING UTILIZED OUTSIDE OF THE PERMITTED AREA MUST BE MADE AVAILABLE TO TOWN PERSONNEL UPON REQUEST.

## GRADING GENERAL NOTES (CONTINUED)

6. TEMPORARY VEGETATION/STABILIZATION SHALL BE INSTALLED ON ALL DISTURBED AREAS WHERE PERMANENT SURFACE IMPROVEMENTS ARE NOT SCHEDULED FOR IMMEDIATE INSTALLATION BUT NO LATER THAN FOURTEEN (14) DAYS. SEEDING WILL BE DONE ACROSS THE SLOPE FOLLOWING THE CONTOURS. VEGETATION SHALL CONFORM TO THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS. PROJECT SCHEDULING SHOULD TAKE ADVANTAGE OF SPRING OR FALL PLANTING SEASONS FOR NATURAL GERMINATION. SEEDED AREAS SHALL BE IRRIGATED IN ACCORDANCE WITH THE TOWN OF ERIE'S STANDARDS AND SPECIFICATIONS.

7. AT ALL TIMES, A WATER TRUCK SHALL BE ON-SITE AND THE PROPERTY SHALL BE MAINTAINED AND/OR WATERED TO PREVENT WIND-CAUSED EROSION. EARTHWORK OPERATIONS SHALL BE DISCONTINUED WHEN FUGITIVE DUST SIGNIFICANTLY IMPACTS ADJACENT PROPERTY. IF EARTHWORK IS COMPLETE OR DISCONTINUED AND DUST FROM THE SITE CONTINUES TO CREATE PROBLEMS, THE CONTRACTOR SHALL IMMEDIATELY INSTITUTE MITIGATIVE MEASURES AND SHALL CORRECT DAMAGE TO ADJACENT PROPERTY.

8. FILL SLOPES SHALL BE COMPACTED BY MEANS OF SHEEPSFOOT COMPACTOR OR OTHER SUITABLE EQUIPMENT. COMPACTING SHALL CONTINUE UNTIL SLOPES ARE STABLE AND THERE IS NOT AN APPRECIABLE AMOUNT OF LOOSE SOIL ON THE SLOPES.

9. DEPTH OF MOISTURE-DENSITY CONTROL SHALL BE FULL DEPTH ON ALL EMBANKMENT AND SIX (6) INCHES ON THE BASE OF CUTS AND FILLS.

10. OUTLET SIDES OF ALL STORM PIPES SHALL BE GRADED TO DRAIN AND SHALL HAVE SUFFICIENT EROSION PROTECTION.

11. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE SITE GEOTECHNICAL ENGINEER WHEN THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:

    A. INITIAL INSPECTION WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT NOT LESS THAN TWO (2) DAYS BEFORE ANY GRADING OR GRUBBING IS STARTED.

    B. EXCAVATION INSPECTION AFTER THE EXCAVATION IS STARTED BUT BEFORE THE VERTICAL DEPTH OF THE EXCAVATION EXCEEDS TEN (10) FEET.

    C. FILL INSPECTION AFTER THE FILL PLACEMENT IS STARTED, BUT BEFORE THE FILL EXCEEDS TEN (10) FEET.

## ROADWAY GENERAL NOTES

1. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL PREPARE THE SUBGRADE BY SCARIFYING THE UPPER ONE (1) FOOT OF THE SUBGRADE IN CUT AREAS OR AREAS WITH LITTLE OR NO FILL, UNLESS SPECIFIED IN THE SOILS REPORT. THE WORK SHALL CONFORM TO THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. STREET PAVING SHALL NOT START UNTIL:
   A. ALL COMPACTION TEST REPORTS HAVE BEEN SUBMITTED TO THE TOWN ENGINEERING STAFF PRIOR TO PROOF ROLLS.
   B. PROOF ROLLS ARE PERFORMED USING A LOADED SINGLE AXLE 2000 GALLON WATER TRUCK AND MONITORED BY THE TOWN OF ERIE ENGINEERING STAFF.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL UTILITY MANHOLE COVERS AND ACCESS LIDS TO GRADE.
5. ALL CONCRETE SHALL BE A MINIMUM OF CLASS B, IN CONFORMANCE WITH CDOT STANDARDS.
6. ALL CONCRETE EDGES MUST BE ROUNDED TO A FOURTH (1/4) INCH RADIUS, EXCEPT WHERE SHOWN OTHERWISE ON DRAWINGS.
7. ONE HALF (1/2) INCH EXPANSION JOINTS SHALL BE INSTALLED AT ALL CURB RETURNS, CURB CUTS AND EXISTING STRUCTURES. CONTROL JOINTS SHALL BE INSTALLED PER THE TOWNS STANDARDS AND SPECIFICATIONS.
8. BEFORE PLACING OF ASPHALT THE SUBGRADE SHALL RECEIVE A GROUND STERILANT APPLIED AT A RATE IN ACCORDANCE TO MANUFACTURERS RECOMMENDATIONS.
9. THE GRADATION OF THE MINERAL AGGREGATE WILL BE GRADING SX (1/2" NOMINAL) FOR ALL TOP LIFTS AND OVERLAYS.
10. TACK COAT SHALL BE USED PRIOR TO OVERLAY, (CSS-1H), 50:50 DILUTION, 0.10 GAL/SY. ALL EDGES ABUTTING NEW PAVEMENT SHALL BE TACKED. TACK COAT WILL NOT BE PAID SEPARATELY BUT INCLUDED IN THE COST OF HMA PAVEMENT.
11. WHEN IT IS REQUIRED TO MATCH EXISTING PAVEMENT, EXISTING PAVEMENT SHALL BE SAW CUT IN A MANNER TO AFFECT A SMOOTH, VERTICAL STRAIGHT CUT EDGE. T PATCH MILLING MUST BE DONE PER STANDARD DETAILS.
12. ADDITIONAL AREA MILLED TO STAGGER THE JOINTS IS CONSIDERED INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
13. ALL SAWCUT EDGES OF EXISTING PAVEMENT SHALL BE CLEAN AND COATED WITH TACK COAT PRIOR TO PLACING NEW PAVEMENT ADJACENT TO THE EXISTING PAVEMENT.
14. ALL ASPHALT SHALL BE ONE FOURTH (1/4) INCH ABOVE CONCRETE EDGES, MANHOLE COVERS AND ACCESS LIDS.
15. SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COLORADO DEPARTMENT OF TRANSPORTATION M&S STANDARDS, AND THE TOWN OF ERIE STANDARD DESIGN CRITERIA AND STANDARD CONSTRUCTION REQUIREMENTS.
16. THE PURCHASE AND INSTALLATION OF STREET NAME SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE OWNER/CONTRACTOR SHALL SECURE THE APPROVAL OF THE TOWN OF ERIE ENGINEERING STAFF FOR TYPE AND LOCATION OF THE STREET NAME SIGNS PRIOR TO INSTALLATION.
17. ALL NEW ROADWAY SECTIONS SHALL HAVE SUBGRADE PREPARATION AND INITIAL ASPHALT PAVEMENT PLACED WITH A 1% CROWN. FINAL OVERLAY IS TO BE PLACED WITH A 2% CROWN. SEE DETAIL ST7 IN THE 'STANDARD DETAILS-STREET' FOR MORE INFORMATION.
18. THE SULFATE RESISTANCE LEVEL FOR THIS PROJECT IS CLASS 0.
19. ALL MILLED AREAS SHALL BE COVERED WITH ASPHALT PAVEMENT WITHIN 5 DAYS.

811 Know what's below. Call before you dig.

Plot Date: 4/29/2024 10:00 AM Plotted By: Rudy Prieto
N:\PROJECTS\TOWN OF ERIE_TOWN OF ERIE - BOX3 BRIDGE REPLACEMENTS\00_COMPUTER DESIGN FILES\00_SHEET FILES\NT-001 GENERAL NOTES.DWG

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| Print Date: 4/28/2024 | Sheet Revisions | | |
| File Name: NT-001 GENERAL NOTES.DWG | Date | Comments | Initials |
| Horiz. Scale: N/A Vert. Scale: N/A | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT GENERAL NOTES | | | Project No. |
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| No Revisions: | Designer: R. PARKS | Structure Numbers | | P22-076 |
| Revised: | Detailer: H. PUGH | | | Drawing Number NT-002 |
| Void: | Sheet Subset: NOTES | Subset Sheets: 2 of 2 | | Sheet Number 7 |



AD PLANS 4/29/2024

Plot Date:4/28/2024 10:08 AM Plotted By: Rudy Parks
R:\Q-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER003.0-012.0D PLAN | STRUCTURE ER003.0-012.0D AS CONST. | | | | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 201-00000 | Clearing and Grubbing | LS | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | | 202-00001 | Removal of Structure | EACH | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | | 202-00035 | Removal of Pipe | LF | 50 | | | | | | | | | | | | | | | | | | 50 | |
| | | | 202-00220 | Removal of Asphalt Mat | SY | 146 | | | | | | | | | | | | | | | | | | 146 | |
| | | | 202-00240 | Removal of Asphalt Mat (Planing) | SY | 224 | | | | | | | | | | | | | | | | | | 224 | |
| | | | 202-00400 | Removal of Bridge | EACH | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 203-00060 | Embankment Material (Complete In Place) | CY | 100 | | | | | | | | | | | | | | | | | | 100 | |
| | | | 203-01597 | Potholing | HOUR | 24 | | | | | | | | | | | | | | | | | | 24 | |
| | | | 206-00000 | Structure Excavation | CY | | | | 233 | | | | | | | | | | | | | | | 233 | |
| | | | 206-00200 | Structure Backfill (Class 2) | CY | | | | 100 | | | | | | | | | | | | | | | 100 | |
| | | | 206-01781 | Shoring (Area 1) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01782 | Shoring (Area 2) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01783 | Shoring (Area 3) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 206-01784 | Shoring (Area 4) | LS | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | 207-00704 | Subgrade Soil Preparation | SY | | | | 168 | | | | | | | | | | | | | | | 168 | |
| | | | 208-00002 | Erosion Log Type I (12 Inch) | LF | 300 | | | | | | | | | | | | | | | | | | 300 | |
| | | | 208-00020 | Silt Fence | LF | 150 | | | | | | | | | | | | | | | | | | 150 | |
| | | | 208-00035 | Aggregate Bag | LF | 150 | | | | | | | | | | | | | | | | | | 150 | |
| | | | 208-00046 | Pre-fabricated Concrete Washout Structure (Type I) | EACH | 2 | | | | | | | | | | | | | | | | | | 2 | |
| | | | 208-00075 | Pre-fabricated Vehicle Tracking Pad | EACH | 2 | | | | | | | | | | | | | | | | | | 2 | |

Print Date: 4/28/2024
File Name: SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG
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**Sheet Revisions**

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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

Designer: R. PARKS
Detailer: H. PUGH
Sheet Subset: SAQ

Structure Numbers
Subset Sheets: 1 of 3

**Project No.** P22-076
Drawing Number SAQ-001
Sheet Number 8

Plot Date:4/28/2024 10:08 AM Plotted By: Rudy Parks
R:\G-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER1003.0-012.0D PLAN | STRUCTURE ER1003.0-012.0D AS CONST. | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 208-00103 | Removal and Disposal of Sediment (Labor) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 208-00105 | Removal and Disposal of Sediment (Equipment) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 208-00106 | Sweeping (Sediment Removal) | HOUR | 24 | | | | | | | | | | | | | | | 24 | |
| | | | 212-00006 | Seeding (Native) | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 212-00032 | Soil Conditioning | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 213-00012 | Spray-On Mulch Blanket | ACRE | 0.1 | | | | | | | | | | | | | | | 0.1 | |
| | | | 213-00150 | Bonded Fiber Matrix | ACRE | 1.0 | | | | | | | | | | | | | | | 1.0 | |
| | | | 217-00000 | Herbicide Treatment | SY | 200 | | | | | | | | | | | | | | | 200 | |
| | | | 304-06000 | Aggregate Base Course (Class 6) | TON | 163 | | | | | | | | | | | | | | | 163 | |
| | | | 403-34751 | Hot Mix Asphalt (Grading SX) (75) (PG 64-28) | TON | 179 | | | | | | | | | | | | | | | 179 | |
| | | | 420-00112 | Geotextile (Drainage)(Class 1) | SY | | | | 38 | | | | | | | | | | | | 38 | |
| | | | 506-00212 | Riprap (12 inch) | CY | | | | 25 | | | | | | | | | | | | 25 | |
| | | | 515-00120 | Waterproofing (Membrane) | SY | | | | 115 | | | | | | | | | | | | 115 | |
| | | | 516-00000 | Damping (Asphalt) | SY | | | | 96 | | | | | | | | | | | | 96 | |
| | | | 601-03030 | Concrete Class D (Box Culvert) | CY | | | | 132 | | | | | | | | | | | | 132 | |
| | | | 602-00020 | Reinforcing Steel (Epoxy Coated) | LB | | | | 48,506 | | | | | | | | | | | | 48,506 | |
| | | | 603-01180 | 18 Inch Reinforced Concrete Pipe | LF | 60 | | | | | | | | | | | | | | | 60 | |
| | | | 606-00302 | Guardrail Type 3 (31 Inch Midwest Guardrail System) | LF | 50 | | | | | | | | | | | | | | | 50 | |
| | | | 606-01400 | Transition Type BR10M-GR3 | EACH | | | | 4 | | | | | | | | | | | | 4 | |
| | | | 606-02003 | End Anchorage (Non-Flared) | EACH | 4 | | | | | | | | | | | | | | | 4 | |

Print Date: 4/28/2024
File Name: SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG
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TOWN OF ERIE 1874

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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

| Designer: | R. PARKS | Structure Numbers | |
|---|---|---|---|
| Detailer: | H. PUGH | | |
| Sheet Subset: | SAQ | Subset Sheets: | 2 of 3 |

**Project No.** P22-076

Drawing Number SAQ-002

Sheet Number 9

Plot Date:4/28/2024 10:09 AM Plotted By: Rudy Parks
R:\G-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG

| INDEX BOOK | INDEX PAGE | INDEX SHEET | CONTRACT ITEM NO. | CONTRACT ITEM | UNIT | ROADWAY PLAN | ROADWAY AS CONST. | | STRUCTURE ER003.0-012.0D PLAN | STRUCTURE ER003.0-012.0D AS CONST. | | | | | | | | | | | | | | | | | | | | | | | | PROJECT TOTALS PLAN | PROJECT TOTALS AS CONST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 606-11035 | Bridge Rail Type 10MASH | LF | | | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | 49 | |
| | | | 613-00200 | 2 Inch Electrical Conduit | LF | | | | 155 | | | | | | | | | | | | | | | | | | | | | | | | | | 155 | |
| | | | 614-85001 | Impact Attenuator | EACH | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | |
| | | | 620-00002 | Field Office (Class 2) | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 620-00020 | Sanitary Facility | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 625-00000 | Construction Surveying | LS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 626-00000 | Mobilization | LS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | 630-00000 | Flagging | HOUR | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 300 | |
| | | | 630-00007 | Traffic Control Inspection | DAY | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 39 | |
| | | | 630-00012 | Traffic Control Management | DAY | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 80 | |
| | | | 630-80335 | Barricade (Type 3M-A) (Temporary) | EACH | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | |
| | | | 630-80341 | Construction Traffic Sign (Panel Size A) | EACH | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 | |
| | | | 630-80342 | Construction Traffic Sign (Panel Size B) | EACH | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | |
| | | | 630-80355 | Portable Message Sign Panel | EACH | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | |
| | | | 630-80360 | Drum Channelizing Device | EACH | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 30 | |
| | | | 630-80380 | Traffic Cone | EACH | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 75 | |
| | | | 700-70010 | F/A Minor Contract Revisions | FA | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |

Print Date: 4/28/2024
File Name: SAQ-001 SUMMARY OF APPROX QUANTITIES.DWG
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**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT**
**SUMMARY OF APPROX QUANTITIES**

Designer: R. PARKS Structure: Drawing Number SAQ-003
Detailer: H. PUGH Numbers:
Sheet Subset: SAQ Subset Sheets: 3 of 3

**Project No.** P22-076

Sheet Number 10

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 11 of 35)

## TABULATION OF GUARDRAIL

| STATION | | | SIDE | GUARDRAIL TYPE 3 (31 Inch Midwest Guardrail System) (606-00302) | END ANCHORAGE (NON-FLARED) (606-02003) | IMPACT ATTENUATOR (614-85001) | Remarks |
|---|---|---|---|---|---|---|---|
| | | | | LF | EACH | EACH | |
| 0+74.00 | - | 0+99.00 | Rt. | 25 | 2 | | End Achorages attached to either end of Guardrail Type 3 |
| 1+38.00 | - | 2+32.00 | Lt. & Rt. | | | 4 | |
| 2+70.00 | - | 2+95.00 | Lt. | 25 | 2 | | End Achorages attached to either end of Guardrail Type 3 |
| TOTALS | | | | 50 | 4 | 4 | |

## TABULATION OF PAVEMENT ITEMS

| STATION | | | Side | REMOVAL OF ASPHALT MAT 202-00220 | REMOVAL OF ASPHALT MAT (PLANING) 202-00240 | AGGREGATE BASE COURSE (CLASS 6) 304-06000 | HOT MIX ASPHALT (GRADING SX) (75) (PG 64-28) 403-34751 | Remarks |
|---|---|---|---|---|---|---|---|---|
| | | | | SY | SY | TON | TON | |
| 1+18.84 | - | 1+46.62 | Lt. | | | 7 | | Access |
| 1+24.00 | - | 1+46.54 | Lt. | 6 | | 5 | 5 | Full Deptch Shoulder |
| 1+24.00 | - | 1+68.79 | Rt. | 7 | | 11 | 10 | Full Deptch Shoulder |
| 1+24.00 | - | 1+65.03 | Lt. & Rt. | | 91 | | 10 | 2 Inch Overlay |
| 1+45.61 | - | 1+81.71 | Rt. | | | 11 | | Access |
| 1+45.62 | - | 1+85.82 | Lt. & Rt. | 56 | | 34 | 30 | Full Deptch Roadway and Shoulder |
| 1+58.70 | - | 2+10.45 | Lt. & Rt. | | | | 41 | Variable Depth Over Culvert |
| 1+83.33 | - | 2+23.69 | Lt. & Rt. | 56 | | 34 | 30 | Full Deptch Roadway and Shoulder |
| 1+89.78 | - | 2+20.83 | Lt. | | | 11 | | Access |
| 2+00.26 | - | 2+60.00 | Lt. | 12 | | 15 | 14 | Full Deptch Shoulder |
| 2+04.08 | - | 2+60.00 | Lt. & Rt. | | 133 | | 15 | 2 Inch Overlay |
| 2+22.41 | - | 2+60.00 | Rt. | 9 | | 10 | 9 | Full Deptch Shoulder |
| 2+28.91 | - | 2+58.25 | Rt. | | | 4 | | Access |
| Irregularities and Safety Edge | | | | | | 21 | 16 | 10% For HMA and 15% for ABC |
| TOTALS | | | | 146 | 224 | 163 | 179 | |

Note:
1. Hot Mix Asphalt density used in calculations = 149.0 lbs/cuft
2. Aggregate Base Course density used in calculations = 135.0 lb/cuft

Know what's below. Call before you dig. 811

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC



Plot Date: 4/29/2024 10:11 AM Plotted By: Ruby Parks
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Print Date: 4/28/2024
File Name: TAB-001 TABULATIONS.DWG
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TOWN OF ERIE 1874
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645 HOLBROOK ST.
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| Void: | |

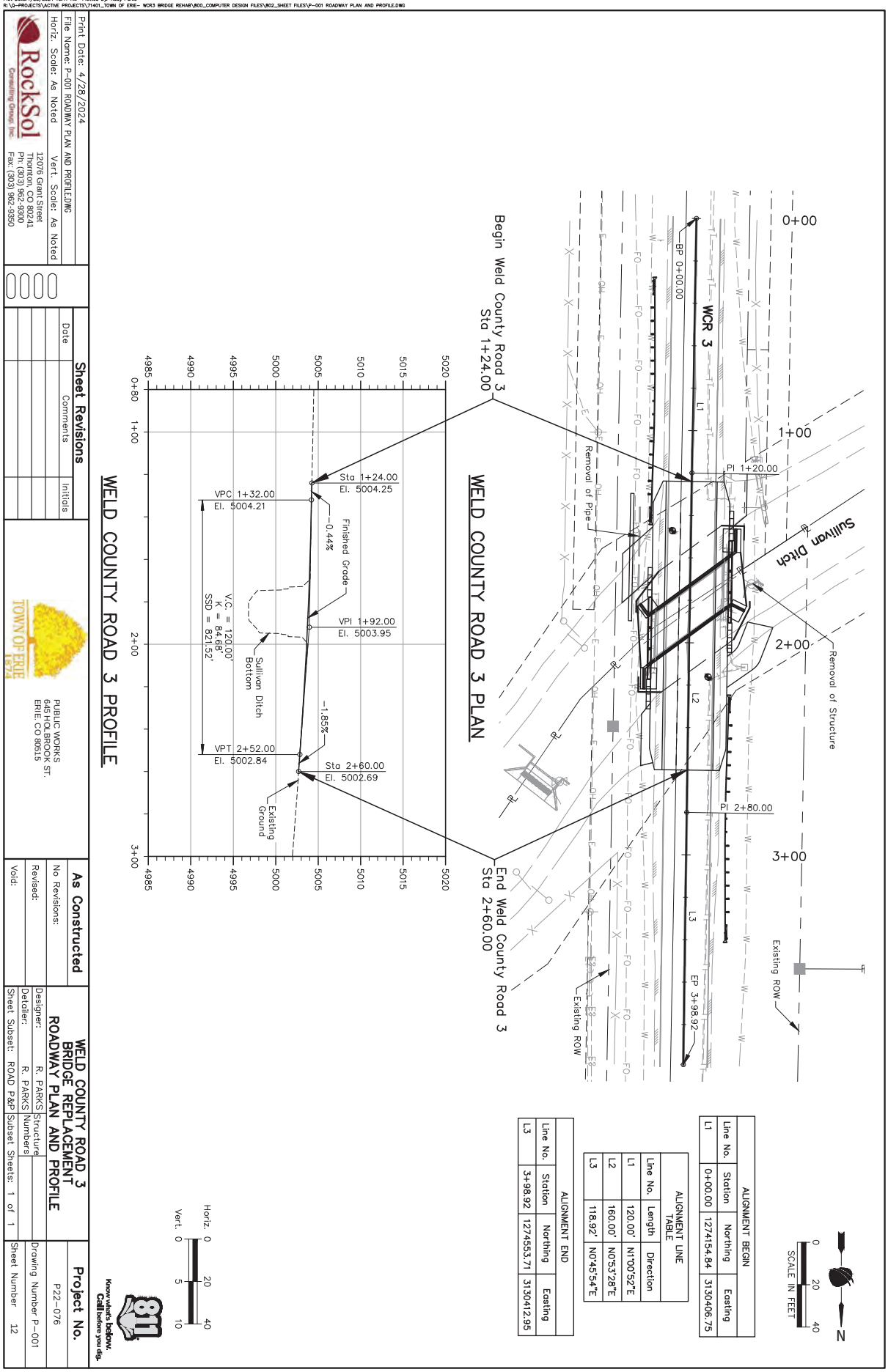
WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
TABULATIONS

| | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | TABS | Subset Sheets: | 1 of 1 |

Project No. P22-076
Drawing Number TAB-001
Sheet Number 11

AD PLANS 4/29/2024

Plot Date:4/28/2024 10:11 AM Plotted By: Rudy Parks
R:\G-PROJECTS\ACTIVE PROJECTS\T1401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\P-001 ROADWAY PLAN AND PROFILE.DWG




| ALIGNMENT BEGIN | | | |
|---|---|---|---|
| Line No. | Station | Northing | Easting |
| L1 | 0+00.00 | 1274154.84 | 3130406.75 |

| ALIGNMENT LINE TABLE | | |
|---|---|---|
| Line No. | Length | Direction |
| L1 | 120.00' | N1°00'52"E |
| L2 | 160.00' | N0°53'28"E |
| L3 | 118.92' | N0°45'54"E |

| ALIGNMENT END | | |
|---|---|---|
| Line No. | Station | Northing | Easting |
| L3 | 3+98.92 | 1274553.71 | 3130412.95 |

Horiz. 0 20 40
Vert. 0 5 10

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| Print Date: 4/28/2024 | | | |
|---|---|---|---|
| File Name: P-001 ROADWAY PLAN AND PROFILE.DWG | | | |
| Horiz. Scale: As Noted | Vert. Scale: As Noted | | |

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|---|---|---|
| Date | Comments | Initials |
| | | |

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645 HOLBROOK ST.
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| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

| Project No. | |
|---|---|
| P22-076 | |

# WELD COUNTY ROAD 3 BRIDGE REPLACEMENT ROADWAY PLAN AND PROFILE

| | | | |
|---|---|---|---|
| Designer: | R. PARKS | Structure Numbers | Drawing Number P-001 |
| Detailer: | | | |
| Sheet Subset: | ROAD P&P | Subset Sheets: 1 of 1 | Sheet Number 12 |

Plot Date:4/28/2024 10:12 AM Plotted By: Rudy Parks
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# GUARDRAIL LAYOUT DETAIL




## GUARDRAIL NOTES

1. Contractor is responsible for locating and verifying utilities prior to guardrail installation. See Utility Plan Sheets for additional information.
2. All guardrail shall be installed per CDOT M Standard M-606-1, or as shown.

Know what's below. Call before you dig. 811

| Project No. | |
|---|---|
| | P22-076 |
| Drawing Number | DET-001 |
| Sheet Number | 13 |

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**GUARDRAIL LAYOUT DETAIL**

| | |
|---|---|
| Designer: | R. PARKS |
| Detailer: | H. PUGH |
| Sheet Subset: | DETAILS |
| Subset Sheets: | 1 of 2 |

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TOWN OF ERIE 1874

**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

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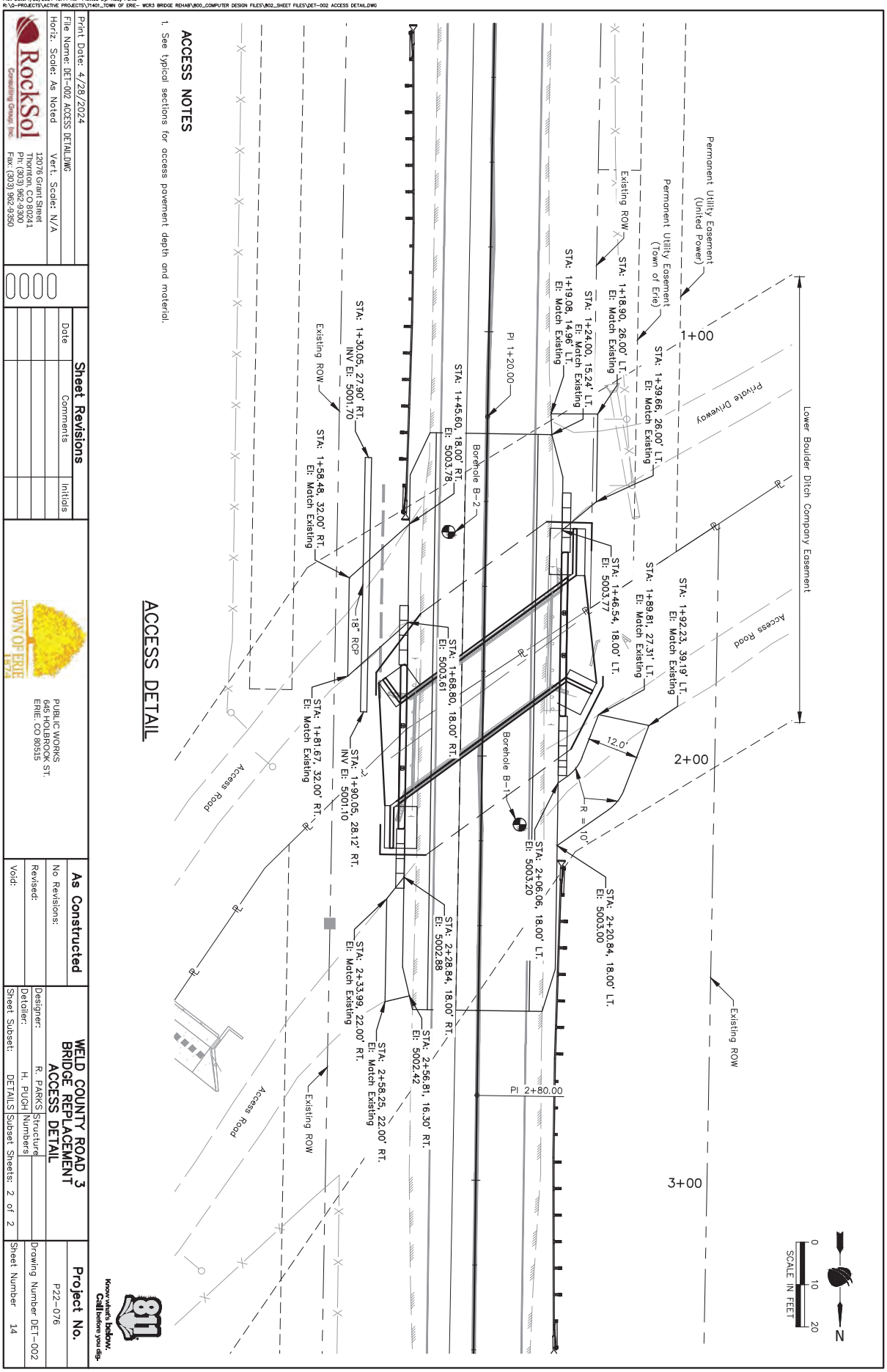


## ACCESS DETAIL

### ACCESS NOTES

1. See typical sections for access pavement depth and material.

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| Print Date: 4/28/2024 | |
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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**ACCESS DETAIL**

| | |
|---|---|
| Designer: | R. PARKS |
| Detailer: | H. PUGH |
| Sheet Subset: | DETAILS |
| Subset Sheets: | 2 of 2 |

| | |
|---|---|
| Project No. | P22-076 |
| Drawing Number | DET-002 |
| Structure Numbers | |
| Sheet Number | 14 |

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 15 of 35)

## GENERAL NOTES

All work shall be done in accordance with the Colorado Department of Transportation 2022 Standard Specifications and the Project Special Provisions.

Except as shown in the plans, Structure Excavation and Backfill shall be in accordance with M–206–1 for cast–in–place retaining walls, and cast–in–place concrete box culvert.

Expansion joint material shall conform to AASHTO Specification M123.

All concrete shall be Concrete Class D (Box Culvert), unless noted otherwise.

Structural concrete shall conform to Cementitious Material Requirements Class 2, corresponding to Sulfate Exposure Class 2.

The final finish for the surfaces of the headwall / railing curbs shall be Class 2. All other exposed concrete surfaces shall receive a Class 1 final finish to one foot below the ground line.

Structural Steel shall be the types and grades identified on the Railing Details.

Grade 60 reinforcing steel is required.

Ⓝ denotes non–coated reinforcing steel.

Non–designated or Ⓔ denotes epoxy–coated reinforcing steel.

Roughen construction joints to a ¼" amplitude.

All electric conduit in culvert shall be galvanized rigid metal conduit.

Damp proofing shall be applied to the fill–side of exterior walls and fill–side of retaining walls. Damp proofing shall conform to CDOT Specification 702.01 (B). Damp proofing is paid as described in the specifications.

Waterproofing (Membrane) shall be applied to the box culvert top surface and 18 inches down from the top of exterior walls.

Stations, elevations, and dimensions contained in these plans are calculated from a recent field survey. The contractor shall verify all dependent dimensions in the field before ordering or fabricating any material.

The information shown in these plans concerning the type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making the determination as to the type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall contact the Utility Notification Center of Colorado at 1–800–922–1987 at least 3 days (not including the day of notification) prior to any excavation or other earthwork.

The Contractor shall be responsible for the stability of the structure during construction.

The location of splices, except where shown on the plans, shall be based upon using 60 foot stock length bars for No. 6 bars and larger and 40 foot stock length bars for No. 4 and No. 5 bars. Splice locations not shown herein shall be approved by the Engineer. Splices shall be staggered unless noted otherwise.

## DESIGN DATA

AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020

Design Method: Load and Resistance Factor Design (LRFD)

Box Culverts
- Live Load HL–93 (Design Truck or tandem, and design lane)
- Vertical Dead Load
  - Pavement 146.67 pcf
  - Earth 2 ft of fill soil (130 pcf)
  - Combined 140 pcf
- Lateral Soil Load (Partially saturated, at rest/restrained)
  - 60 pcf (max)
  - 30 pcf (min)

Reinforced Concrete:

| | |
|---|---|
| Class D Concrete: | f'c = 4,500 psi |
| Reinforcing Steel | fy = 60,000 psi |

Structural Steel:

| | |
|---|---|
| AASHTO M270 Grade 36 | fy = 36,000 psi |
| AASHTO M270 Grade 50 | fy = 50,000 psi |

Soil Properties:
- Structure Backfill (Class 1): Y = 130 pcf, $\phi$ = 34°
- Nominal Bearing Resistance = 20.9 ksf
- Resistance Factor for Box Culvert Bearing = 0.45
- Resistance Factor for Sliding = 0.8
- Service Bearing Resistance = 3.0 ksf

Seismic Design Criteria: Extreme Event 1 Load Combination

$\gamma_{EQ}$ = 0.5

PGA = 0.05

$S_S$ = 0.120

$S_1$ = 0.032

$F_{pga}$ = 1.60

$S_{D1}$ = 0.077

$S_{DS}$ = 0.192

$A_S$ = 0.08

Seismic Zone 1
Site Class D

## INDEX OF DRAWINGS

S-01 GENERAL INFORMATION
S-02 SUMMARY OF QUANTITIES
S-03 CULVERT GENERAL LAYOUT
S-04 TYPICAL SECTION
S-05 REMOVAL DETAILS
S-06 ENGINEERING GEOLOGY
S-07 CULVERT HYDRAULIC INFORMATION
S-08 VERTICAL COVER OVER STRUCTURE
S-09 SHORING LAYOUT
S-10 BOX CULVERT DETAILS
S-11 WINGWALL LAYOUT
S-12 BRIDGE RAIL TYPE 10 MASH
S-13 TRANSITION TYPE BR10B-GR3
S-14 TRANSITION TYPE BR10B-GR3

## STRUCTURE DESCRIPTION

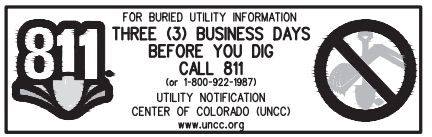
1–cell (18'–0" wide x 5'–1" high x 48'–10") cast–in–place concrete box culvert, skew: Centerline Culvert to WCR 3 HCL = 53°00'00" Right.

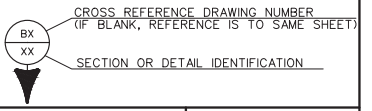
Replaces existing Str. WEL003.0–012.0C, single span bridge

Bridge Rail Type 10 MASH

## ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| BF | = | Back Face | JT | = | Joint |
| Brg | = | Bearing | KSF | = | Kips Per Square Foot |
| CBC | = | Concrete Box Culvert | KSI | = | Kips Per Square Inch |
| CFS | = | Cubic Feet Per Second | NF | = | Near Face |
| CG | = | Center of Gravity | OC | = | On Center |
| CL | = | Centerline | PCF | = | Pounds Per Cubic Foot |
| Clr | = | Clear | PSI | = | Pounds Per Square Inch |
| Const | = | Construction | Cont | = | Continuous |
| EF | = | Each Face | Sta | = | Station |
| Elev | = | Elevation | Str | = | Structure |
| Exist | = | Existing | Spa | = | Spaces |
| ES | = | Each Side | Typ | = | Typical |
| FDN | = | Foundation | Ver | = | Vertical |
| FF | = | Far Face | UNO | = | Unless Noted Otherwise |
| Hor | = | Horizontal | | | |

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File Name: S-01 General Information.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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| Sheet Revisions | | |
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| Date | Comments | Initials |
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PUBLIC WORKS
645 HOLBROOK ST.
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| As Constructed |
|---|
| No Revisions: |
| Revised: |
| Void: |

WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
GENERAL INFORMATION

| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: | S-01 of |

Project No. P22–076
Drawing Number S–01
Sheet Number 15

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
536

Plot Date: 11/2024, 10:51 AM Plotted By: Dennis Gonzales
N:\PROJECTS\2022\22-076_TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-01 GENERAL INFORMATION.DWG

Plot Date:1/11/2024 2:22 PM Plotted By: Dennis Gonzales
R:\S-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-02 SUMMARY OF QUANTITIES.DWG

## Summary of Quantities

| Item No. | Description | Unit | CBC | Wingwalls | Total Quantity |
|---|---|---|---|---|---|
| 202-00400 | Removal of Bridge | EA | 1 | | 1 |
| 206-00000 | Structure Excavation | CY | 159 | 74 | 233 |
| 206-00200 | Structure Backfill (Class 2) | CY | 49 | 51 | 100 |
| 206-01781 | Shoring (Area 1) | LS | | 1 | 1 |
| 206-01782 | Shoring (Area 2) | LS | | 1 | 1 |
| 206-01783 | Shoring (Area 3) | LS | | 1 | 1 |
| 206-01784 | Shoring (Area 4) | LS | | 1 | 1 |
| 207-00704 | Subgrade Soil Preparation | SY | 131 | 37 | 168 |
| 420-00112 | Geotextile (Drainage)(Class 1) | SY | 38 | | 38 |
| 506-00212 | Riprap (12 Inch) | CY | 25 | | 25 |
| 515-00120 | Waterproofing (Membrane) | SY | 115 | | 115 |
| 516-00000 | Dampproofing (Asphalt) | SY | 68 | 28 | 96 |
| 601-03030 | Concrete Class D (Box Culvert) | CY | 117 | 15.5 | 132 |
| 602-00020 | Reinforcing Steel (Epoxy Coated) | LB | 46978 | 1528 | 48506 |
| 606-01402 | Transition Type BR10B-GR3 | EA | 4 | | 4 |
| 606-11035 | Bridge Rail Type 10 MASH | LF | 49 | | 49 |
| 613-00200 | 2 Inch Electrical Conduit | LF | 155 | | 155 |

Print Date: 11/05/2023
File Name: S-02 Summary of Quantities.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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TOWN OF ERIE 1874

**As Constructed**

No Revisions:
Revised:
Void:

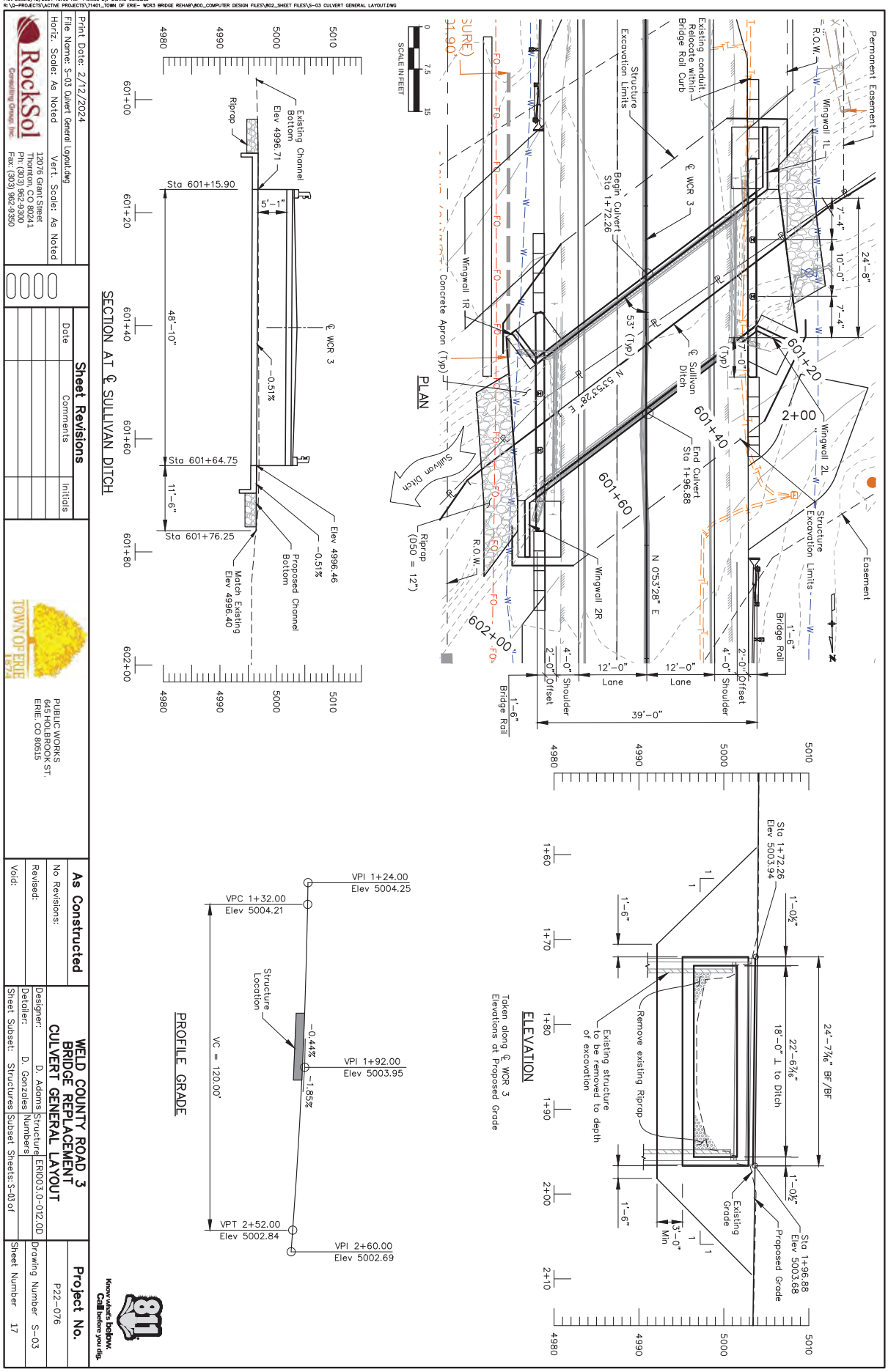
**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SUMMARY OF QUANTITIES**

Designer: D. Adams
Detailer: D. Gonzales
Sheet Subset: Structures

Structure Numbers: ERI003.0-012.0D
Subset Sheets: S-02 of

**Project No.** P22-076

Drawing Number S-02
Sheet Number 16

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Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

Print Date: 2/12/2024
File Name: S-03 Culvert General Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

**As Constructed**
No Revisions:
Revised:
Void:

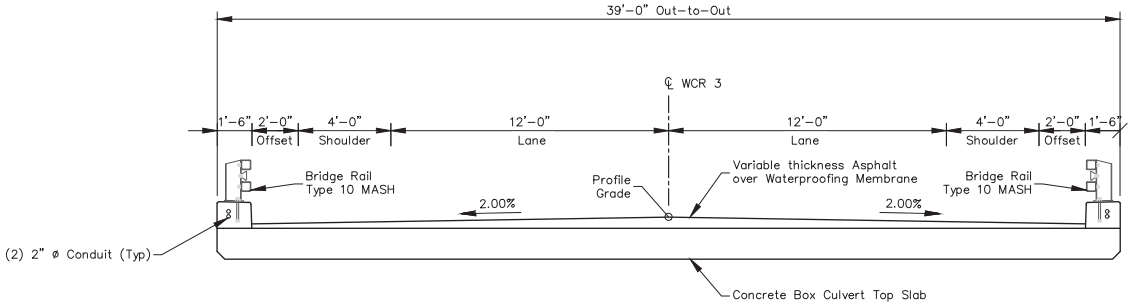
**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**CULVERT GENERAL LAYOUT**

Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-072.0D
Sheet Subset: Structures
Subset Sheets: S-03 of

Know what's below. Call before you dig. 811

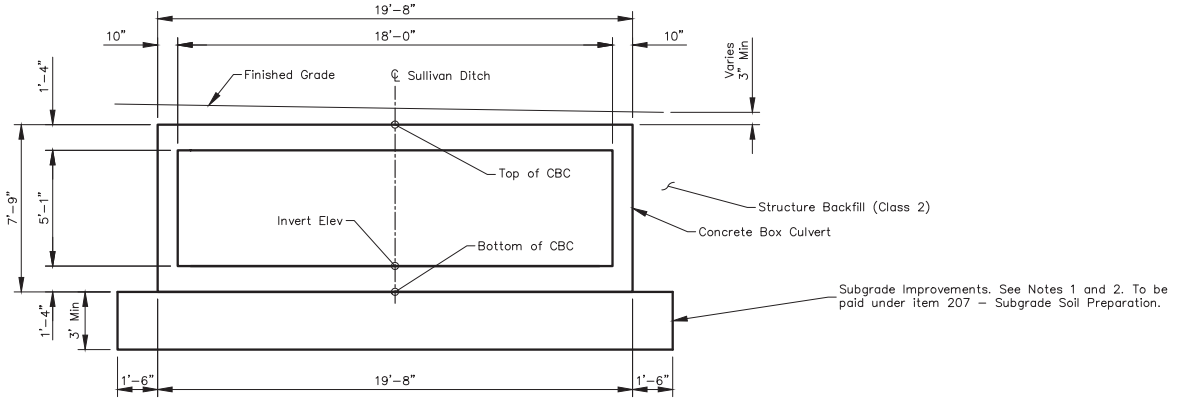
**Project No.** P22-076
Drawing Number S-03
Sheet Number 17

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 18 of 35)




TYPICAL SECTION - ROADWAY

Perpendicular to WCR 3 HCL




TYPICAL SECTION - BOX CULVERT

Perpendicular to Box Culvert

**NOTES:**

1. Over excavate and replace soft in-situ clay soil with properly compacted Structure Backfill (Class 1) to a minimum depth of 3-ft. If necessary to achieve a stable working surface, a platform of 6-in crushed aggregate material meeting CDOT No. 57 Concrete Aggregate which is fully wrapped with CDOT Class 1 stabilization/separator geotextile may be placed with 2.5-ft of Structure Backfill (Class 1).

2. Structure Excavation, Structure Backfill (Class 1), and all other work associated with subgrade preparation shall not be measured separately, but shall be incidental to Pay Item 207.

| | Upstream Elev | Downstream Elev |
|---|---|---|
| Top of CBC | 5003.13 | 5002.88 |
| Invert Elev | 4996.71 | 4996.46 |
| Bottom of CBC | 4995.38 | 4995.13 |

Plot Date: 2/12/2024 @ 9:43 AM - Plotted By: Dennis Gonzales
N:\PROJECTS\WELD COUNTY ROAD 3 BRIDGE REPLACEMENT\CIVIL_DESIGN\COMPUTER DESIGN FILES\WCR3_BRIDGE_REPLACEMENT\DGN_COMPUTER DESIGN FILES\WCR3_SHEET FILES\S-04 TYPICAL SECTION.DWG

Print Date: 2/12/2024
File Name: S-04 Typical Section.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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| Date | Comments | Initials |
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| As Constructed |
|---|
| No Revisions: |
| Revised: |
| Void: |

WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
TYPICAL SECTION

| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: | S-04 of |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | S-04 |
| Sheet Number | 18 |

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

Plot Date:2/12/2024 11:13 AM Plotted By: Dennis Gonzales
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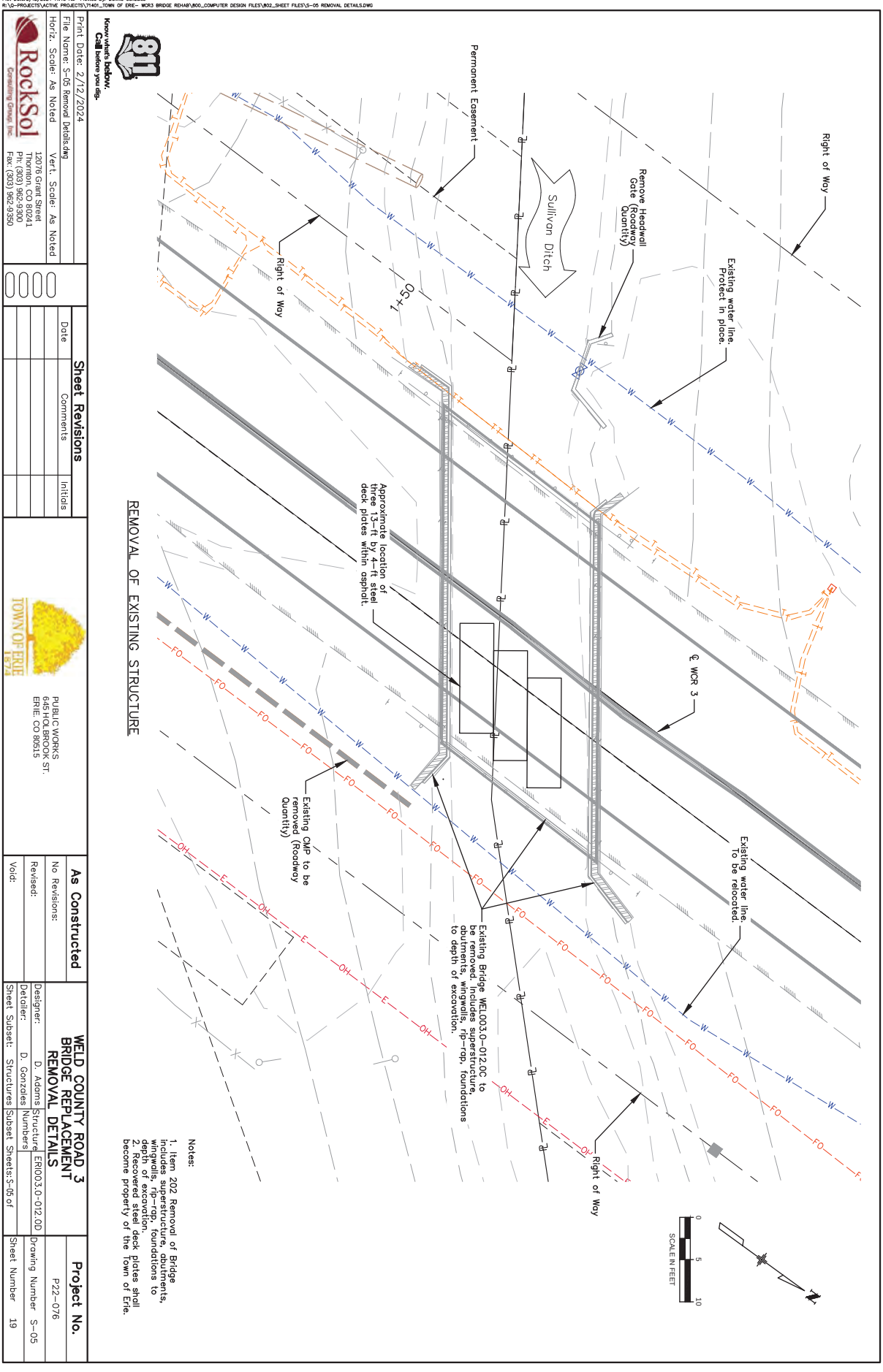


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Print Date: 2/12/2024
File Name: S-05 Removal Details.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

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**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

**As Constructed**
No Revisions:
Revised:
Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**REMOVAL DETAILS**

Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-012.0D
Sheet Subset: Structures
Subset Sheets: S-05 of 19

**Project No.** P22-076
Drawing Number S-05
Sheet Number 19

Plot Date:2/12/2024 10:03 AM Plotted By: Dennis Gonzales
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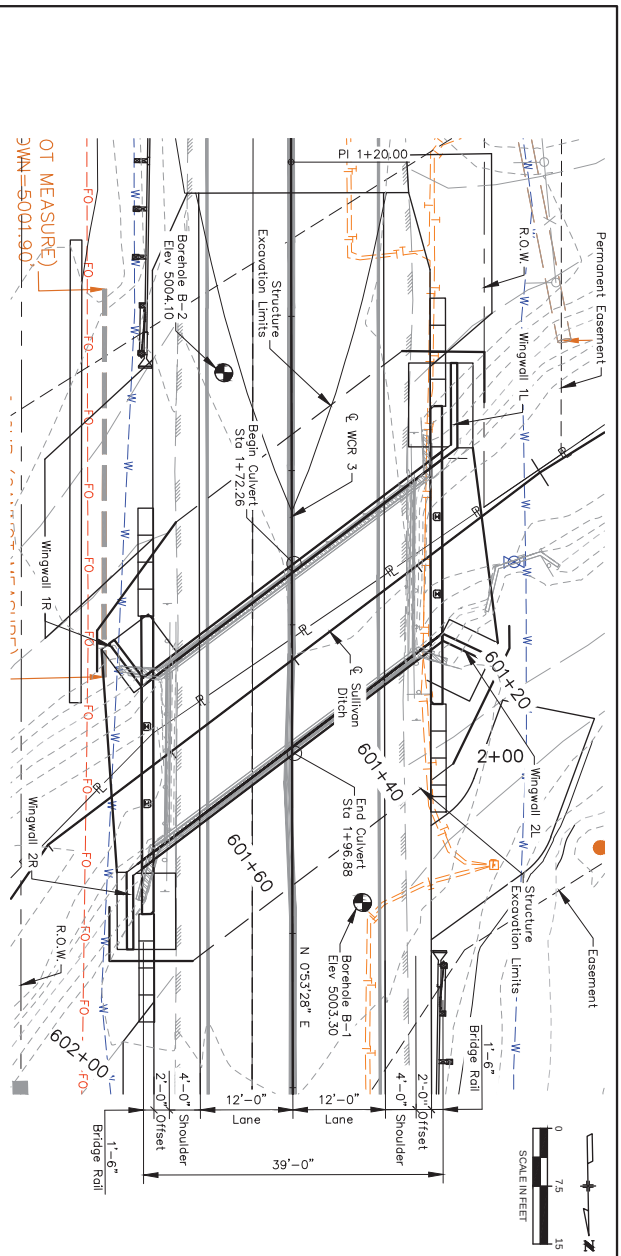
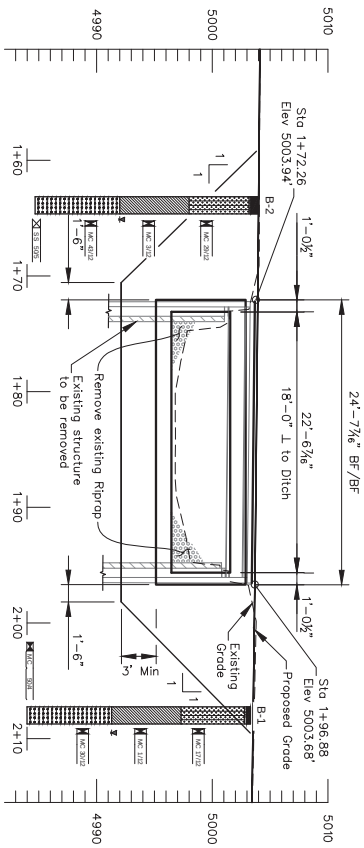



PLAN




ELEVATION

Taken along ℄ WCR 3
Elevations at Proposed Grade

## SUMMARY OF TEST RESULTS

| Sample ID | Depth (ft) | Liquid Limit | Plastic Limit | Plasticity Index | %< #200 Sieve | Classification USCS | Classification AASHTO | Water Content (%) | Dry Density (%) | Sulfate (%) |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 0.5-4 | 17 | 15 | 2 | 39 | SM | A-4 (0) | | | |
| B-1 | 4 | | | | | | | 9.4 | 113.4 | |
| B-1 | 9 | | | | 83 | | | 29.1 | 92.0 | 0.02 |
| B-1 | 14 | | | | 21 | | | 19.3 | 110.4 | |
| B-2 | 0.83-4 | 20 | 14 | 6 | 45 | SC-SM | A-4 (0) | | | |
| B-2 | 4 | | | | | | | 9.1 | 111.9 | |
| B-2 | 9 | | | | 87 | | | 29.2 | 93.1 | 0.00 |
| B-2 | 14 | | | | 23 | | | 18.1 | 109.9 | |
| B-2 | 19 | | | | | | | 24.2 | | |

## LEGEND

### LITHOLOGY

- Asphalt Pavement
- Native - SAND, silty
- Native - CLAY, sandy
- Fill - Aggregate Base Course
- Native - CLAY
- Bedrock - SANDSTONE

### SAMPLE TYPE

- Auger Cuttings
- GRAB SAMPLE FROM CUTTINGS
- MODIFIED CALIFORNIA SAMPLER 2.5" O.D. AND 2" I.D. WITH BRASS LINERS INCLUDED
- SPLIT SPOON SAMPLER 2" O.D. AND 1 3/8" I.D. NO LINERS

Fines Content indicates amount of material, by weight, passing the US No 200 Sieve (%)

15/12 Indicates 15 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 12 inches.

50/11 Indicates 50 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 11 inches.

5,5,5 Indicates 5 blows, 5 blows, 5 blows of a 140 pound hammer falling 30 inches was required to drive the sampler 18 inches.

- GROUND WATER LEVEL 1ST DEPTH
- GROUND WATER LEVEL 2ND DEPTH

B-# = Geotechnical Borehole

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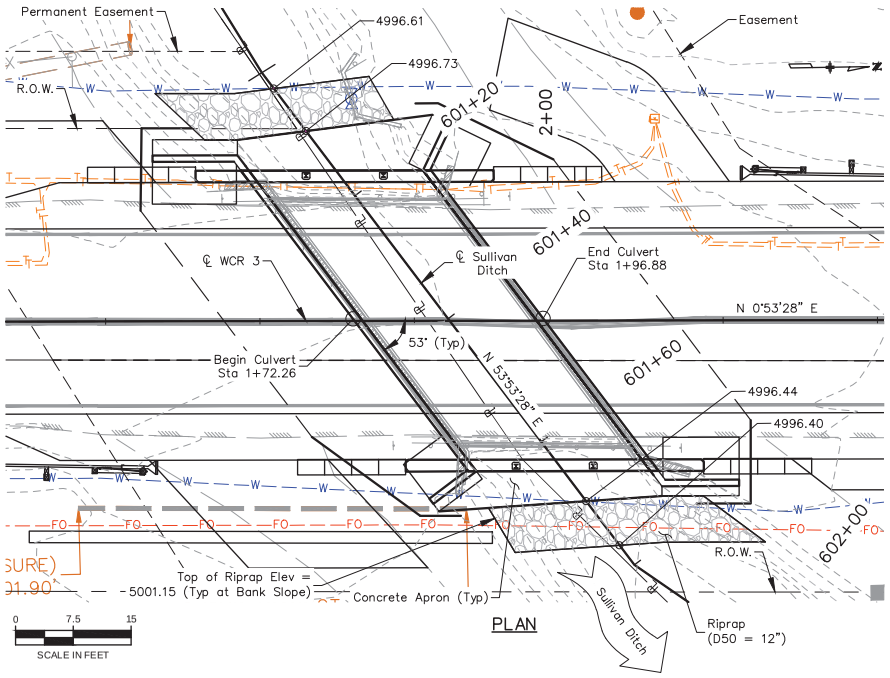
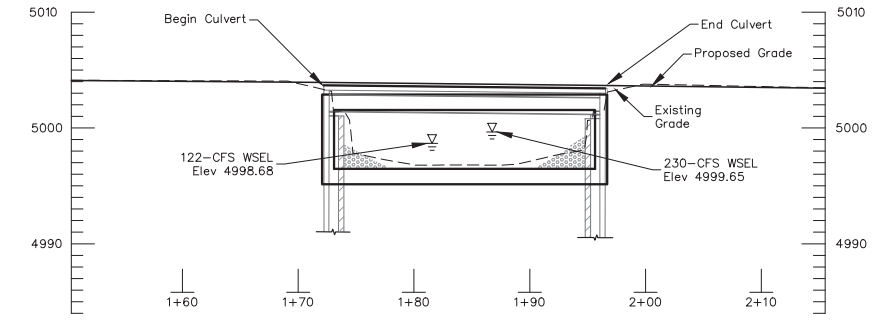
| Print Date: 2/12/2024 | Sheet Revisions | | | As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT ENGINEERING GEOLOGY | Project No. |
|---|---|---|---|---|---|---|
| File Name: S-03 Culvert General Layout.dwg | Date | Comments | Initials | No Revisions: | | P22-076 |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | Revised: | Designer: D. Hunt Structure: ERI003.0-012.00 | Drawing Number S-06 |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | | Detailed: D. Gonzales Numbers: | | Sheet Number 20 |
| | | | | Void: | Sheet Subset: Structures Subset Sheets: S-06 of | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 21 of 35)

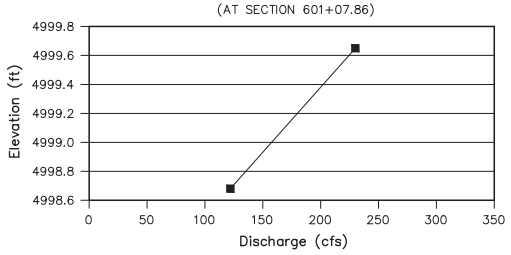


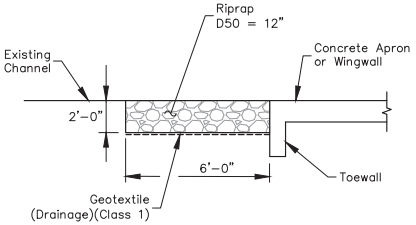

PLAN




ELEVATION
HORIZ. SCALE: 1" = 15'
VERT. SCALE: 1" = 10'

STAGE – DISCHARGE CURVE
(AT SECTION 601+07.86)




RIPRAP DETAIL

COMPARISON OF HYDRAULICS

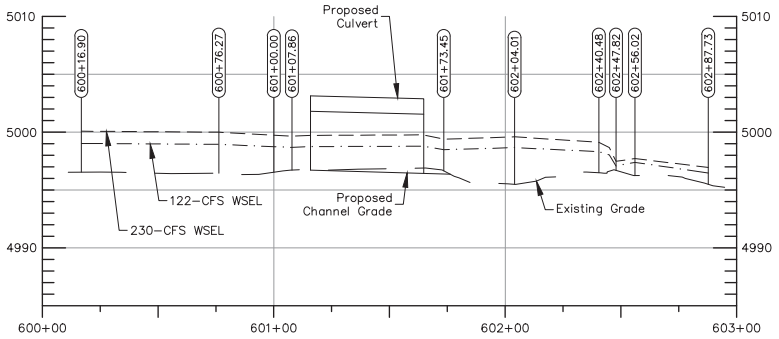
| HEC-RAS Model | Discharge (cfs) | Velocity (avg) **(ft/s) | Freeboard | | WSEL (ft) |
|---|---|---|---|---|---|
| | | | Required (ft) | Actual (U/S) (ft) | |
| Existing | 122 | 4.48 | 2.00 | 2.78 | 4998.69 |
| Proposed | 122 | 5.22 | 2.00 | 3.11 | 4998.68 |

**Velocity obtained from Downstream Bridge XS.

SCOUR ANALYSIS

| Event | Discharge (cfs) | WSEL** | Long Term Aggragation / Degradation (ft) | Contraction Scour (ft) | Abutment Scour | |
|---|---|---|---|---|---|---|
| | | | | | Left (ft) | Right (ft) |
| Intended Flow | 122 | 4998.68' | 0.0 | 0.81 | 0.0 | 0.0 |
| Maximum Potential Flow | 230 | 4999.65' | 0.0 | 1.55 | 0.0 | 0.0 |

**WSEL obtained from the Upstream Bridge XS.




PROFILE – SULLIVAN DITCH
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 10'

Print Date: 2/12/2024
File Name: S-07 Culvert Hydraulic Information.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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| Date | Comments | Initials |
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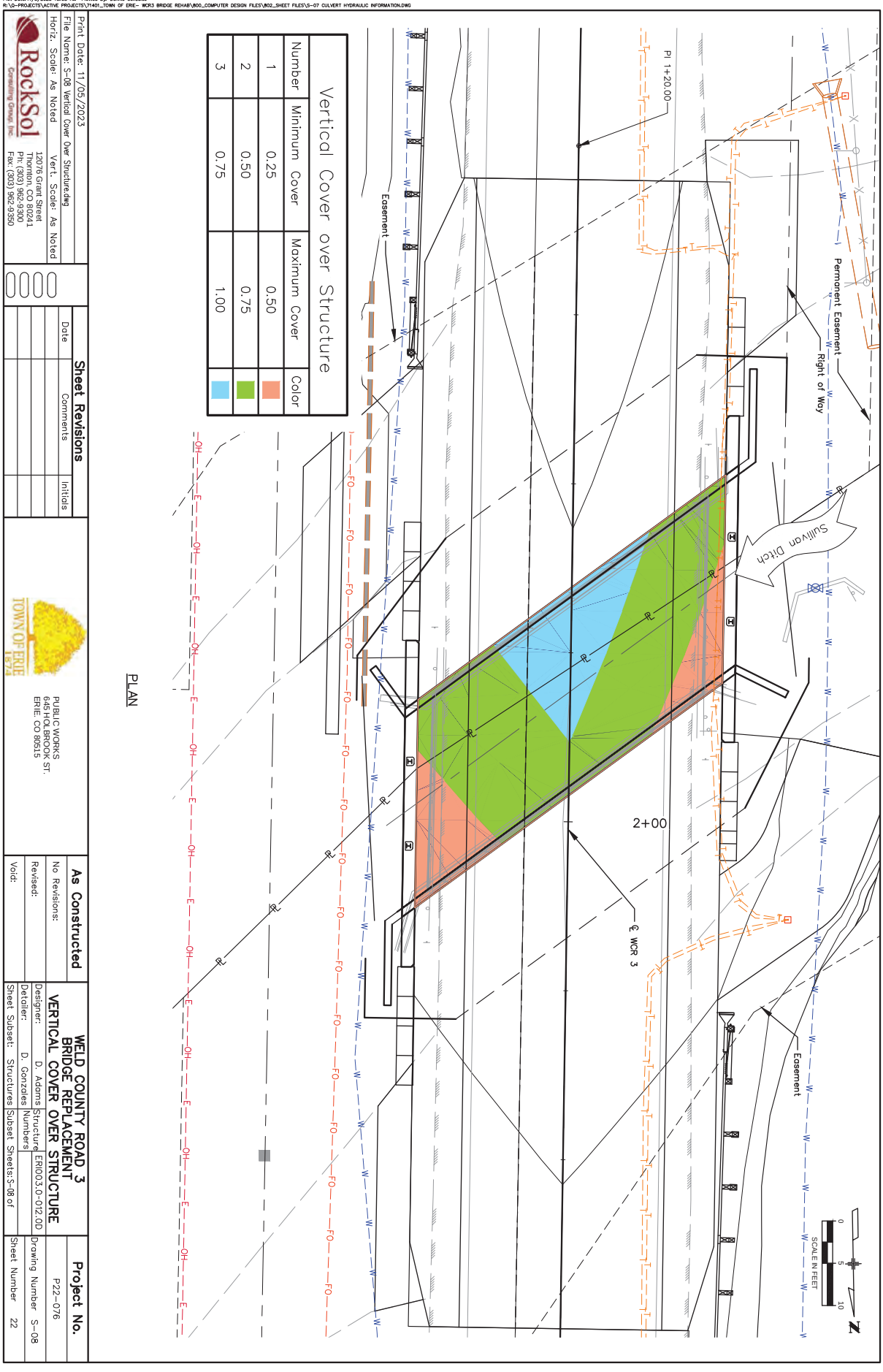
| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT CULVERT HYDRAULIC INFORMATION | | | Project No. |
|---|---|---|---|---|
| No Revisions: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | P22-076 |
| Revised: | Detailer: D. Gonzales | | | Drawing Number S-07 |
| Void: | Sheet Subset: Structures | Subset Sheets: S-07 of | | Sheet Number 21 |

Plot Date: 2/12/2024 8:52 AM - Plotted By: Dennis Gonzales
G:\PROJECTS\2022\22-076 - WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-07 CULVERT HYDRAULIC INFORMATION.dwg

AD PLANS 4/29/2024

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC

Plot Date:11/5/2023 10:38 AM Plotted By: Dennis Gonzales
R:\S-PROJECTS\ACTIVE PROJECTS\71401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-07 CULVERT HYDRAULIC INFORMATION.DWG




Print Date: 11/05/2023
File Name: S-08 Vertical Cover Over Structure.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

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Fax: (303) 962-9350

**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80516

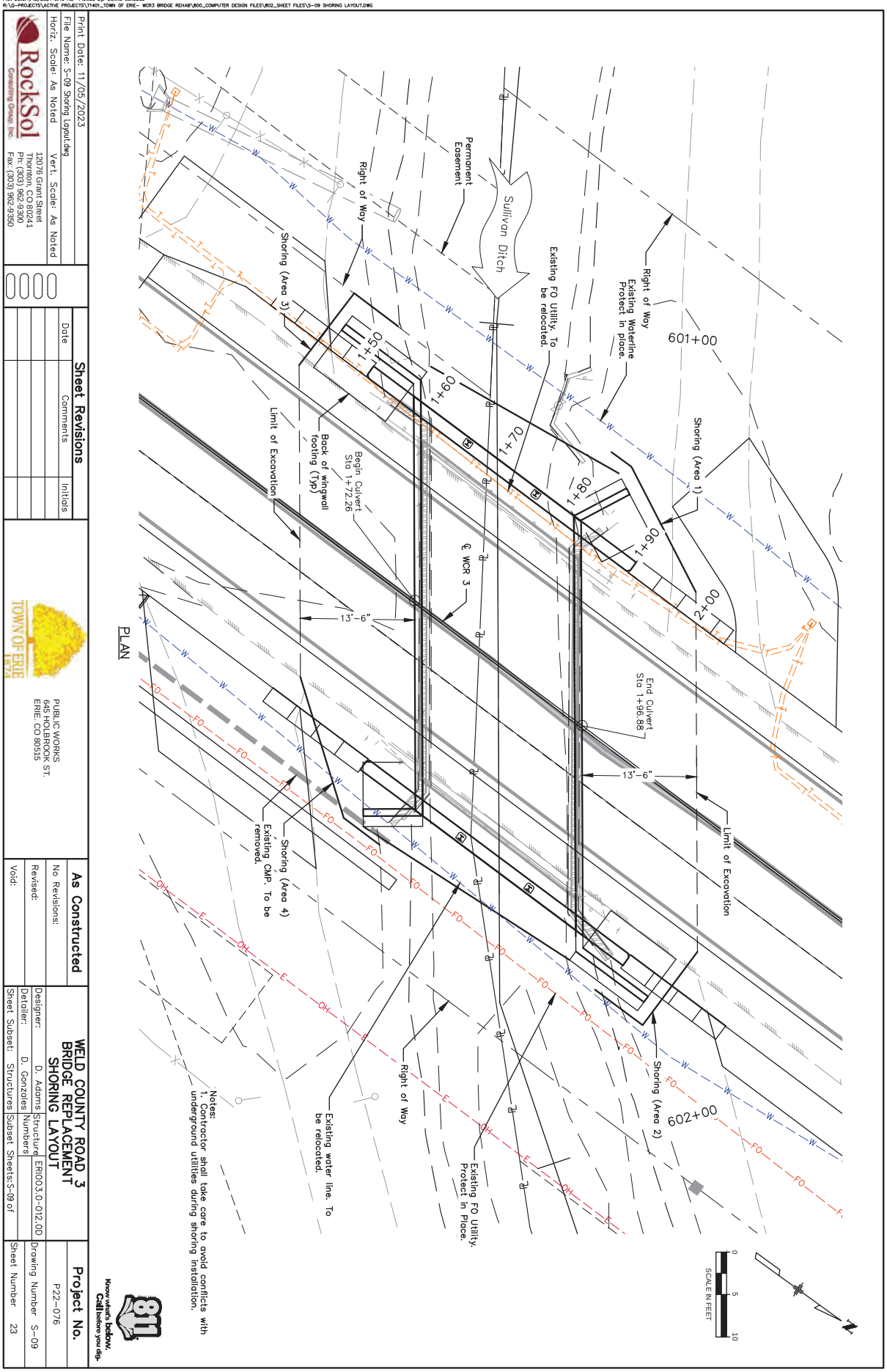
**As Constructed**
No Revisions:
Revised:
Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**VERTICAL COVER OVER STRUCTURE**

| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | Subset | Sheets:S-08 of |
| Sheet Subset: | Structures | | |

**Project No.** P22-076
Drawing Number S-08
Sheet Number 22

Plot Date:1/12/2024 9:15 AM Plotted By: Dennis Gonzales
R:\G-PROJECTS\ACTIVE PROJECTS\T1401_TOWN OF ERIE- WCR3 BRIDGE REHAB\800_COMPUTER DESIGN FILES\802_SHEET FILES\S-09 SHORING LAYOUT.DWG




Print Date: 11/05/2023
File Name: S-09 Shoring Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted

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|---|---|---|
| | | |

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**As Constructed**

No Revisions:

Revised:

Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SHORING LAYOUT**

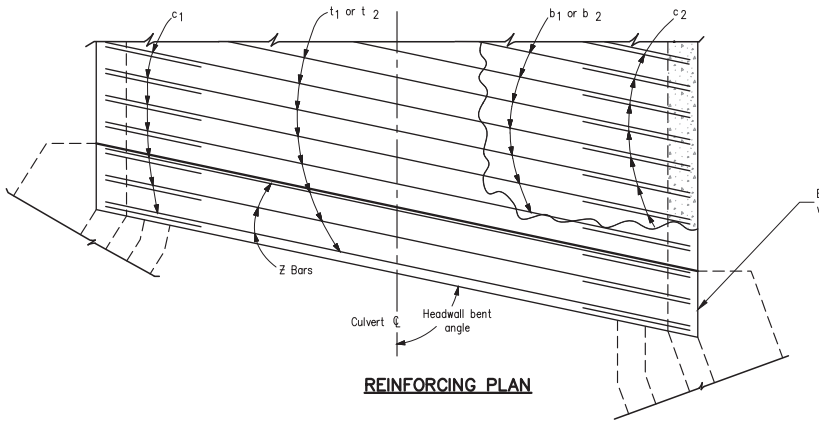
Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers: ERI003.0-012.0D
Sheet Subset: Structures
Subset Sheets: S-09 of

**Project No.** P22-076

Drawing Number S-09

Sheet Number 23

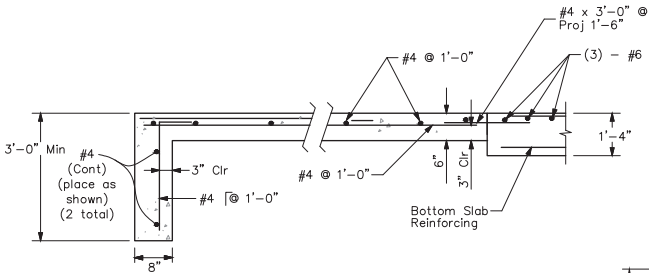
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 24 of 35)



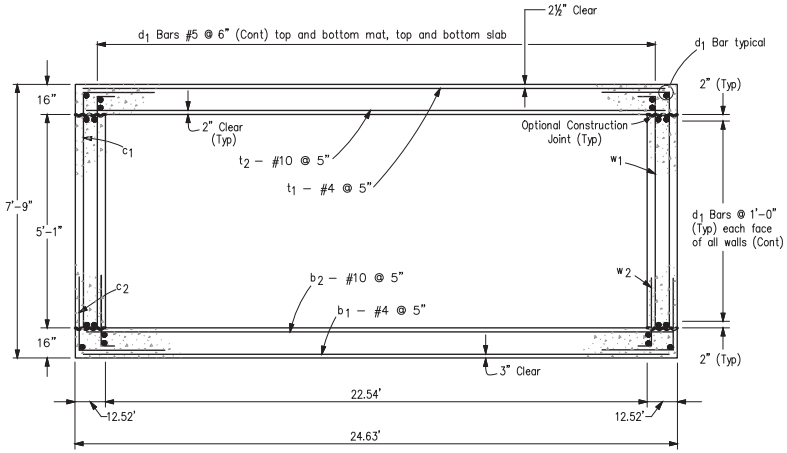

## REINFORCING PLAN

### NOTES:

1. All concrete shall be Class D (Box Culvert) unless otherwise noted.
2. All construction joints shall be thoroughly cleaned and roughened to ¼" amplitude before fresh concrete is placed.
3. All construction joints not shown on the plans shall be constructed only if approved by the Engineer.
4. All exposed concrete corners shall be chamfered by ¾".
5. Reinforcing steel shall be Grade 60 and epoxy coated.
6. Wingwalls shall be tied to Concrete Box Culvert in accordance with Standard Plan M-601-20.
7. A waterproofing membrane shall be provided for the top of the slab and 18 inches down from the top of the exterior walls.
8. Damp proofing shall be applied to fill-side of exterior walls below waterproofing membrane.
9. Minimum splice length for #5 bars is 2'-3".

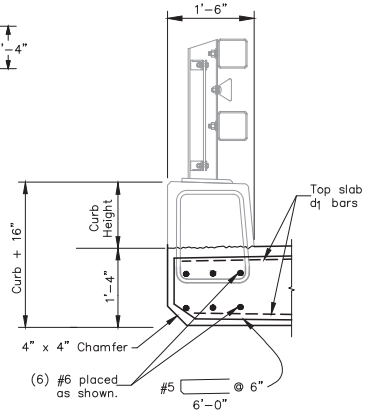



## TOEWALL WITH CONCRETE APRON SECTION



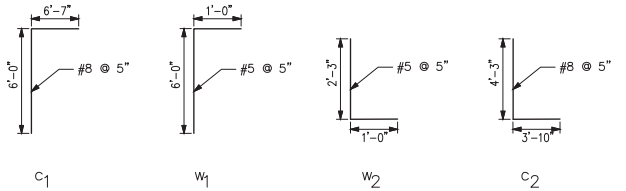

## TYPICAL SECTION

Taken parallel to reinforcing steel along skew




## HEADWALL TYPICAL SECTION

$t_2$ and $t_1$ bars not shown for clarity




| | | | |
|---|---|---|---|
| Print Date: 11/16/2023 | Sheet Revisions | | |
| File Name: S-10 Box Culvert Details.dwg | Date | Comments | Initials |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

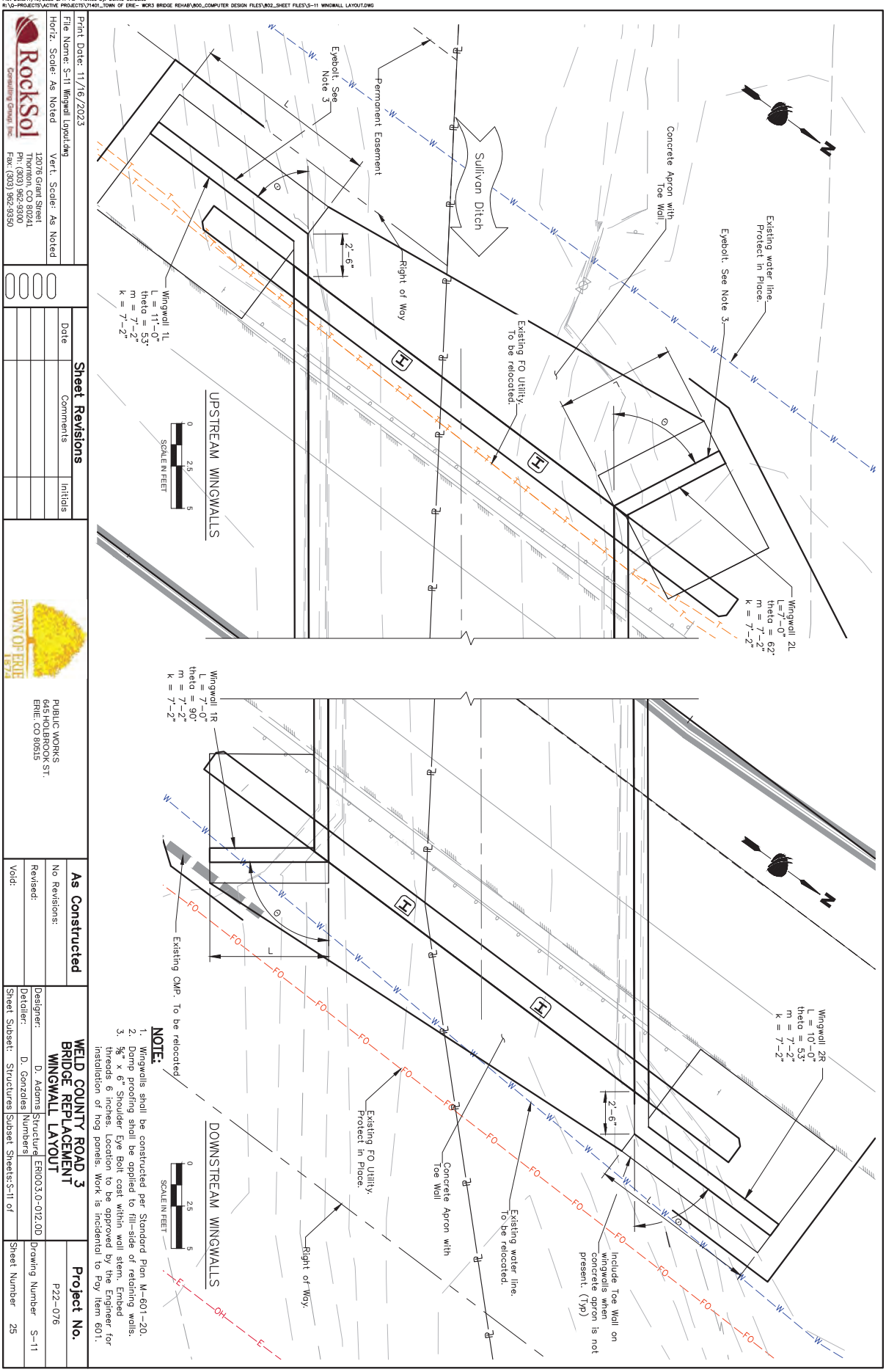
| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT BOX CULVERT DETAILS | | | Project No. |
|---|---|---|---|---|
| No Revisions: | | | | P22-076 |
| Revised: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | Drawing Number S-10 |
| Void: | Detailer: D. Gonzales | | | |
| | Sheet Subset: Structures | Subset Sheets: S-10 of | | Sheet Number 24 |

Plot Date: 12/13/2023 9:30 AM Plotted By: Derek Adams
N:\PROJECTS\P22-076 ERIE WCR3 BRIDGE REPLACEMENT\04_COMPUTER DESIGN FILES\WCR3_SHEET FILES\S-10 BOX CULVERT DETAILS.DWG

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC



AD PLANS 4/29/2024


Plot Date:11/16/2023 2:41 PM Plotted By: Dennis Gonzales
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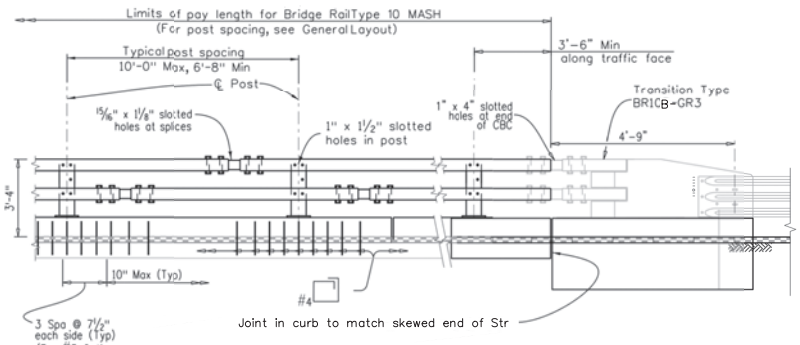
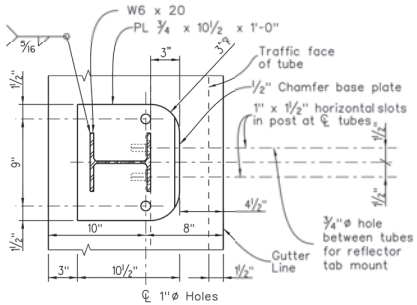
Print Date: 11/16/2023
File Name: S-11 Wingwall Layout.dwg
Horiz. Scale: As Noted
Vert. Scale: As Noted
RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
PH: (303) 962-9300
Fax: (303) 962-9350
Sheet Revisions
Date
Comments
Initials
TOWN OF ERIE 1874
PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515
As Constructed
No Revisions:
Revised:
Void:
WELD COUNTY ROAD 3
BRIDGE REPLACEMENT
WINGWALL LAYOUT
Project No.
P22-076
Designer: D. Adams
Detailer: D. Gonzales
Structure Numbers ER003.0-012.0D
Drawing Number S-11
Sheet Subset: Structures
Sheet Number 25
Wingwall 1L
L = 11'-0"
theta = 53°
m = 7'-2"
k = 7'-2"
Wingwall 2L
L=7'-0"
theta = 62°
m = 7'-2"
k = 7'-2"
Eyebolt. See Note 3
Permanent Easement
Sullivan Ditch
Concrete Apron with Toe Wall
Existing water line Protect in Place.
Eyebolt. See Note 3
Right of Way
Existing FO Utility. To be relocated.
2'-6"
UPSTREAM WINGWALLS
SCALE IN FEET
Wingwall 1R
L = 7'-0"
theta = 90°
m = 7'-2"
k = 7'-2"
Wingwall 2R
L = 10'-0"
theta = 53°
m = 7'-2"
k = 7'-2"
Existing CMP. To be relocated
Existing FO Utility. Protect in Place.
Concrete Apron with Toe Wall
Existing water line. To be relocated.
Right of Way.
Include Toe Wall on wingwalls when concrete apron is not present. (Typ)
DOWNSTREAM WINGWALLS
SCALE IN FEET
NOTE:
1. Wingwalls shall be constructed per Standard Plan M-601-20.
2. Damp proofing shall be applied to fill-side of retaining walls.
3. ⅝" x 6" Shoulder Eye Bolt cast within wall stem. Embed threads 6 inches. Location to be approved by the Engineer for installation of hog panels. Work is incidental to Pay Item 601.

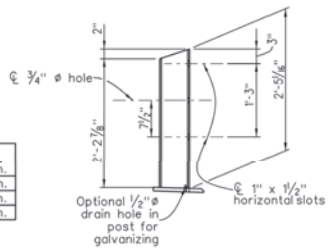
Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
547
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 26 of 35)
AD PLANS 4/29/2024



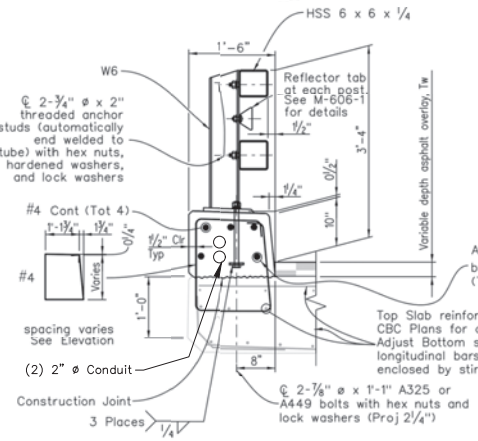

ELEVATION — BRIDGE RAIL




PLAN — POST DETAIL




POST ELEVATION

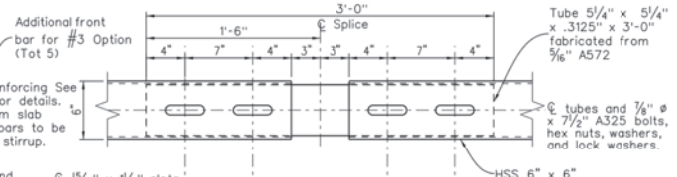



BRIDGE TYPICAL SECTION

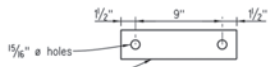
Used when placed on concrete slab.
Bottom of stirrup parallel to top of slab steel.

| LOCATION | Tw |
|---|---|
| West Curb @ Begin CBC | 6.82 in. |
| East Curb @ Begin CBC | 6.66 in. |
| West Curb @ End CBC | 4.17 in. |
| East Curb @ End CBC | 3.07 in. |

Outside Curb Height = 10.5" + Tw
Curb Height varies linearly from Begin CBC to End CBC




PLAN — TUBE SPLICE




ANCHOR DETAIL

FOR INFORMATION ONLY

| DESCRIPTION | UNIT | PER LF |
|---|---|---|
| Concrete Sealer | SY | 0.30 |
| Structural Steel (Galvanized) | LB | 71.9 |
| Concrete Class D with Macrofiber | CY | 0.069 |
| Reinforcing Steel (High Performance) △ | LB | 8.9 (6.6 for #3 Option) |

NOTES:

1. All tubes shall be ASTM A-1085. All posts, base plates, and splice tubes fabricated by welding shall be ASTM A-572 Grade 50. Post anchor, encased in concrete, shall be Grade 36 steel and need not be galvanized. All other steel shall be Grade 36 unless otherwise noted.

2. The above material and all anchor bolts and miscellaneous bolts, nuts, and washers shall be galvanized after fabrication in accordance with Section 509. Concrete, reinforcing steel, and structural steel elements shall conform to the requirements of sections 601 & 606, 602, and 509, respectively unless otherwise noted. Concrete sealer shall conform to section 515.

3. The tubes shall be shop bent or fabricated to fit horizontal curve when radius is less than 1,800 feet.

4. Tubes shall be continuous over not less than two posts, preferably 4 posts except at approach slab end joint. No welded butt splices will be allowed in the tube sections.

5. The centerline of the tube splice shall be 1'-8" minimum and 2'-6" maximum from the centerline of the posts.

6. All bolts that have lock washers shall be tightened to snug only.

7. Posts, curbs, and stirrups shall be perpendicular to the longitudinal roadway grade and cross slopes.

8. One or more 10'-0" post spaces may be reduced (6'-8" Min) in order to maintain dimensions from the end of the rail and expansion joints or concrete buttresses.

9. The top and inside face of the rail curb shall receive a coating of Item 515, Concrete Sealer, either a silane/siloxane or a type compatible with the concrete coating or sealer/stain shown in the plans.

10. Payment will be made under item 606, Bridge Rail Type 10 MASH, for all posts, post anchors, base plates, backing plates, anchor bolts, miscellaneous bolts, nuts, washers, tubes, tube expansion devices, tube splices, end plates, concrete (Class D), reinforcing steel, concrete sealer, and reflector tabs.

11. Prior to fabrication of this item, an electronic pdf which complies with the requirements of section 105, shall be submitted to the Engineer for information only. 3.29

12. #3 reinforcing may be substituted for #4 reinforcing with the spacing and additional bars shown.

DESIGN DATA

Design: AASHTO MASH 2016 TL-5 with rail height of 42" (by calculation), AASHTO MASH 2016 TL-4 for overlay thickness over 1" and resulting in a height of the top of rail over pavement of 36" Min (by Professional Evaluation and Crash Testing). Any changes to the bridge rail details must be approved by Staff Bridge.

Structural Steel:
AASHTO M270 Gr 36 (ASTM A709 Gr 36) fy = 36 ksi
AASHTO M270 Gr 50 (ASTM A992/A572 Gr 50) fy = 50 ksi
ASTM A1085 fy = 50 ksi

Concrete: Class D with Macrofiber, f'c = 4.5 ksi

△ Reinforcing Steel:
Splice Length = 2'-5" for #4, 1'-10" for #3
All tie wire, chairs and supports shall be stainless steel or plastic coated.
All reinforcing bends shown shall use a 4D pin diameter.

ASTM A955 fy = 75 ksi Min
Stainless steel reinforcing bars shall conform to ASTM 955, UNS Designations S24000, S31653, S31803, S32101 and S32304

ASTM A1035CS, (Grade 100) fy = 100 ksi Min
Reinforcing steel shall be Epoxy Coated.

| | | | | | |
|---|---|---|---|---|---|
| Print Date: 1/12/2024 | | Sheet Revisions | | | |
| File Name: S-12 Bridge Rail Type 10 MASH.dwg | | Date | Comments | Initials | |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | | |
| RockSol Consulting Group, Inc. 12076 Grant Street Thornton, CO 80241 Ph: (303) 962-9300 Fax: (303) 962-9350 | | | | | |
| | | | | | |
| | | | | | |

PUBLIC WORKS
645 HOLBROOK ST.
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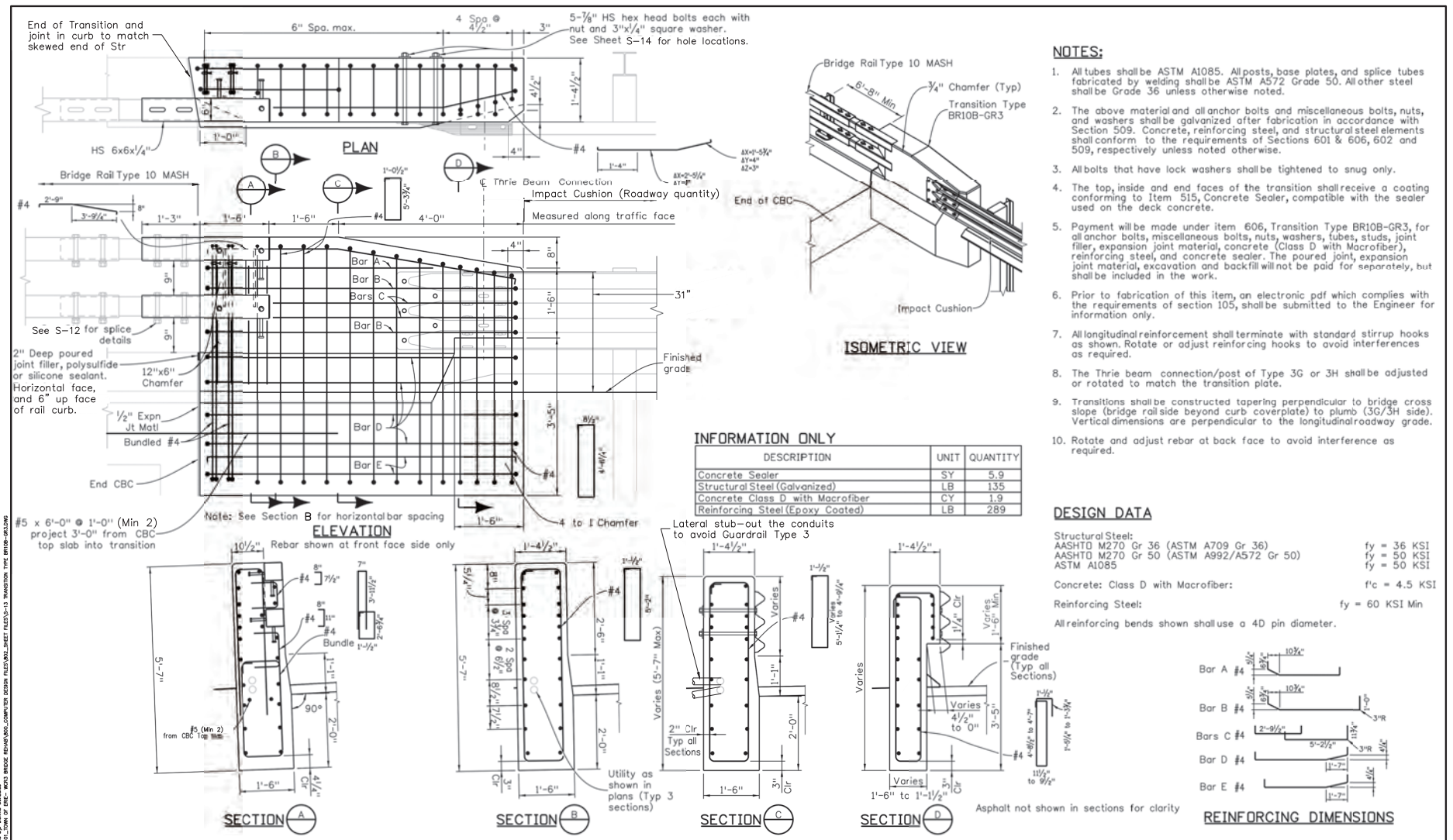
| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT BRIDGE RAIL TYPE 10 MASH | | | Project No. |
|---|---|---|---|---|
| No Revisions: | | | | P22-076 |
| Revised: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | Drawing Number S-12 |
| Void: | Detailer: D. Gonzales | | | |
| | Sheet Subset: Structures | Subset Sheets: S-12 of | | Sheet Number 26 |

Plot Date: 1/12/2024 8:39 AM - Plotted By: Dennis Gonzales
N:\PROJECTS\P22-076 ERIE WCR3 BRIDGE REHAB\MOD_COMPUTER DESIGN FILES\MOD_SHEET FILES\S-12 BRIDGE RAIL TYPE 10 MASH.DWG

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 27 of 35)




## INFORMATION ONLY

| DESCRIPTION | UNIT | QUANTITY |
|---|---|---|
| Concrete Sealer | SY | 5.9 |
| Structural Steel (Galvanized) | LB | 135 |
| Concrete Class D with Macrofiber | CY | 1.9 |
| Reinforcing Steel (Epoxy Coated) | LB | 289 |

## NOTES:

1. All tubes shall be ASTM A1085. All posts, base plates, and splice tubes fabricated by welding shall be ASTM A572 Grade 50. All other steel shall be Grade 36 unless otherwise noted.
2. The above material and all anchor bolts and miscellaneous bolts, nuts, and washers shall be galvanized after fabrication in accordance with Section 509. Concrete, reinforcing steel, and structural steel elements shall conform to the requirements of Sections 601 & 606, 602 and 509, respectively unless noted otherwise.
3. All bolts that have lock washers shall be tightened to snug only.
4. The top, inside and end faces of the transition shall receive a coating conforming to Item 515, Concrete Sealer, compatible with the sealer used on the deck concrete.
5. Payment will be made under item 606, Transition Type BR10B-GR3, for all anchor bolts, miscellaneous bolts, nuts, washers, tubes, studs, joint filler, expansion joint material, concrete (Class D with Macrofiber), reinforcing steel, and concrete sealer. The poured joint, expansion joint material, excavation and backfill will not be paid for separately, but shall be included in the work.
6. Prior to fabrication of this item, an electronic pdf which complies with the requirements of section 105, shall be submitted to the Engineer for information only.
7. All longitudinal reinforcement shall terminate with standard stirrup hooks as shown. Rotate or adjust reinforcing hooks to avoid interferences as required.
8. The Thrie beam connection/post of Type 3G or 3H shall be adjusted or rotated to match the transition plate.
9. Transitions shall be constructed tapering perpendicular to bridge cross slope (bridge rail side beyond curb coverplate) to plumb (3G/3H side). Vertical dimensions are perpendicular to the longitudinal roadway grade.
10. Rotate and adjust rebar at back face to avoid interference as required.

## DESIGN DATA

Structural Steel:
AASHTO M270 Gr 36 (ASTM A709 Gr 36) fy = 36 KSI
AASHTO M270 Gr 50 (ASTM A992/A572 Gr 50) fy = 50 KSI
ASTM A1085 fy = 50 KSI

Concrete: Class D with Macrofiber: f'c = 4.5 KSI

Reinforcing Steel: fy = 60 KSI Min

All reinforcing bends shown shall use a 4D pin diameter.

Print Date: 1/12/2024
File Name: S-13 Transition Type BR10B-GR3.dwg
Horiz. Scale: As Noted Vert. Scale: As Noted

RockSol Consulting Group, Inc.
12076 Grant Street
Thornton, CO 80241
Ph: (303) 962-9300
Fax: (303) 962-9350

| Sheet Revisions | | |
|---|---|---|
| Date | Comments | Initials |
| | | |

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| As Constructed | |
|---|---|
| No Revisions: | |
| Revised: | |
| Void: | |

**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TRANSITION TYPE BR10B-GR3**

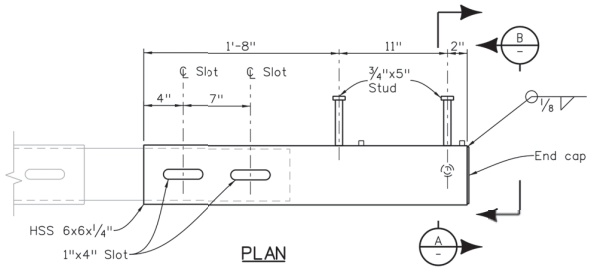
| | | | |
|---|---|---|---|
| Designer: | D. Adams | Structure Numbers | ERI003.0-012.0D |
| Detailer: | D. Gonzales | | |
| Sheet Subset: | Structures | Subset Sheets: S-13 of | |

| Project No. | |
|---|---|
| P22-076 | |
| Drawing Number | S-13 |
| Sheet Number | 27 |

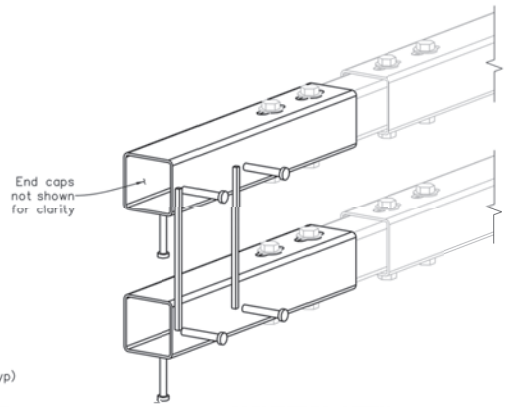
Plot Date: 1/12/2024 10:20 AM Plotted By: Denis Gonzales
N:\PROJECTS\WELD COUNTY\TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-13 TRANSITION TYPE BR10B-GR3.DWG

Docusign Envelope ID: 14C5F5C4-DF26-4D64-8479-978733A996EC
548
AD PLANS 4/29/2024

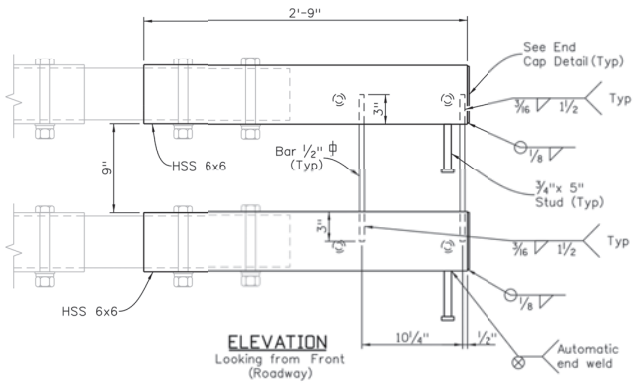
Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 28 of 35)



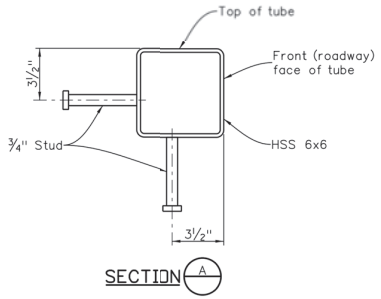

PLAN



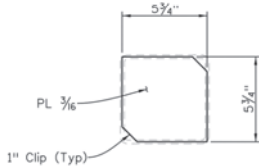

ISOMETRIC VIEW




ELEVATION
Looking from Front
(Roadway)



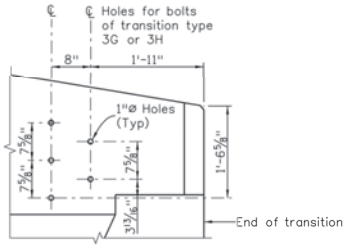

SECTION A




VIEW B
END CAP DETAIL

## NOTES:

1. See S-12 Bridge Rail Type 10 MASH for General Notes and details not shown.




Note: Holes shall be cored through concrete or 1" inside diameter full depth inserts placed before concrete placement.

HOLE LOCATION DIAGRAM*

DETAIL 1

* Modify hole pattern as needed to conform to impact cushion manufacturer recommendations.

Plot Date=11/16/2023 4:23 PM Plotted By: Denis Gonzales
N:\PROJECTS\P22-076_TOWN OF ERIE - WCR3 BRIDGE REHAB\900_COMPUTER DESIGN FILES\902_SHEET FILES\S-14 TRANSITION TYPE BR10B-GR3.DWG

| | | | | | |
|---|---|---|---|---|---|
| Print Date: 11/16/2023 | | Sheet Revisions | | | PUBLIC WORKS<br>645 HOLBROOK ST.<br>ERIE, CO 80515 |
| File Name: S-14 Transition Type BR10B-GR3.dwg | | Date | Comments | Initials | |
| Horiz. Scale: As Noted Vert. Scale: As Noted | | | | | |
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| As Constructed | WELD COUNTY ROAD 3 BRIDGE REPLACEMENT TRANSITION TYPE BR10B-GR3 | | | Project No. |
|---|---|---|---|---|
| No Revisions: | Designer: D. Adams | Structure Numbers | ERI003.0-012.0D | P22-076 |
| Revised: | Detailer: D. Gonzales | | | Drawing Number S-14 |
| Void: | Sheet Subset: Structures | Subset Sheets: S-14 of | | Sheet Number 28 |

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AD PLANS 4/29/2024

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 29 of 35)

## PROJECT LIST OF UTILITY CONTACTS

| COMPANY | ABBREVIATION | UTILITY TYPE | CONTACT NAME | EMAIL | PHONE | 811 ENG. TICKET RESULTS |
|---|---|---|---|---|---|---|
| Black Hills Energy – Weld County | BHE | Gas | Billie Taylor | Billie.Taylor@blackhillscorp.com | Not Available | Records Received, Nothing in Project Vicinity |
| Lumen (CenturyLink) | LUMEN | Fiber & Telco | Kari Rozsa | Kari.Rozsa1@Lumen.com | 970–481–4313 | Clear – Not True. Lumen Provided Maps |
| Crestone Peak Resources | CPR | Gas Pipeline | Delane | Not Available | 970–319–7227 | Clear – No Conflict |
| K.P Kauffman Co. | KPK | Gas Pipeline | Not Available | Not Available | Not Available | Clear – No Conflict |
| Left Hand Water District | LHWD | Water | Steve Buckbee | sbuckbee@lefthandwater.org | 303–530–4200 | Records Received |
| Northern Water/Lower Boulder Ditch Company | | Sullivan Ditch | Shawn Spitz | shawnlowerboulder@gmail.com | Not Available | Records Received |
| Occidental – Kerr McGee Prod | KMGP | Liquid Pipeline, Gas, Oil | Jasmine Hymes | Jasmine.Hymes@westernmidstream.com | 970–598–4133 | Records Received, Nothing in Project Vicinity |
| Town of Erie H2O | ERIE | Water | Zachary Ahinga | zahinga@erieco.gov | 303–926–2878 | Records Received |
| United Power | UNPO | Electric | Kasey Pfeil | kpfeil@UnitedPower.com | 303–637–1227 | Records Received |
| WesternMidstream – Kerr McGee – Awoc | WEST | Gas Pipeline | Jasmine Hymes | Jasmine.Hymes@westernmidstream.com | 970–598–4133 | Records Received, Nothing in Project Vicinity |

## UTILITY LEGEND

### QUALITY LEVEL B

—E— — —E— EXISTING ELECTRIC
—FO— — —FO— EXISTING FIBER OPTIC
—T— — —T— EXISTING TELEPHONE
—W— — —W— EXISTING WATER

### QUALITY LEVEL C

—E— — —OH— EXISTING OVERHEAD ELECTRIC

### SYMBOLOGY

TELEPHONE PEDESTAL
ELECTRIC POLE
GUY WIRE
WATER GATE VALVE
TEST HOLE LOCATION

## SUBSURFACE UTILITY GENERAL NOTES

1. Utility data depicted on the following sheets has been prepared in accordance with ASCE 38.02 and C.R.S. 9–1.5. This is not a subsurface utility engineering required project.
2. Quality level B designation has been completed by Primo Utility Locating Services, LLC.
3. Quality level A test holing was preformed by Kinetic on 8/10/2023.
4. Storm and sanitary sewer mains and laterals, where shown, meet ASCE quality level C. Service lines are not located.
5. It is the Contractor's responsibility to field verify horizontal and vertical locations of all utilities prior to commencing construction. The Contractor must call the Utility Notification Center of Colorado at least 2 business days prior to any excavation to request the exact field locations of utilities. If the exact location and depth of existing underground utilities are unknown, the Contractor shall perform all necessary exploratory excavation to locate these facilities.
6. The Contractor shall be responsible for protecting all utilities during construction and for coordinating with the appropriate utility company for any utility crossing or relocation required. Repair of damaged utilities shall be at the Contractor's expense, including but not limited to unknown underground utilities.

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| Sheet Revisions | | |
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| Date | Comments | Initials |
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TOWN OF ERIE 1874

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

| As Constructed | |
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| Revised: | |
| Void: | |

**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT UTILITY GENERAL NOTES**

| | | | |
|---|---|---|---|
| Designer: | N. CLOUSE | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | UTILITIES | Subset Sheets: | 1 of 3 |

| Project No. | |
|---|---|
| P22–076 | |
| Drawing Number | UTGN–001 |
| Sheet Number | 29 |

AD PLANS 4/29/2024

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## TEST HOLE TABLE (QUALITY LEVEL A)

| TH # | APPX STA | OFFSET (FT) | | UTILITY OWNER | UTILITY TYPE | SIZE (IN) | UTILITY MATERIAL | GROUND MATERIAL | DEPTH TO TOP (IN) | DEPTH TO BOP (IN) | GROUND ELEV (FT) | TOP ELEV (FT) | BOP ELEV (FT) | NORTHING | EASTING | DATE PERFORMED | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0+39 | 22 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5002.9 | – | – | 1274193.63 | 3130429.39 | 8/10/2023 | Did Not Find 14ft deep with 4ft sweep. |
| 2 | 1+33 | 20 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5003.1 | – | – | 1274287.08 | 3130429.16 | 8/10/2023 | Did Not Find 10ft deep with 3ft sweep. |
| 3 | 1+41 | 27 | RT | Lumen | Fiber | – | DNF | Dirt | – | – | 5002.8 | – | – | 1274295.85 | 3130436.34 | 8/10/2023 | Did Not Find 9ft deep with 3ft sweep |
| 4 | 2+98 | 20 | RT | Left Hand | Water | – | DNF | Dirt | – | – | 5001.7 | – | – | 1274452.11 | 3130431.62 | 8/10/2023 | Did Not Find |
| 5 | 3+03 | 28 | RT | Lumen | Fiber | 6 | HDPE | Dirt | 42.0 | 48.0 | 4999.9 | 4996.4 | 4995.9 | 1274457.72 | 3130439.59 | 8/10/2023 | Likely a sleeve, direct buried on south side of structure |
| 6 | 1+20 | 26 | LT | Erie | Water | 24 | Ductile Iron | Dirt | 120.0 | 144.0 | 5003.0 | 4993.0 | 4991.0 | 1274274.95 | 3130383.06 | 8/10/2023 | Records indicate a 12" line, so this is likely a sleeve |
| 6.1 | 1+20 | 24 | LT | Lumen | Telephone | (2x) 1" | Conduit | Dirt | 52.0 | 53.0 | 5003.1 | 4998.7 | 4998.7 | 1274275.08 | 3130385.20 | 8/10/2023 | |
| 7 | 2+35 | 26 | LT | Erie | Water | 24 | Ductile Iron | Dirt | 112.0 | 136.0 | 5000.9 | 4991.6 | 4989.6 | 1274390.52 | 3130384.88 | 8/10/2023 | Records indicate a 12" line, so this is likely a sleeve |
| 8 | 0+39 | 27 | RT | Lumen | Fiber | 0.5 | Direct Buried | Dirt | 24.0 | 24.5 | 5002.0 | 5000.0 | 5000.0 | 1274193.38 | 3130434.94 | 8/10/2023 | |

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**WELD COUNTY ROAD 3 BRIDGE REPLACEMENT UTILITY TEST HOLE TABLE**

Designer: N. CLOUSE
Detailer: H. PUGH
Sheet Subset: UTILITIES
Structure Numbers
Subset Sheets: 2 of 3

**Project No.** P22-076
Drawing Number UTGN-002
Sheet Number 30

Plot Date: 4/29/2024 10:15 AM Plotted By: Rudy Pena
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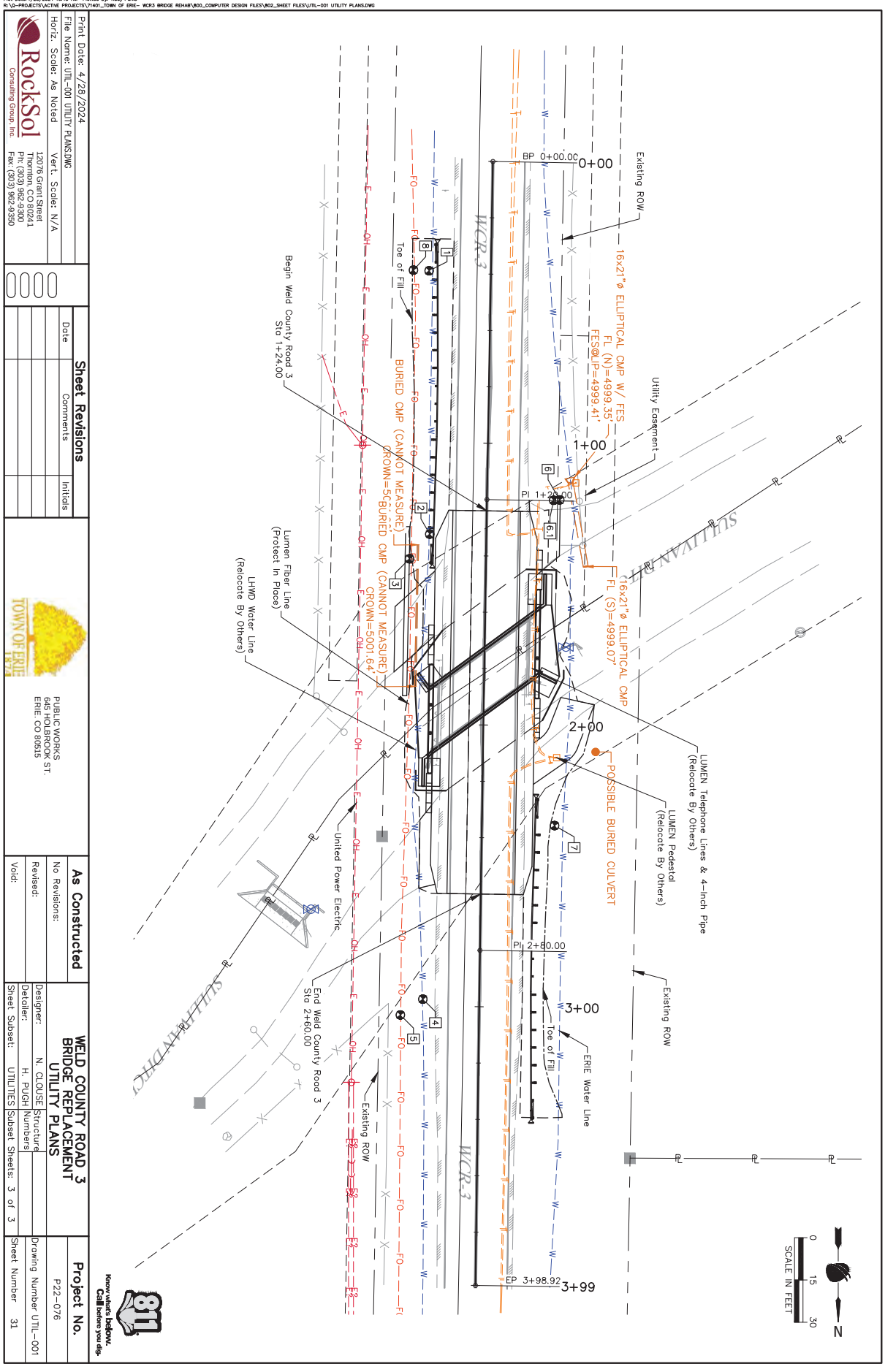


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TOWN OF ERIE

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**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**UTILITY PLANS**

| | | | |
|---|---|---|---|
| Designer: | N. CLOUSE | Structure Numbers | |
| Detailer: | H. PUGH | | |
| Sheet Subset: | UTILITIES | Subset Sheets: | 3 of 3 |

**Project No.** P22-076

Drawing Number UTIL-001

Sheet Number 31

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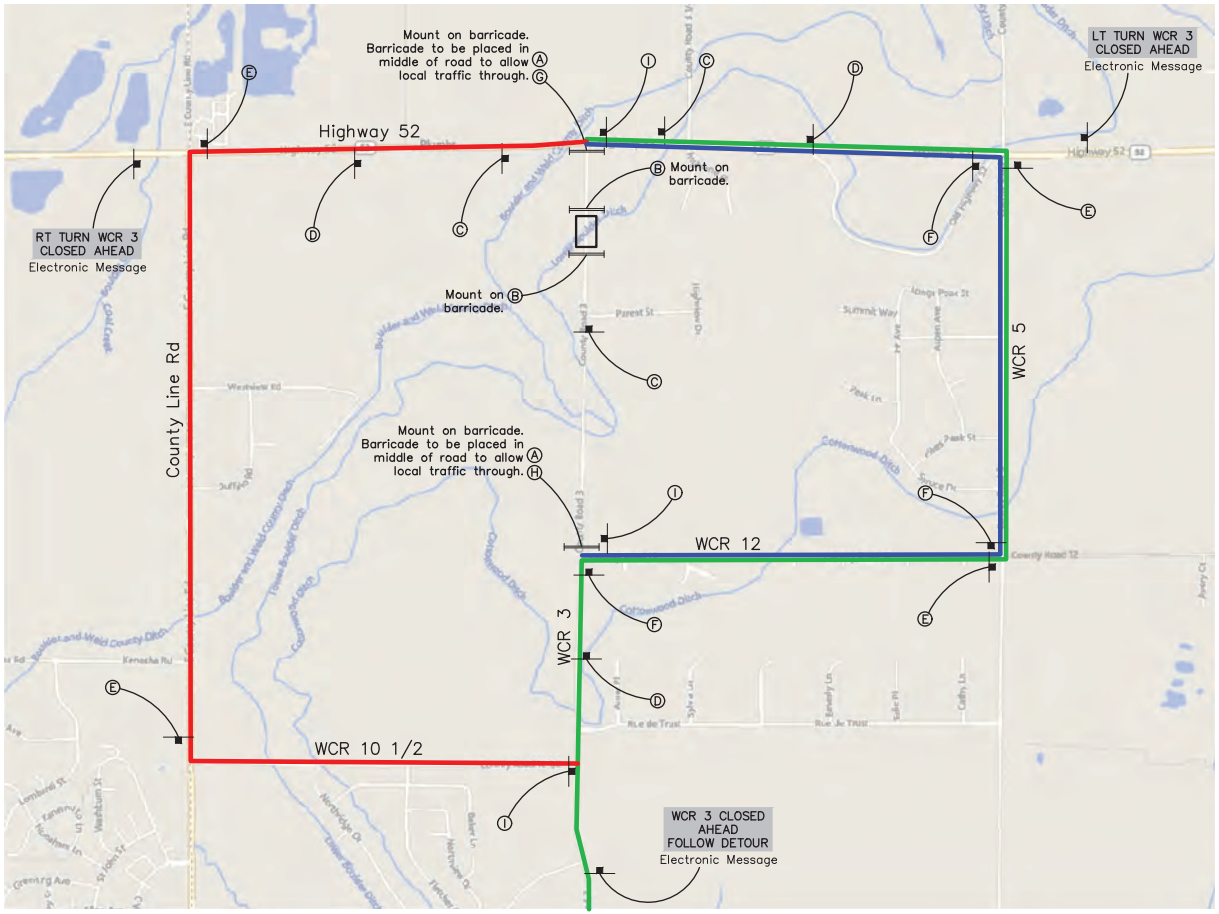


LEGEND

- Ground Sign
- Type III Barricade
- Westbound HWY 52 Detour
- Eastbound HWY 52 Detour
- Northbound WCR 3 Detour

N

0 750 1500
SCALE IN FEET

**TABULATION OF TEMPORARY TRAFFIC CONTROL SIGNING**

| SIGN | DESCRIPTION | DIMENSION | PANEL SIZE EACH A | PANEL SIZE EACH B |
|---|---|---|---|---|
| W20-1 | ROAD WORK AHEAD | 36" x 36" | 3 | |
| W20-7 | FLAGGER (SYMBOL) | 36" x 36" | 2 | |
| W20-4 | ONE LANE ROAD AHEAD | 36" x 36" | 2 | |
| W20-2 | DETOUR AHEAD | 36" x 36" | 2 | |
| M4-9L | DETOUR LEFT | 30" x 24" | 4 | |
| M4-9R | DETOUR RIGHT | 30" x 24" | 3 | |
| R11-3A | ROAD CLOSED LOCAL TRAFFIC ONLY | 60" x 30" | | 3 |
| R11-2 | BRIDGE OUT | 48" x 36" | | 2 |
| W20-3 | ROAD CLOSED 1000 FT | 36" x 36" | 3 | |
| M4-8A | END DETOUR | 24" x 18" | 3 | |
| M4-10R | DETOUR RIGHT | 48" x 18" | 1 | |
| M4-10D | DETOUR 2 | 48" x 18" | 1 | |
| | TOTALS | | 19 | 5 |

**TABULATION OF TRAFFIC CONTROL DEVICES**

| ITEM | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| 630-00009 | FLAGGING | HOUR | 100 |
| 630-00007 | TRAFFIC CONTROL INSPECTION | DAY | 35 |
| 630-00010 | TRAFFIC CONTROL MANAGEMENT | DAY | 90 |
| 630-00335 | BARRICADE (TYPE III-A (TEMPORARY)) | EACH | 7 |
| 630-00341 | CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A) | EACH | 19 |
| 630-00342 | CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B) | EACH | 5 |
| 630-00355 | PORTABLE MESSAGE SIGN PANEL | EACH | 2 |
| 630-00604 | DRUM CHANNELIZING DEVICE | EACH | 30 |
| 630-00300 | TRAFFIC CONE | EACH | 75 |

Ⓐ ROAD CLOSED LOCAL TRAFFIC ONLY — R11-3a
Ⓑ BRIDGE OUT — R11-2
Ⓒ ROAD CLOSED 1000 FT — W20-3
Ⓓ DETOUR AHEAD — W20-2
Ⓔ DETOUR — M4-9L
Ⓕ DETOUR — M4-9R
Ⓖ DETOUR — M4-10D
Ⓗ DETOUR — M4-10R
Ⓘ END DETOUR — M4-8a

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| Revised: | Detailer: H. PUGH | | Drawing Number TRAF-001 |
| Void: | Sheet Subset: TRAFFIC | Subset Sheets: 1 of 1 | Sheet Number 32 |

AD PLANS 4/29/2024

Lower Boulder, Northern Water, Town of Erie
Bridge Replacement License Agreement
Exhibit B: Plans (Page 33 of 35)

# STORMWATER MANAGEMENT PLAN: ERIE WELD COUNTY ROAD 3 BRIDGE REHABILITATION

## 1. SITE DESCRIPTION

The Contractor shall comply with all contractual requirements, CDOT specifications, and MS4 permit requirements.

A. PROJECT SITE LOCATION:
Location or address of construction office: _____
This project site is located approximately 1,100 ft south of State Highway 52, on Weld County Road 3, crossing Sullivan Ditch within the Town of Erie.

B. PROJECT SITE DESCRIPTION:
This project includes the construction of a new deck and bridge rail on the structure at Sullivan Ditch on WCR 3.

C. PROPOSED SEQUENCING FOR MAJOR CONSTRUCTION ACTIVITIES:
Construction will begin with installation of initial control measures. The order of project activities will include clearing and grubbing, removal of existing deck and bridge rail, construction of new deck and bridge rail, realigning driveways and access roads, pouring asphalt, and revegetation.

D. ACRES OF DISTURBANCE:
1. Total area of construction site (LOC): 0.66 acres
2. Total area of proposed disturbance (LDA): 0.45 acres
3. Total area of seeding: 0.09 acres

E. EXISTING SOIL DATA:
Most of the soils present on this site consist of hydrologic soil group B, which is composed primarily of sandy loam. This hydrologic soil group consists of soils with a moderately high infiltration rate when wet. This group can be described as a very deep and well drained soil. This hydrologic soil group is comprised of moderate coarse textured material. It can also be described as having a low potential for runoff.
Data Source(s): https://websoilsurvey.sc.egov.usda.gov/App/HomePage

F. EXISTING VEGETATION:
A survey including a general description of existing vegetation shall be conducted by the SWMP Administrator for Construction prior to any ground disturbance on the project. The SWMP Administrator shall photo-document existing vegetation where all work will be occurring.

## 2. STORMWATER MANAGEMENT CONTROLS FOR FIRST CONSTRUCTION ACTIVITIES

THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

A. POTENTIAL POLLUTANT SOURCES
Evaluate, identify, and describe all potential sources of pollutants at the site in accordance with subsection 107.25 and place any Control Measures required to contain potential pollutants.

## 3. OFFSITE DRAINAGE (RUN ON WATER):

Place Control Measures to address run-on water in accordance with subsection 208.03.

## 4. CONSTRUCTION DEWATERING:

Obtain a CDPS Dewatering Permit from CDPHE if conditions of their Low Risk Guidance for Discharges of Uncontaminated Groundwater to Land are not met; see subsections 107.02 and 107.25.

Refer to CDPHE Low Risk Discharge Guidance Document of Uncontaminated Groundwater to Land.
https://www.colorado.gov/pacific/sites/default/files/WQ%20LOW%20RISK%20GW.pdf

## 5. VEHICLE TRACKING CONTROL:

Control Measures shall be implemented in accordance with subsection 208.04.

## 6. PERIMETER CONTROL:

Perimeter control shall be established as the first item on the SWMP to prevent the potential for pollutants leaving the construction site boundaries, entering the stormwater drainage system, or discharging to state waters.
Perimeter control may consist of berms, silt fence, erosion logs, existing landforms, or other Control Measures as approved.

## 7. DURING CONSTRUCTION

During construction, the following items shall be added, updated, or amended as needed by the Contractor in accordance with Section 208.

A. MATERIALS HANDLING AND SPILL PREVENTION:
Prior to construction commencing the Contractor shall submit a Spill Prevention, Control and Countermeasure Plan, see subsection 208.06. Materials handling shall be in accordance with subsection 208.06.

## 8. OTHER CDPS PERMITS:

List applicable CDPS permits associated with the permitted site and activities.

## 9. STOCKPILE MANAGEMENT:

Shall be done in accordance with subsections 107.25 and 208.07.

## 10. CONCRETE WASHOUT:

Concrete washout water or waste from field laboratories and paving equipment shall be contained in accordance with subsection 208.05.

## 11. SAW CUTTING:

Shall be done in accordance with subsections 107.25, 208.04, 208.05.

## 12. STREET SWEEPING:

Shall be done in accordance with subsection 208.04.

## 13. CONTROL MEASURE MAINTENANCE

Maintenance shall be in accordance with subsection 208.04 (f).

## 14. INTERIM AND PERMANENT STABILIZATION

The Contractor shall comply with all interim stabilization and permanent stabilization requirements in accordance with Erie Parks and Recreation Construction Section 1000 and CDOT subsection 208.04(e).

A. SEEDING PLAN
The following seed mix(es) and rates are for drill seeding method in all areas where bare soil remains after project completion:

| COMMON NAME | BOTANICAL NAME | LBS. PLS PER ACRE |
|---|---|---|
| Sideoats grama | Bouteloua curtipendula | 2.0 |
| Blue grama | Bouteloua gracilis | 5.0 |
| Crested wheatgrass | Agropyron cristatum | 5.0 |
| Streambank wheatgrass | Elymus lanceolatus | 5.0 |
| Western wheatgrass | Pascopyrum smithii | 8.0 |
| Buffalo grass | Buchloe dactyloides | 3.0 |
| Sand dropseed | Sporobolus cryptandrus | 1.0 |
| TOTAL | | 29.0 |

## 15. SEEDING APPLICATION:

The following seeding methods shall be used for all areas which are not surfaced. Soil compaction shall be minimized for areas where permanent stabilization will be achieved through vegetative cover. Hand broadcast at double the PLS rate per acre and rake 0.25 inch to 0.5 inch into the soil per Section 212 of CDOT Standards and Specifications. **Seeding shall be performed between October 30th and April 30th only.** Seeding application shall be completed in conformance with Erie Parks and Recreation Section 1033.

| Pay Item | Seeding Method (subsection 212.05) | Acre |
|---|---|---|
| 212-00708 | Seeding (Native) | 0.09 |
| | Total | 0.09 |

The Contractor shall provide the location of where seed is stored and access to stored seed locations to the Engineer. Seed stored by the Contractor for longer than 30 days will be rejected.

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| File Name: ENVI-001 SWMP NARRATIVE.DWG | Date | Comments | Initials | | No Revisions: | Designer: L. GENTILE | Drawing Number ENVI-001 |
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## 16. MULCHING APPLICATION:

Spray-on-Mulch Blanket shall be applied in accordance with Erie Parks and Recreation Construction Section 1033. Seeded areas will be mulched with twenty-five hundred (2,500) pounds per acre of spray-on-mulch blanket immediately following seeding. Spray-on-mulch-blanket must include one hundred and fifty (150) pounds per acre organic tackifier. At this rate soil coverage is 100%. Any thin areas in the mulch, where soil is visible, will be cause for a request to reapply mulch until the coverage is satisfactory, at the Contractor's expense. If weather conditions deteriorate, Contractor will delay work until conditions improve. Mulch must be applied in a separate operation on the same day as seeding. No hay will be permitted on the construction site for any purpose.

## 17. SPECIAL REQUIREMENTS:

Soil amendments, seedbed preparation, and permanent stabilization mulching shall be accomplished within four working days of placing the topsoil. If placed topsoil is not mulched with permanent stabilization mulch within **four working days**, the Contractor shall complete interim stabilization methods in accordance with subsection 208.04(e) at no additional cost to the Town.
Permanent stabilization mulching shall be accomplished on the same day as application of native seed.
The Contractor shall submit a proposed Permanent Stabilization Phasing Plan to the Engineer for approval showing how the SWMP Permanent Stabilization Plans will be implemented to minimize damage to seeded areas.

## 18. SOIL AMENDMENT REQUIREMENTS:

Minimum amendment material requirements for all disturbances to receive seeding (native). Soil amendments shall be paid under 212-00032 Soil Conditioning and shall consist of a mixture consisting of the three below described amendments.

Total Acres of Seeding (Native) Broadcast with Topsoil Generated From Topsoil (Onsite)

| Seeding (Native) Pay Item 212-00006 | Description | Amount/Acre | Units | Total For This Method |
|---|---|---|---|---|
| | Organic Fertilizer High N | 300 | Pounds | 30 |
| | Compost | 65 | CY | 6.5 |
| | Humate | 200 | Pounds | 20 |
| | Mycorrhizae | 0 | Pounds | 0 |
| | Elemental Sulfur | 0 | Pounds | 0 |

A. RESEEDING OPERATIONS/CORRECTIVE STABILIZATION:
Prior to partial acceptance, all seeded areas shall be reviewed by the or Engineer for bare soils caused by surface or wind erosion. Bare areas caused by surface or gully erosion, blown away mulch, etc. shall be re-graded, seeded, and have the designated mulching applied as necessary, at no additional cost to the project.

## 19. PRIOR TO PROJECT FINAL ACCEPTANCE

1. When directed by the Engineer, removal and disposal of temporary control measures shall be included in the cost of work.
2. Refer to Specification 208.10 for items to be completed prior to requesting partial acceptance of work.

## 20. TABULATION OF STORMWATER QUANTITIES

1. Control Measure sediment removal and disposal shall be paid for as: 208 Removal and Disposal of Sediment (Equipment) and 208 Removal and Disposal of Sediment (Labor). All other control measure maintenance shall be included in the cost of the control measure.

The following pay items can be used for interim stabilization as defined in section 208.04(e)(2): 213-00012 and 213-00150

Website https://www.codot.gov/business/designsupport/cdot-construction-specifications/2021-construction-specifications

| PSP Spec. | Pay Item | Description | Pay Unit | Initial Const. | Interim Const. | Permanent Stabilization | *Total Quantity |
|---|---|---|---|---|---|---|---|
| | 208-00002 | Erosion Log Type I (12 inch) | LF | 150 | 150 | | 300 |
| | 208-00035 | Aggregate Bag | LF | 100 | 50 | | 150 |
| | 208-00020 | Silt Fence | LF | 100 | | | 100 |
| | 208-00046 | Pre-fabricated Concrete Washout Structure (Type 1) | Each | 2 | | | 2 |
| | 208-00075 | Pre-fabricated Vehicle Tracking Pad | Each | 2 | | | 2 |
| | 208-00106 | Sweeping (Sediment Removal) | Hour | | 24 | | 24 |
| | 208-00103 | Removal and Disposal of Sediment (Labor) | Hour | | 24 | | 24 |
| | 208-00105 | Removal and Disposal of Sediment (Equipment) | Hour | | 24 | | 24 |
| | 212-00006 | Seeding (Native) | Acre | | | | 0.1 |
| | 212-00032 | Soil Conditioning | Acre | | | | 0.1 |
| | 213-00012 | Spray-On Mulch Blanket | Acre | | | | 0.1 |
| | 213-00150 | Bonded Fiber Matrix | Acre | | 1.0 | | 1.0 |
| | | | | | | | |

*It is anticipated that additional control measures and control measure quantities not shown on the SWMP Site Maps shall be required on the project for unforeseen conditions and replacement of items that are beyond their useful service life, see subsections 208.03 and 208.04. **Quantities for all control measures shown above are estimated, and have been increased for unforeseen conditions and normal control measure life expectancy.** Quantities shall be adjusted according to the conditions encountered in the field as directed and approved by the Engineer. Payment shall be for the actual work completed and material used.

## 21. BIOLOGICAL IMPACTS and DEWATERING

A. ENVIRONMENTAL IMPACTS:
Wetland Impacts: NO
Stream Impacts: Yes

| Stream Name | Description |
|---|---|
| Sullivan Ditch | Manmade canal with vegetated banks |

Threatened and Endangered Species: No species are anticipated to be impacted by the project.

B. DEWATERING:
(Not covered under the CDPHE guidance document Low Risk Discharge Guidance Discharges of Uncontaminated Groundwater to Land):
https://www.colorado.gov/pacific/sites/default/files/WQ%20LOW%20RISK%20GW.pdf
Dewatering: Refer to other environmental permits in accordance with subsection 107.02 and the permits contained in Tab 16 of the SWMF.
If groundwater does not meet water quality standards for receiving water a separate CDPS Dewatering Permit shall be obtained by the Contractor from CDPHE in accordance with subsections 107.02 and 107.25.

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| Horiz. Scale: N/A Vert. Scale: N/A | | | | | | Revised: | Designer: L. GENTILE Structure Numbers | Drawing Number ENVI-002 |
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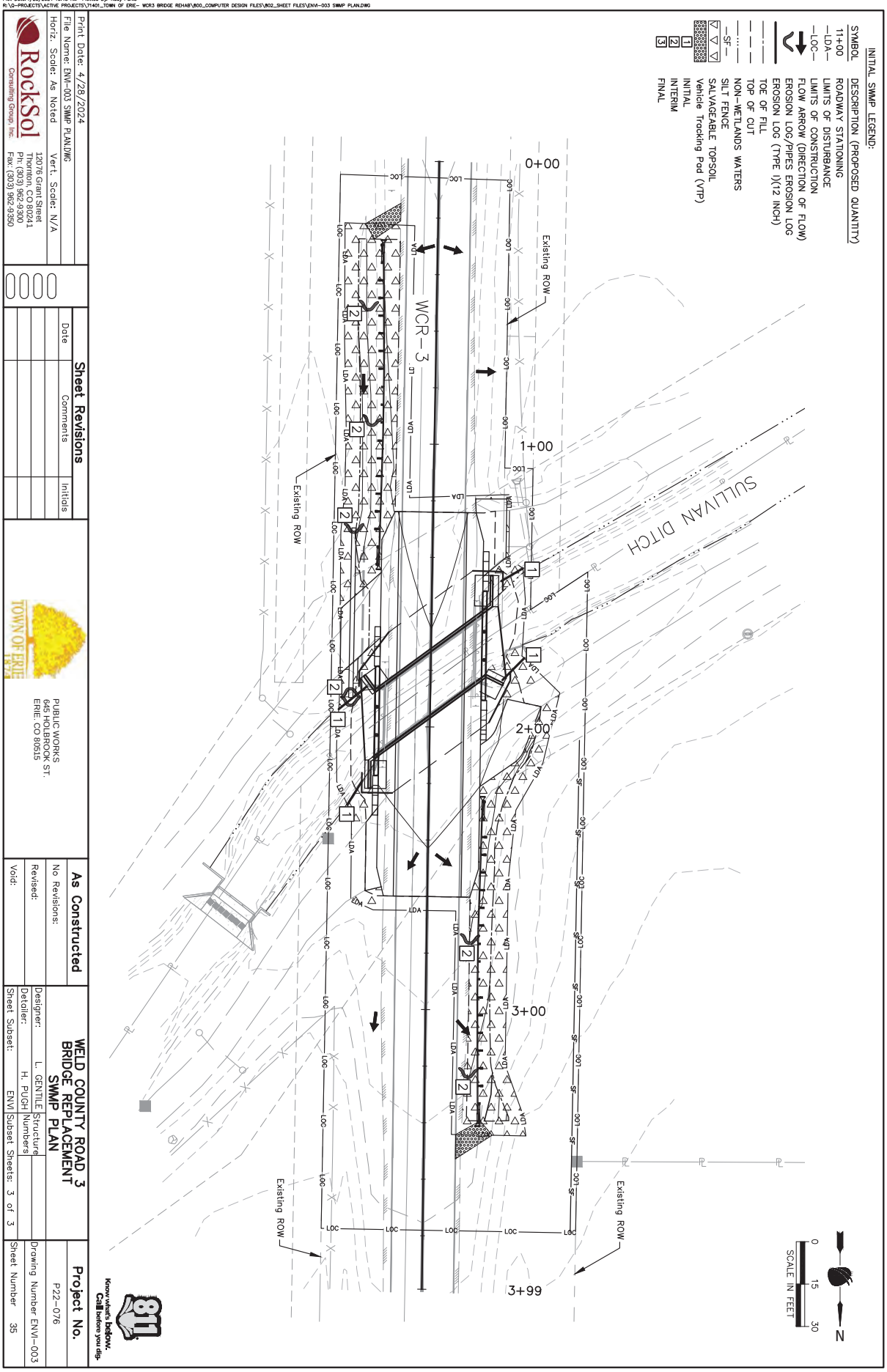


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**Sheet Revisions**

| Date | Comments | Initials |
|---|---|---|
| | | |

PUBLIC WORKS
645 HOLBROOK ST.
ERIE, CO 80515

**As Constructed**

No Revisions:

Revised:

Void:

**WELD COUNTY ROAD 3**
**BRIDGE REPLACEMENT**
**SWMP PLAN**

Designer: L. GENTILE
Detailer: H. PUGH
Sheet Subset: ENVI Subset Sheets: 3 of 3

**Project No.** P22-076

Drawing Number ENVI-003
Sheet Number 35