



Agenda

Town Council Regular Meeting | 5:30 PM

Wednesday, August 5, 2026

Town Hall / Council Chambers - 302 Pine St Minturn, CO

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order of agenda items listed are approximate.

This agenda and meetings can be viewed at www.minturn.org.

Meeting Access Information and Public Participation:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/88114453922>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 881 1445 3922

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Jay Brunvand, Town Clerk, prior to the meeting and will be included as part of the record.

1. Call to Order

2. Roll Call and Pledge of Allegiance

3. Approval of Consent Agenda

Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.

A. 07-15-2026 Minutes

B. 0136 Miles End Lane - Changes to Approved Plans

C. 671 Main Street - New Garage

4. Approval of Regular Agenda

Opportunity for amendment or deletions to the agenda.

5. Declaration of Conflicts of Interest

6. Public Comment

Citizens are invited to comment on any item on the Consent Agenda, or not on the regular Agenda subject to a public hearing. Please limit your comments to five minutes per person unless arrangements have been made for a presentation with the Town Clerk. Those who are speaking are requested to state their name and address for the record.

7. Council and Committee Reports

8. Staff Reports

A. Manager's Report

9. Special Presentations

Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.

A. Parking Study Findings

10. Business Items

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

A. Resolution No. 34, Series 2026 - Tennessee Pass Rail Corridor Preservation

B. Resolution No. 38 - Series 2026, A Resolution Authorizing an Application for the Federal Lands Access Program Grant for Cemetery Road and Bridge

C. Resolution No. 41 - Series 2026, A Resolution to Appoint an HPC Member

11. Discussion / Direction Items

A. Adoption of Strategy to Enforce Water Conservation due to Drought Conditions

12. Future Agenda Items

A. Future Meeting Topics

Information Only Items

Upcoming Council Meetings: 8/19, 9/2, 9/16. Upcoming Special Events: First Friday at Sweeney Co. Art Advisors August 7th. PrimalFest Music Festival at LBP August 15th. Minturn Art Fair (in conjunction with the Minturn Market) August 15th.

14. Executive Session

A. 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) - Provision of water service to Battle North property.

15. Adjourn



Agenda

Town Council Regular Meeting | 5:30 PM

Wednesday, July 15, 2026

Town Hall / Council Chambers - 302 Pine St Minturn, CO

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Meeting Access Information and Public Participation:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/81288063047>

Zoom Call-In Information: 1 6513728299 or 1 3017158592 **Webinar ID:** 812 8806 3047

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the "raise hand" feature in the Zoom platform. When it's your turn to speak, the moderator will unmute your line and you will have five minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Jay Brunvand, Town Clerk, prior to the meeting and will be included as part of the record.

1. Call to Order

Mayor Eric Gotthelf called the meeting to order at 5:29pm.

2. Roll Call and Pledge of Allegiance

Council present: Mayor Eric Gotthelf, and Town Council Members Gusty Kanakis, Spence Neubauer, MacKenzie Hanna, Tom Priest, and Kate Schifani. Note: Lynn Feiger was excused absent.

Staff Members Present: Town Manager Rob Gutierrez, Town Clerk Jay Brunvand (zoom), Town

Attorney Gregory Cowan, and Planner II Madison Harris.

3. Approval of Consent Agenda

Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.

A. 07-01-2026 Minutes

B. Liquor License Renewal - Meatuna LLC, dba The Crazy Chicken

Motion by Spence N., second by Kate S., to approve the July 15, 2026 Consent Agenda as presented. Motion passed 6-0.

4. Approval of Regular Agenda

Opportunity for amendment or deletions to the agenda.

Motion by Gusty K., second by Tom P., to approve the July 15, 2026 Agenda as presented. Motion passed 6-0.

5. Declaration of Conflicts of Interest

Spence N. declared a conflict of interest with regard to the Midtown Village agenda items, as they have a business relationship and with Res 40-2026. He will recuse himself from the dais during these portions of the meeting.

6. Public Comment

Citizens are invited to comment on any item on the Consent Agenda, or not on the regular Agenda subject to a public hearing. Please limit your comments to five minutes per person unless arrangements have been made for a presentation with the Town Clerk. Those who are speaking are requested to state their name and address for the record.

Lynn F. arrived at 5:34pm

Mr. Mark Sifers, 355 Pine, asked about bear attacking the trash can if that is a trash violation? If the can remains unrepaired yes, it is a violation. On 671B and C asked about the increase from construction shutoff and asked about the increased rate.

7. Council and Committee Reports

Lynn F. updated that she was late due to an extended fire district meeting today.

Gusty K. noted the bears are out and to keep trash in the cans and locked.

8. Staff Reports

A. Manager's Report

USFS bridge repairs are continuing. \$225k grant award for the shooting range that work we will be doing next year. Updated on Bolts Lake, met with the new ECSD Superintendent. Rob noted we will be having onsite tours of the water plant.

Lynn F. and Rob G. discussed the Affordable Art Sale this summer. This Friday from 3-8pm on Nelson and Williams St. and will have artist activities.

Lynn F. asked about Bolts Lake work, Rob outlined the work that will be done. This is just to see what the ground work will require.

Gusty K. noted the revised Manger's Report and liked it and the Shooting Range grant.

Rob, discussed the work at Little Beach Park and how work is progressing and a re-look at the park safety.

9. Special Presentations

Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.

A. ERWSD - Siphon Project Update (Jeff Schneider)

Jeff Schneider, ERWSD Engineer, presented.

The Minturn Siphon consists of dual 8-inch cast iron pipes that carry nearly all of the Town of Minturn's wastewater flow beneath the Eagle River. After multiple years of planning and analysis, Eagle River Water and Sanitation District (ERWSD) is preparing to mobilize for construction of improvements that will extend the infrastructure's service life and improve operations and maintenance.

Background

Originally constructed in 1968, the Siphon presents numerous operational challenges, is in deteriorated condition, and has a known safety concern related to accessing its upstream manhole. The Siphon was contemplated in multiple master planning efforts, including:

- 2009 Collection System Study
- 2017 Battle Mountain Capacity Study
- 2022 Collection System Master Plan

Preliminary engineering and alternatives analysis for the Siphon began in 2023 with a comprehensive bypass pumping and CCTV investigation to dewater the siphon and assess its interior condition. In 2024, Kimley Horn was retained to provide design engineering services, including an alternatives analysis of improvement options such as replacement of the Siphon, re-routing the interceptor pipe on the nearby Bellm Bridge, and rehabilitation of the Siphon. The rehabilitation option was selected as the best value, lowest cost, and least disruptive option.

The selected scope of the project includes replacement of the upstream splitter manhole to include flow control gates, installation of 12 linear feet of new PVC sewer main, and in situ CIPP lining of both barrels of the siphon pipe.

Heyl Construction originally intended to begin the work in late June, but the schedule was pushed approximately one month to accommodate the Town of Minturn project on the north end of town at the County Road bridge to reduce public impact. Next Steps Heyl Construction is planning to mobilize on July 20 to begin the construction of the improvements. The work will start with guardrail removal and shoring installation along US Highway 24, requiring one-way traffic with flagging between 8:30 a.m. and 4:30 p.m., Monday through Friday. Once the shoring is complete, bypass pumping equipment will be located near U.S. Highway 24 to provide 24/7 bypass pumping for approximately four weeks. This will enable the cleaning and lining of the two pipes, as well as the installation of the new manhole structure and pipe segment. The pumping on the suction side will require a small lane shift, and the discharge side will involve a shallow trench on the north side of Bellm Bridge with direct discharge into the sanitary manhole.

MacKenzie H. asked about the lane shift, it is only movable cones, not Jersey Barriers or heavy walls and traffic will only be shifted between 8:30am and 4:30pm when crews are working.

10. Business Items

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

At this time, Spence N. recused himself from the meeting due to a conflict of interest and stepped from the dais.

A. Ordinance No. 07 - Series 2026 (Second Reading) An Ordinance Approving the Final Development Plan for Midtown Village Planned Unit Development

Introduction:

The Town Council reviewed on first reading Ordinances 7, 8, and 9 - Series 2026 as well as Resolution 36 - Series 2026 at their July 1, 2026 meeting. There were some outstanding items that staff and the Applicant were trying to work through between first and second reading.

Update:

There were three conditions of approval attached to Ordinance No. 07 - Series 2026, two of which we were hoping to remove prior to second reading. Unfortunately, there was not enough time to properly address Condition 3 below, so staff is proposing this condition to remain. Also, upon further discussion with the Town Attorney, Condition 1 has been moved from Ordinance No. 07 to Ordinance No. 08 and Resolution 36, and Condition 3 has been moved from Ordinance No. 07-2026 to Resolution 36.

1. The Applicant shall address the Town Engineer's comments in the letter dated June 26, 2026 prior to or concurrent with grading permit application. This condition is proposed to remain but, upon discussion with the Town Attorney, been removed from Ordinance No. 07 and been attached to Ordinance No. 08 and Resolution 36.

2. The Applicant shall work with Town staff and representatives from the Valley Housing Store to finalize the Housing Plan and the associated covenants and deed restrictions prior to the issuance of site plan approval of any of the development tracts. This condition has been removed as Town Staff, the Applicant and representatives from the Valley Home Store have updated and finalized the Housing Plan and the deed restriction documents covering 1) Resident Occupied For Rent Units, 2) Resident Occupied For Sale Units, and 3) Price Capped Units.
3. The Applicant shall work with the Town Attorney to resolve any outstanding comments on the Homeowner's Association Declarations prior to the recording of the Final Plat. This condition is proposed to remain but, upon discussion with the Town Attorney, been removed from Ordinance No. 07 and been attached to Resolution 36. There were edits between the Applicant and the Town Attorney happening in the interim between First and Second Reading, but the final review by the Town Attorney could not be accomplished in time for this packet. Although staff was hoping that this condition of approval could be removed prior to second reading, staff does not believe that approving Midtown Village PUD with this condition attached will be detrimental to the project.

Recommendation:

Staff is recommending approval of the updated Ordinances No. 07, 08, and 09 - Series 2026 and Resolution 36 - Series 2026.

Public Hearing Opened
No Public Comment
Public Hearing Closed.

Motion by Gusty K., Second by Lynn F., to approve Ordinance 07 - Series 2026 on second reading the Midtown Village Final Development Plan for PUD, because the Final Development Plan conforms to the applicable criteria and standards of the Minturn Municipal Code and the Minturn Community Plan as presented. Motion passed 6-0. Note: Spence N. stood recused.

B. Ordinance No. 08 - Series 2026 (Second Reading) An Ordinance Approving the Final Plat for Subdivision for Midtown Village PUD

Public Hearing Opened
No Public Comment
Public Hearing Closed.

Motion by Kate S., Second by Gusty K., to approve Ordinance 08 - Series 2026 second reading Midtown Village PUD Subdivision Final Plat because the Final Subdivision Plat conforms to the Preliminary Plat, as well as applicable criteria and standards of the Minturn Municipal Code as presented. Motion passed 6-0. Note Spence N. stood Recused.

C. Ordinance No. 09 - Series 2026 (Second Reading) An Ordinance Approving the Rezoning of the Midtown Village PUD Property from South Town Commercial Zone District to Midtown Village PUD Overlay Zone District

Public Hearing Opened
No Public Comment
Public Hearing Closed.

Motion by Tom P., Second by Lynn F., to approve Ordinance 09 - Series 2026, Midtown Village PUD Overlay Zoning because the zoning complies with the applicable criteria and standards of the Minturn Municipal Code as presented. Motion passed 6-0. Note Spence N. stood Recused.

D. Resolution No. 36 - Series 2026 A Resolution Approving the Midtown Village PUD Agreement

Resolution No. 36 authorizes the Mayor to sign a PUD development agreement for the Midtown Village subdivision. The PUD Agreement is a lengthy document containing several commitments associated with the implementation and long-term maintenance of the Midtown Village PUD. There are several exhibits attached to the PUD Agreement that are substantive in nature. This memo outlines the key provisions of the PUD Agreement and the relevant exhibits.

Motion by Gusty K., second by MacKenzie., to approve a resolution authorizing the mayor of the town of Minturn to sign the planned unit development agreement for midtown village planned unit development as presented with two conditions. Motion passed 6-0. Note Spence N. stood Recused.

At this time Spence N. resumed his seat at the dais.

E. Ordinance No. 10 - Series 2026 (Second Reading), An Ordinance Amending Chapter 1, Article 4, Section 20 and Chapter 8, Article 1, Section 70 (Subsection 3) of the Town of Minturn Municipal Code General Penalty Provision to Conform with State Law

Gregory C. presented and noted there are no changes from first reading.

Late last year, the Colorado Supreme Court held that municipal general penalty provisions authorizing harsher punishments than comparable state offenses are unlawful. In response, municipalities across the state are updating and amending their general penalty provisions to more clearly align with state statutory penalty limits for like offenses. Attorney Gregory Cowan reiterated what the general penalty code provision is, and further explained the intent of cleaning up our code to align with state law.

Recommended Changes

The proposed ordinance establishes four categories of municipal offenses for organizational and sentencing purposes. These categories align with the requirements set forth in Colorado Senate Bill 21-271 (Misdemeanor Reform), which the Colorado Supreme Court has directed municipal jurisdictions to follow. The Town's compliance with these requirements is reflected in the proposed amendment to Section 1-4-20 of the Town Code. In the proposed code amendment, the portion of Section 1-4-20(a) that speaks to the treatment of ongoing violations as separate offenses

is preserved under its own subsection, subsection (c). Subsection (d), which allowed for an inflationary adjustment is recommended for removal.

Public Hearing Opened

No Public Comment

Public Hearing Closed.

Motion by Tom P., second by Lynn F., to approve Ordinance No. 10 – Series 2026 on second reading, An Ordinance Amending Chapter 1, Article 4, Section 20 and Chapter 8, Article 1, Section 70 (Subsection 3) of the Town of Minturn Municipal Code General Penalty Provision to Conform with State Law as presented. Motion passed 7-0.

F. Resolution No. 39 - Series 2026, A Resolution Amending the Eagle Valley Transportation Authority Intergovernmental Agreement

A Resolution approving an amendment requested by EVTA to clarify confusing language contained in Section 12.01 Amendments Generally.

Discussion ensued as to the intent, what the changes would result, and it was found agreeable.

Motion by Lynn F., second by Spence N., Resolution No. 39 - Series 2026, approving an amendment of section 12.01 of the Eagle Valley Transportation Authority intergovernmental agreement as presented. Motion passed 7-0.

G. Resolution No. 40 - Series 2026, Temporary License Agreement Shade Structure

At this time, Spence N. recused himself from the meeting due to a conflict of interest and stepped from the dais.

Rob G. outlined the issues and the need for this agreement. A Resolution allowing the town to temporarily use designated portions of 161 Main St to provide temporary shade structures for the public during certain town events.

Motion by Kate S., second by MacKenzie H., Approving a revocable temporary shade structure license agreement with Eagle River Holdings as presented. Motion passed 6-0.

At this time Spence N. resumed his seat at the dais.

H. Resolution No. 34 - Series 2026, Tennessee Pass Rail Corridor Preservation - Requesting Continuance to the next meeting

Motion by Gusty K., second by Kate S., to move this item to the August 5 Council Meeting. Motion passed 7-0

11. Discussion / Direction Items

A. Speed Data Presentation / Discussion

Purpose of Memorandum

The purpose of this memorandum is to inform Town Council of preliminary vehicle speed data collected by Town staff at key locations throughout Minturn. The primary objective of this effort was to better understand vehicle speeds on streets where speeding and traffic safety concerns have been identified by the public, Council, and staff, and to help determine whether additional actions should be considered to improve safety.

The data collection included Main Street (US 24), Minturn Road, Pine Street, Taylor Street, and other locations identified through public input and staff observations. Because these roadways serve different functions and are under different jurisdictions, the data was collected to support different potential future actions depending on the location.

Future Engineering Evaluation

The vehicle speed data presented in this memorandum is intended to serve as a preliminary screening tool rather than a formal engineering speed study. Town staff collected data at multiple locations to identify where speeding appears to be most prevalent and to help determine where additional professional analysis may provide the greatest benefit. Because Main Street (US 24) is under CDOT jurisdiction, future consideration of engineering-based traffic safety improvements or participation in CDOT's Automated Vehicle Identification System (AVIS) Program would require additional analysis by a qualified transportation engineering consultant. A formal engineering study would evaluate traffic speeds, roadway characteristics, traffic volumes, safety conditions, and other engineering factors beyond the preliminary information collected by Town staff. Rather than attempting to satisfy the requirements of a formal engineering study, the purpose of this preliminary data collection was to identify one or two locations where a consultant's efforts could be focused most effectively should Council decide to pursue additional evaluation.

On locally owned streets such as Pine Street and Taylor Street, the preliminary data was collected for a different purpose. Because traffic volumes are substantially lower than on Main Street, the information is intended to help evaluate neighborhood speeding concerns and determine whether local operational or traffic-calming measures should be considered, rather than to identify locations for a potential AVIS application.

Methodology & Definitions

Following concerns raised by the public and direction from Town Council, Town staff collected vehicle speed data at ten locations throughout Minturn between December 2025 and May 2026. Speed data at each location was collected over approximately one week. A summary of the data and a map of the monitoring locations are included at the end of this memorandum.

This was a preliminary staff-level data collection effort intended to identify general patterns and potential locations for further study. The data and calculations have not been independently reviewed or validated by a traffic engineer and should not be treated as a formal engineering analysis. Any findings used to support a CDOT application, enforcement program, roadway improvement, or other significant policy decision would require additional data collection and verification by a qualified transportation professional.

The 85th-percentile speed is the speed at or below which 85 percent of observed vehicles travel under typical free-flow traffic conditions. Traffic engineers commonly use the 85th percentile speed as one indicator of prevailing traffic speeds when evaluating roadway operations and potential safety concerns.

Speed variance describes the degree to which vehicle speeds differ from one another at a given location. Greater variation in speeds may indicate a less uniform traffic flow and, when considered alongside other factors, can contribute to increased crash risk. For this analysis, speed variance is expressed using the standard deviation of observed vehicle speeds.

Preliminary Findings and Candidate Locations

Based on the preliminary speed data collected by Town staff, several locations exhibited higher observed vehicle speeds than others. Staff believes the following locations may warrant additional evaluation if Council wishes to pursue further traffic safety analysis.

Highway 24 / Main Street (US 24)

Potential Higher Priority for Additional Evaluation

- Approximately 98.1% of observed vehicles exceeded the posted 25 mph speed limit. The average observed speed was 35.1 mph.
- Approximately 15% of observed vehicles traveled faster than 39 mph (the preliminary 85th-percentile speed). The highest recorded speed was 61 mph.
- Preliminary speed variation was calculated at 0.95 mph. Because this analysis was completed by Town staff, this value should be considered preliminary and verified as part of any formal engineering evaluation.

South Main Street @ Boneyard

Potential Higher Priority for Additional Evaluation

- Approximately 89.2% of observed vehicles exceeded the posted 35 mph speed limit. The average observed speed was 41.6 mph.
- Approximately 15% of observed vehicles traveled faster than 47 mph (the preliminary 85th-percentile speed). The highest recorded speed was 96 mph.
- Preliminary speed variation was calculated at 5.6 mph and should be verified through any future engineering study.

Minturn Rd North of 4th Avenue

Potential Higher Priority for Additional Evaluation

- Approximately 90.9% of observed vehicles exceeded the posted 25 mph speed limit. The average observed speed was 32.4 mph.
- Approximately 15% of observed vehicles traveled faster than 38 mph (the preliminary 85th-percentile speed). The highest recorded speed was 69 mph.
- Preliminary speed variation was calculated at 5.4 mph and should be verified through any future engineering study.

Minturn Rd South of 4th Avenue

Potential Lower Priority for Additional Evaluation

- Approximately 53.9% of observed vehicles exceeded the posted 25 mph speed

limit. The average observed speed was 26.5 mph.

- Approximately 15% of observed vehicles traveled faster than 32 mph (the preliminary 85th-percentile speed). The highest recorded speed was 49 mph.
- Preliminary speed variation was calculated at 6.3 mph and should be verified through any future engineering study.

Main Street (400 Block)

Potential Lower Priority for Additional Evaluation

- 62.80% of drivers exceed the posted limit of 25 mph with the average speed being 26.57 mph.
- Approximately 15% of drivers traveled at speeds higher than 31 mph; the maximum speed recorded was 65 mph.
- The variance is mildly high at 4.57 mph, suggesting that there is speed dispersion at this location.

Direction was to continue monitoring and applying other tactics that will reduce the rate of both the actual and perceived speed, and to continue to keep Council informed.

Pine Street 400 Block (in front of day care)

Neighborhood Safety Concern

- 34.4% of drivers exceed the posted limit of 15 mph with the average speed being 14.7 mph.
- Approximately 15% of drivers traveled at speeds higher than 18 mph; the maximum speed recorded was 32 mph.
- Given the relatively low traffic volumes on Pine Street, these observations are intended to help evaluate neighborhood speeding concerns rather than identify locations for formal engineering study or potential AVIS consideration.

Taylor Street (300 Block)

Neighborhood Safety Concern

- 35.1% of drivers exceed the posted limit of 15 mph with the average speed being 14.8 mph.
- Approximately 15% of drivers traveled at speeds higher than 18 mph; the maximum speed recorded was 28 mph.
- As with Pine Street, these observations are intended to inform local traffic safety discussions rather than identify locations for formal engineering evaluation.

It was noted that although we don't have a significant speeding issue on Pine, Boulder, and Taylor, citizens do have a safety concern where one might feel less safe riding or walking on the streets. Direction was to continue with traffic speed study and pursue other speed reduction concepts.

Overall, the preliminary data suggests that the most significant speeding concerns are concentrated along the Main Street (US 24) corridor and portions of Minturn Road. While speeding was also observed on Pine Street and Taylor Street, the lower traffic volumes and roadway context suggest these locations are more appropriately considered through neighborhood traffic management strategies rather than formal engineering evaluation for potential CDOT-related actions. Based on

these preliminary findings, staff believes any future consultant-led engineering study should focus on the higher-priority locations identified above.

Staff Discussion

The preliminary speed data indicates that speeding concerns are not uniform throughout Town. The highest observed speeds and greatest frequency of speeding were generally concentrated along the Main Street (US 24) corridor and portions of Minturn Road, while neighborhood streets such as Pine Street and Taylor Street exhibited lower overall speeds despite isolated instances of speeding.

Based on these preliminary findings, staff believes that, should Council wish to pursue additional traffic safety analysis, the most effective use of consultant resources would be to focus a formal engineering speed study on one or two of the higher-priority locations identified in this memorandum. Such a study would provide the engineering analysis necessary to better understand roadway conditions, evaluate potential mitigation strategies, and determine whether additional actions, including participation in CDOT's Automated Vehicle Identification System (AVIS) Program or other traffic safety improvements, are appropriate.

For locally owned neighborhood streets, the preliminary data may instead be useful in evaluating lower-cost operational measures, public education, enforcement efforts, or traffic-calming strategies, as appropriate.

Questions and Considerations for Council

Staff is requesting Council direction regarding the following:

1. Whether Council wishes to pursue a consultant-led engineering speed study for one or more of the higher-priority locations identified in this memorandum.
2. If so, which location(s) should be prioritized for additional evaluation.
3. Whether Council wishes staff to explore additional neighborhood traffic calming strategies for Pine Street, Taylor Street, or other locally owned streets.

Council would like to see more police coverage. It was noted south bound seems to be faster.

Ms. Lynn Teach, 253 Main St. recommended kid friendly signs encouraging cars to slow down.

12. Future Agenda Items

A. Future Meeting Topics

- 8/5 exec session re Battle Mtn
- Kate and eric will be absent

13. Adjourn

Motion by Spence N., second by Kate S., to adjourn the meeting at 7:07pm.

Eric Gotthelf, Mayor

ATTEST:

Jay Brunvand, Town Clerk

Information Only Items

- Upcoming Council Meetings: 8/5, 8/19, 9/2.
- Special Events: Aug 1st Friday at Sweeney Co.

Minturn Planning Department
Minturn Town Center
301 Boulder St. #309
Minturn, CO 81645
970-827-5645
planner1@minturn.org
www.minturn.org



Minturn Planning Commission
Chair – Lynn Teach
Jeff Armistead
Michael Boyd
Melissa Decker
Amanda Mire
Darell Wegert

Memorandum

Date: July 17, 2026
To: Minturn Planning Commission
From: Madison Harris, Senior Planner
Re: 0136 Miles End Lane - Changes to Approved Plans

Introduction:

As the Planning Commission is aware, staff processes Minor DRB applications that cover things like landscaping updates, window movements, or material changes. Staff does not approve anything to do with building height or building/impervious coverage changes as those are more substantial and so always bring them back through the Planning Commission. In this case, impervious coverage is changing, so this was brought through as a Major Change.

Analysis:

This is a single family home in the Minturn North PUD Zone District. The terrace on the rear of the property was removed and replaced with a much smaller concrete landing causing a decrease in impervious coverage from 3,091 sq. ft. (41.26%) to 3,045 sq. ft. (40.64%).

Several retaining walls and grading were changed causing building height measurements to change around the structure. The building's most restrictive point of 27 feet and 4 ½ inches however did not change. Thus building height remains unchanged. Staff has included screenshots from the original and the proposed plans below to illustrate the biggest changes.

Recommendation:

Staff is recommending approval of the plans.

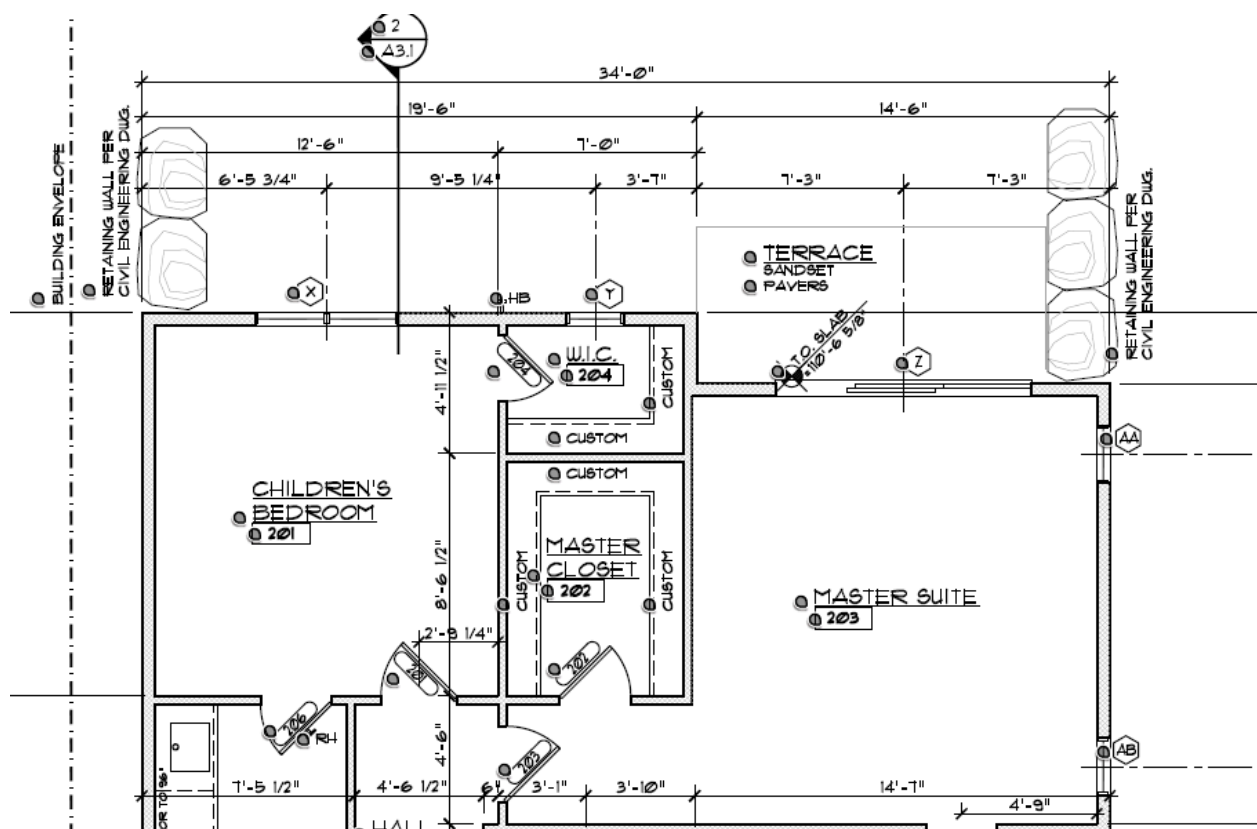


Figure 1: Original Rear Main Level Layout

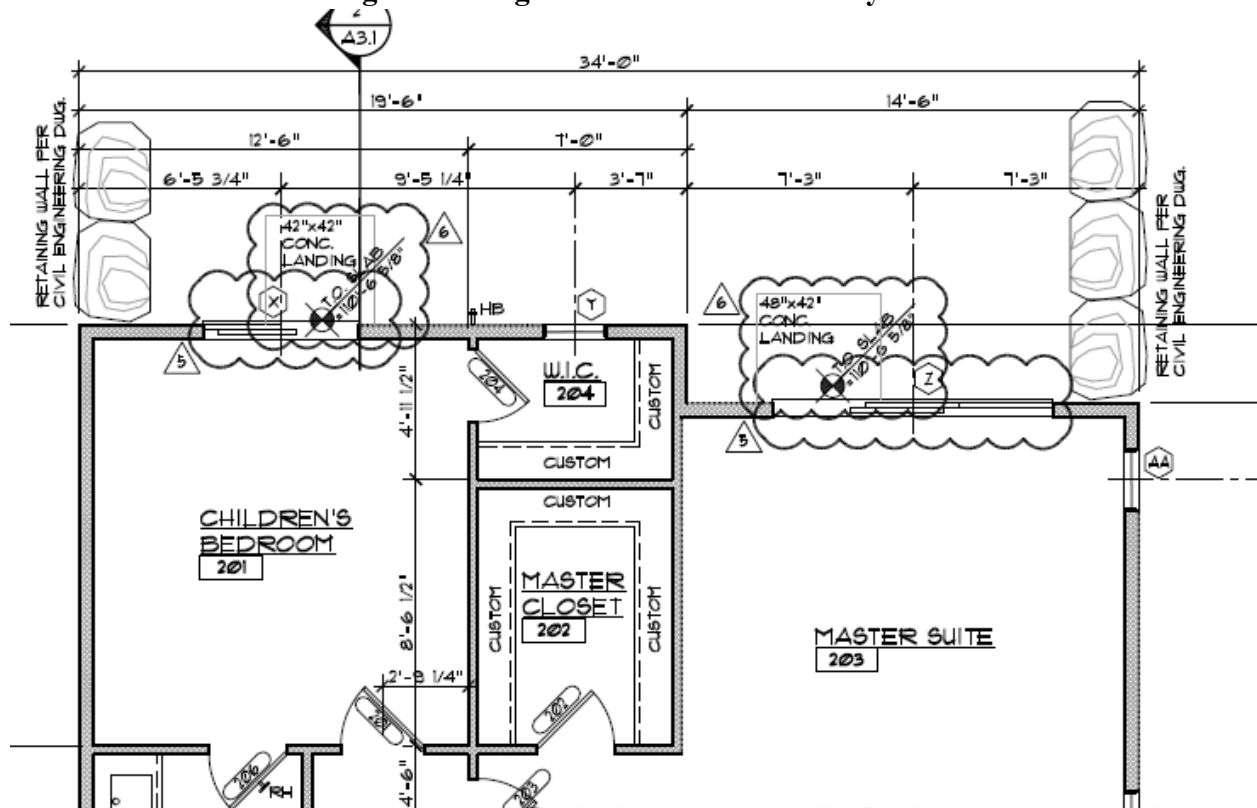


Figure 2: Proposed Rear Main Level Layout



Figure 3: Original Building Heights on Right Elevation

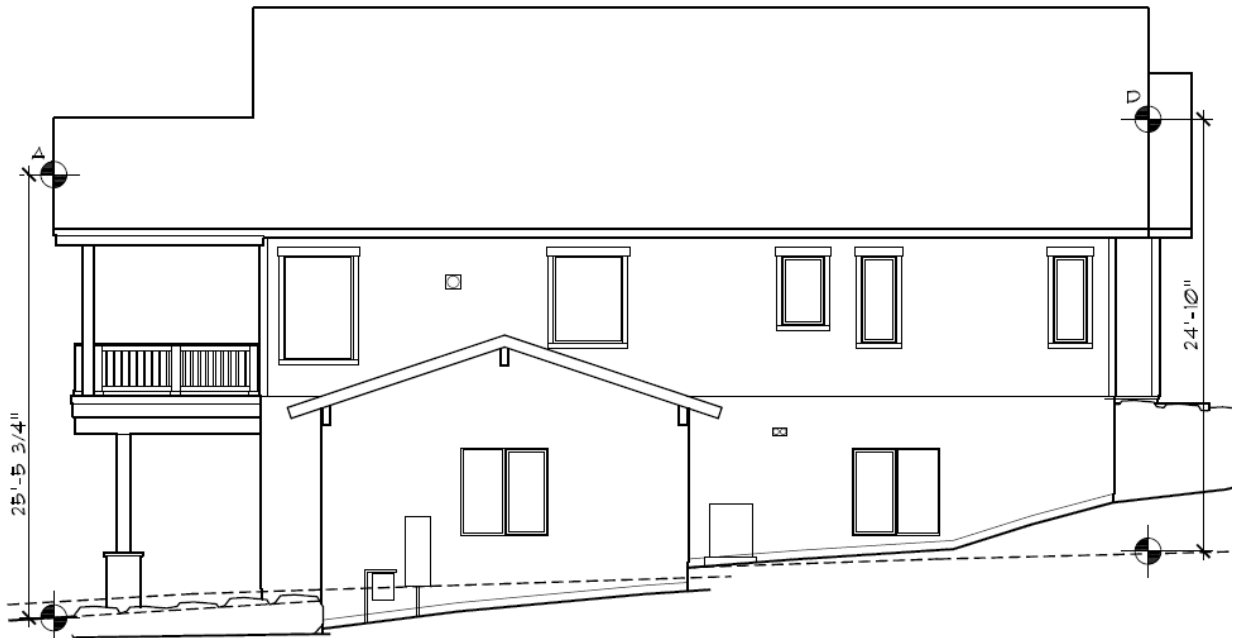


Figure 4: Proposed Building Heights on Right Elevation

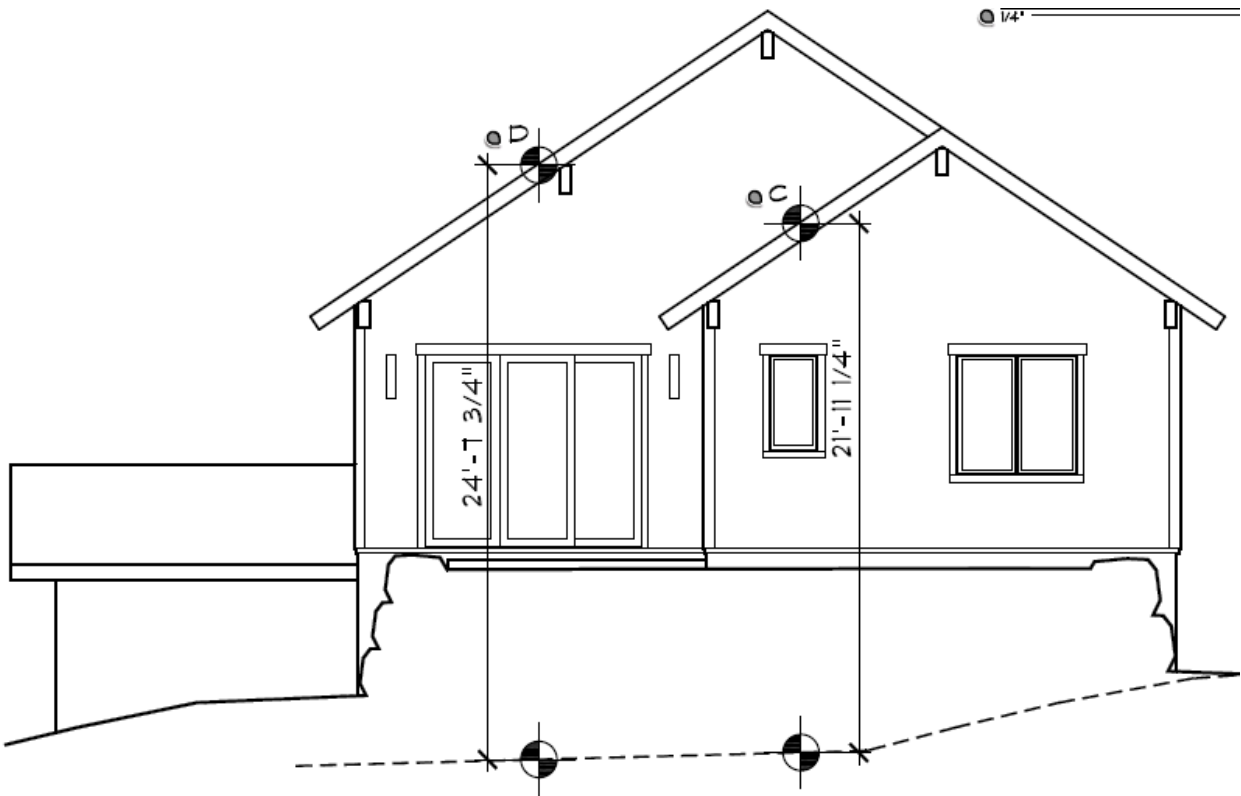


Figure 5: Original Building Heights on Rear Elevation

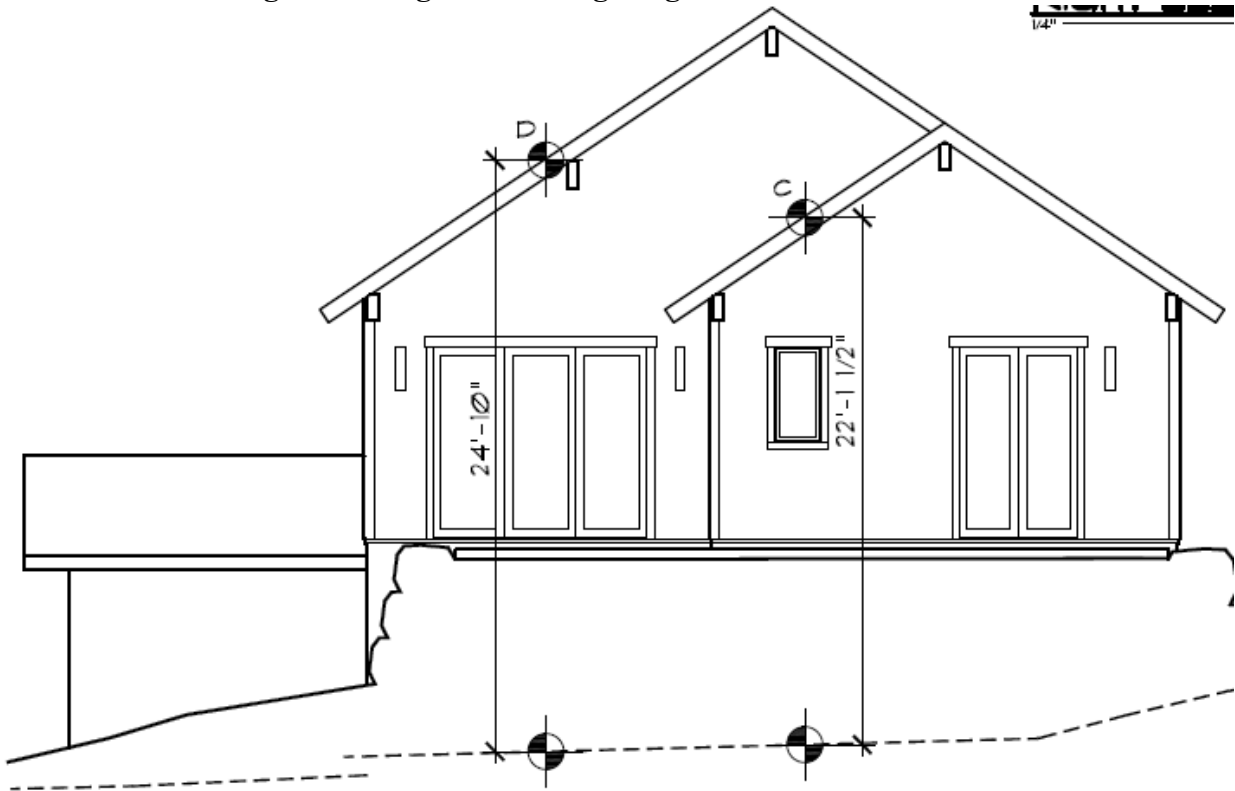


Figure 6: Proposed Building Heights on Rear Elevation



DESIGN REVIEW APPLICATION

TOWN OF MINTURN PLANNING AND ZONING DEPARTMENT
P.O. Box 309 302 Pine Street Minturn, Colorado 81649-0309
Phone: 970-827-5645 Fax: 970-827-5545 Email: planner1@minturn.org

Project Name:			
Minturn North – Friedberg Residence			
Project Location			
Street Address: 136 Miles End Lane			
Zoning: Residential		Parcel Number(s): 2103-262-30-013	
Application Request:			
Major DRB Modifications – shifting of house location on site & building height revisions			
Applicant:			
Name: Taylor Hermes & Rick Hermes – Minturn North Construction Company, LLC			
Mailing Address: [REDACTED] Edwards, CO 81632			
Phone: [REDACTED]		Email: [REDACTED]	
Property Owner:			
Name: Michael & Rachel Friedberg			
Mailing Address: [REDACTED] VAIL, CO 81658			
Phone: [REDACTED]		Email: [REDACTED]	
Required Information:			
Lot Size: 0.172 acres	Type of Residence (Single Family, ADU, Duplex) SFH	# of Bedrooms 4	# On-site Parking Spaces 6
# of Stories: 2	Snow storage sq ft: 484 sf	Building Footprint sq ft: 2,294 sf	Total sq ft Impervious Surface: 3,091 sf
Signature:			
 6/16/26			
Fee Paid: _____ Date Received: _____ Planner: _____			

CLIMATE ZONE: 6 COMPLIANCE PATH: PRESCRIPTIVE (R4012.1)

LOCATION	REQUIRED PER R402.13	R-VALUE PROVIDED	DESCRIPTION
CEILING	R-60	R-615	4 1/2" CLOSED CELL FOAM (R315) + 11" KRAFT FACED BATT5 (R50)+ R615
WOOD WALLS	R-30	R-3035	2 1/2" CLOSED CELL FOAM (R115) + 3" BLOWN IN BLANKET (R32.05)+ R3035
FLOOR	R-30	R-315 R-30	4 1/2" CLOSED CELL FOAM (R315) 0 1/4" BATT5 (R30) ABOVE GARAGE CEILING
BSMT WALLS	R-15	R-21	3" CLOSED CELL FOAM (R21)
SLAB LESS THAN 12" BELOW GRADE	R-10 cl 4 FT.	R-10	2" RIGID POLYSTYRENE BOARD VERTICAL FROM TOP OF SLAB TO 48" BELOW GRADE MIN.
PENESTRATION	U=0.30 SHGC=0.21	U=0.30 MIN	PER INDIVIDUAL WINDOW

GENERAL NOTES:

1. THE BUILDING THERMAL ENVELOPE INCLUDES ALL EXTERIOR WALLS, CANTILEVERED FLOOR AREAS, ROOFS, FOUNDATION WALLS AND GARAGE WALLS & ROOF.
2. THE VAPOR BARRIER IS A CLASS II SPRAY FOAM INSULATION PER R102.11 INSTALLED AT THE INSIDE FACE OF EXTERIOR SHEATHING.
3. ATTIC SPACES ARE INSULATED AT UNDERSIDE OF ROOF SHEATHING AND ARE UNVENTED.
4. ALL HOT WATER PIPING MUST BE INSULATED WITH MINIMUM R-3 INSULATION (R409.5.2).
5. THREE ADDITIONAL ENERGY EFFICIENCY MEASURES MUST BE PROVIDED (R409.5.3).
REFER TO THE LIST BELOW FOR ADDED COMPLIANCE REQUIREMENTS.
6. A PERMANENT CERTIFICATE SHALL BE POSTED WITHIN THE MECHANICAL ROOM (R401.3).
REFER TO THE LIST BELOW FOR ITEMS REQUIRED ON THE CERTIFICATE.

ADDED ENERGY EFFICIENCY REQUIREMENTS (R40622):

1. 40622 MORE EFFICIENT HVAC EQUIPMENT:	1. GREATER THAN OR EQUAL TO 95 AFUE NATURAL GAS FURNACE AND 16 SEER AIR CONDITIONER.
2. 40623 REDUCED ENERGY WATER HEATING:	1. GREATER THAN OR EQUAL TO 0.82 EF F06061 FUEL SERVICE WATER HEATING SYSTEM.
3. 40624 MORE EFFICIENT DUCT THERMAL DISTRIBUTION:	1. 100% OF DUCTS AND AIR HANDLERS LOCATED ENTIRELY WITHIN BUILDING THERMAL ENVELOPE.
	2. 100% OF DUCT THERMAL DISTRIBUTION SYSTEM LOCATED IN CONDITIONED SPACE PER SECTION 406332.
4. 40625 IMPROVED AIR SEALING:	1. THE MEASURED AIR LEAKAGE RATE SHALL BE LESS THAN OR EQUAL TO 3.0 ACH50, WITH EITHER AN ERY OR HRY INSTALLED.

CERTIFICATE LISTING REQUIREMENTS (R401.3)

1. The predominant R-value of insulation installed in or on ceilings, roofs, walls, foundation components such as slabs, basement walls, crawl space walls and floors and ducts outside conditioned spaces.
2. U-factors of fenestration and the solar heat gain coefficient (SHGC) of fenestration. Where there is more than one value for any component of the building envelope, the certificate shall indicate both the value covering the largest area and the area weighted average value if available.
3. The results from any required duct system and building envelope air leakage testing performed on the building.
4. The types, sizes, fuel sources, and efficiencies of heating, cooling and service water heating equipment. Where a gas-fired unvented room heater, electric furnace or baseboard electric heater is installed in the residence, the certificate shall indicate "gas-fired unvented room heater," "electric furnace" or "baseboard electric heater," as appropriate. An efficiency shall not be indicated for gas-fired unvented room heaters, electric furnaces and electric baseboard heaters.
5. Where on-site photovoltaic panel systems have been installed, the array capacity, inverter efficiency, panel tilt and orientation shall be noted on the certificate.
6. For buildings where an Energy Rating Index score is determined in accordance with Section R406, the Energy Rating Index score, both with and without any on-site generation, shall be listed on the certificate.
7. The code edition under which the structure was permitted, and the compliance path used.
8. The fuel sources for cooking and clothes drying equipment.
9. Where combustion equipment is installed, the certificate shall indicate information on the installation of additional electric infrastructure including which equipment and/or appliances include additional electric infrastructure, capacity reserved on the electrical service panel for replacement of each piece of combustion equipment and/or appliances.
10. Where a solar-ready zone is provided, the certificate shall indicate the location, dimensions, and capacity reserved on the electrical service panel.

FRIEDBERG RESIDENCE

0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO

PROGRESS SET
DRB SUBMITTAL SET
BUILDING PERMIT SET
PERMIT COMMENTS
OWNER REVISIONS
OWNER REVISIONS #2

DECEMBER 21, 2025
DECEMBER 29, 2025
FEBRUARY 09, 2026
MARCH 10, 2026
APRIL 29, 2026
JUNE 05, 2026



OWNER'S REPRESENTATIVE

RESORT CONCEPTS
PO BOX 5127
EDWARDS, COLORADO 81632
(970) 926-1720

LANDSCAPE ARCHITECT

TOMINA TOWNSEND
PO BOX 3000
EDWARDS, COLORADO 81632
(303) 945-5252

PROJECT INFORMATION:

FLOOR AREA:	FINISHED	MECH	GARAGE	TOTAL
ENTRY LEVEL:	1,057 SF	81 SF	780 SF	1,918 SF
MAIN LEVEL:	1,648 SF			1,648 SF
TOTALS:	2,705 SF	81 SF	780 SF	3,566 SF

LOT AREA:	7,492.32 SF		
BUILDING COVERAGE:	2,294 SF	30.62 %	50% ALLOWABLE

IMPERVIOUS COVERAGE: 3,045 SF 40.64 % 60% ALLOWABLE

CODE INFORMATION:

JURISDICTION: TOWN OF MINTURN, COLORADO

CODES: 2021 INTERNATIONAL RESIDENTIAL CODE
2021 INTERNATIONAL ENERGY CONSERVATION CODE
+ LOCAL AMENDMENTS

OCCUPANCY: R-3, SINGLE FAMILY RESIDENCE
CONSTRUCTION: TYPE V-B, NON RATED
SPRINKLER SYSTEM: NONE

DRAWING SCHEDULE

C	COVER	6-05-26	S1.1	STRUCTURAL NOTES & DETAILS	2-09-26
	FINAL PLAT MINTURN NORTH P.U.D.	8-13-23	S2.1	FOUNDATION PLAN	6-05-26
C.5	MINTURN NORTH P.U.D. OVERALL GRADING PLAN	5-01-25	S2.2	FLOOR FRAMING PLAN	6-05-26
			S2.3	ROOF FRAMING PLAN	2-09-26
C1	CIVIL GRADING, DRAINAGE, & EROSION CONTROL PLAN	6-19-26	S3.1	FOUNDATION DETAILS	2-09-26
C2	CIVIL DETAILS	2-09-26	S3.2	FRAMING DETAILS	2-09-26
L1	LANDSCAPE PLANTING PLAN	6-05-26			
L2	LANDSCAPE SCHEDULES & DETAILS	6-05-26	E1.1	ENTRY LEVEL SCHEMATIC ELECTRICAL PLAN	6-05-26
			E1.2	MAIN LEVEL SCHEMATIC ELECTRICAL PLAN	6-05-26
A1.1	ENTRY LEVEL PLAN	6-05-26	E1.3	ROOF SCHEMATIC ELECTRICAL PLAN	2-09-26

DEFERRED SUBMITTALS:

1. ALL PLUMBING, MECHANICAL AND HVAC SCHEDULES & DIAGRAMS TO BE SUBMITTED UNDER SEPARATE COVER PRIOR TO COMPLETION OF FRAMING.
2. TRUSS ENGINEERING WILL BE PROVIDED TO FIELD INSPECTOR AT TIME OF FRAMING INSPECTION.

ARCHITECT

EGGERS ARCHITECTURE, INC
PO BOX 798
KREMMLING, COLORADO 80459
(970) 409-9790

CIVIL ENGINEER

BOUNDARIES UNLIMITED, INC.
923 COOPER AVENUE, SUITE 201
GLENWOOD SPRINGS, COLORADO 81601
(970) 945-5252

STRUCTURAL ENGINEER

SUNDQUIST DESIGN GROUP
PO BOX 249
TARPON SPRINGS, FLORIDA 34688
(303) 355-6034

SURVEYOR

SLAGLE SURVEY SERVICES
PO BOX 751
EAGLE, COLORADO 81631
(970) 471-1499

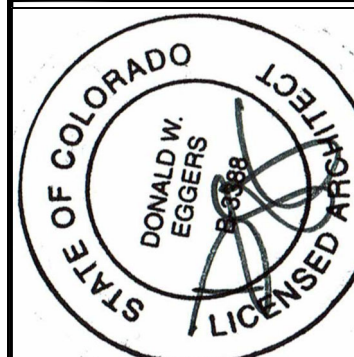
GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1790 AIRPORT ROAD, UNIT 2
BRECKENRIDGE, COLORADO 80424
(970) 453-2047

DISCLAIMER: ALL PLANS, RENDERINGS, SPECIFICATIONS AND MARKETING MATERIALS ARE SUBJECT TO REVISIONS AND MODIFICATIONS AT DEVELOPERS SOLE DISCRETION DUE TO SITE SPECIFIC GRADING CONDITIONS, AVAILABILITY OF MATERIALS, AVAILABILITY OF LABOR, MANUFACTURER SUPPLY SHORTAGES, AND GOVERNMENTAL AGENCY CHANGES. ALL PLANS AND SPECIFICATIONS ARE SUBJECT TO REVISIONS AND CONDITIONS OF APPROVAL BY THE TOWN OF MINTURN CITY COUNCIL, TOWN OF MINTURN DESIGN REVIEW BOARD, TOWN OF MINTURN BUILDING PERMIT DEPARTMENT AND ALL OTHER APPLICABLE REGULATORY AGENCIES. ARTIST RENDERINGS HAVE BEEN PROVIDED FOR ILLUSTRATIVE AND MARKETING PURPOSES ONLY AND SHOULD NOT BE RELIED UPON AS A BASIS FOR PURCHASING. COLOR MATERIALS AND DESIGN ELEMENTS ARE SUBJECT TO REFINEMENT AND REVISION WITHOUT NOTICE AT DEVELOPERS SOLE DISCRETION.

EGGERS
ARCHITECTURE, INC.
PO BOX 798 KREMMLING, CO 80459
CELL: (970) 409-9790
don.eggers@eggersarchitecture.com

RESORT CONCEPTS
2225 MAIN STREET, SUITE C-101
EDWARDS, COLORADO
(970) 926-1720



FRIEDBERG
0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO

PROJECT NO: 2412-22 L12

ISSUED			
#	DATE	BY	COMMENTS
6	6-05-26	DUE	OWNER REVISIONS #2
5	4-23-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-03-26	DUE	BUILDING PERMIT SET

C

MINTURN TOWN CERTIFICATE

This plat is approved by the town council of the Town of Minturn, County of Eagle, State of Colorado this 1 day of March, 2024, for filing with the Clerk and Recorder of the County of Eagle, Colorado, and for conveyance of the dedications shown hereon; subject to the provisions that approval in no way obligates the Town of Minturn for financing or construction of improvements of said lands, streets or easements dedicated to the public, except as specifically agreed to by the Town Council of the Town of Minturn.

WITNESS MY HAND AND THE SEAL OF THE TOWN OF MINTURN
TOWN COUNCIL OF THE TOWN OF MINTURN

BY:

MAYOR
TOWN OF MINTURN, COLORADO

ATTEST:

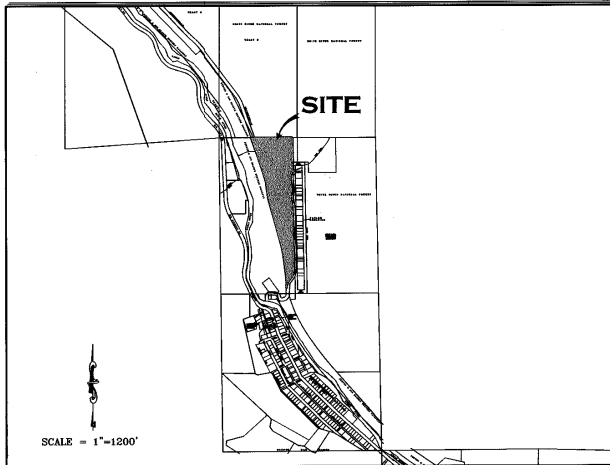
TOWN CLERK
TOWN OF MINTURN, COLORADO

LAND USE TABLE

LOT	USE	AREA	ADDRESS
1	SINGLE FAMILY	0.196 Acres	0246 Miles End Lane
2	SINGLE FAMILY	0.189 Acres	0236 Miles End Lane
3	SINGLE FAMILY	0.193 Acres	0226 Miles End Lane
4	SINGLE FAMILY	0.181 Acres	0216 Miles End Lane
5	SINGLE FAMILY	0.191 Acres	0206 Miles End Lane
6	SINGLE FAMILY	0.166 Acres	0196 Miles End Lane
7	SINGLE FAMILY	0.158 Acres	0186 Miles End Lane
8	SINGLE FAMILY	0.166 Acres	0176 Miles End Lane
9	SINGLE FAMILY	0.164 Acres	0166 Miles End Lane
10	SINGLE FAMILY	0.164 Acres	0156 Miles End Lane
11	SINGLE FAMILY	0.164 Acres	0146 Miles End Lane
12	SINGLE FAMILY	0.172 Acres	0136 Miles End Lane
13	SINGLE FAMILY	0.157 Acres	0126 Miles End Lane
14	SINGLE FAMILY	0.176 Acres	0112 Miles End Lane
15	SINGLE FAMILY	0.209 Acres	0096 Miles End Lane
16	SINGLE FAMILY	0.263 Acres	0070 Miles End Lane
17	SINGLE FAMILY	0.189 Acres	0243 Miles End Lane
18	SINGLE FAMILY	0.200 Acres	0221 Miles End Lane
19	SINGLE FAMILY	0.165 Acres	0201 Miles End Lane
20	SINGLE FAMILY	0.164 Acres	0185 Miles End Lane
21	SINGLE FAMILY	0.164 Acres	0171 Miles End Lane
22	SINGLE FAMILY	0.166 Acres	0155 Miles End Lane
23	SINGLE FAMILY	0.174 Acres	0141 Miles End Lane
24	SINGLE FAMILY	0.185 Acres	0125 Miles End Lane
25	SINGLE FAMILY	0.166 Acres	0111 Miles End Lane
26	SINGLE FAMILY	0.202 Acres	0095 Miles End Lane
27	SINGLE FAMILY	0.199 Acres	0083 Miles End Lane
28	SINGLE FAMILY	0.160 Acres	0071 Miles End Lane
29	SINGLE FAMILY	0.159 Acres	0057 Miles End Lane
30	SINGLE FAMILY	0.158 Acres	0043 Miles End Lane
31	SINGLE FAMILY	0.178 Acres	0031 Miles End Lane
32	SINGLE FAMILY	0.177 Acres	0017 Miles End Lane
33	SINGLE FAMILY	0.176 Acres	0003 Miles End Lane
34	SINGLE FAMILY	0.103 Acres	0036 Silver Star Trail
35	SINGLE FAMILY	0.103 Acres	0030 Silver Star Trail
36	SINGLE FAMILY	0.103 Acres	0024 Silver Star Trail
37	SINGLE FAMILY	0.103 Acres	0018 Silver Star Trail
38	SINGLE FAMILY	0.099 Acres	0008 Silver Star Trail
39	SINGLE FAMILY	0.129 Acres	0001 Silver Star Trail
Tract B	OPEN SPACE	2.958 Acres	
Tract C	Town Property	0.904 Acres	0052 Minturn Road (Not of PUD)
Tract D	Right of Way	0.966 Acres	Miles End Lane (North)
Tract D1	Right of Way	0.431 Acres	Miles End Lane (South)
Tract E	Open Space	1.220 Acres	
Tract F	Open Space	0.074 Acres	
Tract G	Right of Way	0.030 Acres	Silver Star Trail
Tract H	Right of Way	0.369 Acres	Fourth Street
TOTAL		13.485 ACRES	

ADDRESSES ARE FOR INFORMATIONAL PURPOSES ONLY

FINAL PLAT MINTURN NORTH P.U.D. Town of Minturn, County of Eagle, State of Colorado



GENERAL NOTES AND NOTES FOR CREATED EASEMENTS:

- The purpose of this Final Plat is to create various lots with building envelopes, open space areas and tracts, along with easements and Right of Ways, for the purposes described herein, all pursuant to Town of Minturn Land Use Regulations and Colorado Revised Statutes concerning the subdivision of land.
- Basis of Bearing: N27°04'04" W between monuments marking the C-W 16th Corner and the Northwest Corner Section 26, Township 5 South, Range 81 West, of the 6th P.M., shown and described herein. This bearing is based on the non-recorded stumped Land Survey Plat performed by Eagle Valley Survey and dated August 7, 2018.
- Survey Date: December, 2022 through July 2023.
- Legal description, easements and location of boundary lines are based on Old Republic National Title Insurance Company order number no. ABC30450645-9, dated August 03, 2023, Quitclaim Deed recorded December 02, 2014 as Reception No. 201400764 along with plat and survey monumentation referenced herein (to include the non-recorded stumped Land Survey Plat performed by Eagle Valley Survey and dated August 7, 2018). In regards to items referenced in schedule B II of this title commitment referenced above: Items 1-8, 10, 21, 24, 27 and 30 were not researched by surveyor or found to not contain easement restrictions or other survey or platting related issues.
- Item 9 - Pipe easement does not effect this platted parcel, falls in Northeast Quarter of the Northwest Quarter of Sec 26, T5S, R81W.
- Item 11&12- Ordinance and Dedication regarding Taylor Avenue. Depicted hereon by eastern boundary, recorded in Book 248 at Page 178 and Book 248 at Page 452.
- Item 13 - 20 foot Sewer Easement, Does not effect this platted Parcel.
- Item 14 - Conveyance to State Department of Highways, Does not Effect these platted lands.
- Item 15 - Does not effect these Platted lands but references conveyance of portions of Taylor Addition to the Town of Minturn.
- Item 16 - effects subject parcel as it is an Annexation of property to Town of Minturn recorded in Book 333 at Page 349.
- Item 17 & 18- Do not effect subject Parcel.
- Item 19 - Conveyance described in Book 687 at Page 268 does not contain any easements not already defined herein.
- Item 20 - Does not effect these Platted lands. (k.a. subject parcel)
- Item 21 - Public Service Company of Colorado Easement, Reception No. 897924, falls off subject Parcel.
- Item 23 - Boundary Agreement recorded as Reception No. 200824177, called out as adjoiner herein.
- Item 25 & 26 - Parcel is subject to Mapping of Piping and Ditches in area of this subject parcel defined in document recorded as Reception No. 201703240, and 201703454 any rights or restrictions and exact location thereof not clear to surveyor from face of documents.
- Item 29 - Parcel is subject to 190440 foot wide easement for right of way from Denver Rio Grand Railroad to Eagle County, the location of which is not determinable from face of document. This Agreement has to be have been Terminated prior to the Recording of this Plat.
- These platted lands are subject to:
 - The Minturn North P.U.D. Guide recorded as Reception no. 202402232
 - The Declarations of Covenants, Conditions, Restrictions and Easements for Minturn North recorded as Reception No. 202402240
- The non-exclusive Heritage Utility Easement as shown herein on page five (5) - on, over, under, above, across and through those areas designated herein as "Heritage Utility Easement" as defined in document recorded in the Eagle County Clerk and Recorder's Office as Reception No. 202316489.

PERTAINING TO HEREON CREATED EASEMENTS:

- the owner, hereby reserves for themselves their successors and / or assigns the following non-exclusive easements created herein:
 - a non-exclusive utility and drainage easement as shown herein - on, over, under, above, across and through those areas designated herein as "Utility, Drainage, Access, Utility, and Drainage Easement" AND those areas of each lot outside of Building Envelopes, for the purpose of i) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, including but not limited to waterlines and hydrants, sanitary sewerlines and manholes, telephone lines, cable television lines, gaslines, electrical lines, fiber optic lines, other communication lines and all related structures, together with right of ingress and egress.
 - a non-exclusive Utility Easement as shown herein - on, over, under, above, across and through those areas designated herein as "Access, Utility and Drainage Easement", and "Private Right of Way" to include, but not limited to, areas shown as Fourth Street, Tract D, Tract D1 and Tract G, for the purpose of i) Ingress and Egress, reasonable Pedestrian use including ingress and egress of persons including vehicle, foot, bicycle or small wheel use ii) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, and all related structures, together with right of ingress and egress, and iii) storm drainage, drainage of water flow from other lands along with the installation, use, repair, replacement, improvement and maintenance of surface drainage structures including but not limited to swales, gutters, ditches, culverts, together with right of ingress and egress thereto.
 - a non-exclusive trail easement on, over, across, and through those strips of land depicted and designated herein as "Trail Easement" on sheet 5 of 5 for Pedestrian and Trail use including reasonable ingress and egress of persons to include foot, bicycle or non-motorized use along with sidewalk or path construction, use and repair.
 - a non-exclusive trail easement on, over, across, and through those strips of land depicted and designated herein as "Trail Easement" on sheet 5 of 5 for Pedestrian and Trail use including reasonable ingress and egress of persons to include foot, bicycle or non-motorized use along with sidewalk or path construction, use and repair.
 - a non-exclusive utility and drainage easement as shown herein - on, over, under, above, across and through those areas designated herein as "Public Utility and Drainage Easement", as shown in Tract C, on sheet 2 of 5, for the purpose of i) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, including but not limited to waterlines and hydrants, sanitary sewerlines and manholes, telephone lines, cable television lines, gaslines, electrical lines, fiber optic lines, other communication lines and all related structures, together with right of ingress and egress, ii) storm drainage, drainage of water flow from other lands along with the installation, use, repair, replacement, improvement and maintenance of surface drainage structures including but not limited to swales, gutters, ditches, culverts, together with right of ingress and egress thereto.

GENERAL NOTES CONTINUED:

- Continued...
- Tract D, Tract D1, and Tract G, shall be open to Public vehicular and non-vehicular access.
- Any Easement that permits public recreation on Private Property shall benefit from the provision of C.R.S. 33-41-101 et seq.

FOLLOWING CREATED EASEMENTS DEDICATED TO TOWN OF MINTURN:

- the owner, hereby dedicates to the Town of Minturn the following non-exclusive easements:
 - a non-exclusive Utility, Drainage, Access, Utility, and Drainage Easement on, over, under, above, across and through those areas designated herein as "Utility, Drainage, Access, Utility, and Drainage Easement" for the purpose of i) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, and all related structures, together with right of ingress and egress, ii) storm drainage, drainage of water flow from other lands along with the installation, use, repair, replacement, improvement and maintenance of surface drainage structures including but not limited to swales, gutters, ditches, culverts, together with right of ingress and egress thereto, iii) reasonable local snow storage, iv) Landscaping use, and maintenance along with v) Pedestrian and Trail use including reasonable ingress and egress of persons to include foot, bicycle or non-motorized use along with sidewalk or path construction, use and repair.
 - a non-exclusive Utility, Drainage, Access, Utility, and Drainage Easement on, over, under, above, across and through those areas designated herein as "Utility, Drainage, Access, Utility, and Drainage Easement" for the purpose of i) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, and all related structures, together with right of ingress and egress, ii) storm drainage, drainage of water flow from other lands along with the installation, use, repair, replacement, improvement and maintenance of surface drainage structures including but not limited to swales, gutters, ditches, culverts, together with right of ingress and egress thereto, iii) reasonable local snow storage and iv) Landscaping use, and maintenance.
 - a non-exclusive Trail Easement on, over, under, above, across and through those areas designated herein as "Trail Easement" for the purpose of i) the installation, use, repair, replacement, improvement and maintenance of utilities of any kind, including but not limited to waterlines and hydrants, sanitary sewerlines and manholes, telephone lines, cable television lines, gaslines, electrical lines, fiber optic lines, other communication lines and all related structures, together with right of ingress and egress, ii) storm drainage, drainage of water flow from other lands along with the installation, use, repair, replacement, improvement and maintenance of surface drainage structures including but not limited to swales, gutters, ditches, culverts, together with right of ingress and egress thereto.

SURVEYOR'S CERTIFICATE

I, Matthew S. Slagle, do hereby certify that I am a Professional Land Surveyor licensed to practice land surveying under the laws of the State of Colorado, that this Subdivision Plat is a true, correct and complete plat of MINTURN NORTH P.U.D., as laid out, platted, dedicated and shown hereon, that such plat was made from an accurate survey of said property by me and/or under my supervision and accurately shows the location and dimensions of the lots, easements and rights-of-way of said plat as the same are monumented upon the ground in compliance with applicable regulation governing the subdivision of land, that such plat is based upon the professional land surveyor's knowledge, information and belief, that it has been prepared in accordance with applicable standards of practice, and that such plat is not a guaranty or warranty, either expressed or implied.



Matthew S. Slagle PLS #34998
Professional Land Surveyor
State of Colorado

Revised 02-07-24 Edited C.O.D. MSS
Revised 12-02-23 Edited Note 6a MSS
Revised 11-14-23 minor text MSS
Revised 11-07-23 Certain Dimensions MSS
Revised 11-06-23 Tract C Easements MSS
Revised 11-03-23 Town Comments MSS
Revised 10-11-23 Town Comments MSS
Revised 10-06-23 Town Comments MSS
Revised 09-26-23 Added Note regarding Tract C MSS

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

CERTIFICATE OF DEDICATION AND OWNERSHIP

Know all men by these presents that Minturn Crossing LLC (being sole owner in fee simple, mortgagee or lienholder, of all that real property situated in the Town of Minturn, County of Eagle, State of Colorado described as follows:
Parcel 1, UPRR Subdivision according to the Final Plat thereof recorded on 13th day of December, 2023 as Reception No. 202316483 in the Office of the Eagle County Clerk and Recorder, Eagle County, Colorado. Containing 13.485 acres more or less; and has caused the same to be laid out, platted and subdivided, and designated as MINTURN NORTH P.U.D. subdivision in the Town of Minturn, County of Eagle, State of Colorado, and does hereby accept responsibility for the completion of the improvements required by this plat, and does hereby accept responsibility for the completion of the improvements required by this plat and does hereby dedicate and set aside the following tracts, parcels and easements as follows:
-To the Town of Minturn Tract H (Fourth Street) and the easements described and depicted hereon in General Note 7, together with associated public improvements.
-To Utility Providers such utility easements as depicted herein in which utility infrastructure is located.

OWNER: MINTURN CROSSING LLC
ADDRESS: 225 Main Street, Suite C-101
Edwards, Colorado 81632

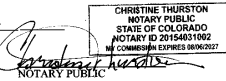
BY: RICK HERMES
TITLE: MANAGER

STATE OF COLORADO)
COUNTY OF EAGLE)

THE FOREGOING CERTIFICATE OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS 4 DAY OF MARCH, A.D. 2024 BY RICK HERMES AS MANAGER OF MINTURN CROSSING LLC.

MY COMMISSION EXPIRES 6 AUG 27

WITNESS MY HAND AND OFFICIAL SEAL



SUBORDINATION BY MORTGAGEE

Philip Hadley, being the holder of a promissory note secured by deed of trust recorded the 13th day of December 2023, at Reception No. 202316490, in the Office of the Clerk and Recorder of Eagle County, Colorado, hereby consents to the Subdivision of the lands set forth in this Final Plat of Minturn North P.U.D., and subordinates the lien represented by the aforesaid deed of Trust to the Dedication and restrictions as shown on this final plat and relative covenants, conditions and restrictions.

MORTGAGEE: Philip Hadley

BY: Philip Hadley as Individual

STATE OF Colorado)
COUNTY OF Eagle)

The foregoing Subordination by Mortgagee was acknowledged before me this 26 day of February, 2024, By Philip Hadley as Individual

WITNESS MY HAND AND OFFICIAL SEAL

MY COMMISSION EXPIRES: Aug 01, 2025



CERTIFICATE OF TAXES PAID

I, the undersigned, do hereby certify that the entire amount of taxes and assessments due and payable as of January 1, 2023, upon all parcels of real estate described on this Plat are paid in full.

DATED THIS 1st OF March, A.D. 2024
ROSE DI
TREASURER OF EAGLE COUNTY

TITLE CERTIFICATE
I, Matthew S. Slagle, does hereby certify that it has examined the title to all lands shown upon this plat and that title to such is vested in MINTURN CROSSING LLC free and clear of all liens, taxes, and encumbrances, except DEED OF TRUST RECORDED 12/13/23, 202316490

DATED THIS 26th DAY OF February, A.D. 2024

AGENT:

CLERK AND RECORDER'S CERTIFICATE # 539

This Plat was filed for record in the Office of the Clerk and Recorder at 1:59 o'clock P.M., on this 4 day of March, A.D. 2024

CLERK AND RECORDER

BY: Alan S. Slagle

DEPUTY



SLAGLE SURVEY SERVICES
800 Castle Drive - P.O. Box 751 Eagle, Colorado 81631
970.471.1499 Office matthew@slaglesurvey.com
www.SlagleSurvey.com

FINAL PLAT MINTURN NORTH P.U.D.

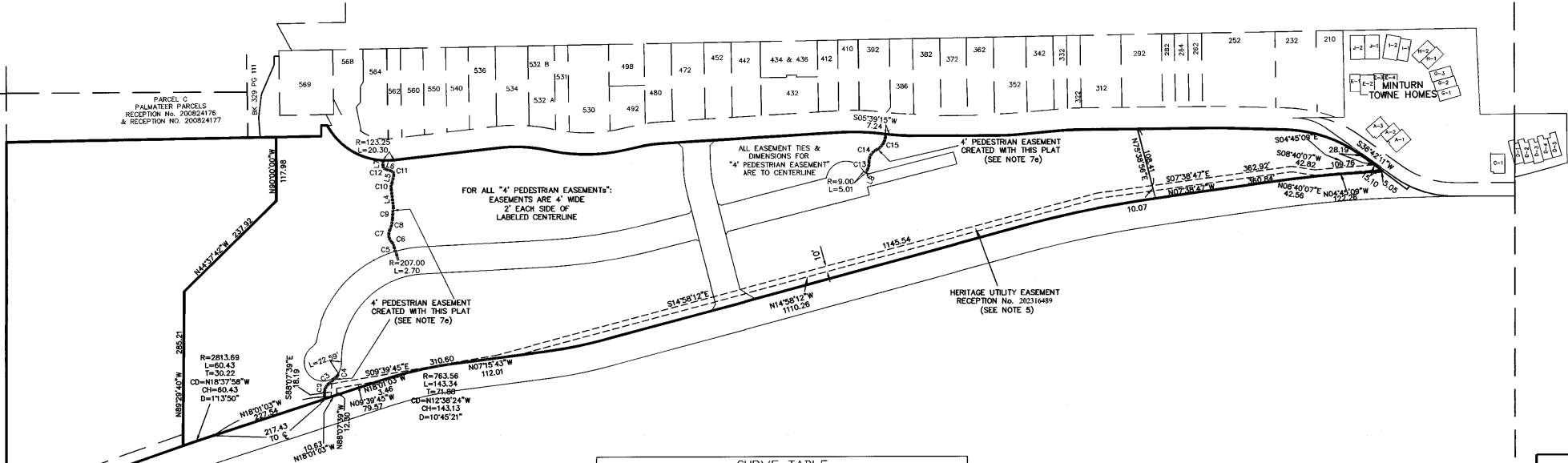
Town of Minturn, County of Eagle, State of Colorado

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SHEET: 1 OF 5 DATE: 08-13-2023

Eagle County, CO
Regina O'Brien
Pgs: 5
REC: \$55.00 DOC: \$0.00
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03/04/2024
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Page 1 of 146

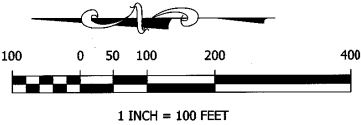
FINAL PLAT
MINTURN NORTH P.U.D.
Town of Minturn, County of Eagle, State of Colorado
SHEET 5 OF 5

ADDITIONAL EASEMENT DETAIL SHEET



LINE TABLE		
LINE	LENGTH	BEARING
L4	32.13	N63°15'49"E
L5	14.91	S77°04'30"E
L6	11.48	N18°26'21"E
L7	9.83	S89°36'46"E
L8	7.28	N62°43'18"W

CURVE TABLE						
CURVE	LENGTH	RADIUS	Tangent	Chord	Chd Bng	Delta
C2	29.35	22.25	17.26	27.27	S79°27'12"E	75°35'30"
C3	18.66	276.62	9.33	18.65	S39°43'32"E	3°51'51"
C4	9.01	8.52	4.97	8.59	S66°04'17"E	60°33'21"
C5	7.90	333.24	3.95	7.90	S79°46'25"W	12°13'31"
C6	11.08	18.95	5.70	10.93	N63°41'55"E	33°30'33"
C7	24.01	20.01	13.69	22.60	S81°19'10"W	68°45'04"
C8	20.65	49.15	10.48	20.50	S76°20'24"E	24°04'13"
C9	22.78	236.37	11.40	22.77	S85°36'54"E	5°31'15"
C10	12.77	20.27	6.60	12.56	S83°06'39"E	36°05'40"
C11	9.29	7.31	5.39	8.68	N57°19'55"E	72°46'53"
C12	8.09	6.45	4.68	7.57	N54°28'07"E	71°50'14"
C13	15.45	30.72	7.89	15.28	S77°07'28"E	28°48'21"
C14	27.14	23.79	15.26	25.69	S58°50'20"E	65°22'36"
C15	35.79	30.20	20.33	33.73	S60°06'18"E	67°54'31"

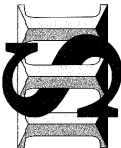


Matthew S. Slagle PLS 34998
Professional Land Surveyor
State of Colorado

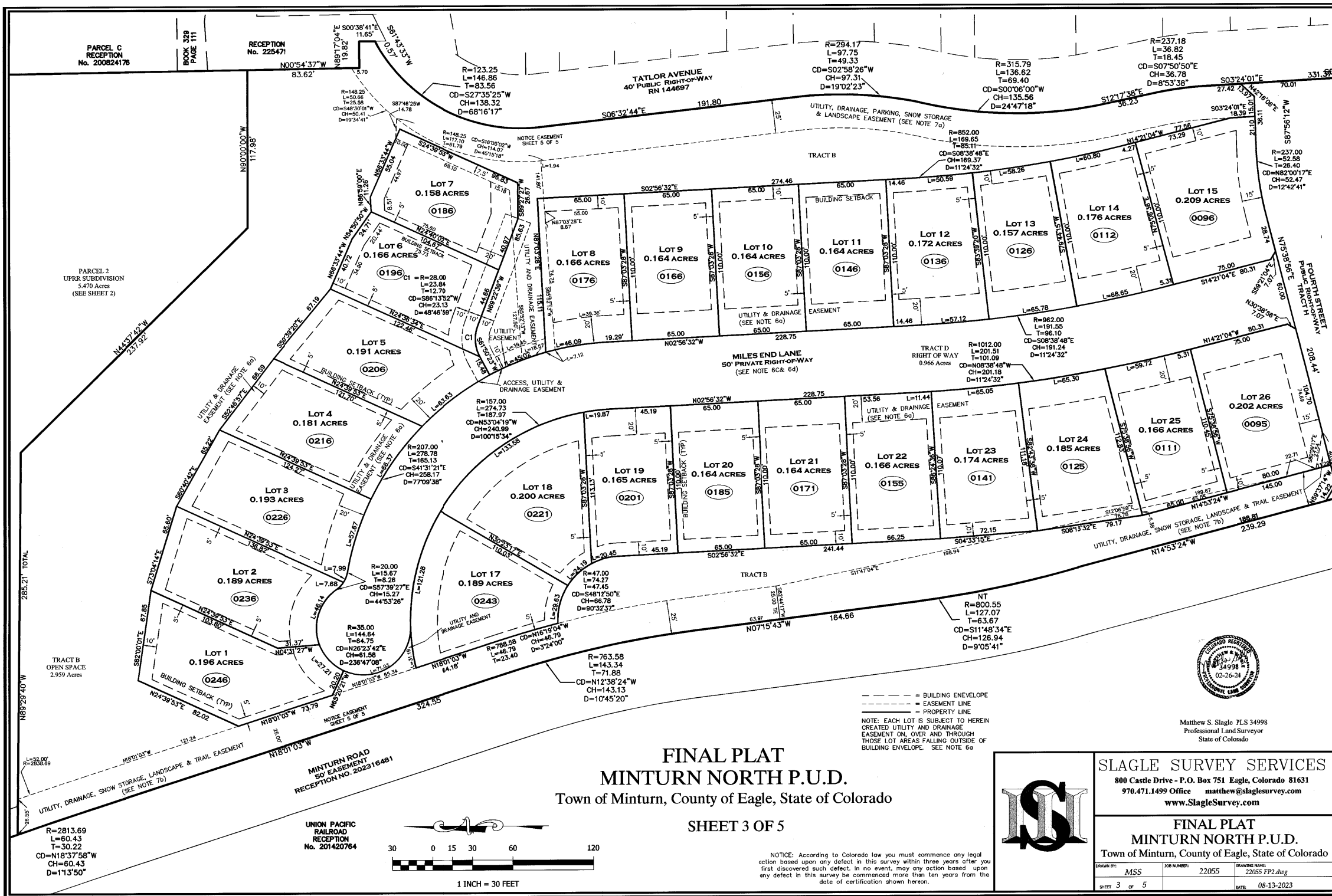
SLAGLE SURVEY SERVICES
800 Castle Drive - P.O. Box 751 Eagle, Colorado 81631
970.471.1499 Office matthew@slaglesurvey.com
www.SlagleSurvey.com

FINAL PLAT
MINTURN NORTH P.U.D.
Town of Minturn, County of Eagle, State of Colorado

DRAWN BY:	MSS	DATE:	08-13-2023
CHECKED BY:	MSS	DATE:	08-13-2023
DATE:	2/20/25	DATE:	08-13-2023



202402234



FINAL PLAT
MINTURN NORTH P.U.D.
Town of Minturn, County of Eagle, State of Colorado

SHEET 3 OF 5

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.



Matthew S. Slagle PLS 34998
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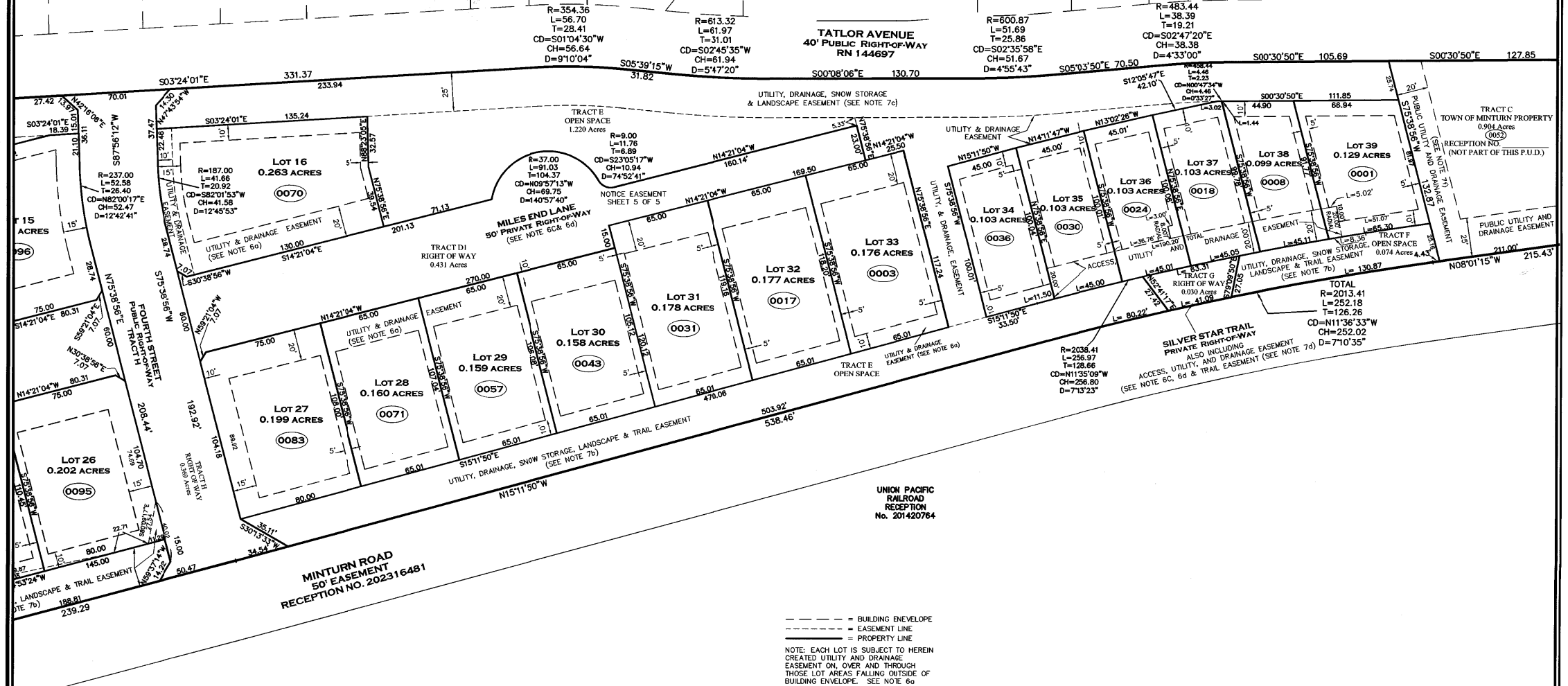
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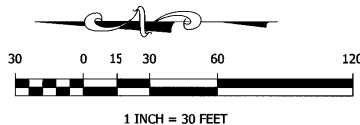
DRAWN BY:	MSS	JOB NUMBER:	22055	DRAWING NAME:	22055 FP2.dwg
SHEET:	3 OF 5	DATE:	08-13-2023		

202402234

FINAL PLAT
MINTURN NORTH P.U.D.
Town of Minturn, County of Eagle, State of Colorado
SHEET 4 OF 5



Matthew S. Slagle P.L.S. 34998
Professional Land Surveyor
State of Colorado



--- = BUILDING ENVELOPE
- - - = EASEMENT LINE
___ = PROPERTY LINE
NOTE: EACH LOT IS SUBJECT TO HEREIN
CREATED UTILITY AND DRAINAGE
EASEMENT ON, OVER AND THROUGH
THOSE LOT AREAS FALLING OUTSIDE OF
BUILDING ENVELOPE. SEE NOTE 6a

UNION PACIFIC
RAILROAD
RECEPTION
No. 201420764



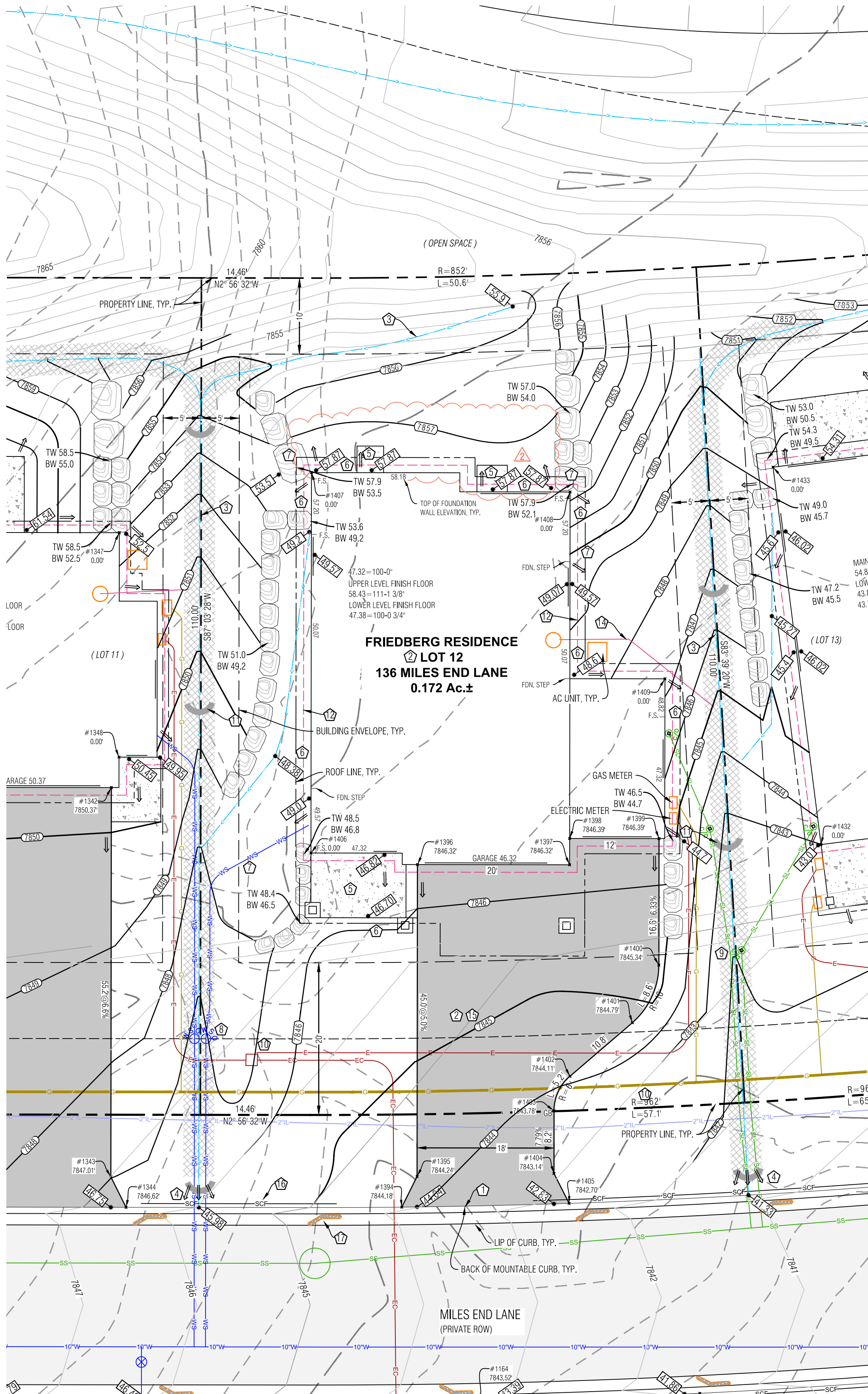
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DRAWN BY: MISS JOB NUMBER: 22055 DRAWING NAME: 22055 FP2.dwg
SHEET 4 OF 5 DATE: 08-13-2023

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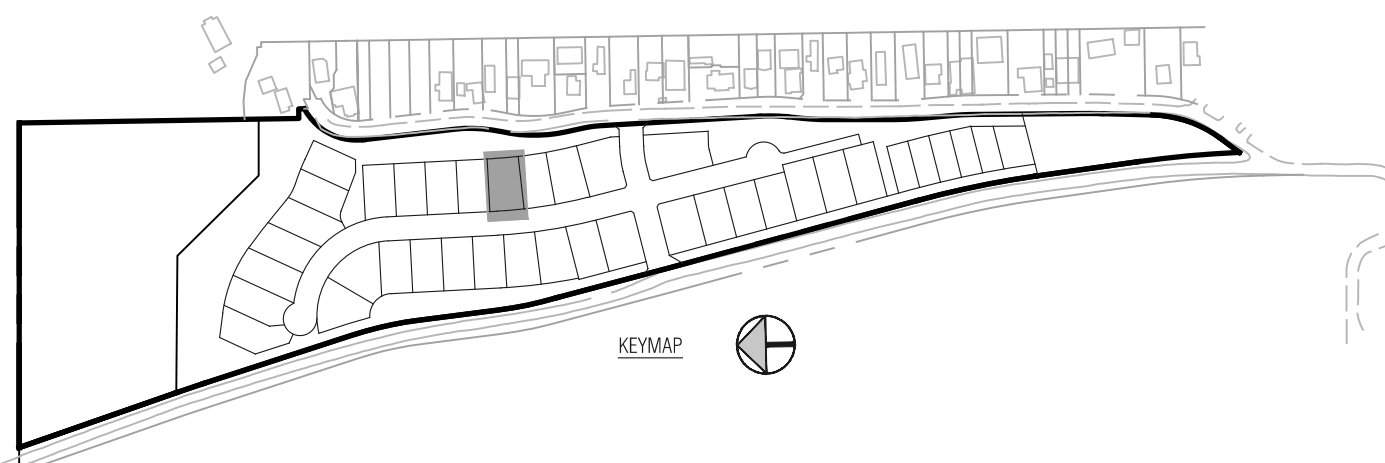


Point Table				
Point #	Desc.	Elev.	North	East
1394	Driveway	7844.18'	3992.31	5480.74
1395	Driveway	7844.24'	3990.52	5484.87
1396	Driveway	7846.32'	3992.63	5525.82
1397	Driveway	7846.32'	3972.65	5526.84
1398	Driveway	7846.39'	3972.83	5530.30
1399	Driveway	7846.39'	3961.10	5530.90
1400	Driveway	7845.34'	3960.24	5514.29
1401	Driveway	7844.79'	3963.32	5506.55
1402	Driveway	7844.11'	3971.14	5499.08
1403	Driveway	7843.78'	3972.99	5494.43
1404	Driveway	7843.14'	3972.57	5486.22
1405	Driveway	7842.70'	3970.37	5482.39
1406	House Corner	0.00'	4006.69	5526.59
1407	House Corner	0.00'	4009.25	5576.53
1408	House Corner	0.00'	3975.17	5575.78
1409	House Corner	0.00'	3961.43	5551.91

LEGEND
TW TOP OF WALL
BW BOTTOM OF WALL
GB GRADE BREAK
EX EXISTING
LP LOW POINT
HP HIGH POINT
PROPOSED SPOT ELEVATION
DRAINAGE SWALE
FLOW ARROW
SEDIMENT CONTROL FENCE
PROPOSED MAJOR/MINOR CONTOUR
EXISTING MAJOR/MINOR CONTOUR
EROSION LOGS
ASPHALT DRIVEWAY & AUTO-COURT
NORTH AMERICAN GREEN SC-250BN EROSION CONTROL FABRIC, OR RIPRAP ALTERNATIVE
FLAGNOTE
EX CURB STOP
POSSIBLE ELECTRIC SERVICE
POSSIBLE GAS SERVICE
POSSIBLE WATER SERVICE
POSSIBLE SEWER SERVICE
FOUNDATION DRAIN
IRRIGATION LINE AND DRAIN
DOWNSPOUT & STORM DRAIN WITH SIZE
BOULDER WALL

NOTES:
1) BASIS OF ELEVATION: NAVD88 BASED ON THE ORIGINAL TOPOGRAPHIC MAP OF MINTURN NORTH PREPARED BY GORE RANGE SURVEYING, LLC., JOB NO. 19-1203, DATED 4/1/21. NO BENCHMARK WAS NOTED ON THE BASE SURVEY.
2) THE BOUNDARY DIMENSIONS, EASEMENTS AND RIGHTS OF WAY SHOWN HEREON ARE BASED ON THE FINAL PLAT OF MINTURN NORTH PLD, AND SURVEY CONTROL MONUMENTS FOUND AT THE TIME OF THE SURVEY AND SHOWN ON THE SURVEY REFERENCED ABOVE.
3) SEE ADDITIONAL SITE NOTES & DETAILS ON SHEET C2.
4) EXISTING CONTOUR INTERVAL IS 1 FT., PROPOSED CONTOUR INTERVAL IS 1 FT.
5) LOT AREA: 7.515 SF±
DISTURBANCE AREA: 7.515 SF±
6) THIS (CIVIL) PLAN SET IS INTENDED TO BE PLOTTED IN COLOR. FAILURE TO DO SO MAY RESULT IN MISSING DATA & INFORMATION CRITICAL TO THE PROJECT.
7) CONSTRUCTION ACCESS TO BE LIMITED TO THE AREA WITHIN THE VEHICLE TRACKING PAD. SILT SOCKS TO BE INSTALLED EVERY 30 FEET WITHIN THE CURB LINE ALONG THE LOT FRONTAGE. DIRT TRACKED ONTO PUBLIC ROW TO BE CLEANED AFTER ANY MAJOR STORM EVENT OR WITHIN THREE WORKING DAYS.

- FLAGNOTES:
- MATCH TO BACK OF EXISTING CURB.
 - PROPOSED ASPHALT DRIVEWAY, AUTO-COURT AND CONCRETE WALKWAYS, STRIP ALL TOPSOIL, ALL EARTHWORK CONSTRUCTION TO BE APPROVED BY THE GEOTECHNICAL ENGINEER. STRUCTURAL FILL FOR THE SITE AND UNDER THE BUILDING AND DRIVEWAY TO FOLLOW THE DIRECTION OF THE GEOTECH REPORT.
 - PROVIDE DRAINAGE SWALE AS SHOWN, WITH NORTH AMERICAN GREEN SC250 EROSION FABRIC OR RIPRAP WHERE SLOPE EXCEEDS 5%. SEE DETAIL.
 - WHERE PROPOSED SWALE SPILLS OVER THE TOP OF THE CURB LINE, FAN OUT DRAINAGE SWALE TO EVENLY DISSIPATE DRAINAGE, TYP.
 - SLOPE PATIOS, DECKS AND WALKS AT 2% MIN. AWAY FROM THE STRUCTURE.
 - GRADE AROUND THE PERIMETER OF BUILDING AS NECESSARY 10% FOR 5-FEET MIN. (10 FT. WHERE POSSIBLE) IN UNPAVED AREAS TO ENSURE PROPER DRAINAGE AWAY FROM THE FOUNDATION. IT WILL BE IMPORTANT TO CONSTRUCT AND DIRECT SURFACE DRAINAGE AWAY FROM BUILDING, WALKS AND WALLS TO EITHER THE AUTO-COURT, THE OUTLET SWALE, OR DOWNWARD SLOPING NATURAL GRADE. VERIFY DRAINAGE AND SWALE INTEGRITY ON A REGULAR BASIS.
 - INSTALL BOULDER WALL FOR LANDSCAPE AREAS PER THE DETAIL ON SHEET C2. WALL DRAIN LINES NOT SHOWN. INSTALL FENCE OR BARRIER AT TOP OF WALL WHERE APPROPRIATE.
 - LOCATE EXISTING CURB STOP. CONFIRM LOCATION AND CONNECTION WITH THE WATER & SANITATION DISTRICT. CONNECT AND EXTEND NEW WATER SERVICE TO MECHANICAL ROOM. WATER SERVICE TO BE 1-1/2" CONTINUOUS COPPER LINE FROM THE CURB STOP TO THE MECHANICAL ROOM. MAINTAIN COVER OVER NEW SERVICE PER DISTRICT REGULATIONS. INSULATE THE WATER SERVICE IF COVER IS LESS THAN 7 FEET NEAR THE RETAINING WALL.
 - APPROXIMATE LOCATION OF SEWER SERVICE STUB. CONFIRM INVERT PRIOR TO CONSTRUCTION FOR ABILITY TO SERVICE HOUSE BY GRAVITY. OR WHETHER A PUMP MAY BE REQUIRED. CONNECT AND EXTEND NEW SEWER SERVICE TO MECHANICAL ROOM. MAINTAIN COVER OVER NEW SERVICE PER DISTRICT REGULATIONS. INSTALL CLEANOUTS AT HOUSE EXTERIOR AND ALL BEND LOCATIONS.
 - LOCATE, CONNECT TO, AND EXTEND GAS, ELECTRIC, AND COMMUNICATION SERVICES TO METER CABINET AND GAS METER LOCATION. MAINTAIN COVER & CLEARANCES BETWEEN/OVER NEW SERVICES PER UTILITY REGULATIONS.
 - EROSION LOGS PER DETAIL ON SHEET C2.
 - FOUNDATION DRAIN, TYP., INSTALL IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. DRAIN @ 0.5% MIN. TO DAYLIGHT, SEE DETAIL ON SHT. C2.
 - EXTEND THE FOUNDATION DRAIN FROM SUMP PUMP IN HOUSE TO DAYLIGHT WITH SOLID PIPE. COVER WITH A RODENT SCREEN AT END.
 - INSTALL VEHICLE TRACKING PAD PER DETAIL ON SHEET C2 AT LOCATION OF DRIVEWAY. TRACKING PAD TO BE REMOVED PRIOR TO FINAL DRIVEWAY SUBGRADE PREPARATION AND PAVING.
 - SILT FENCE PER DETAIL ON SHEET C2.
 - INSTALL SILT SOCKS WITHIN CURB LINE, EVERY 30 FT. ±.



Boundaries Unlimited Inc.
Civil Engineering
Surveying
& Beyond
923 Cooper Ave., Ste. 201
Glenwood Springs, CO 81601
(T) 970.945.5252
www.bu-inc.com
Subsurface Utility Engineering (SUE)
Required Project: **TBD**
If "Yes", SUE Certification by:
Firm: **TBD**
Job #: **TBD**
Date: **TBD**
Engineer or Surveyor Seal
Colorado Licensed Professional Engineer
2/9/06
19082
Client Information:
MINTURN NORTH LAND COMPANY LLC
PO BOX 2633
EDWARDS, CO 81632
970 926-1720

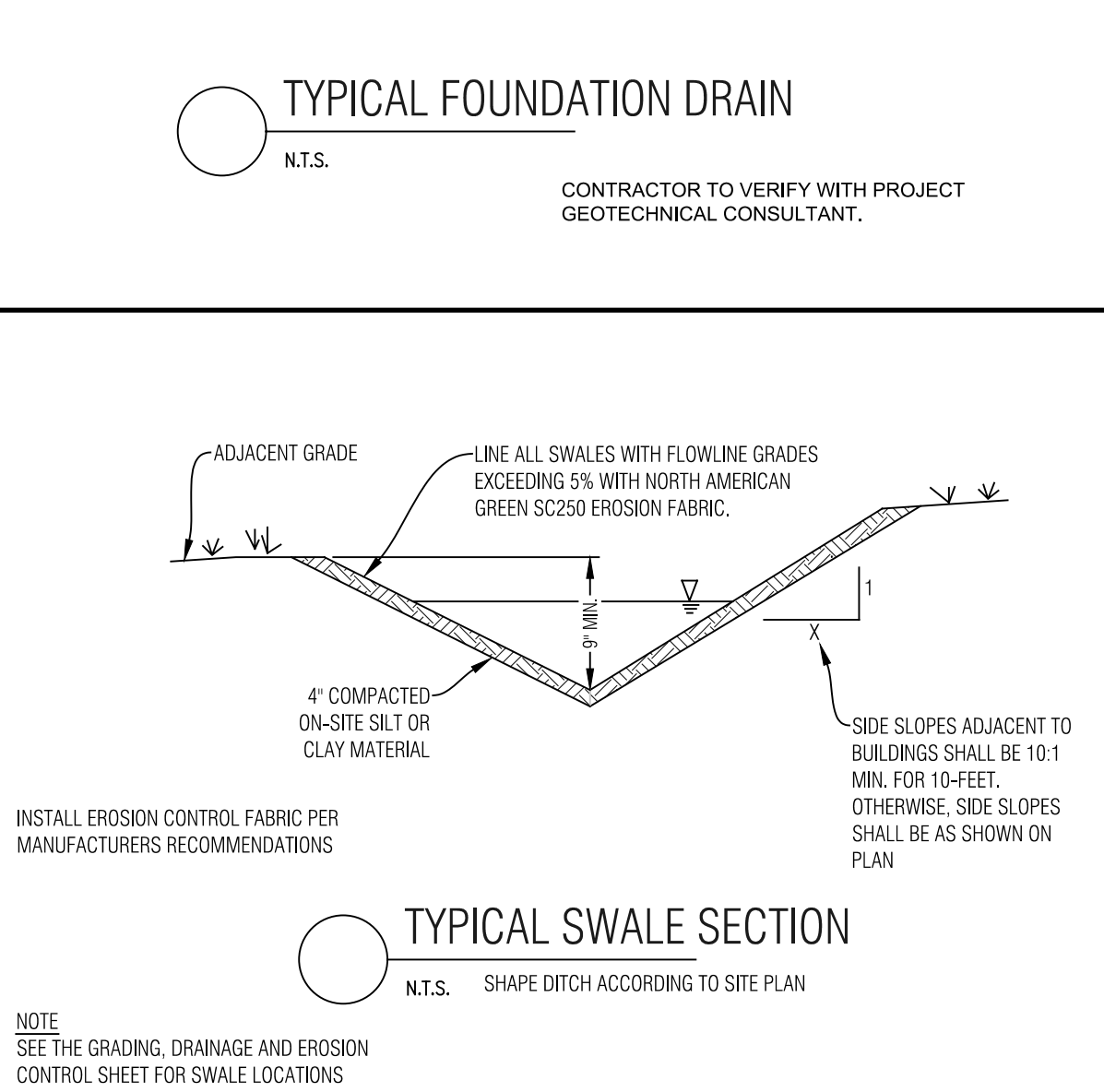
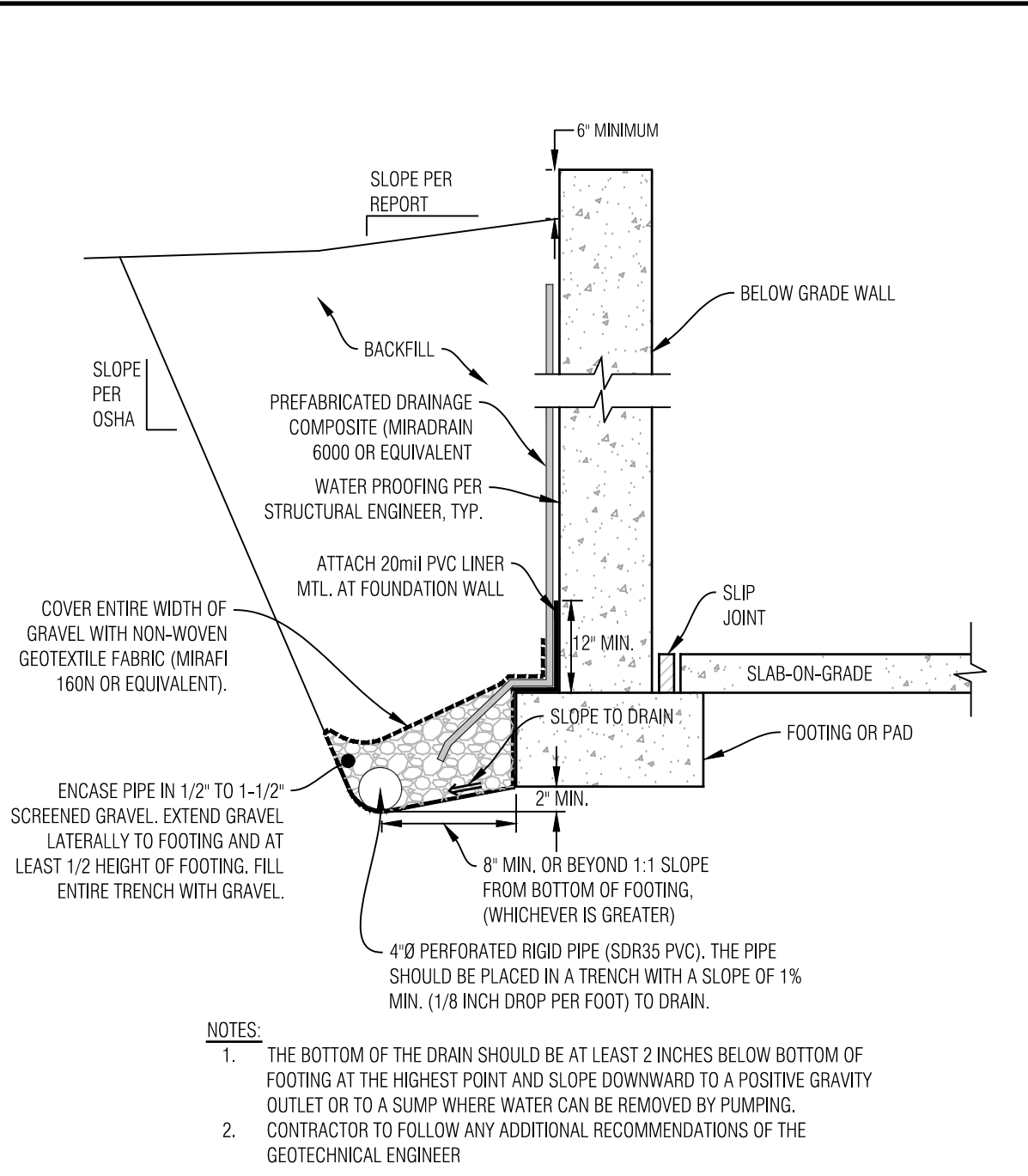
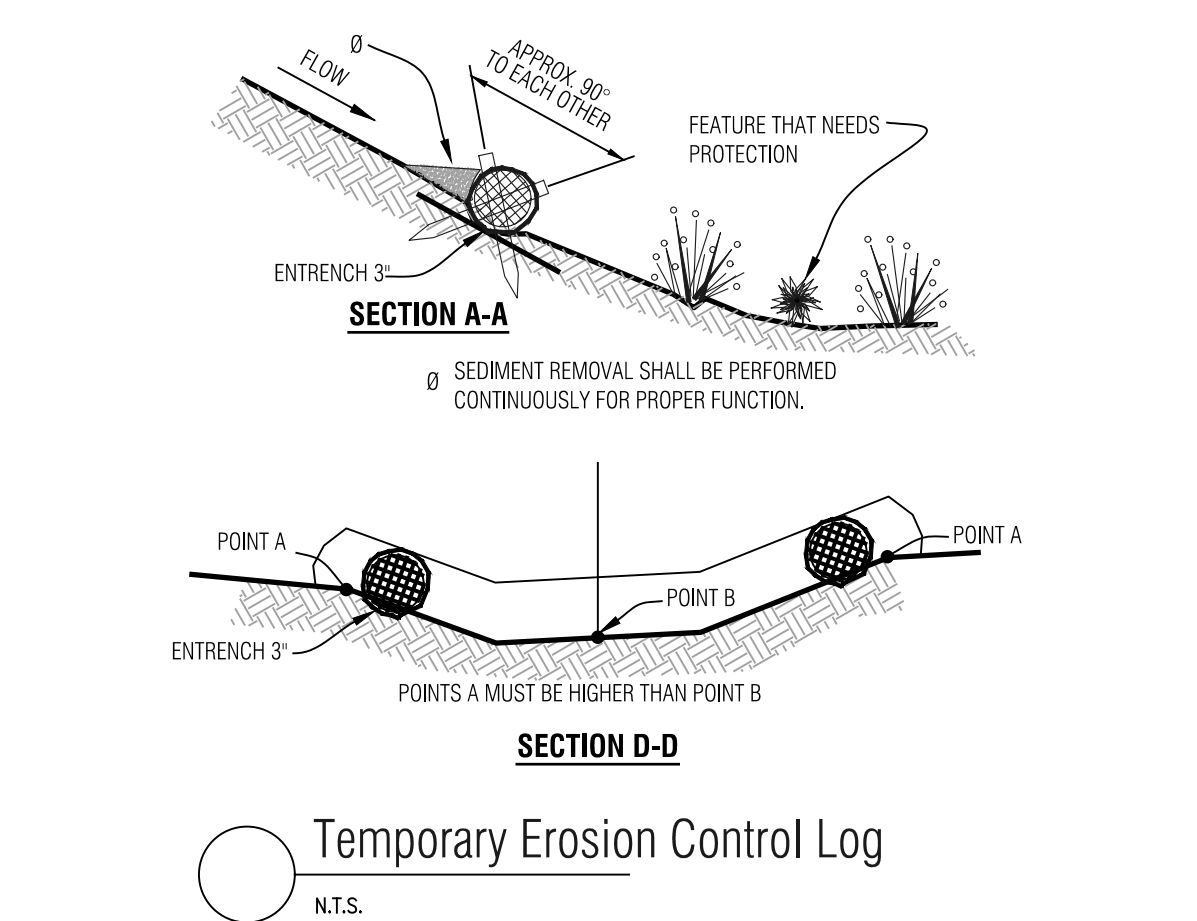
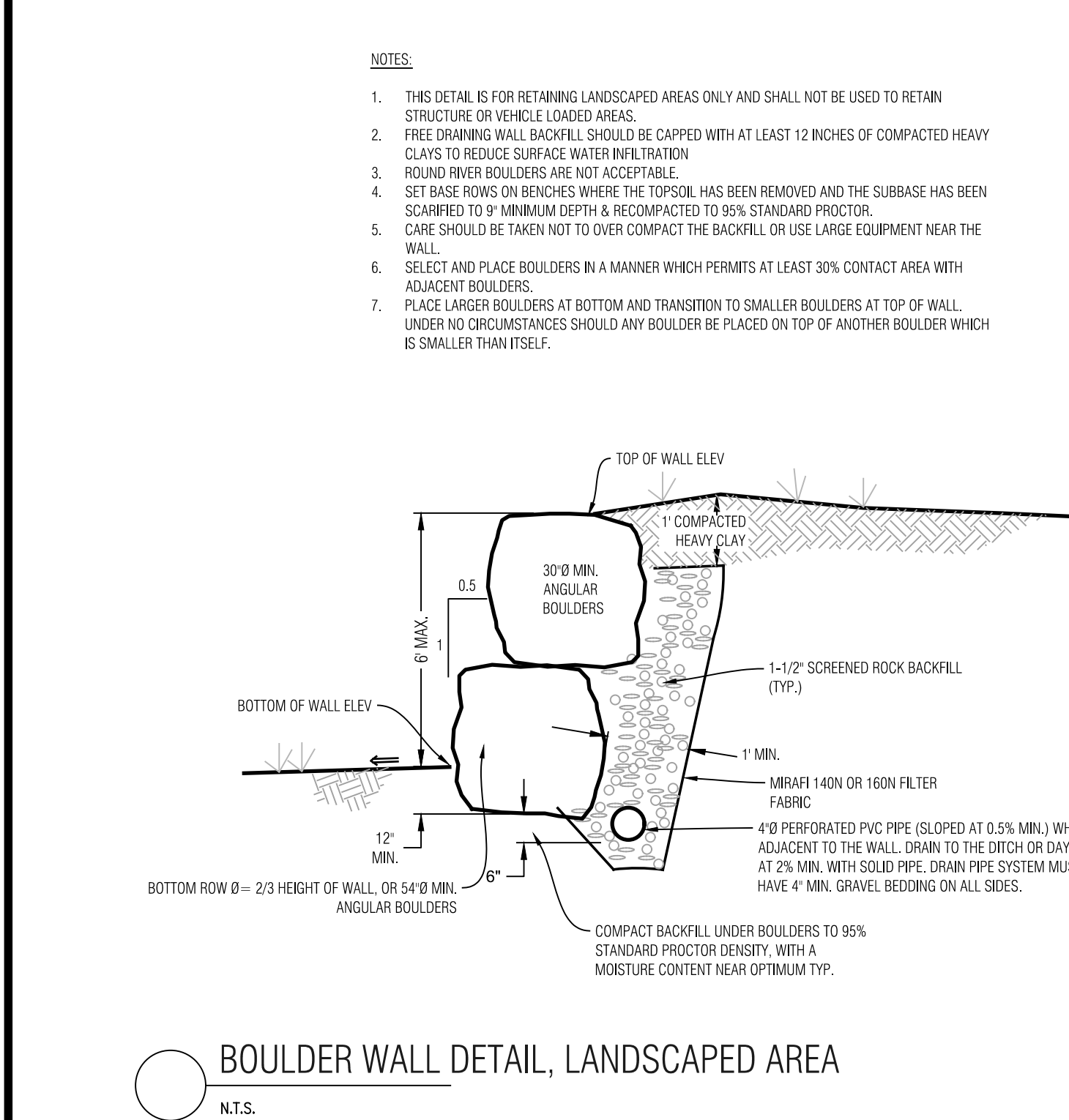
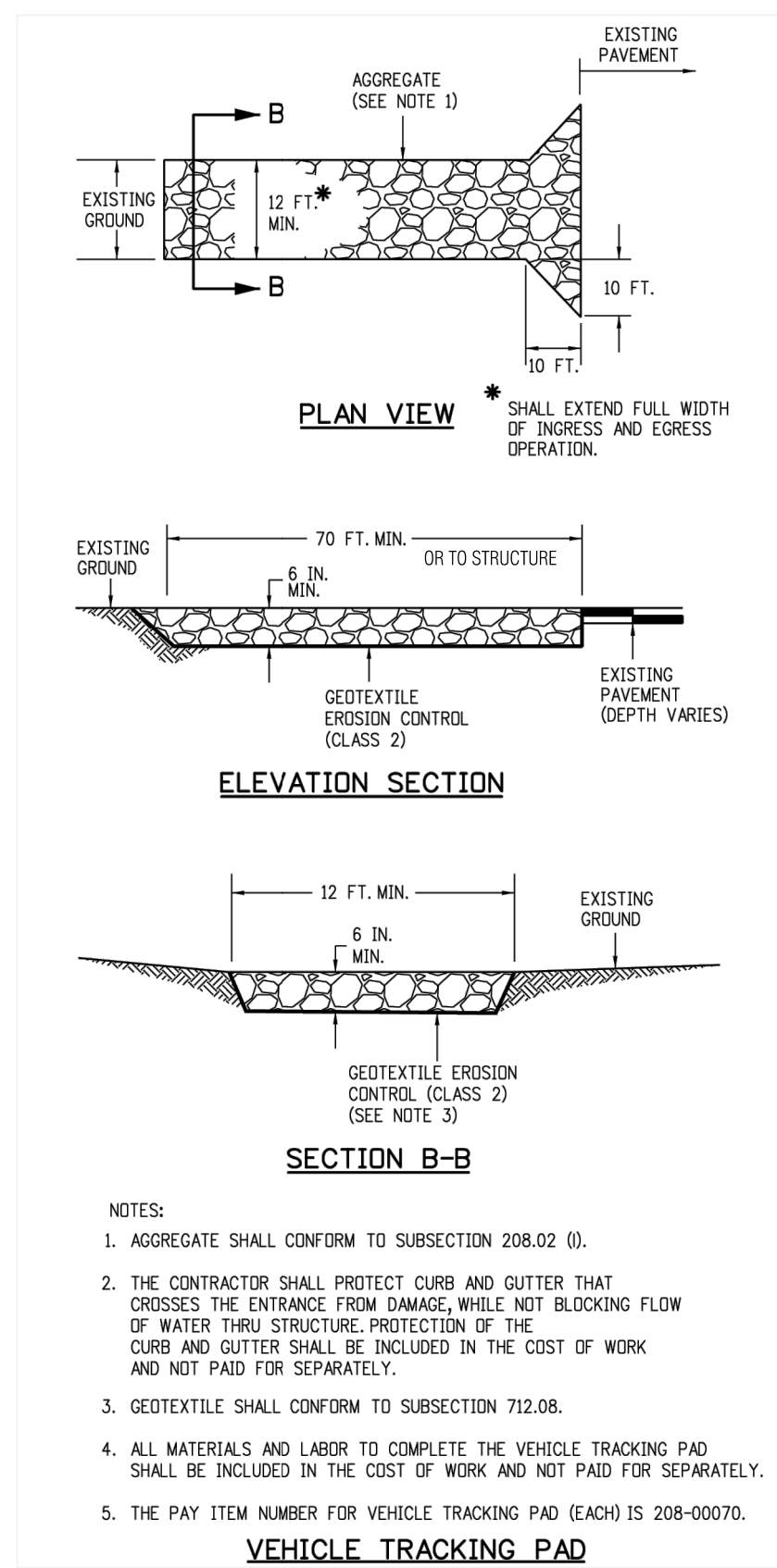
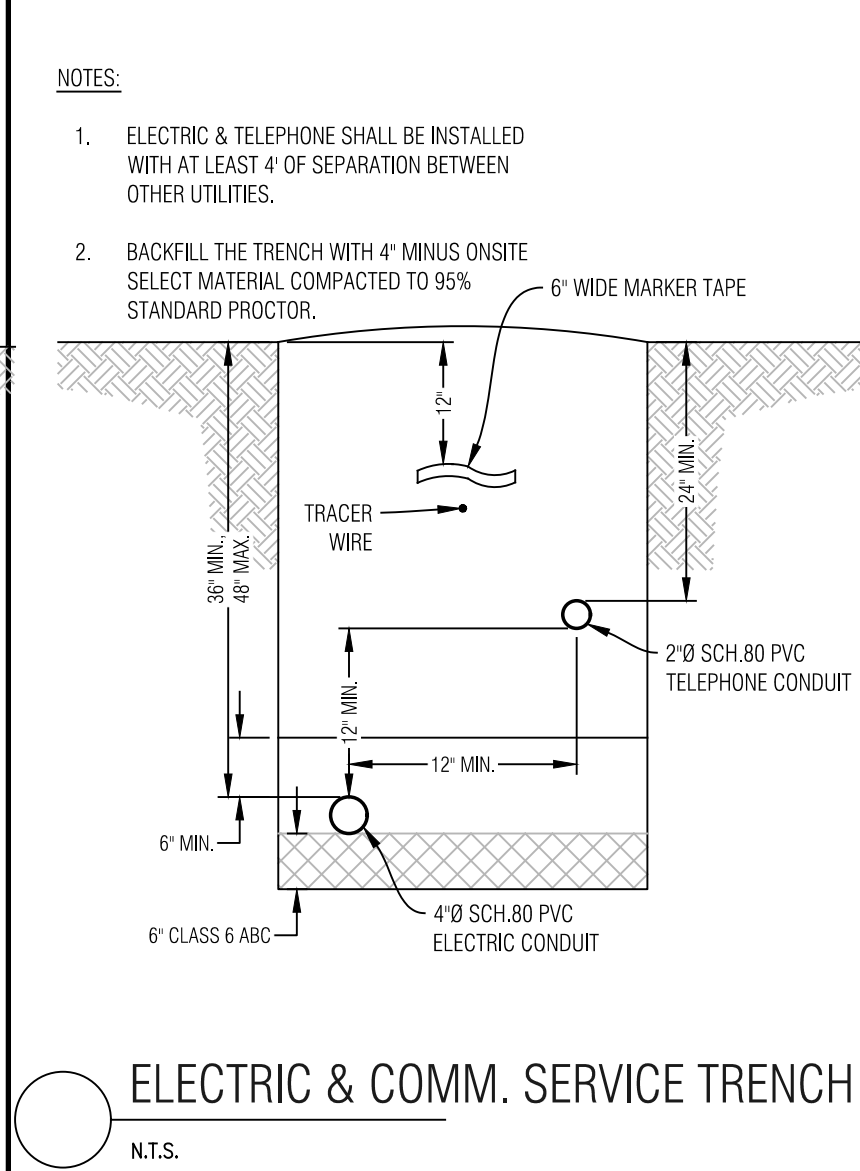
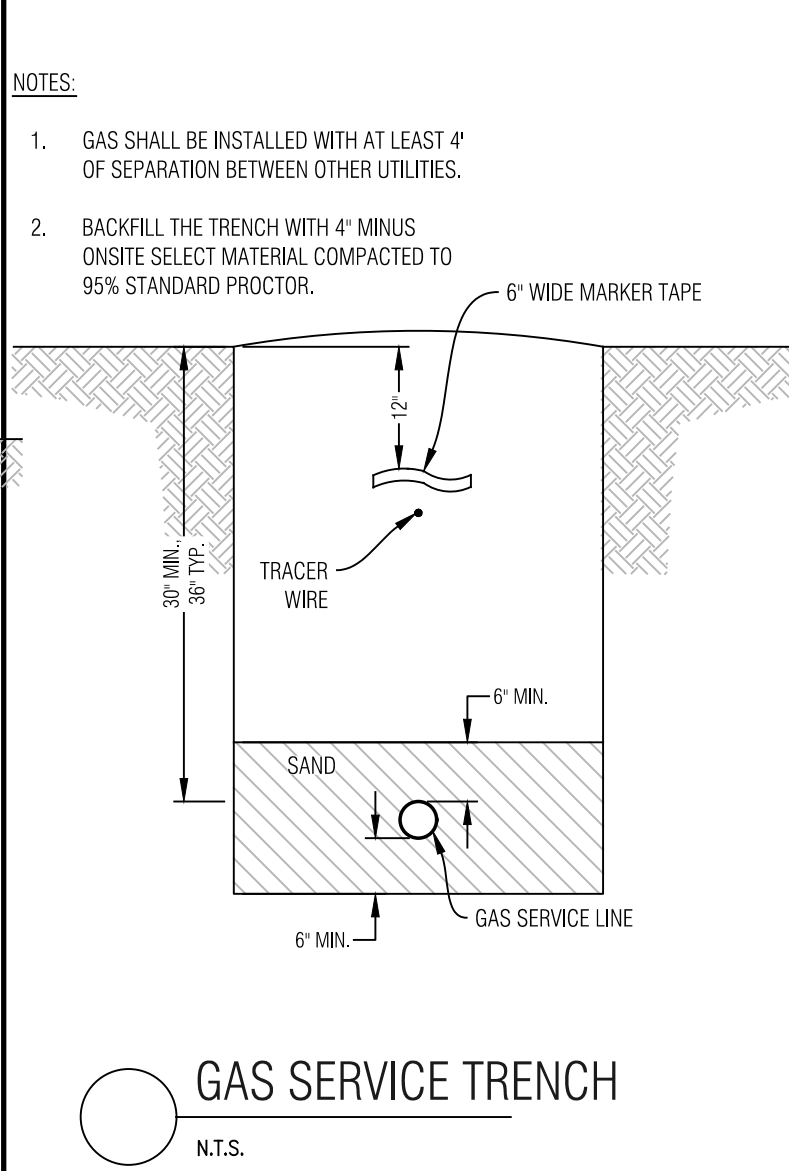
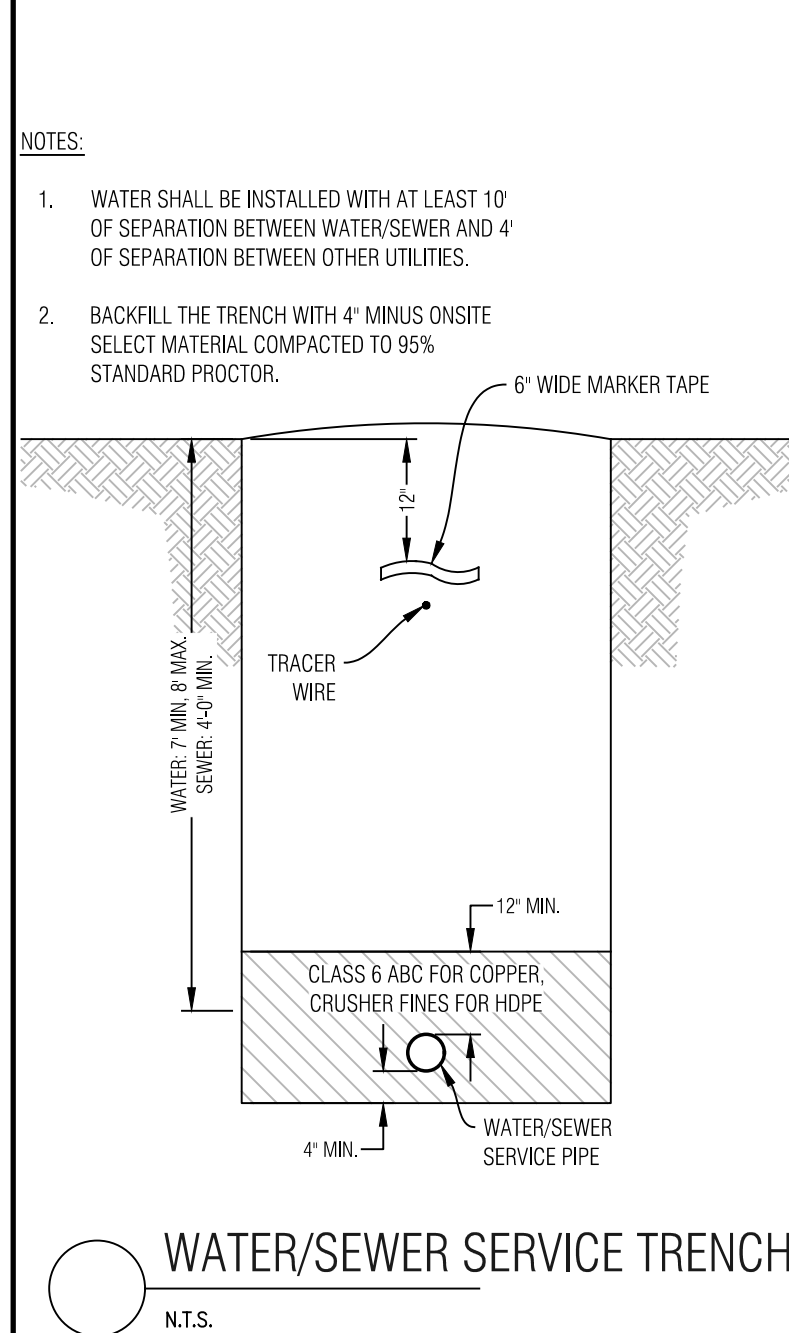
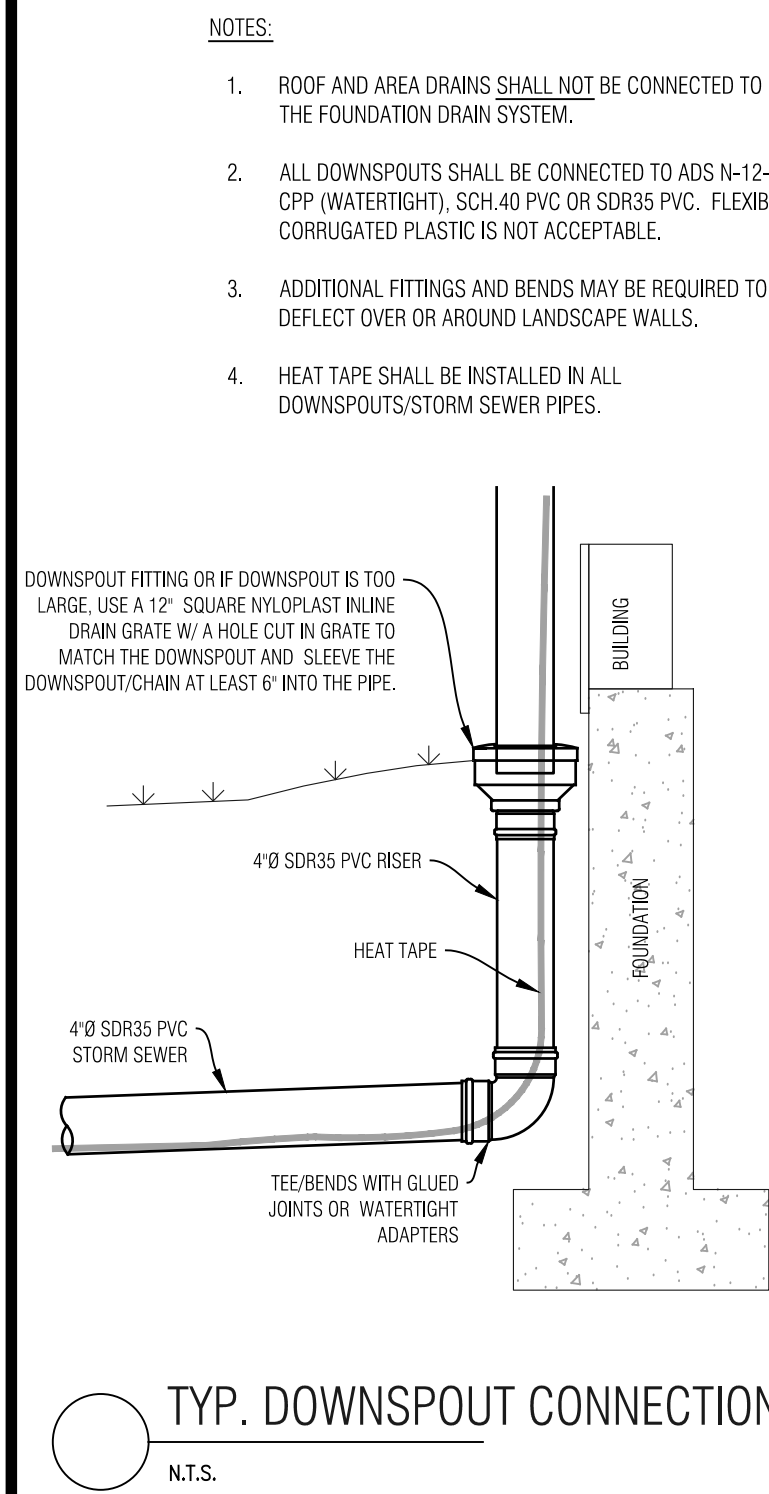
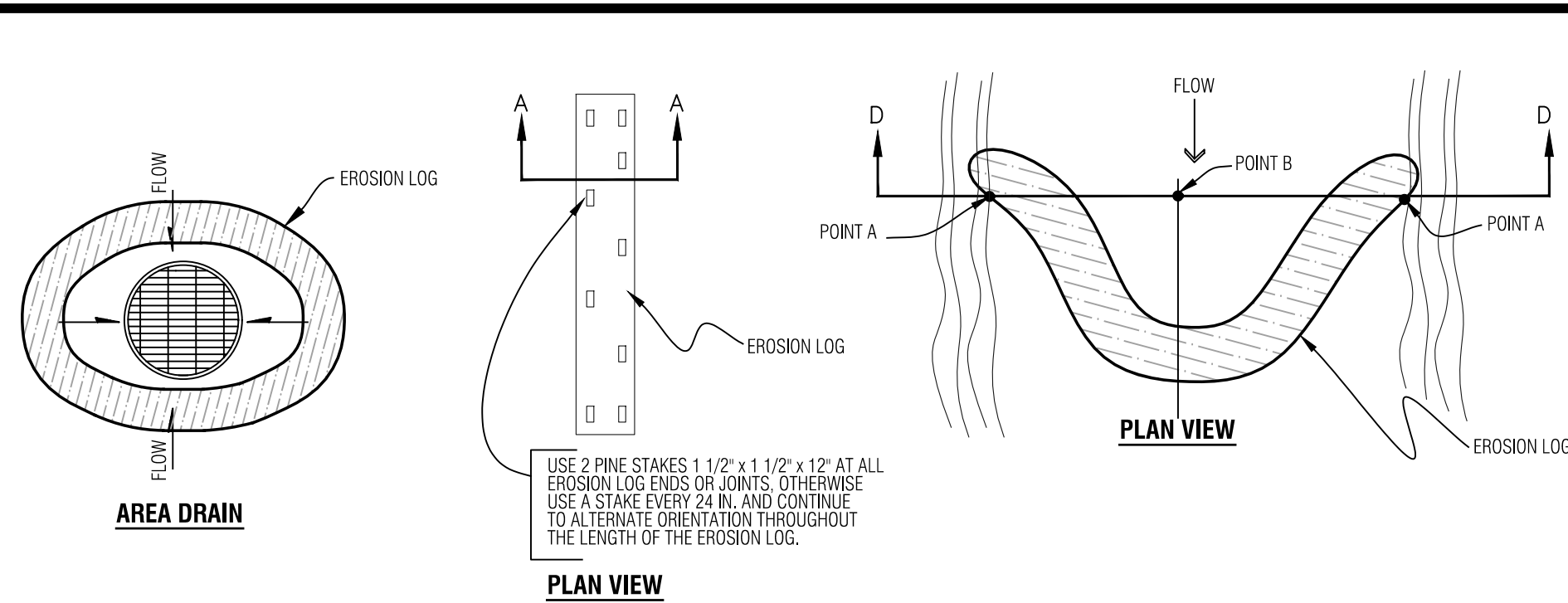
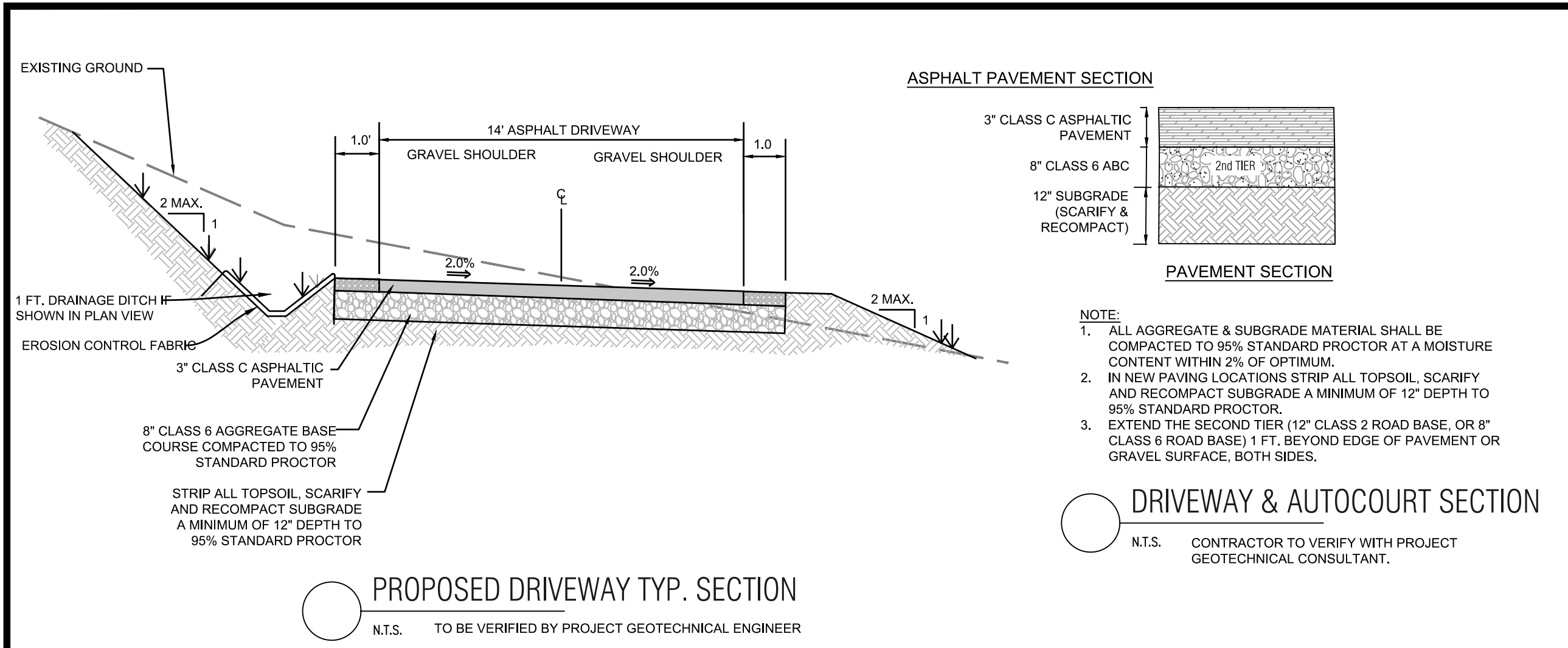
NORTH
0 10' 20'
Scale: 1" = 10'

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

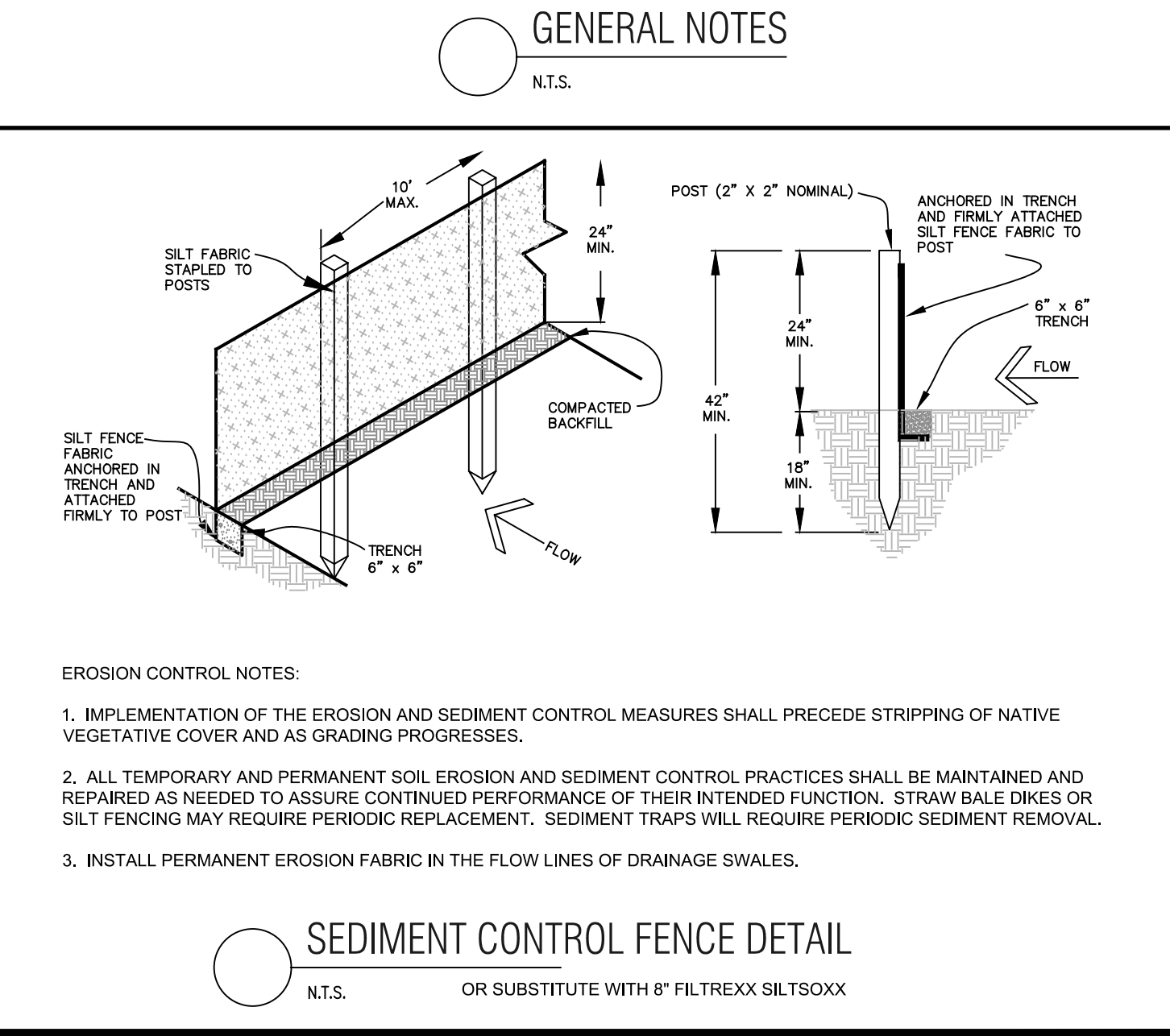
TOWN OF MINTURN, COLORADO
Lot 12, Minturn North P.U.D.
Site, Grading and Drainage Plan
Permit 2/9/26

No.	Date	By	Revision
1.	6/5/26	OWNER	RELOCATED HOUSE TO RIGHT SIDE OF LOT
2.	6/19/26	OWNER	DRS SUBMITTAL REVISIONS
3.			
4.			
5.			
6.			
7.			
8.			
9.			

PROJECT NO.
23005
Designer:
PAH
Checker:
BUJ
Date:
12/20/25
Sheet
C1
File Name: mn lot 12 sp-01.dwg



- GENERAL NOTES:**
- ALL CONSTRUCTION SHALL MEET OR EXCEED THE CURRENT CONSTRUCTION AND DESIGN STANDARDS ESTABLISHED BY THE DESIGN GUIDELINES AND TOWN OF MINTURN AND BE SUBJECT TO OBSERVATION BY THE TOWN AND THE PROJECT ENGINEER. IN THE EVENT OF CONFLICT PLD GUIDELINES SUPERCEDE TOWN.
 - THIS DESIGN WAS PREPARED WITHOUT THE BENEFIT OF A SUBSURFACE UTILITY ENGINEERING (SUE) STUDY OR MAP. THIS DESIGN HAS BEEN PREPARED FOR A PRIVATE DEVELOPMENT USING EXISTING UTILITY INFORMATION PROVIDED BY OTHERS. EXISTING UTILITIES ARE SHOWN AS THEY ARE BELIEVED TO EXIST, BUT MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. BOUNDARIES UNLIMITED INC. DID NOT CONFIRM ANY DATA PROVIDED OR PERFORM ANY ADDITIONAL RESEARCH OR NOTIFICATION TO ELEVATE THESE PLANS TO SENATE BILL 18-167 STANDARDS. AS SUCH, BOUNDARIES UNLIMITED INC. MAKES NO WARRANTY, EXPRESSED OR IMPLIED, FOR THE LOCATION OF SUBSURFACE UTILITIES CONTAINED WITHIN THIS PLAN SET. IF THE CLIENT AND/OR CONTRACTOR REQUIRES A SUBSURFACE UTILITY ENGINEERING STUDY OR MAP FOR FULL COMPLIANCE WITH SENATE BILL 18-167, THEN A MORE EXHAUSTIVE INVESTIGATION SHALL BE OBTAINED BY THE CLIENT AND/OR CONTRACTOR PRIOR TO COMMENCING WITH ANY CONSTRUCTION. OTHERWISE, PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL CONTACT ALL APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. CONTRACTOR SHALL NOTIFY PROJECT ENGINEER OF ANY POTENTIAL CONFLICTS PRIOR TO UTILITY CONSTRUCTION SO THAT LINE OR GRADE CHANGES CAN BE MADE TO AVOID A CONFLICT WITH ANY EXISTING UTILITY. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION AND, AT NO EXPENSE TO THE CLIENT OR PROJECT ENGINEER, REPAIR ANY DAMAGED UTILITIES.
 - ALL EXCAVATIONS FOR UTILITY LINES, RETAINING WALLS, ROADWAYS, BUILDING STRUCTURES, DRAINAGE FACILITIES AND TRENCHES, SHALL MEET THE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), COLORADO INDUSTRIAL COMMISSION, OR THE COLORADO DIVISION OF MINES, WHICH EVER APPLIES. SAFETY IS THE CONTRACTOR'S RESPONSIBILITY. NO OTHER PARTIES ARE RESPONSIBLE FOR SAFETY IN, ON OR ABOUT THE SITE, NOR FOR COMPLIANCE BY THE APPROPRIATE PARTY WITH ANY REGULATIONS RELATING HERETO.
 - COMPACTION MUST BE ATTAINED AND COMPACTION RESULTS SUBMITTED TO THE COUNTY AND THE PROJECT ENGINEER PRIOR TO ACCEPTANCE. COMPACTION SHALL MEET OR EXCEED COUNTY REGULATIONS. EXTERIOR BACKFILL SHOULD BE ADJUSTED TO NEAR OPTIMUM MOISTURE AND COMPACTED TO 95% STANDARD PROCTOR DENSITY WHICH IS REQUIRED FOR ALL ROADWAY AND DRIVEWAY SUBGRADE CONSTRUCTION AND TRENCH BACKFILL UNDER THE SAME. A 90% STANDARD PROCTOR DENSITY IN LANDSCAPE AREAS, UNLESS NOTED OTHERWISE OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER, SEE SOILS REPORT FOR STRUCTURAL FOUNDATION AND SITE GRADING. RECOMMENDATIONS. IT IS RECOMMENDED ON-SITE OBSERVATION OF EXCAVATIONS AND FOUNDATION BEARING STRATA AND TESTING OF STRUCTURAL FILL BE PERFORMED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER.
 - THE CONTRACTOR SHALL CONTAIN HIS CONSTRUCTION ACTIVITIES TO THE AREA WITHIN THE STREET RIGHT OF WAY AND PROPERTY OWNED, OR EASEMENTS PROVIDED TO OWNER. THE CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR CONSENT OF THE PROPERTY OWNER INVOLVED. ANY DAMAGE TO PRIVATE PROPERTY BY THE CONTRACTOR OUTSIDE THESE LIMITS WITHOUT THE PERMISSION OF THE PRIVATE PROPERTY OWNER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL ENSURE DRAINAGE AWAY FROM ALL STRUCTURES IN ALL DIRECTIONS. DO NOT ALLOW WATER TO POND ON-SITE. PROVIDE SWALES TO DRAINAGE STRUCTURES AND ROUNDT. SHALLOW DRAINAGE SWALES HAVE A TENDENCY OVER TIME TO FILL IN & BECOME LESS EFFECTIVE. PERIODIC MAINTENANCE, AT LEAST TWICE A YEAR, IS NECESSARY TO CHECK THE INTEGRITY OF THE SWALES & MAINTAIN DRAINAGE CHARACTERISTICS. BUILDING FOUNDATION WALL HEIGHT TO BE A MINIMUM OF 6" ABOVE FINISH GROUND AT EXTERIOR WALL.
 - THE CONTRACTOR SHALL AT ALL TIMES KEEP TWO FULL SETS OF CONTRACT DRAWINGS MARKED UP TO INDICATE THE AS-BUILT CONDITIONS. THE DRAWINGS SHALL BE PROVIDED TO THE OWNER AND THE ENGINEER UPON COMPLETION OF THE WORK. WHERE PRACTICAL, THE CONTRACTOR IS TO PROVIDE AT LEAST TWO TIES FROM PHYSICAL MONUMENTS TO ALL FITTINGS, VALVES, MANHOLES, AND THE END OF ALL SERVICE LINES.
 - ON-SITE OBSERVATIONS AND REVIEW CONDUCTED BY THE TOWN OR THE PROJECT ENGINEER OF CONSTRUCTION WORK IN PROGRESS ARE NOT TO BE CONSTRUED AS A GUARANTEE OR WARRANTY BY THE TOWN OR THE PROJECT ENGINEER OF THE COMPLETED WORK AND THE CONTRACTOR'S RESPONSIBILITIES.
 - THE CONTRACTOR SHALL TAKE ALL APPROPRIATE PRECAUTIONS TO SIGNIFICANTLY REDUCE ANY POTENTIAL POLLUTION CAUSED BY HIS ACTIVITIES, INCLUDING VEHICLE FUELING, STORAGE OF FERTILIZERS OR CHEMICALS, ETC. THE CONTRACTOR SHALL HAVE IDENTIFIED PROCEDURES FOR HANDLING POTENTIAL POLLUTANTS AND IDENTIFIED SPILL PREVENTION AND RESPONSE PROCEDURES PRIOR TO ANY ACTIVITIES AT THE PROJECT SITE.
 - THE CONTRACTOR SHALL NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES. ANY MISSING DIMENSIONS OR DISCREPANCIES IN PLANS, FIELD STAKING, OR PHYSICAL FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT NOTIFYING THE ENGINEER, HE DOES SO AT HIS OWN RISK.
 - DISPOSAL OF TRASH, ASPHALT, CONCRETE AND CONSTRUCTION DEBRIS IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE CONSIDERED PART OF THE WORK.
 - HORIZONTAL & VERTICAL INFORMATION FOR EXISTING PROPERTY LINES, TOPOGRAPHY, ROADWAY, UTILITIES & DRAINAGE STRUCTURES WERE TAKEN FROM THE DESIGN DRAWINGS FOR THE MINTURN NORTH PLD. ALSO SEE LANDSCAPE, ARCHITECTURAL AND STRUCTURAL ENGINEERING PLANS FOR ADDITIONAL BUILDING AND LANDSCAPE INFORMATION.
 - IN NON HARDSCAPE AREAS, GRADE AT A MINIMUM OF 12" IN THE FIRST 5 FEET AWAY FROM THE STRUCTURE, OR AS DIRECTED BY THE GEOTECHNICAL STUDY. EXTERIOR BACKFILL SHOULD BE ADJUSTED TO NEAR OPTIMUM MOISTURE AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY IN PAVEMENT AREAS AND TO AT LEAST 90% OF THE MAXIMUM STANDARD PROCTOR DENSITY IN LANDSCAPE AREAS. SEE & FOLLOW RECOMMENDATIONS OF THE GEOTECHNICAL SUBSOIL STUDY BY KUMAR & ASSOCIATES, INC. DATED _____, JOB NO. _____.
 - ALL PRODUCT INFORMATION SHOWN IS AS PROVIDED BY THE MANUFACTURER. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING AND COMPLYING WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS FOR THE INSTALLATION OF ALL MATERIALS WITH SPECIAL ATTENTION TO PROPER SEALING OF MATING SURFACES. THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE ENGINEER IF ANY DISCREPANCIES ARE FOUND BETWEEN THE DELIVERED PRODUCTS AND THOSE SHOWN ON THIS PLAN.
 - FOUNDATION AND RETAINING WALL DESIGNS TO BE OBTAINED FROM, OR VERIFIED BY THE PROJECT STRUCTURAL OR GEOTECHNICAL ENGINEER.
 - THE FOUNDATION DRAIN SYSTEM SHALL BE INSTALLED PER THE RECOMMENDATION OF THE STRUCTURAL AND GEOTECHNICAL ENGINEERS.
 - THE SURVEYOR RESPONSIBLE FOR STAKING THE FOUNDATION OF THE HOUSE IS RESPONSIBLE TO MAKE SURE HE HAS THE LATEST SITE, FOUNDATION & ARCHITECTURAL PLANS AVAILABLE, ALONG WITH ANY UPDATED LOTLINE, SETBACK & EASEMENT INFORMATION.
 - INSTALL ROOF GUTTERS AND DOWNSPOUTS THAT DISCHARGE WELL BEYOND THE LIMITS OF ALL BACKFILL. CONFIRM DOWNSPOUT DRAINAGE HAS GOOD POSITIVE GRADE RUNNING AWAY FROM THE HOUSE. STORM DRAIN PIPES TO BE INSTALLED WITH 1% MINIMUM SLOPE TO THE OUTFALL POINTS. HEAT TAPE SHALL BE INSTALLED IN ALL EXTERIOR ROOF, GUTTERS, DRAIN PIPES, DOWNSPOUTS, AREA DRAINS, TRENCH DRAINS, STORM DRAIN PIPES AND GRATED STRUCTURES.
 - LANDSCAPING WHICH REQUIRES REGULAR HEAVY IRRIGATION SUCH AS SOD, AND LAWN SPRINKLER HEADS SHOULD BE LOCATED AT LEAST 10 FEET FROM FOUNDATION WALLS.
 - ACCUMULATED SNOWFALL SHALL BE REMOVED TO GRASS AREA TO ENSURE THAT PROPER DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED.
 - FINISH GRADE & SPOT ELEVATIONS AT THE EXTERIOR OF THE STRUCTURE ASSUME THAT THE FOUNDATION WALLS EXTEND ABOVE THE BUILDING FINISH FLOOR & HANGER FLOOR JOISTS ARE USED, EXTERIOR GRADE TO BE A MINIMUM OF 6" BELOW TOP OF FOUNDATION WALL. THE FOUNDATION WALL HEIGHT MAY NEED TO BE EXTENDED IN ORDER TO ACHIEVE POSITIVE DRAINAGE AWAY FROM THE STRUCTURE.
 - INSTALL DEEP & SHALLOW UTILITY SERVICES ACCORDING TO RESPECTIVE UTILITY COMPANY OR METRO DISTRICT SPECIFICATIONS AND REGULATIONS. HORIZONTAL LOCATIONS OF SERVICE LINES ARE SUGGESTIONS ONLY. PROPOSED UTILITY SERVICES TO THE RESIDENCE MAY BE VARIED FROM THE LOCATIONS SHOWN. ALL WATER AND SEWER SERVICES SHALL BE INSTALLED PER METRO DISTRICT REGULATIONS.
 - DRAINAGE PIPES CALLED OUT AS ADS SHALL BE ADVANCED DRAINAGE SYSTEMS N-12 WATER RESISTANT PIPE (ADS N-12-WT) OR ENGINEER APPROVED EQUAL. ALL PIPES SHALL BE INSTALLED WITH WATERTIGHT CONNECTIONS.
 - CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITTING FOR CONSTRUCTION FROM THE APPROPRIATE GOVERNMENTAL ENTITIES.
 - ALL UTILITIES, BOTH UNDERGROUND OR OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR DAMAGES TO, OR INTERRUPTION OF, SERVICES CAUSED BY THE CONSTRUCTION.



Boundaries Unlimited Inc.
Civil Engineering
Surveying
& Beyond

923 Cooper Ave., Ste. 201
Glenwood Springs, CO 81601
(770) 970.945.5252
www.bu-inc.com

Subsurface Utility Engineering (SUE)
Required Project: **TBD**
Firm: **TBD**
Job #: **TBD**
Date: **TBD**

Engineer or Surveyor Seal

COLORADO LICENSED
2/9/06
19082
PROFESSIONAL ENGINEER

Client Information:
MINTURN NORTH LAND COMPANY LLC
PO BOX 2633
EDWARDS, CO 81632
970 926-1720

811
Know what's below.
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TOWN OF MINTURN, COLORADO

Lot 12, Minturn North P.U.D.

Details and Notes
Permit 2/9/26

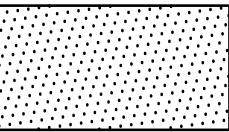
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	2	02/11/2025
	3	03/11/2025
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	6	06/11/2025
	7	07/11/2025
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	12	12/11/2025

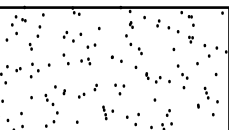
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Designer: **PAH**
Checker: **BUJ**
Date: **12/20/25**

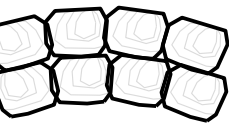
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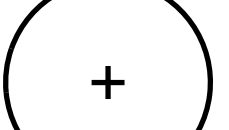
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LEGEND

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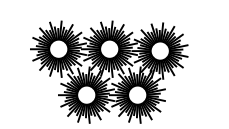
IRRIGATED SOD, REFER TO L2 FOR DETAILS
- 

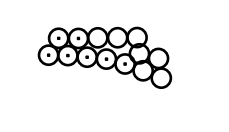
NATIVE SEED MIX WITH TEMPORARY IRRIGATION, REFER TO L2 FOR DETAILS
- 

PROPOSED RETAINING WALL, REFER TO CIVIL ENGINEERING FOR DETAILS
- 

PROPOSED DECIDUOUS TREE
- 

PROPOSED EVERGREEN TREE
- 

PROPOSED DECIDUOUS SHRUBS
- 

PROPOSED ORNAMENTAL GRASSES
- 

PROPOSED FLOWERING PERENNIALS
- 

SNOW STORAGE AREA



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TOMINA TOWNSEND, LA
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EDWARDS, CO 81632
P. 303.572.7876
TTownsend@ResortConceptsCO.com

MINTURN NORTH P.U.D.

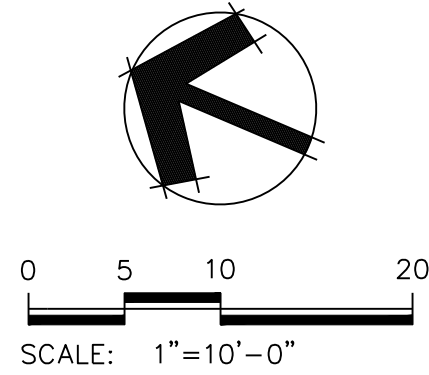
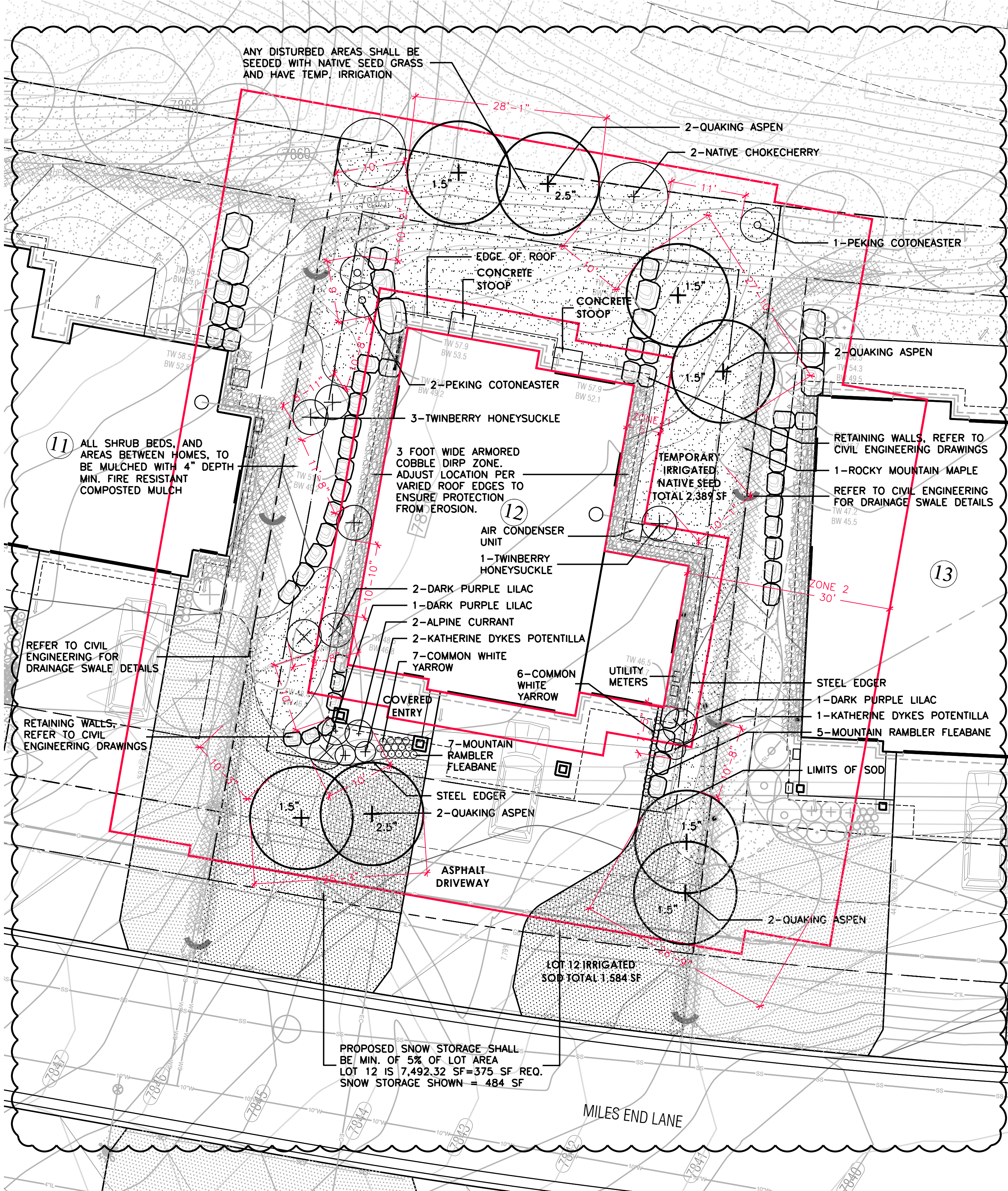
LOT 12-LANDSCAPE PLAN

TOWN OF MINTURN, COLORADO

DESIGNED: TT
DRAWN: TT
CHECKED: RH
DATE: December 29, 2025
REVISIONS:
PERMIT SET: 2.9.26
OWNER REVISIONS: 6.5.26

OWNER REVISIONS

SHEET TITLE:
PROPOSED LANDSCAPE PLAN
SCALE: 1"=10'-0"
SHEET NUMBER:
L1



General Notes and Specifications:

1. All areas disturbed by construction and not designated a shrub bed or sod, shall be planted with the specified native grass seed.
2. The contractor shall maintain positive drainage away from all walls and walkways. Fine grading shall be approved prior to planting.
3. The Landscape Plan shall be reviewed on site prior to installation to ensure planting meets the intent of the design guidelines and Town of Minturn standards.
4. See Civil Engineering sheets for final grading and drainage.
5. Snow Storage area shall be a min. of 25% of all driveway and parking areas.

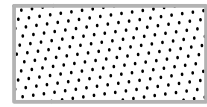
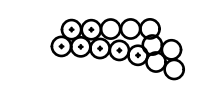
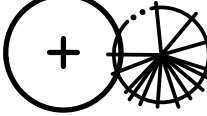
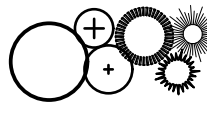
Revegetation Notes:

1. Seed shall be broadcast and raked to ¼" depth.
2. Apply Biodegradable Green Dyed-Wood Cellulose-Fiber Mulch to all seeded Areas at a rate of 20 lbs. per 1,000 s.f.
3. Prior to seeding, apply min. 6" topsoil, 10 lbs./1,000 s.f. Superphosphate and 40 lbs./1,000 s.f. Biosol Complete Fertilizer.

Fire Mitigation Recommendations:

1. Zone 1 (15' from building and integral planting): no highly flammable plants, such as evergreen trees and shrubs should be planted within 15' of the structure or attachments.
2. Zone 2 (70' from building and Integral planting): a 10' crown separation must be maintained for all evergreen trees and shrubs over 4' height. A 4' crown separation must be maintained for evergreen shrubs under 4' height.
3. Plants listed on forest service publication 6.305 FireWise Plant Material can be used in any zone.
4. Existing junipers within Zone 1 and Zone 2 must be limbed ½ of their total height, but no more than 10' height.
5. Dead limbs shall be removed from all existing Serviceberry within Zone 1 or Zone 2.
6. If necessary, final existing vegetation to be limbed or removed for fire mitigation purposes will be subject to the constraints of the final unit site plans and reviewed on site with a representative from the Town of Minturn on a unit by unit basis prior to construction.

LEGEND & IRRIGATION CALCULATIONS:

Permanent Irrigation		Square Footage of Irrigation
	Permanent Pop-Up Spray Irrigation For Bluegrass Sod	1,540 1,584 SF
	Permanent micro-spray or drip irrigation for perennial beds	25 PERENNIALS x 1 SF = 25 SF
	Permanent Drip Irrigation For B&B Trees	8 TREES x 4.5 SF = 36 SF
	Permanent Drip Irrigation For 5 gal. Shrubs & Grasses	32 19 SHRUBS x 3 SF = 57 SF
		TOTAL PERMANENT IRRIGATED AREA: 1,697 1,702 SF
	Temporary Spray Irrigation For Native Seed	2,389 2,455 SF

IRRIGATION NOTES:

1. DESIGN CRITERIA: DESIGN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO UNIFORMLY IRRIGATE ALL PLANTING AREAS. ZONE IRRIGATED SOD, NATIVE SEED GRASS, AND SHRUB PLANTING AREAS SEPARATELY. PROVIDE DRIP IRRIGATION FOR SHRUB BEDS. PROVIDE MICRO-SPRAY HEADS OR DRIP IRRIGATION, DEPENDING ON PLANT MATERIAL, IN PERENNIAL AND GROUNDCOVER BEDS. DESIGN ROTORS FOR TURF GRASS AREAS MORE THAN 40' WIDE, AND POP-UP SPRAY HEADS FOR AREAS LESS THAN 40' WIDE.
2. ALL TREES AND SHRUBS TO BE DRIP IRRIGATED.

ALL DISTURBED AREAS SHALL BE SEEDED WITH:
'DRY NATIVE MOUNTAIN' SEED MIX

THIS SEED MIX HAS BEEN CHOSEN FOR THE SPECIFIC PROJECT LOCATION AND ELEVATION. LANDSCAPE INSTALLER SHALL NOT DEVIATE FROM THIS REVEGETATION SEED MIX WITHOUT WRITTEN APPROVAL FROM THE RESORT CONCEPTS SITE MANAGER.

COMMON NAME	SEEDING RATE % MIX	BULK LBS PER ACRE
SANDBERG BLUE	10%	5.00
MOUNTAIN BROME	20%	10.00
SLENDER WHEATGRASS	15%	7.50
BLUEBUNCH WHEATGRASS	10%	5.00
ROCKY MOUNTAIN FESCUE	10%	5.00
THICKSPIKE WHEATGRASS	15%	7.50
BOTTLEBRUSH SQUIRRELTAIL	2.5%	1.25
STREAMBANK WHEATGRASS	15%	7.50
<u>PRAIRIE JUNGGRASS</u>	<u>2.5%</u>	<u>1.25</u>
TOTAL LBS./ACRE	100%	50

NOTES:

PERCENTAGES OF MIXES VARY YEAR-TO-YEAR DEPENDING ON HARVEST OF SEEDS. HYDROSEED OR HAND BROADCAST: 1 LB. PER 1,000 SQ. FT. OR 50 LBS. PER ACRE. RAKE IN ¼" DEEP AND IRRIGATE, IF POSSIBLE UNTIL ESTABLISHED. 'DRY NATIVE MOUNTAIN' SEED MIX IS AVAILABLE FROM PAWNEE BUTTES SEED INC., 605 25TH STREET, GREELEY, CO 80632. PHONE: 1-800-782-5947 WEBSITE: PAWNEEBUTTESSEED.COM

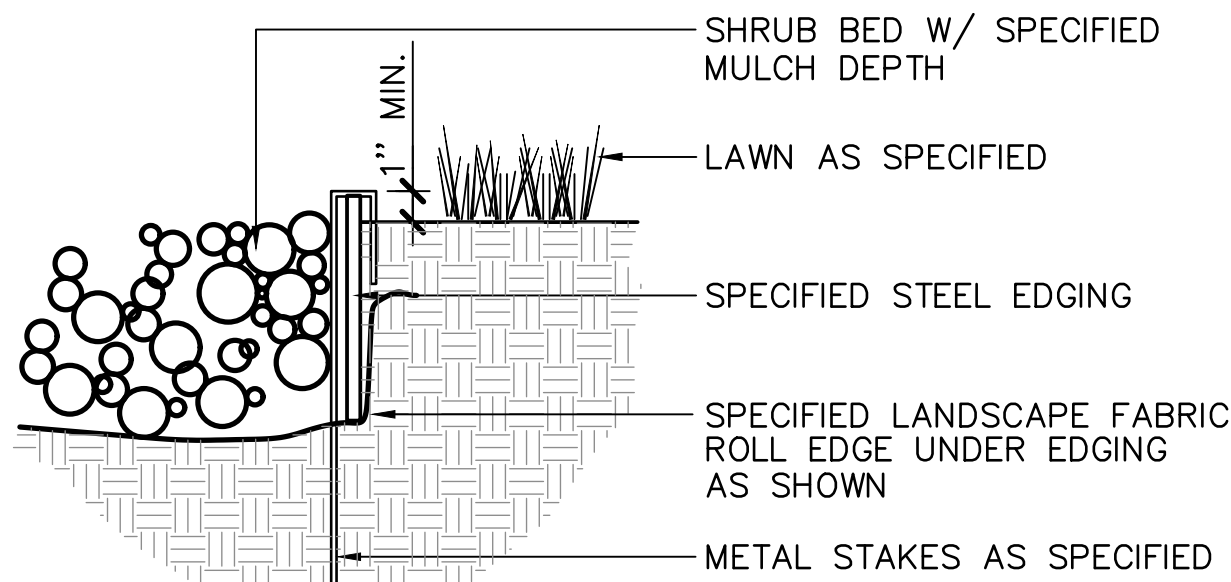
PROPOSED PLANT MATERIALS LIST

Note: Plant list was updated on 5/27/26 per Town of Minturn Wildfire Resiliency Code. Plant list now conforms to the specifications for ignition resistant plant material in Zone 1 (5' from structure) as specified in the Wildfire Resiliency Code. The allowable plant material in Zone 1 can be found in the following documents:

- CSU Extension, Ignition-Resistant Landscape Plants - Fact Sheet 6.305
- Eagle County online article "Fire Adapted, Creating Wildfire-Defensible Space through Landscaping"

QUAN.	COMMON/ BOTANICAL NAME	FIRE MITIGATION ZONE	SIZE	COMMENTS
6	Quaking Aspen Populus tremuloides	1 & 2	1.5" cal.	Specimen quality B&B, guyed
2	Quaking Aspen Populus tremuloides	1 & 2	2.5" cal.	Specimen quality B&B, guyed
PERENNIAL FLOWERS (planted @ 12" O.C. spacing)				
13	Common White Yarrow Achillea millefolium	1 & 2	Flats of 15	
12	Mountain Rambler Fleabane Erigeron formosissima RAMBLER	1 & 2	Flats of 15	
DECIDUOUS SHRUBS				

2	Alpine Currant Ribes alpinum	1 & 2	5 gal.	Container, 5 canes minimum 18"-24" ht.
3	Bluemist Spirea Garryopteris x clandonensis 'Blue Mist'	1 & 2	5 gal.	Container, 5 canes minimum 12"-18" ht.
3	Colorado Dogwood Cornus sericea coloradenae	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.
4	Dark Purple Lilac Syringa vulgaris 'Yankee Doodle'	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.
3	Katherine Dykes Potentilla Potentilla fruticosa 'Katherine Dykes'	1 & 2	5 gal.	Container, 5 canes minimum 12"-18" ht.
2	Native Chokecherry Prunus virginiana melanocarpa	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.
3	Peking Cotoneaster Cotoneaster lucidus	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.
1	Rocky Mountain Maple Acer glabrum	1 & 2	5 gal.	Container, 5 canes minimum 36"-48" ht.
6	Russet Buffaloberry Shepherdia canadensis	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.
4	Twinberry Honeysuckle Lonicera involucrata	1 & 2	5 gal.	Container, 5 canes minimum 24"-36" ht.



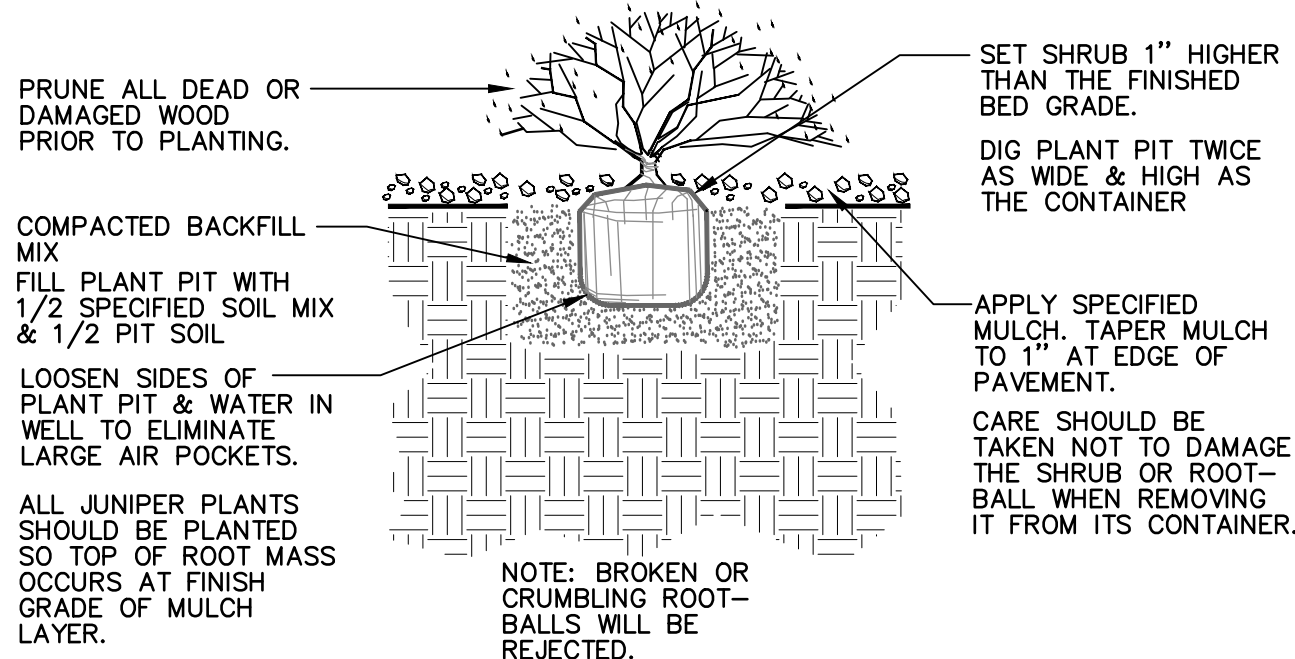
NOTES:

- 1) SET ALL EDGING 1" ABOVE FINISH GRADE AS SHOWN.
- 2) EDGING SHALL ABUT ALL CONCRETE CURBS AND WALKS PERPENDICULAR, AND FLUSH W/ GRADES OF CONCRETE.
- 3) ALL JOINTS TO BE SECURELY STAKED.
- 4) CONTRACTOR SHALL CUT TOP EDGE(S) AS NEEDED TO BE PARALLEL WITH GRADE.

1
L2

STEEL EDGER

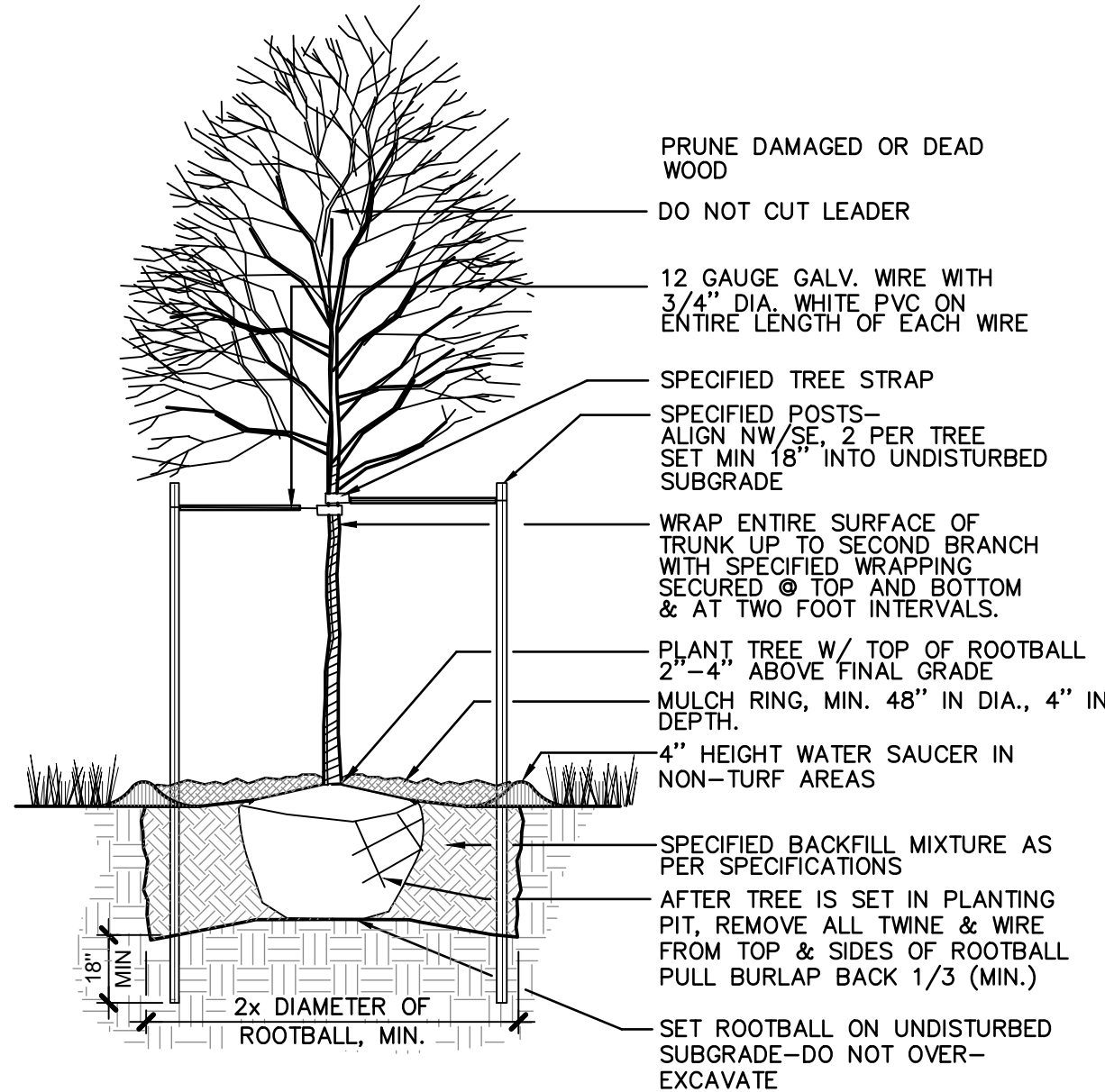
NOT TO SCALE



2
L2

SHRUB PLANTING

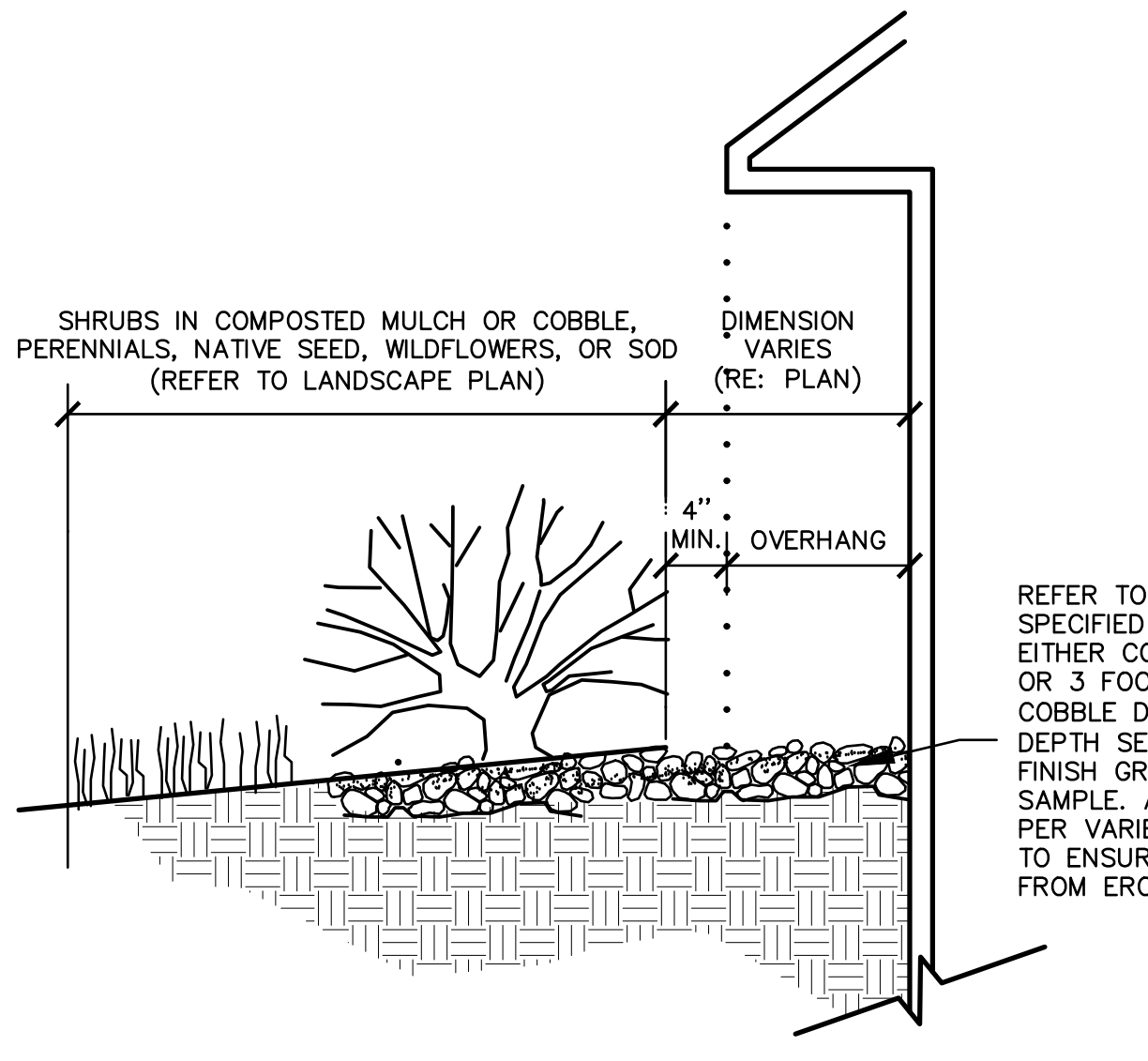
NOT TO SCALE



3
L2

DECIDUOUS TREE PLANTING

NOT TO SCALE



4
L2

MULCH ARMORED DRIP LINE

NOT TO SCALE



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P. 303.572.7876
TTownsend@ResortConceptsCO.com

MINTURN NORTH P.U.D.

LOT 12-LANDSCAPE PLAN
TOWN OF MINTURN, COLORADO

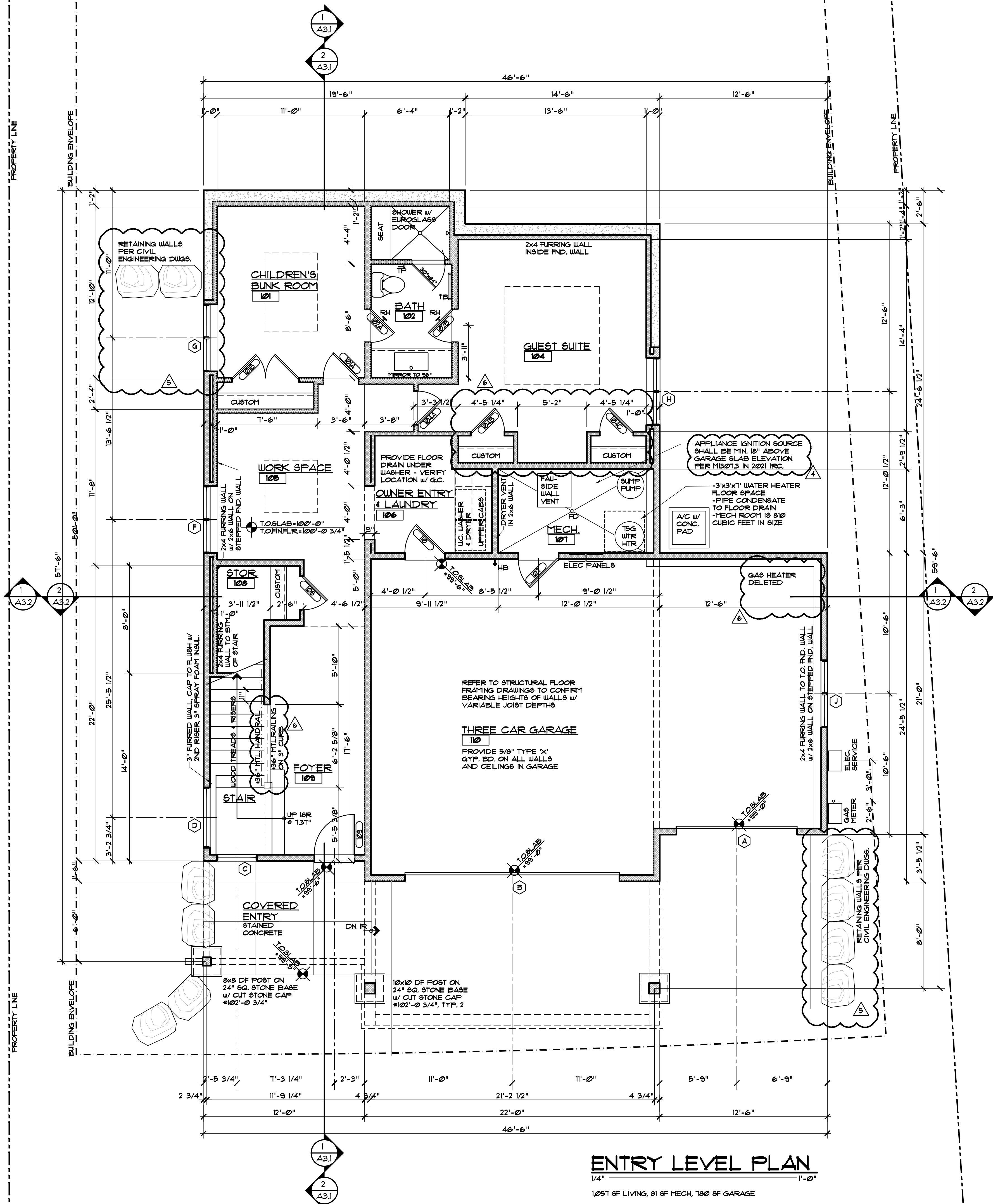
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DRAWN: TT
CHECKED: RH
DATE: December 29, 2025
REVISIONS:
OWNER REVISIONS: 6.5.26

OWNER REVISIONS

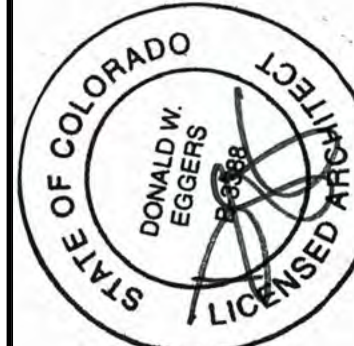
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LANDSCAPE
NOTES & DETAILS

SCALE: NOT TO SCALE
SHEET NUMBER:

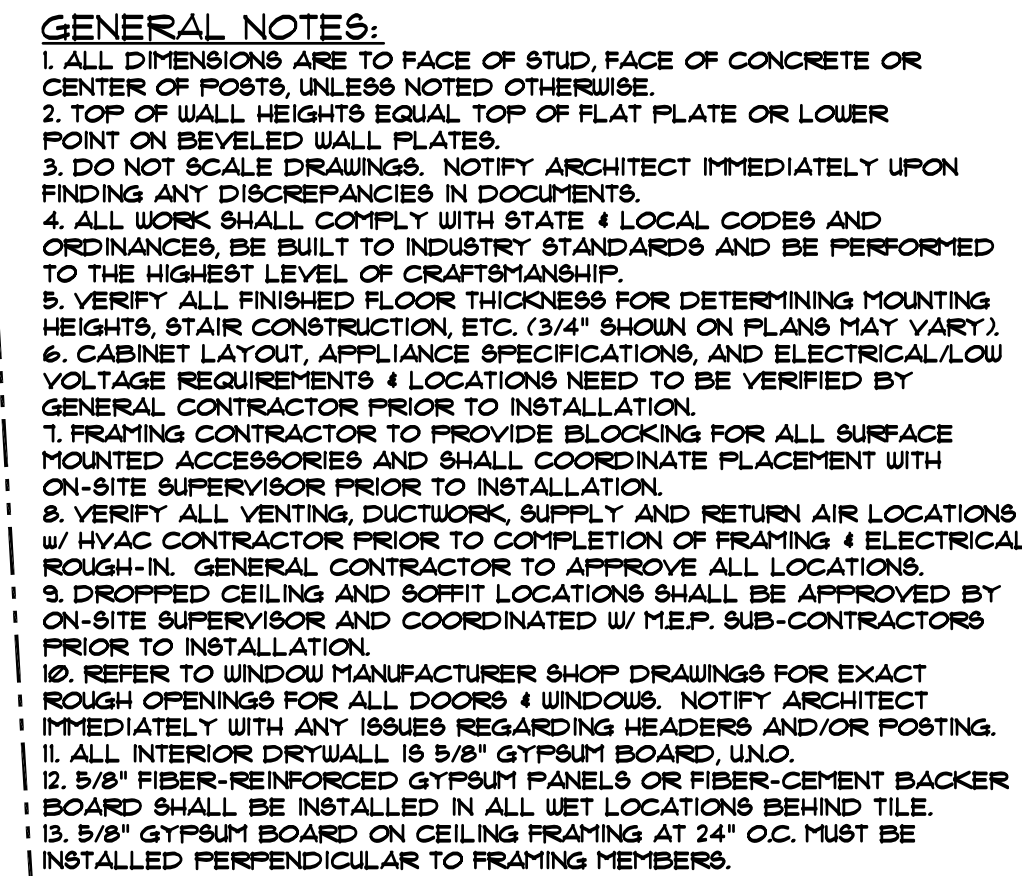
L2



GENERAL NOTES:
1. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE OR CENTER OF POSTS, UNLESS NOTED OTHERWISE.
2. TOP OF WALL HEIGHTS EQUAL TOP OF FLAT PLATE OR LOWER POINT ON BEVELED WALL FLATES.
3. DO NOT SCALE DRAWINGS. NOTIFY ARCHITECT IMMEDIATELY UPON FINDING ANY DISCREPANCIES IN DOCUMENTS.
4. ALL WORK SHALL COMPLY WITH STATE & LOCAL CODES AND ORDINANCES, BE BUILT TO INDUSTRY STANDARDS AND BE PERFORMED TO THE HIGHEST LEVEL OF CRAFTSMANSHIP.
5. VERIFY ALL FINISHED FLOOR THICKNESS FOR DETERMINING MOUNTING HEIGHTS, STAIR CONSTRUCTION, ETC. (3/4" SHOWN ON PLANS MAY VARY).
6. CABINET LAYOUT, APPLIANCE SPECIFICATIONS, AND ELECTRICAL/LOW VOLTAGE REQUIREMENTS & LOCATIONS NEED TO BE VERIFIED BY GENERAL CONTRACTOR PRIOR TO INSTALLATION.
7. FRAMING CONTRACTOR TO PROVIDE BLOCKING FOR ALL SURFACE MOUNTED ACCESSORIES AND SHALL COORDINATE PLACEMENT WITH ON-SITE SUPERVISOR PRIOR TO INSTALLATION.
8. VERIFY ALL VENTING, DUCTWORK, SUPPLY AND RETURN AIR LOCATIONS W/ HVAC CONTRACTOR PRIOR TO COMPLETION OF FRAMING & ELECTRICAL ROUGH-IN. GENERAL CONTRACTOR TO APPROVE ALL LOCATIONS.
9. DROPPED CEILING AND SORBIT LOCATIONS SHALL BE APPROVED BY ON-SITE SUPERVISOR AND COORDINATED W/ M.E.P. SUB-CONTRACTORS PRIOR TO INSTALLATION.
10. REFER TO WINDOW MANUFACTURER SHOP DRAWINGS FOR EXACT ROUGH OPENINGS FOR ALL DOORS & WINDOWS. NOTIFY ARCHITECT IMMEDIATELY WITH ANY ISSUES REGARDING HEADERS AND/OR POSTING.
11. ALL INTERIOR DRYWALL IS 5/8" GYPSUM BOARD, UNO.
12. 5/8" FIBER-REINFORCED GYPSUM PANELS OR FIBER-CEMENT BACKER BOARD SHALL BE INSTALLED IN ALL WET LOCATIONS BEHIND TILE.
13. 5/8" GYPSUM BOARD ON CEILING FRAMING AT 24" O.C. MUST BE INSTALLED PERPENDICULAR TO FRAMING MEMBERS.

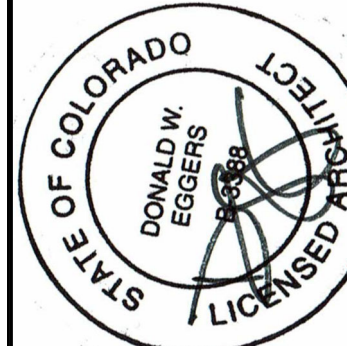


ISSUED		COMMENTS	
#	DATE	BY	
6	6-09-26	DUE	OWNER REVISIONS 12
5	4-29-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-09-26	DUE	BUILDING PERMIT SET



EGGERS
ARCHITECTURE, INC.
PO BOX 798 KREMMLING, CO 80459
CELL: (970) 409-9790
don.eggers@eggersarchitecture.com

RESORT CONCEPTS
225 MAIN STREET, SUITE C-101
EDWARDS, COLORADO
(970) 926-1720



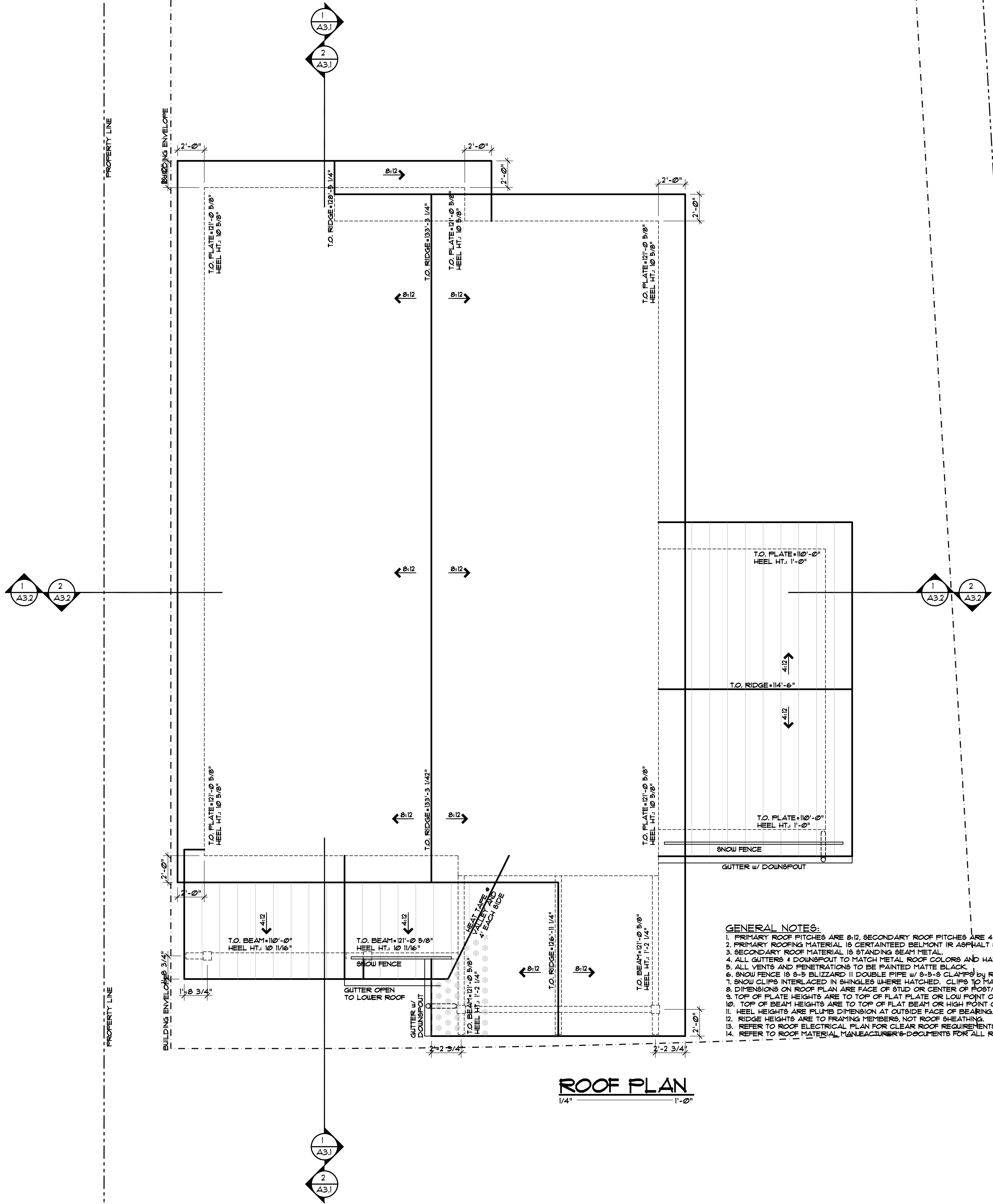
FRIEDBERG
0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO

PROJECT NO: 2412-22 L

ISSUED			
#	DATE	BY	COMMENTS
6	6-05-16	DUE	OWNER REVISIONS 2
5	4-29-16	DUE	OWNER REVISIONS
4	3-10-16	DUE	PERMIT COMMENTS

A1.2

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ISSUED		COMMENTS	
#	DATE	BY	
3	2-09-26	DUE	BUILDING PERMIT SET
2	12-29-25	DUE	DRB SUBMITTAL SET
1	12-21-25	DUE	PROGRESS SET

A1.3

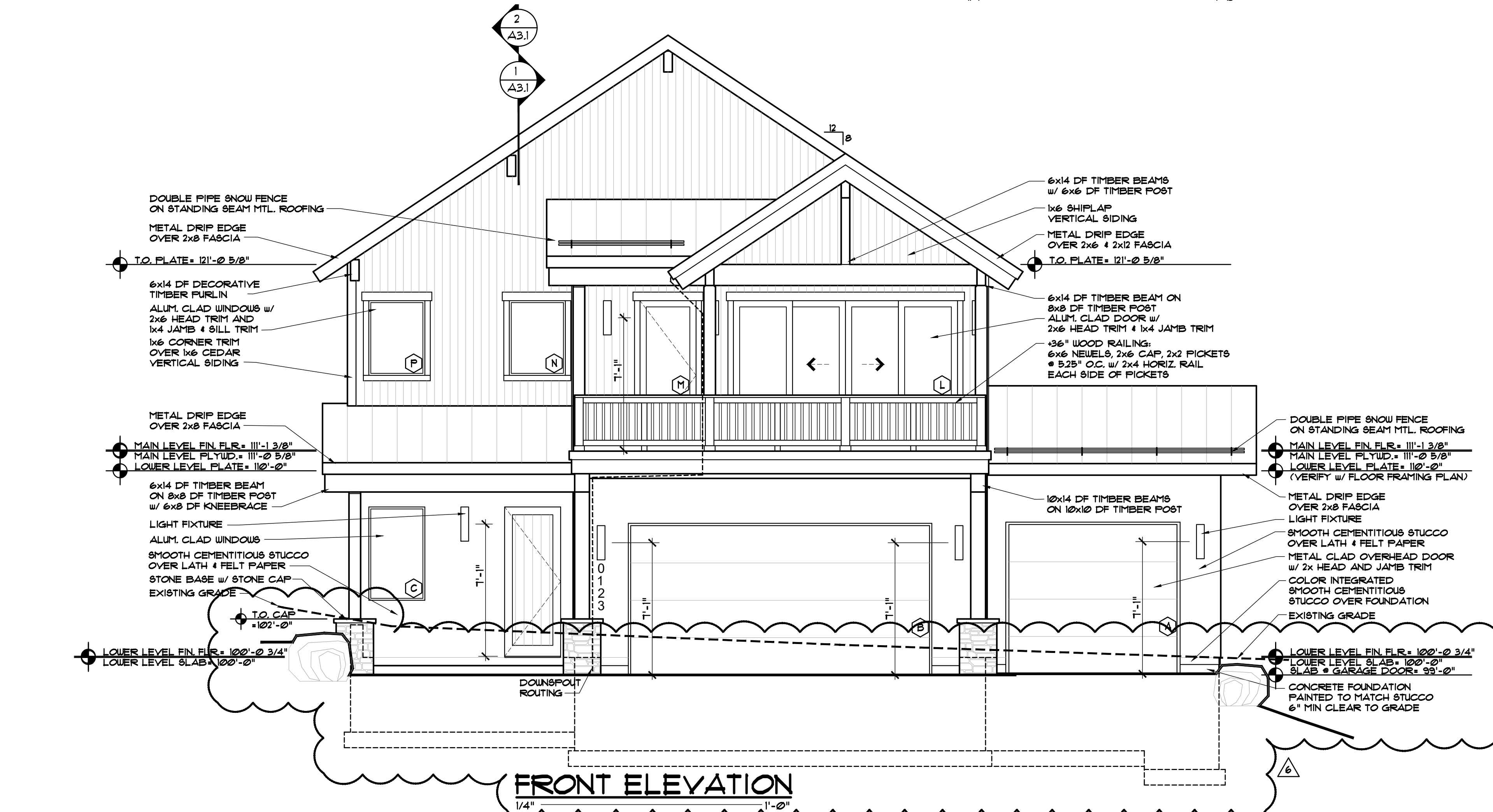
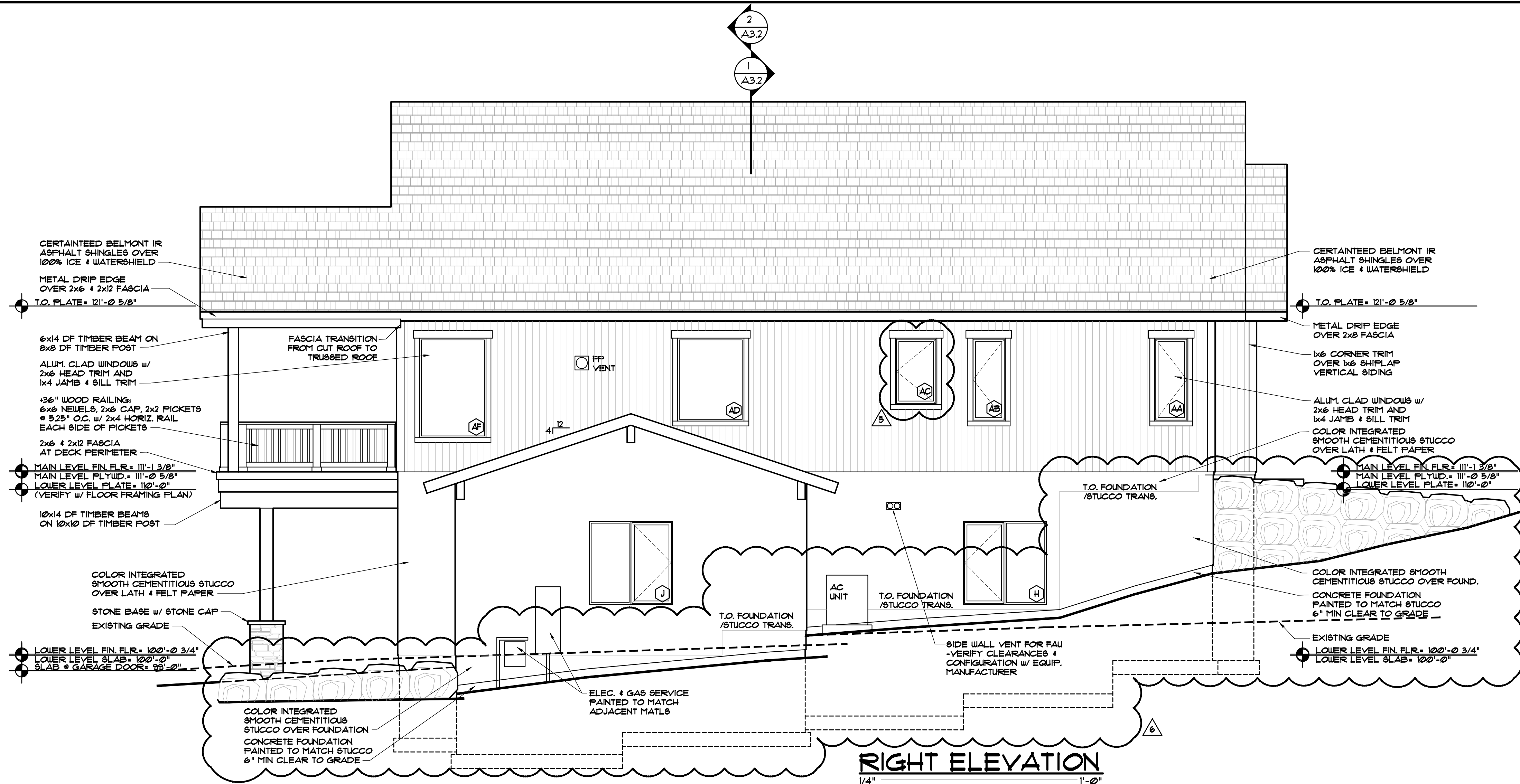
PROJECT NO: 2412-22 L12

FRIEDBERG
0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO



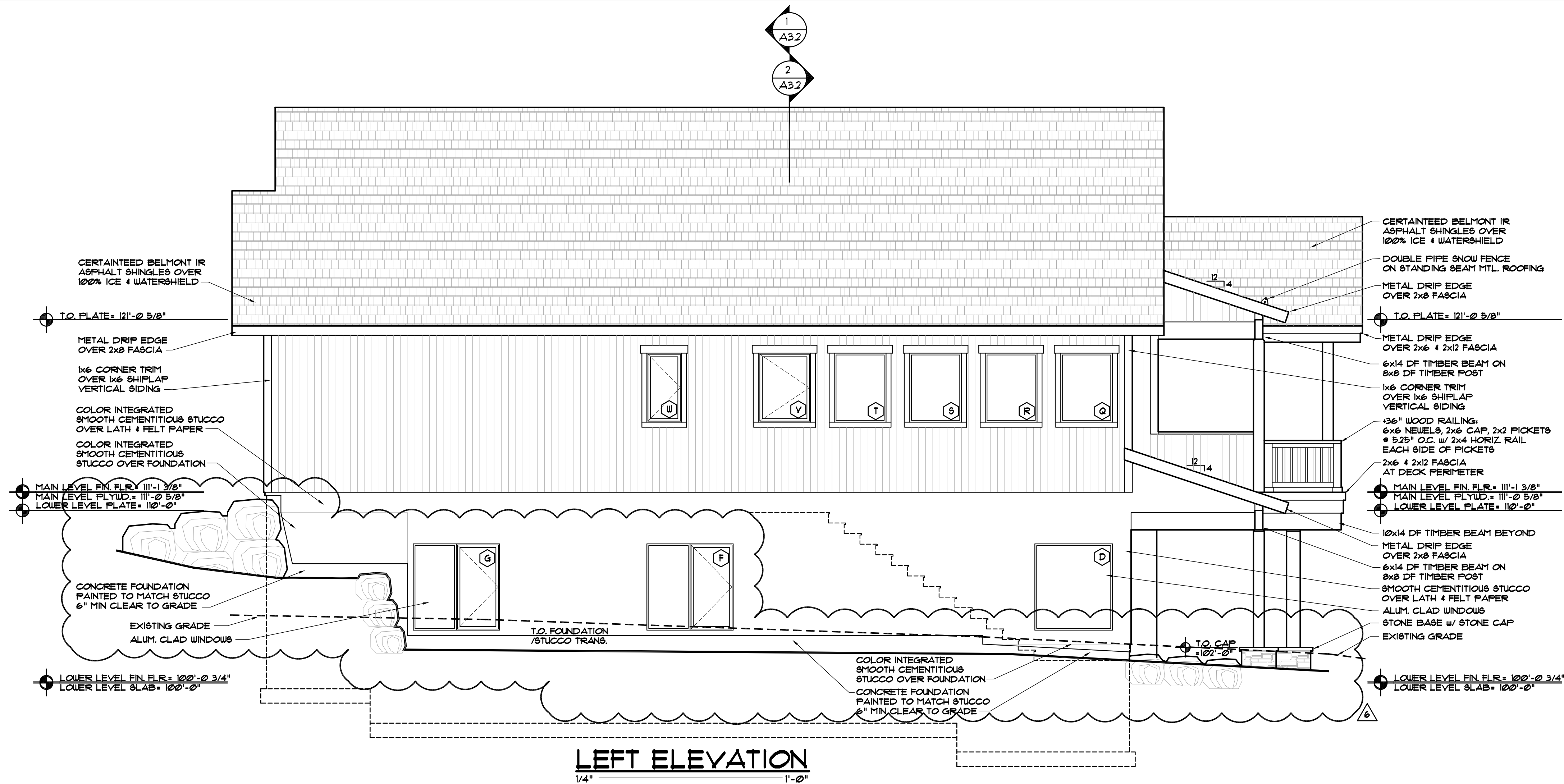
RESORT CONCEPTS
225 MAIN STREET, SUITE C-101
EDWARDS, COLORADO
(970) 926-1720

EGGERS
ARCHITECTURE, INC.
PO BOX 798
KREMMLING, CO 80459
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don.egg@eggarchitecture.com

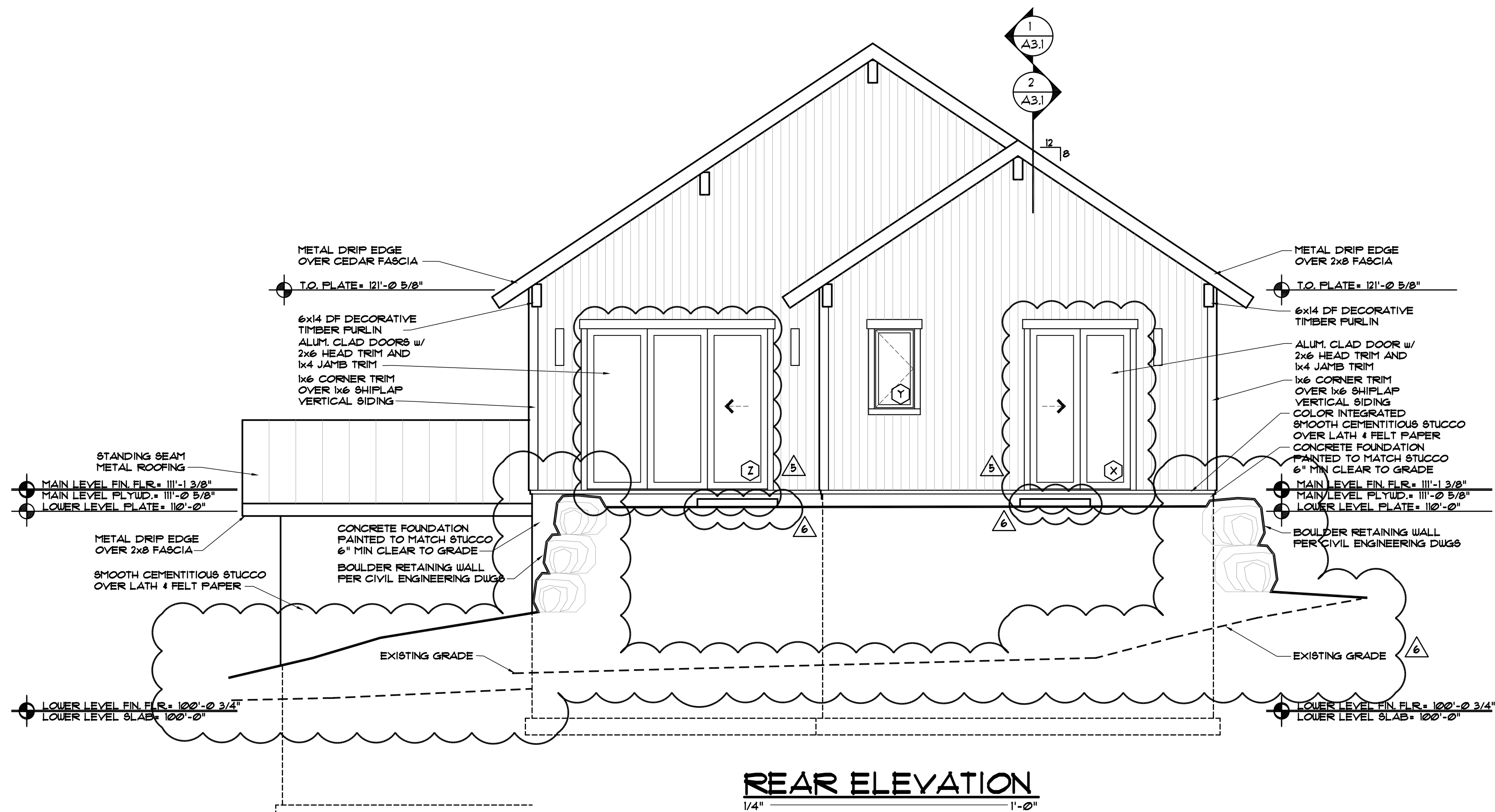


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ISSUED	#	DATE	BY	COMMENTS
	6	6-09-26		OWNER REVISIONS #2
	5	4-29-26		OWNER REVISIONS
	4	3-10-26		PERMIT COMMENTS
	3	2-09-26		BUILDING PERMIT SET



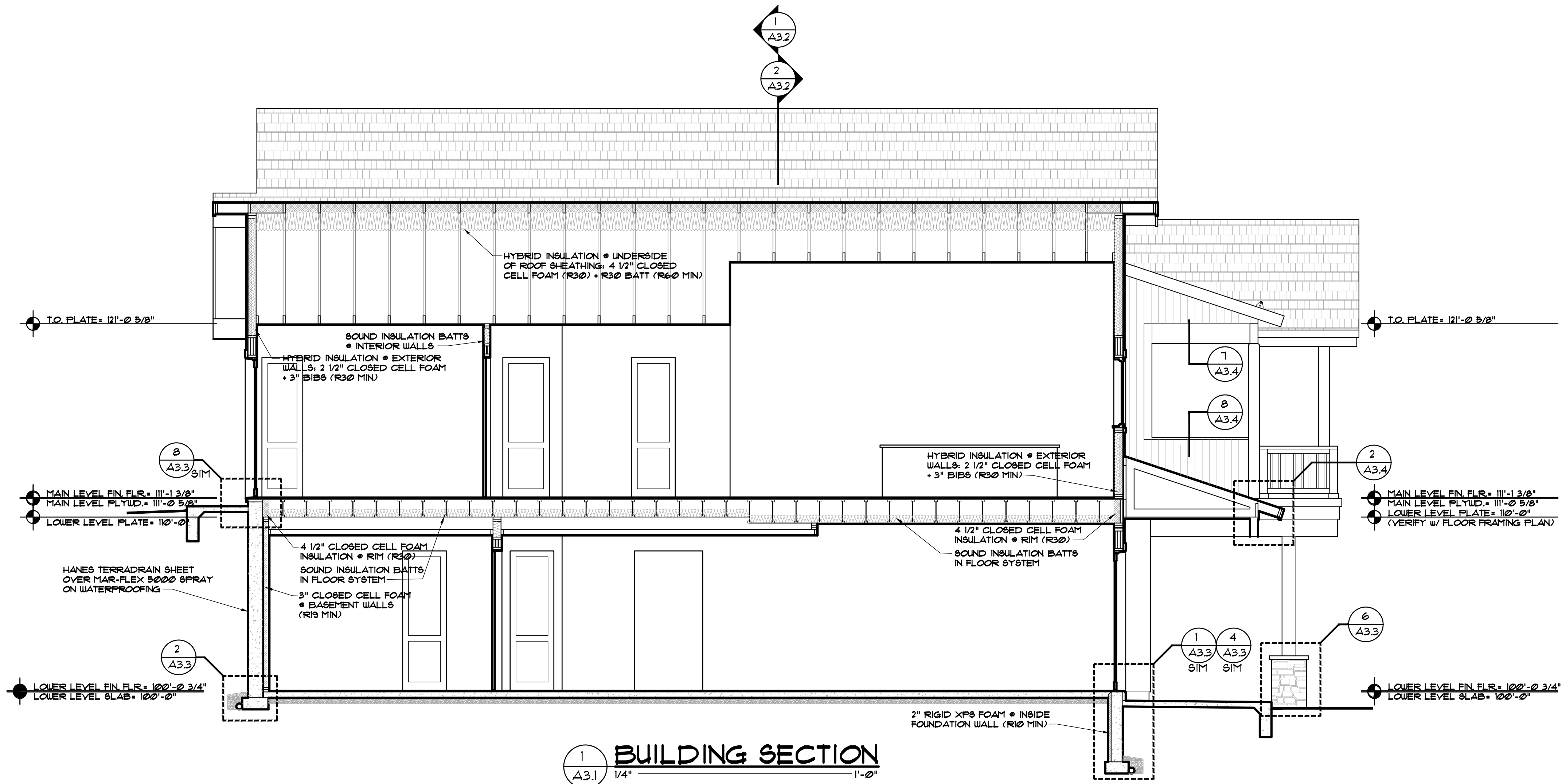
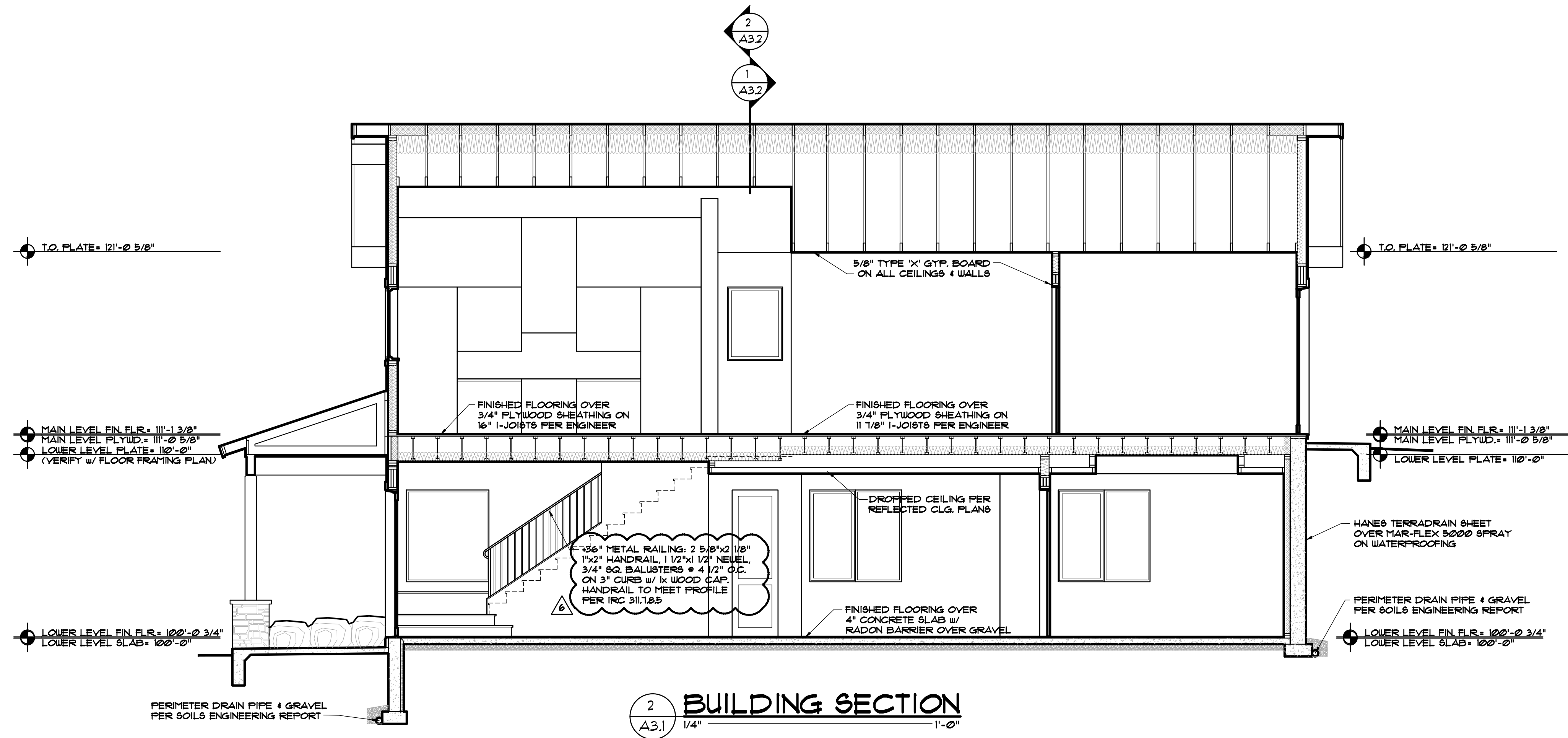
LEFT ELEVATION
1/4" = 1'-0"



REAR ELEVATION
1/4" = 1'-0"

DISCLAIMER: ALL PLANS, RENDERINGS, SPECIFICATIONS AND MARKETING MATERIALS ARE SUBJECT TO REVISIONS AND MODIFICATIONS AT DEVELOPERS SOLE DISCRETION DUE TO SITE SPECIFIC GRADING CONDITIONS, AVAILABILITY OF MATERIALS, AVAILABILITY OF LABOR, MANUFACTURER SUPPLY SHORTAGES, AND GOVERNMENTAL AGENCY CHANGES. ALL PLANS AND SPECIFICATIONS ARE SUBJECT TO REVISIONS AND CONDITIONS OF APPROVAL BY THE TOWN OF MINTURN CITY COUNCIL, TOWN OF MINTURN DESIGN REVIEW BOARD, TOWN OF MINTURN BUILDING PERMIT DEPARTMENT AND ALL OTHER APPLICABLE REGULATORY AGENCIES. ARTIST RENDERINGS HAVE BEEN PROVIDED FOR ILLUSTRATIVE AND MARKETING PURPOSES ONLY AND SHOULD NOT BE RELIED UPON AS A BASIS FOR PURCHASING. COLOR, MATERIALS AND DESIGN ELEMENTS ARE SUBJECT TO REFINEMENT AND REVISION WITHOUT NOTICE AT DEVELOPERS SOLE DISCRETION.

ISSUED		COMMENTS	
#	DATE	BY	
6	6-09-26	DUE	OWNER REVISIONS #2
5	4-29-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-09-26	DUE	BUILDING PERMIT SET



DISCLAIMER: ALL PLANS, RENDERINGS, SPECIFICATIONS AND MARKETING MATERIALS ARE SUBJECT TO REVISIONS AND MODIFICATIONS AT DEVELOPERS SOLE DISCRETION DUE TO SITE SPECIFIC GRADING CONDITIONS, AVAILABILITY OF MATERIALS, AVAILABILITY OF LABOR, MANUFACTURER SUPPLY SHORTAGES, AND GOVERNMENTAL AGENCY CHANGES. ALL PLANS AND SPECIFICATIONS ARE SUBJECT TO REVISIONS AND CONDITIONS OF APPROVAL BY THE TOWN OF MINTURN CITY COUNCIL, TOWN OF MINTURN DESIGN REVIEW BOARD, TOWN OF MINTURN BUILDING PERMIT DEPARTMENT AND ALL OTHER APPLICABLE REGULATORY AGENCIES. ARTIST RENDERINGS HAVE BEEN PROVIDED FOR ILLUSTRATIVE AND MARKETING PURPOSES ONLY AND SHOULD NOT BE RELIED UPON AS A BASIS FOR PURCHASING. COLOR, MATERIALS AND DESIGN ELEMENTS ARE SUBJECT TO REFINEMENT AND REVISION WITHOUT NOTICE AT DEVELOPERS SOLE DISCRETION.

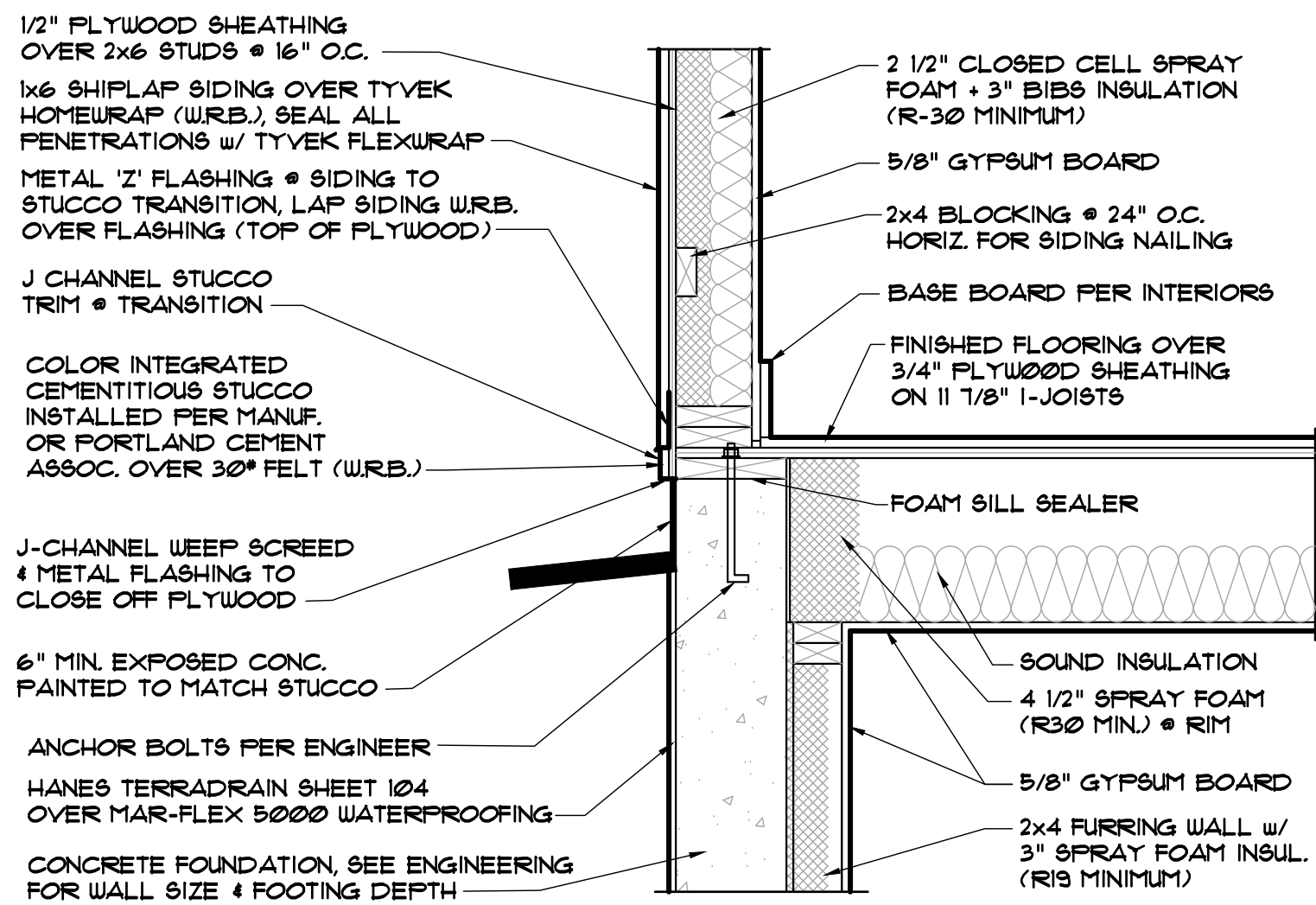
#	DATE	BY	COMMENTS	#	DATE	BY	COMMENTS
6	6-09-26		OWNER REVISIONS #2	5	4-29-26		OWNER REVISIONS
4	3-10-26		PERMIT COMMENTS	3	2-09-26		BUILDING PERMIT SET

[illegible]
$$\hat{6}$$

— 1'-0"

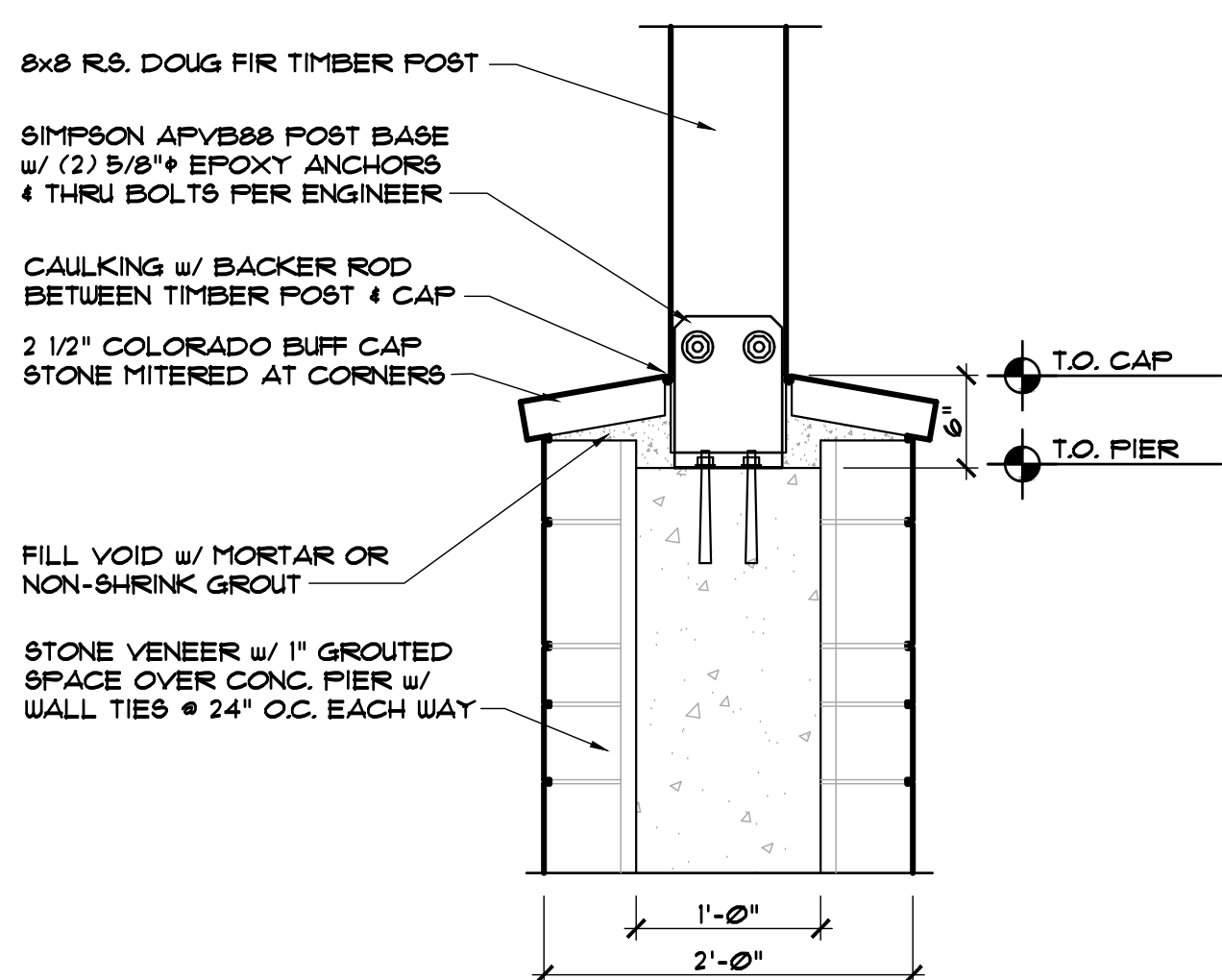
- 1'-0"

AGENCIES. ARTIST RENDERINGS HAVE BEEN PROVIDED FOR ILLUSTRATIVE AND MARKETING PURPOSES ONLY AND SHOULD NOT BE RELIED UPON AS A BASIS FOR PURCHASING. COLOR MATERIALS AND DESIGN ELEMENTS ARE SUBJECT TO REFINEMENT AND REVISION WITHOUT NOTICE AT DEVELOPERS SOLE DISCRETION.



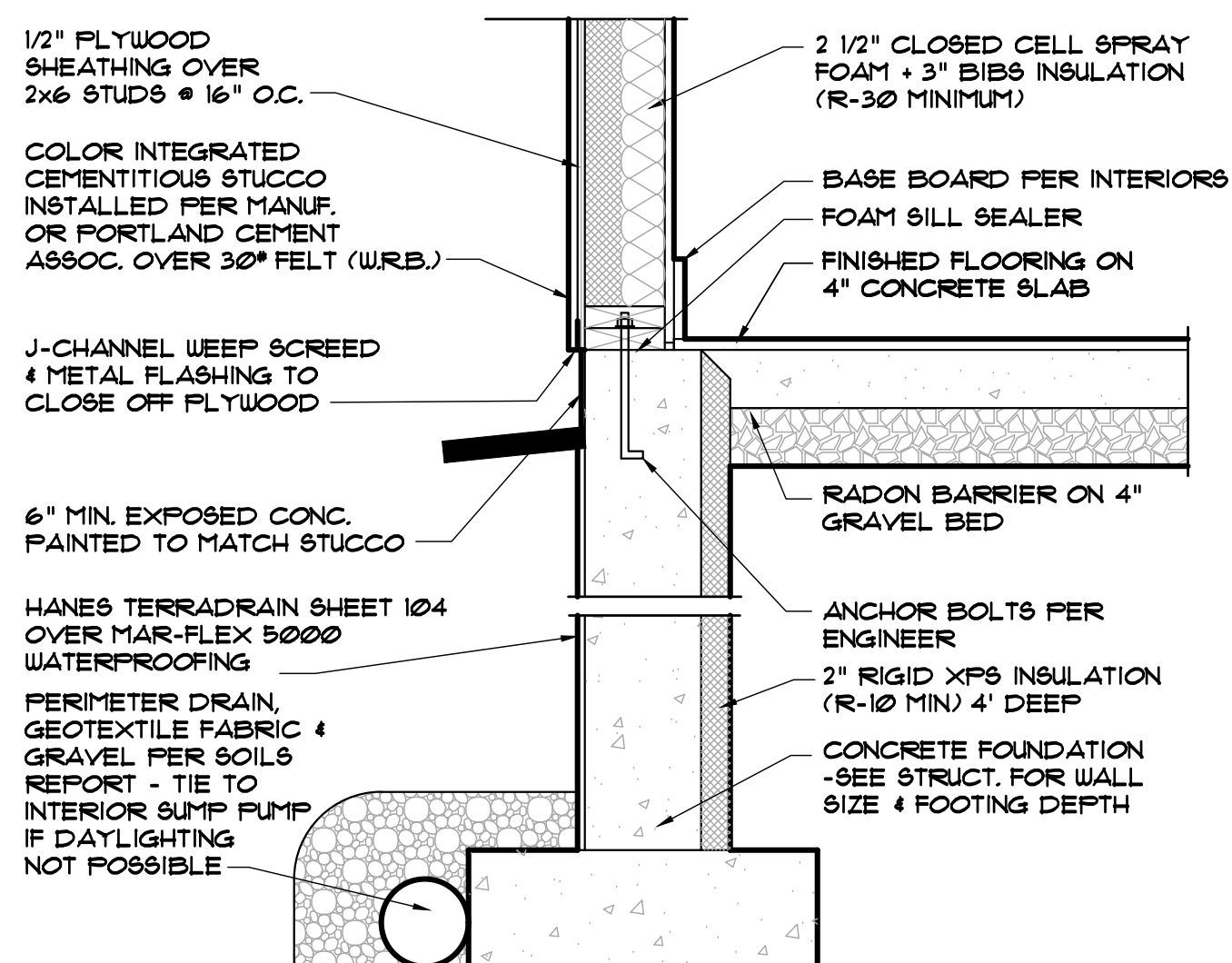
FLOOR ASSEMBLY HANGING INSIDE FOUNDATION WALL

8 A3.3 1" 1'-0"



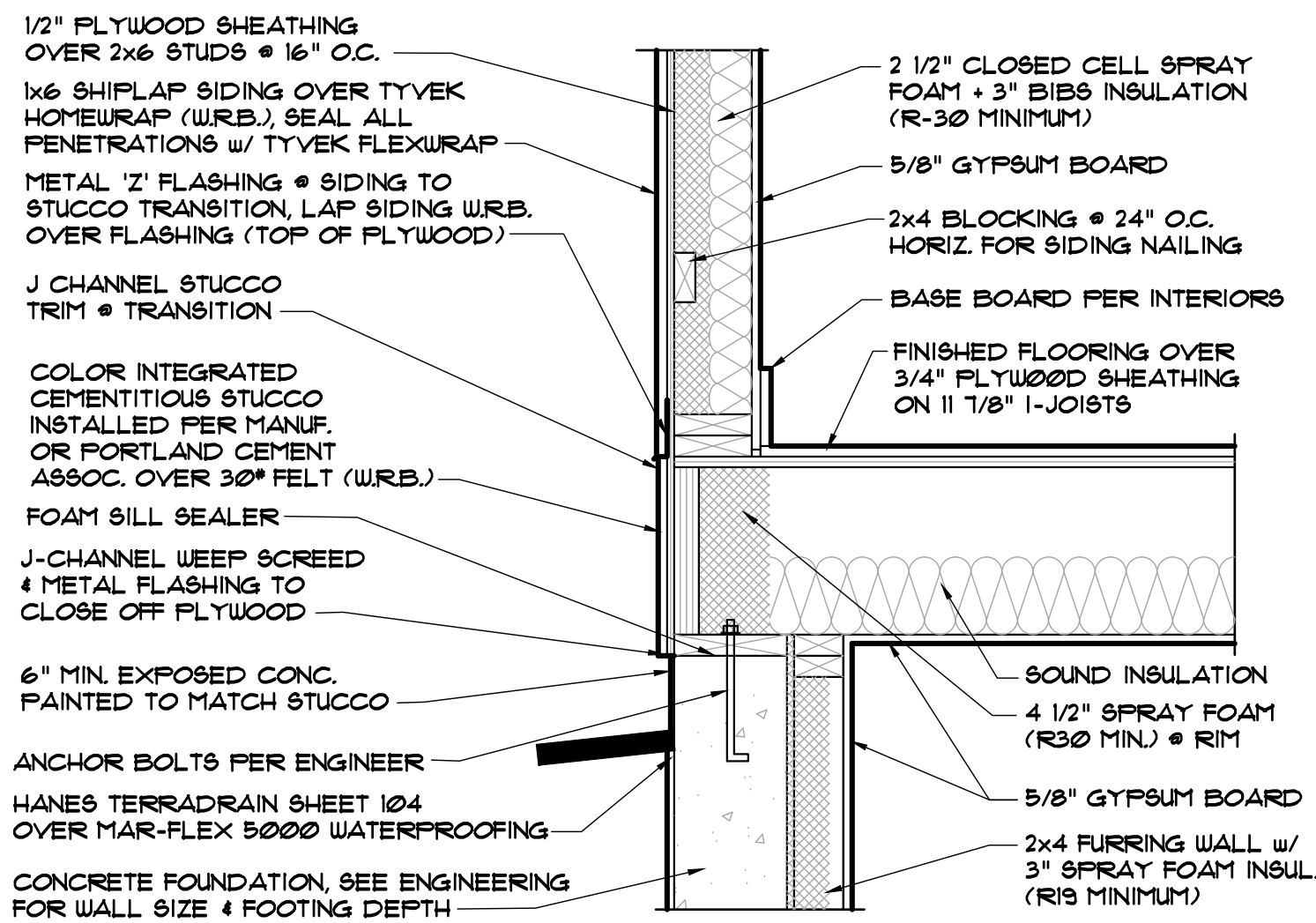
STANDARD TIMBER POST ON STONE BASE

5 A3.3 1" 1'-0"



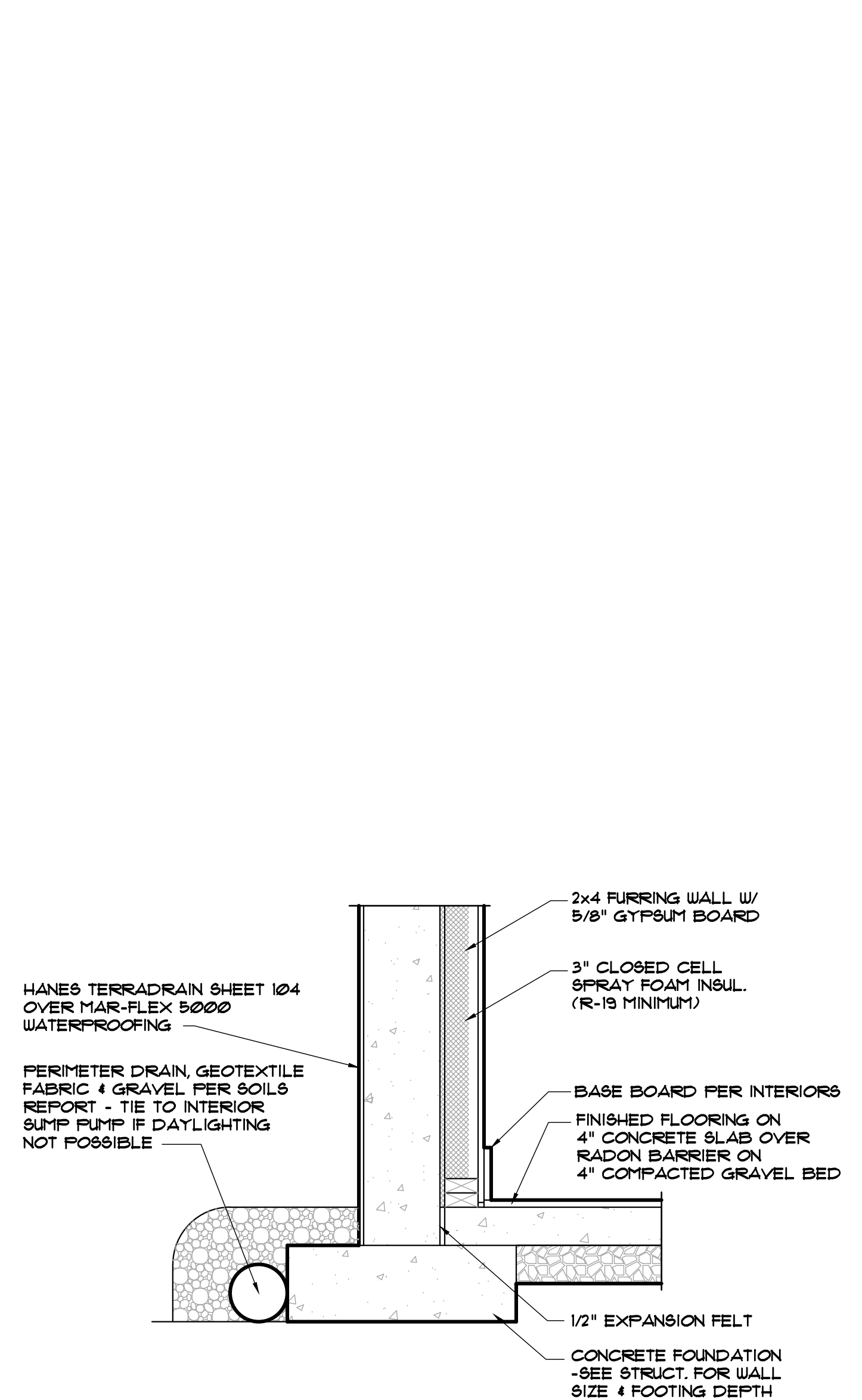
FOUNDATION @ SLAB ELEVATION

1 A3.3 1" 1'-0"



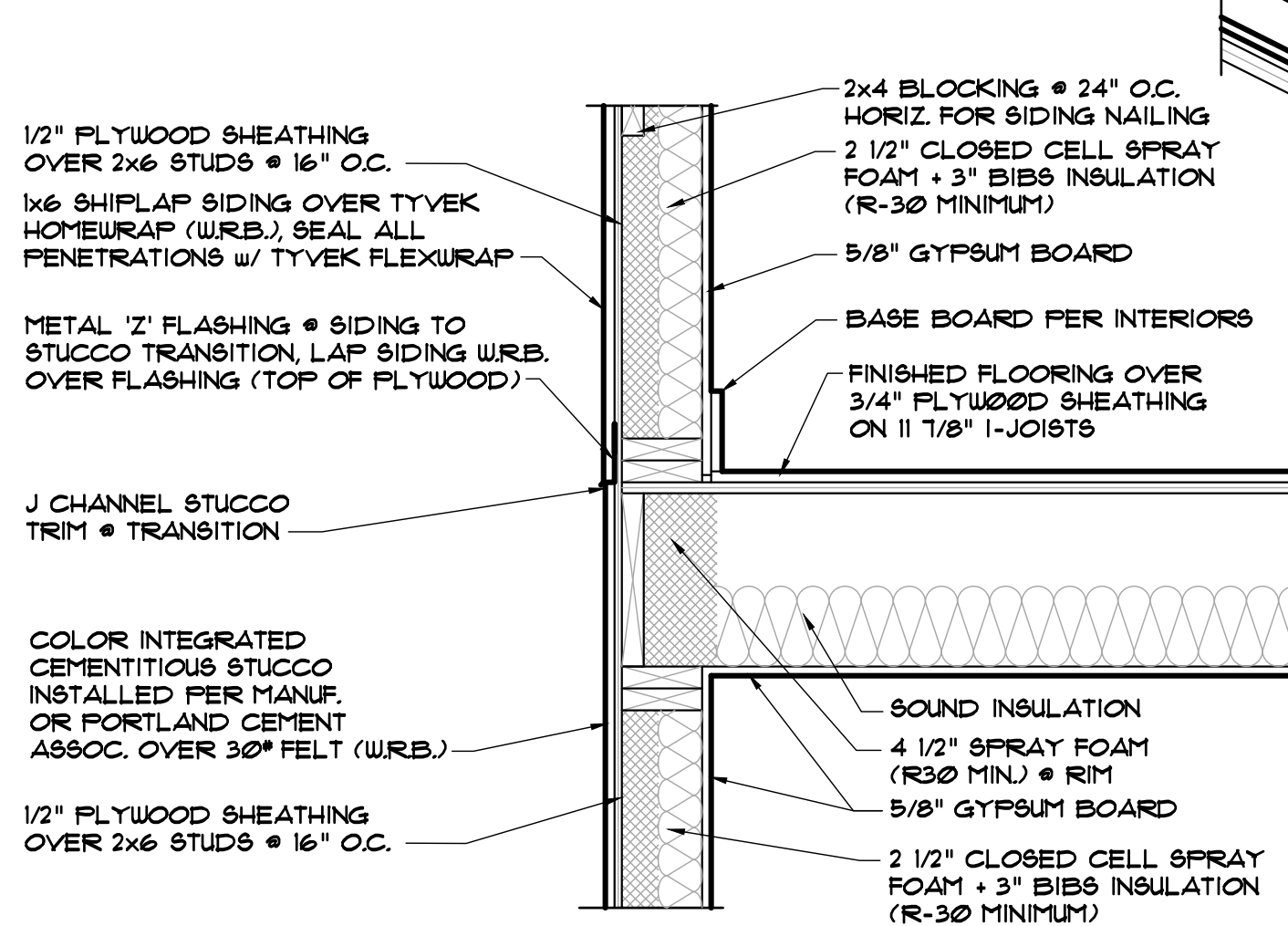
FLOOR ASSEMBLY BEARING ON FOUNDATION WALL

9 A3.3 1" 1'-0"



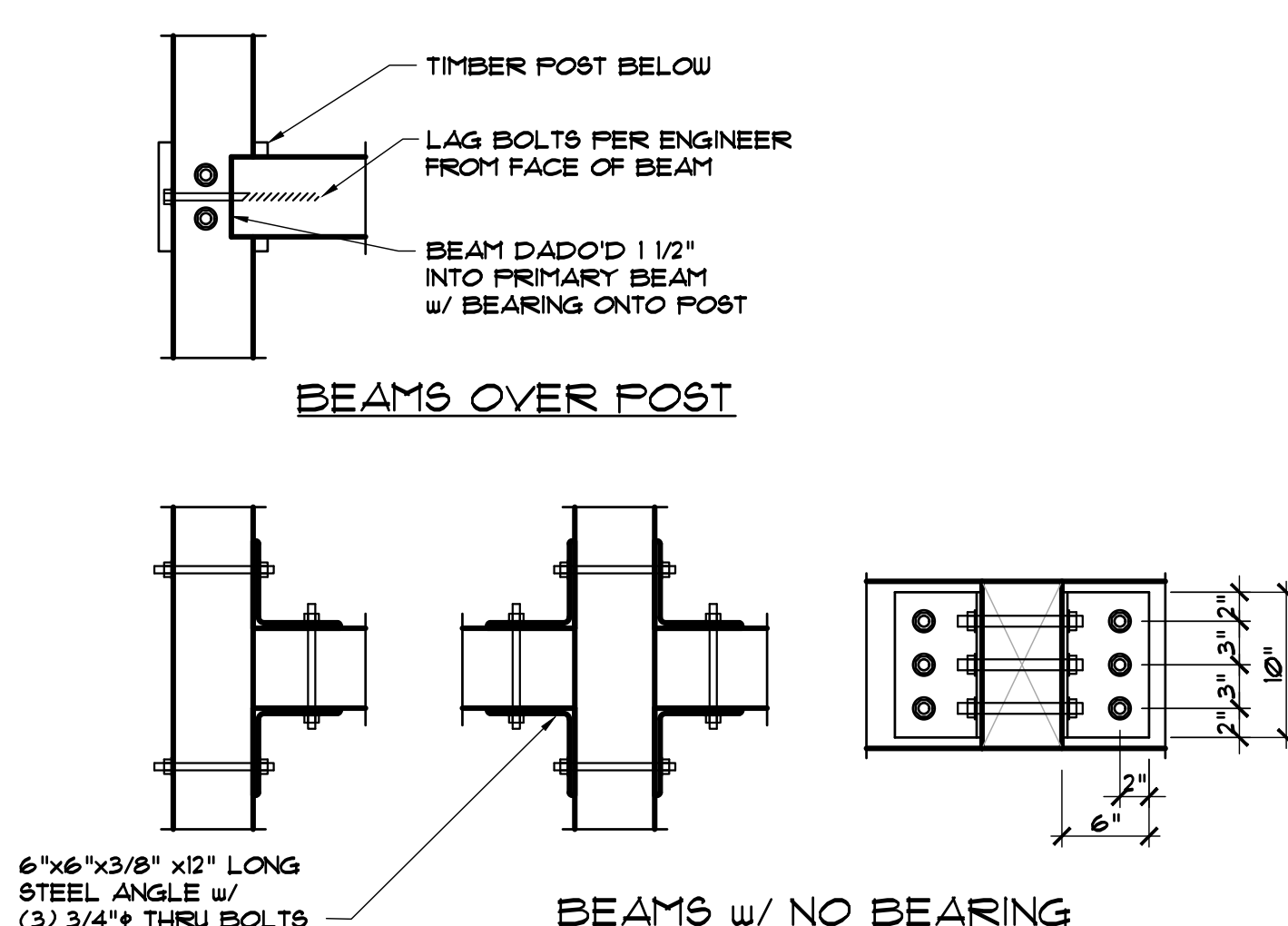
FULL FOUNDATION WALL WITH SLAB

2 A3.3 1" 1'-0"



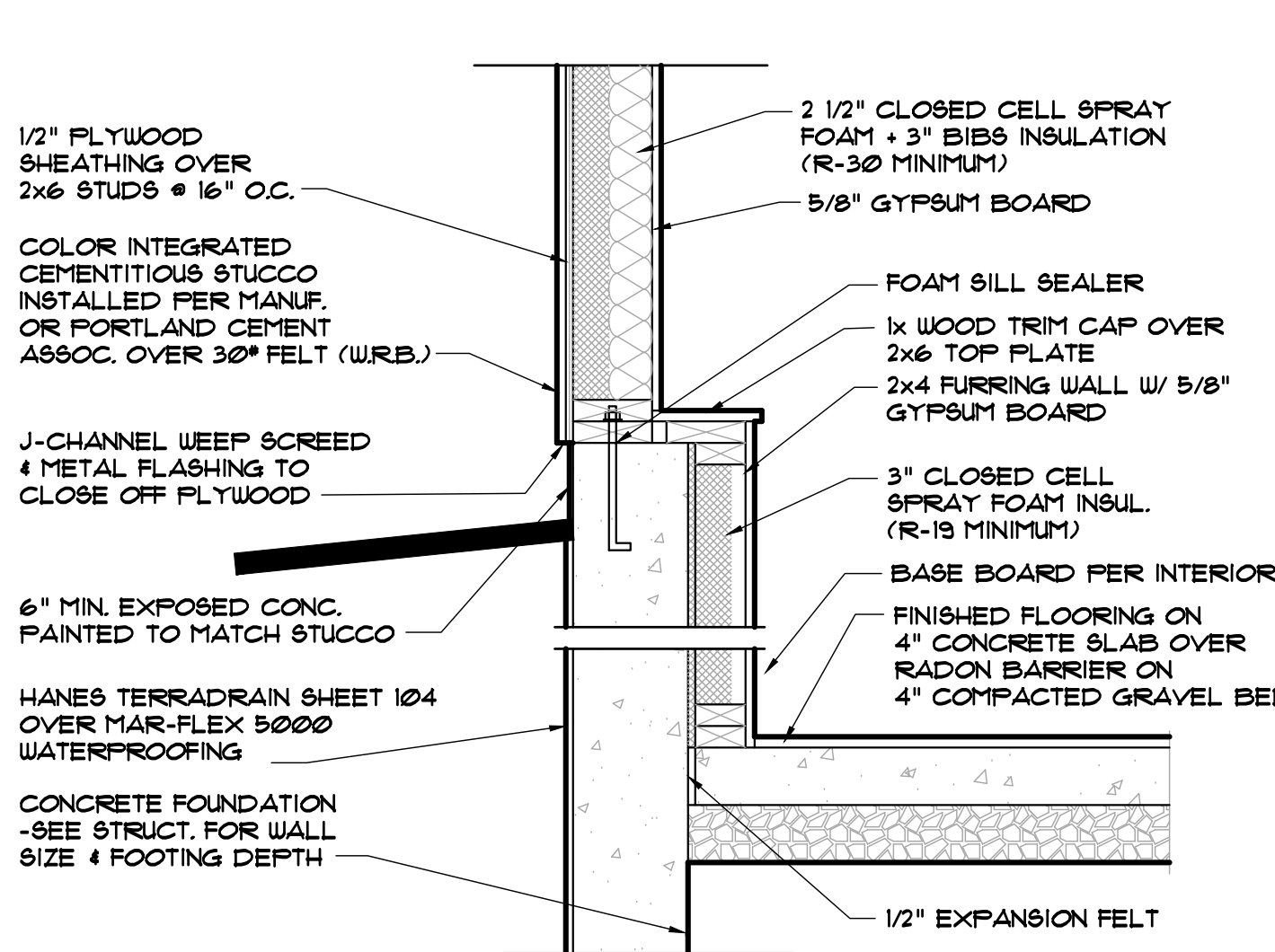
FLOOR ASSEMBLY ON FRAMING WALL BEARING

10 A3.3 1" 1'-0"



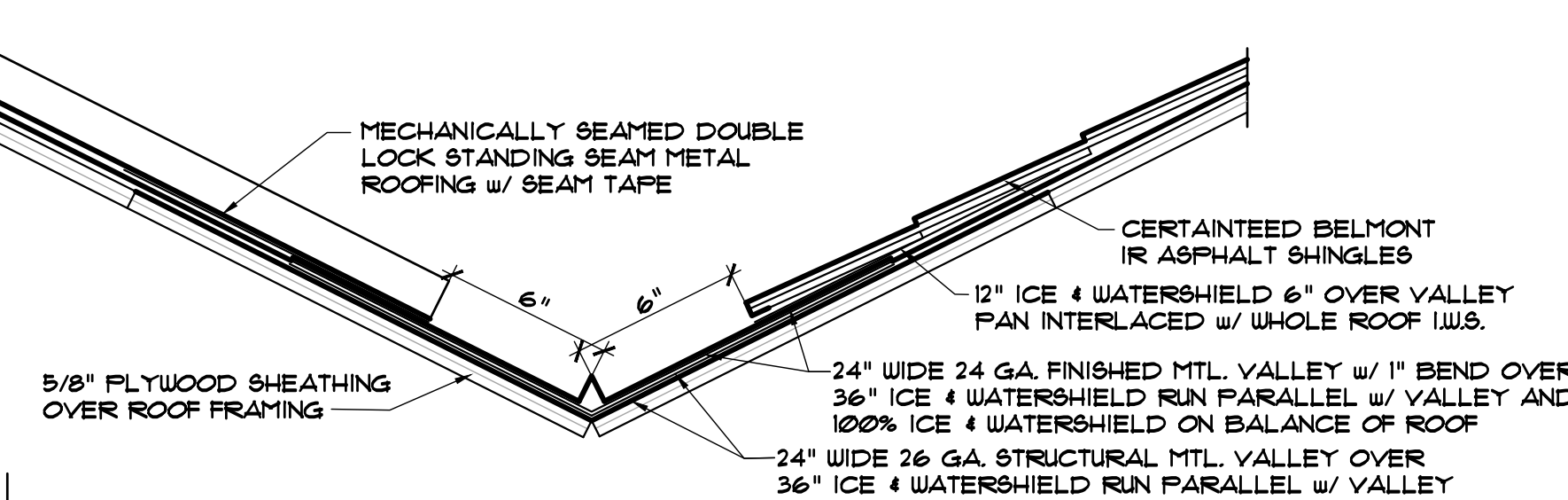
TIMBER BEAM CONNECTIONS

7 A3.3 1" 1'-0"



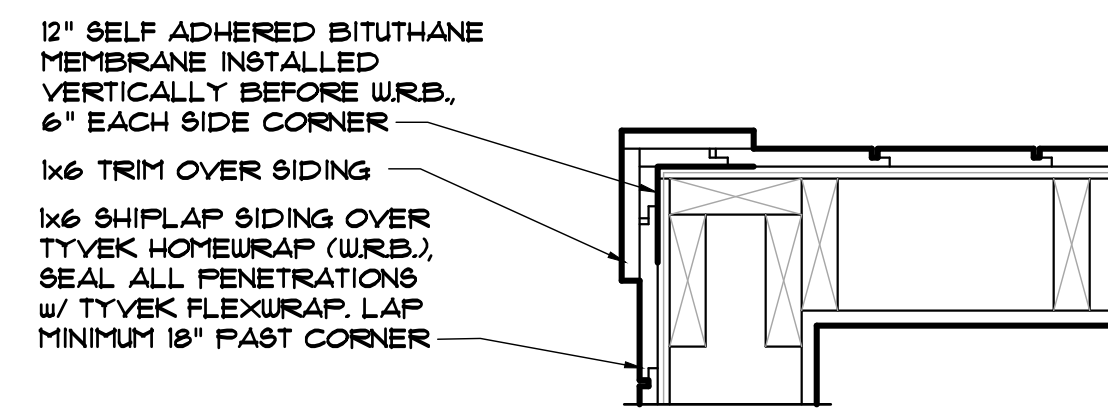
FOUNDATION ABOVE SLAB HEIGHT

3 A3.3 1" 1'-0"



VALLEY FLASHING

12 A3.3 NTS



VERTICAL SIDING

EXTERIOR CORNER DETAIL

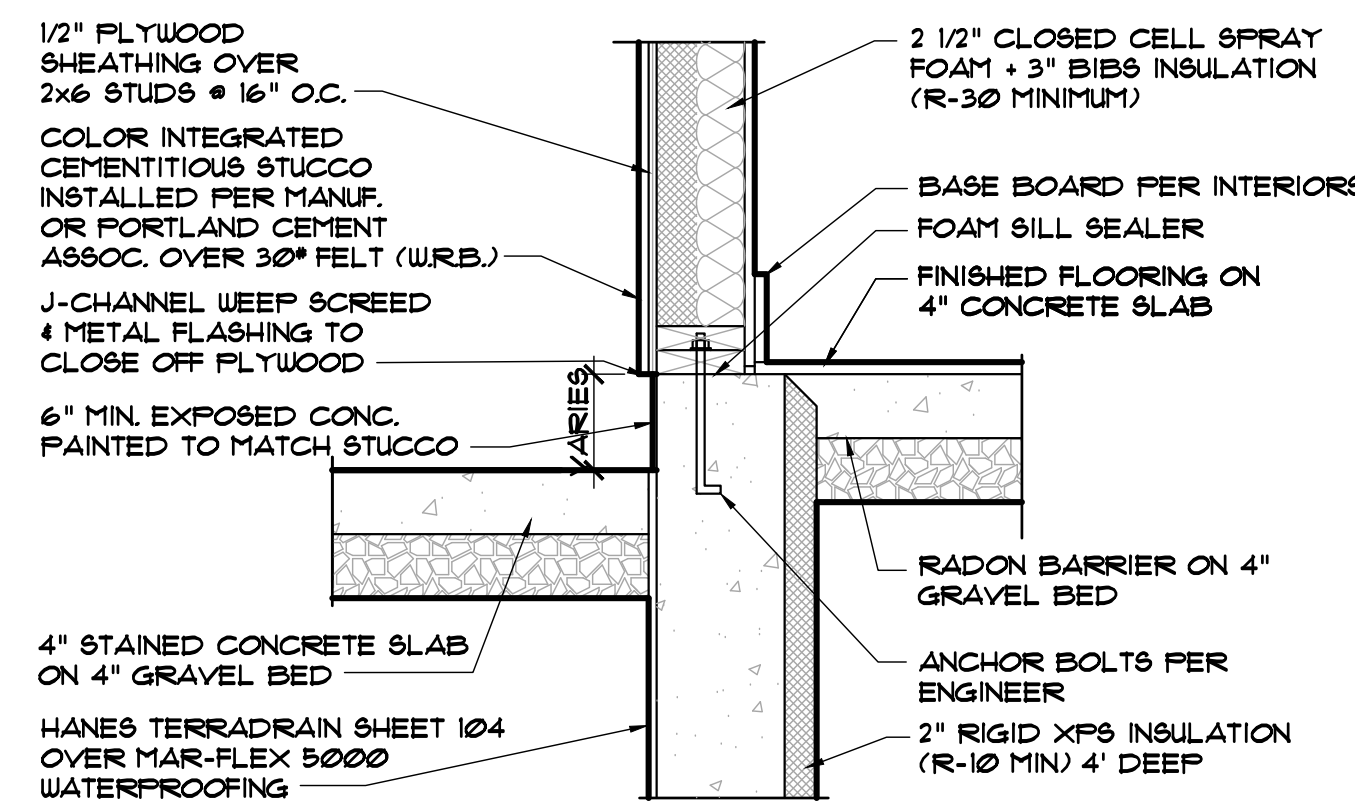
11 A3.3

SUBSLAB DEPRESSURIZATION RADON SYSTEM (PASSIVE):

1. 4" GAS PERMEABLE GRAVEL OVER SUB-GRADE.
2. SOIL-GAS-RETARDER FABRIC OVER GRAVEL & SEALED TO ALL PENETRATIONS.
3. 1" FITTING VENT PIPE INSTALLED INTO THE GRAVEL AND EXTENDING TO 12" ABOVE ROOF.
4. A VENT PIPE SHALL BE INSTALLED IN EACH ZONE BROKEN BY INTERNAL SPREAD FOOTINGS.
5. RADON VENTS MUST RUN THROUGH INTERIOR FRAME WALLS.
6. ROUTING TO BE DETERMINED BY GENERAL CONTRACTOR.

FOUNDATION INSULATION & WATERPROOFING:

1. ALL FOUNDATION WALLS TO RECEIVE MARFLEX 5000 SPRAY ON WATERPROOFING.
2. WHERE CONCRETE SLAB IS LESS THAN 12" BELOW GRADE (WALK-OUT CONDITIONS & GARAGE SLABS) 2" RIGID FOAM INSULATION BOARD (R-10 MIN) IS TO BE INSTALLED TO 4'-0" MINIMUM DEPTH BELOW GRADE.
3. HANES TERRADRAIN SHEET 104 DRAINAGE MATT TO BE INSTALLED AT ALL WALLS PER SOILS REPORT.



STAINED CONCRETE PATIO @ FOUNDATION & SLAB FLOOR

4 A3.3 1" 1'-0"

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RESORT CONCEPTS
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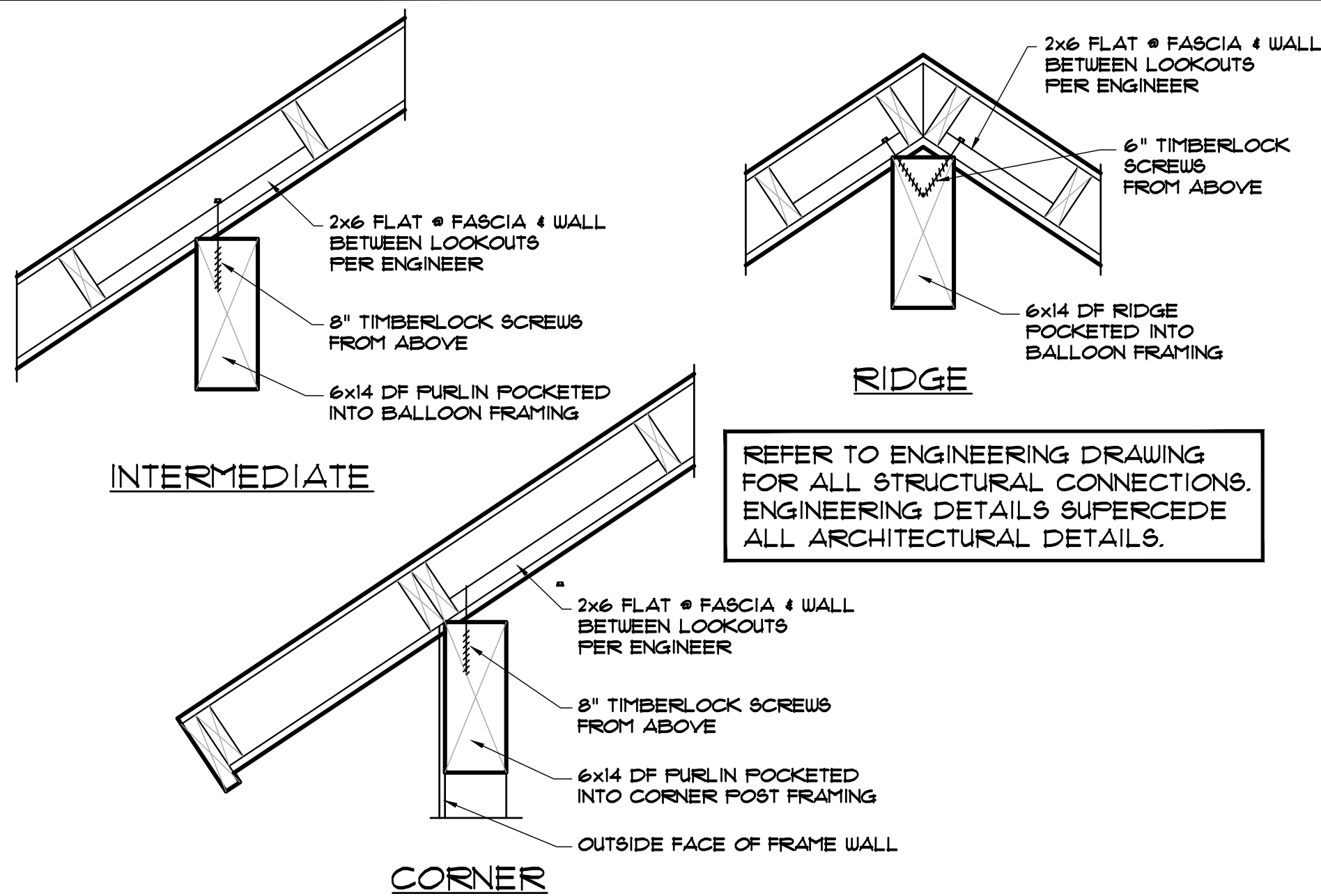


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0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO

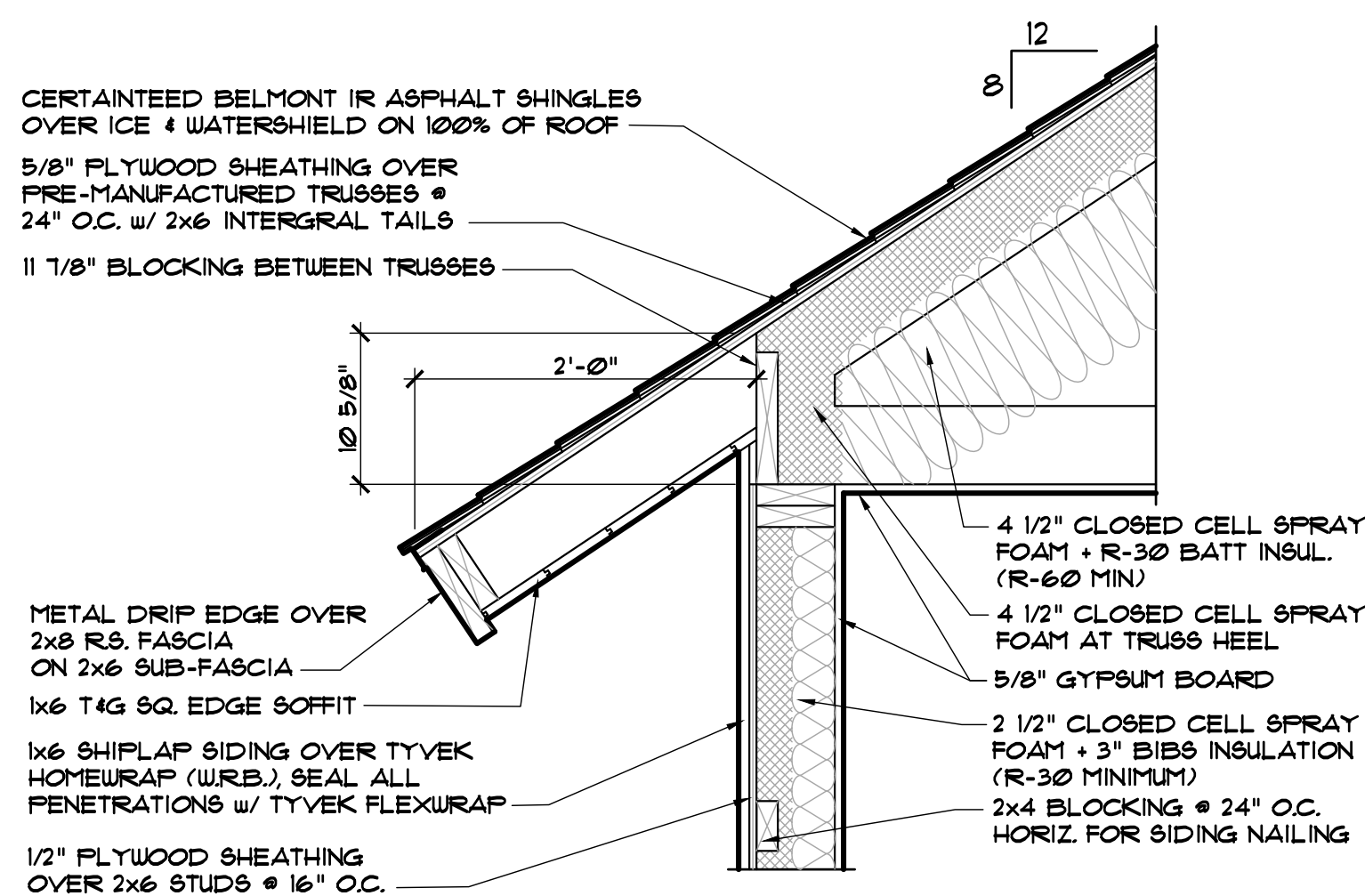
PROJECT NO: 2412-22 L12

#	DATE	COMMENTS	BY	DUE	DUE	DUE
3	2-09-26	BUILDING PERMIT SET				
2	12-29-25	DRB SUBMITTAL SET				
1	12-21-25	PROGRESS SET				

A3.3

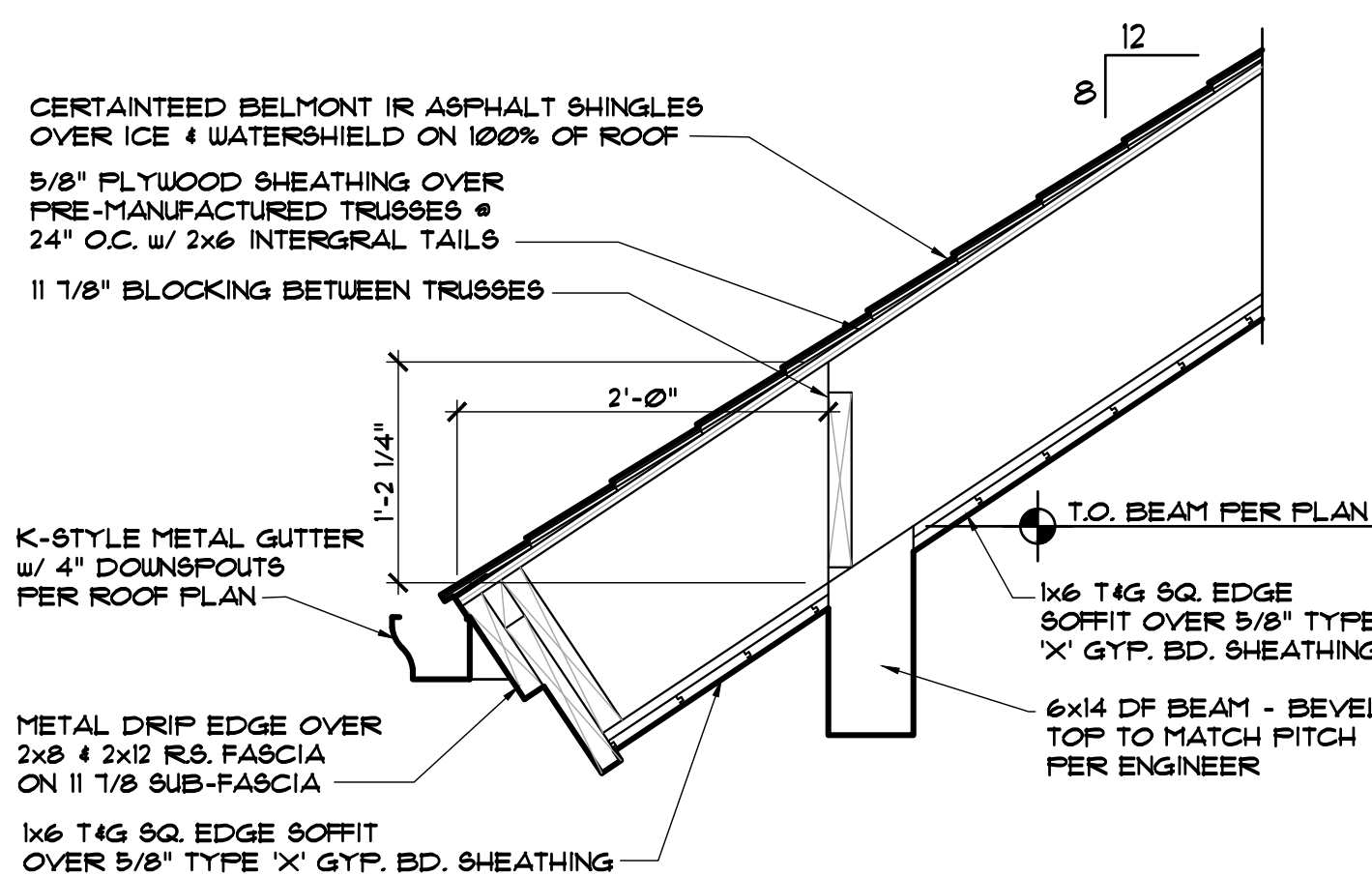


9 DECO PURLIN ATTACHMENT
A3.4 1" 1'-0"



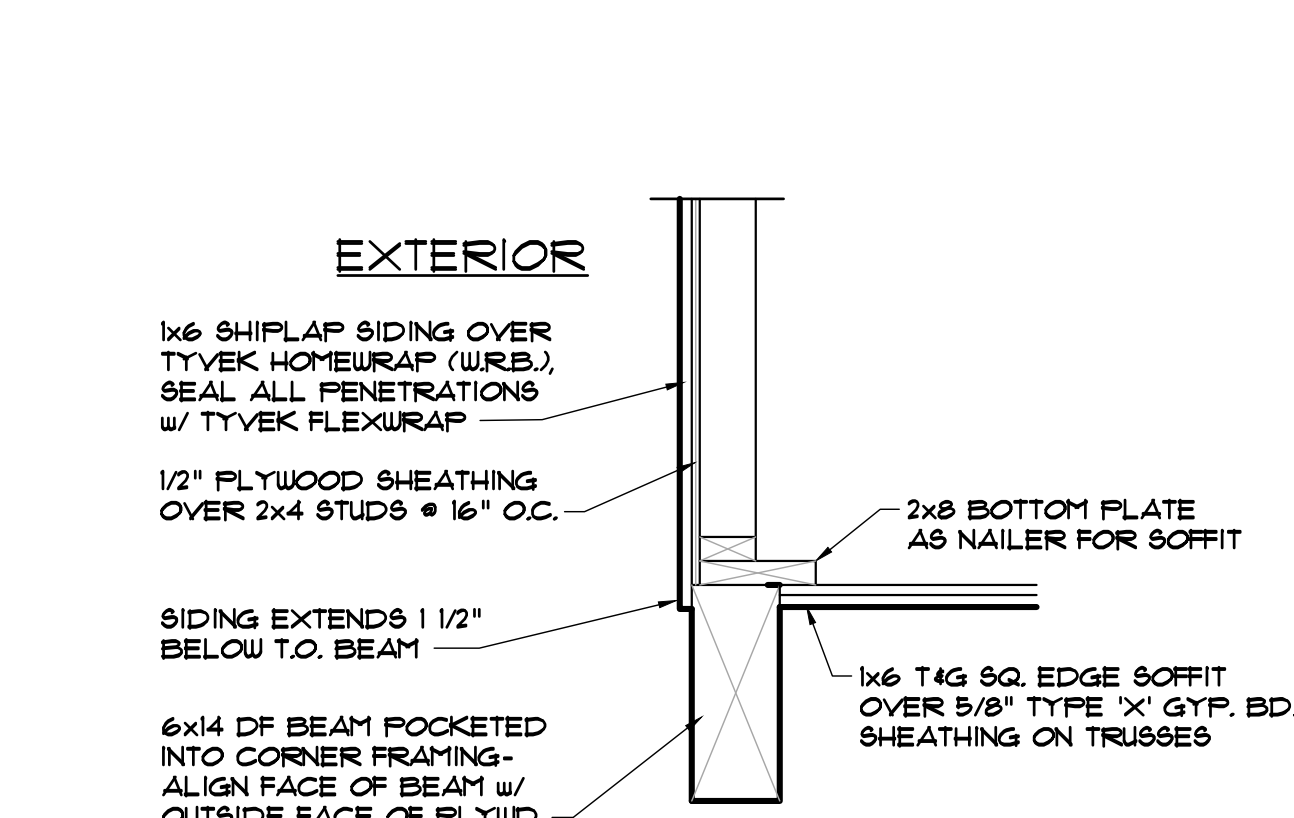
5 EAVE DETAIL w/ 8:12 PITCH
ON PRE-MANUFACTURED TRUSSES
A3.4 1" 1'-0"

10 +42" SIDED WALL @ DECK
A3.4 1" 1'-0"

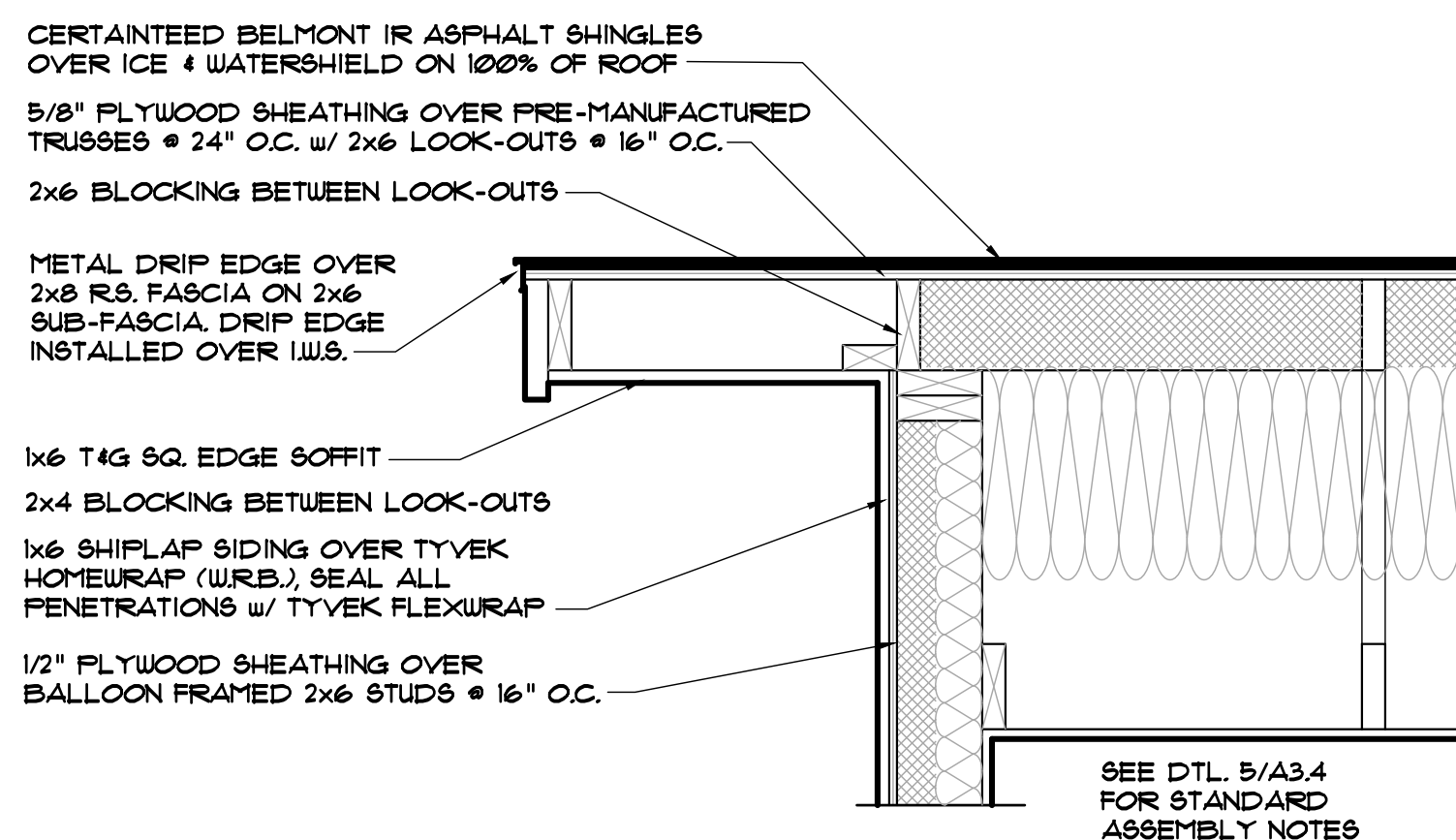


6 EAVE DETAIL w/ 8:12 PITCH
ON 11 7/8 I-JOIST RAFTERS
A3.4 1" 1'-0"

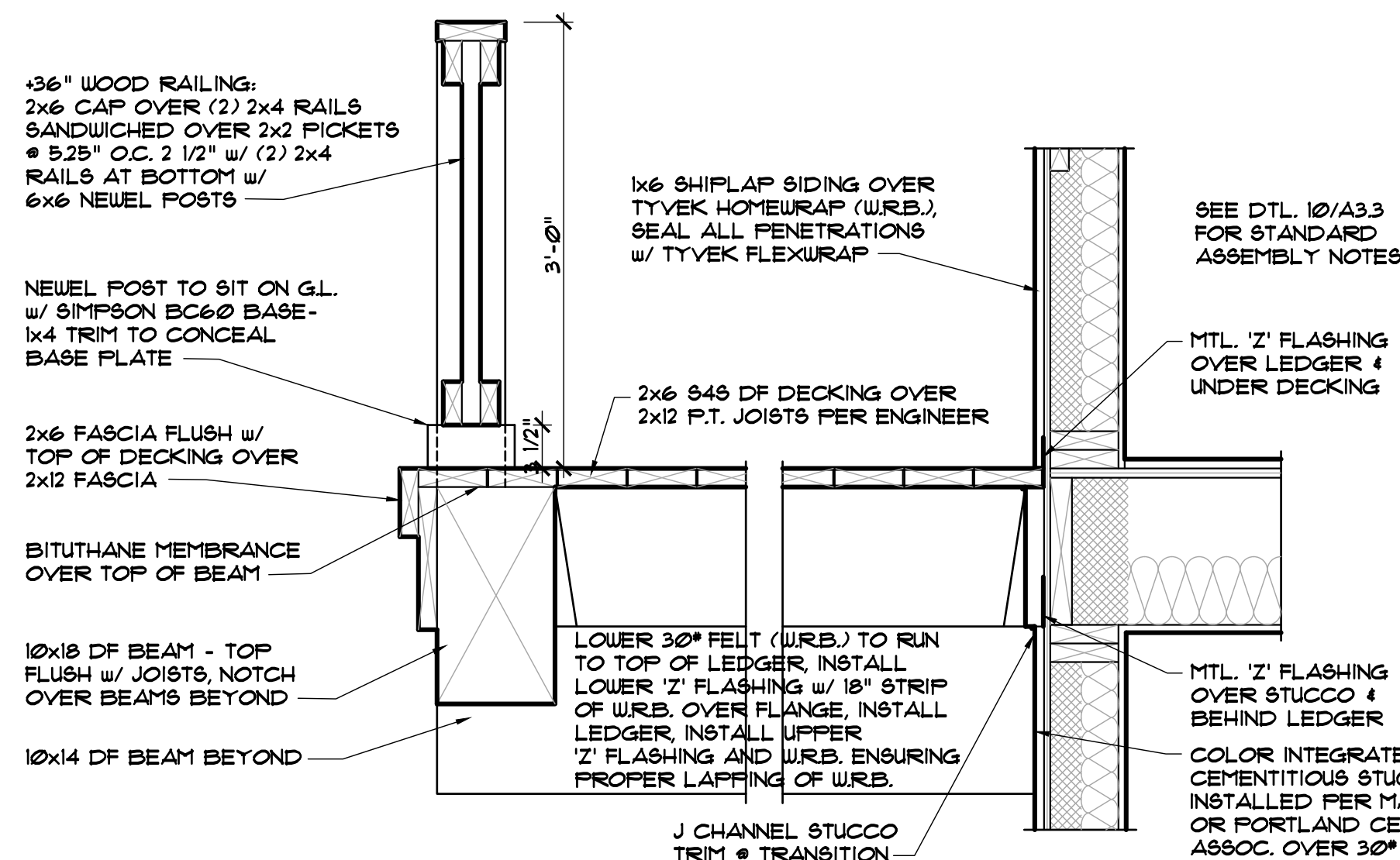
11 UTILITY SCREEN @ ENTRY
A3.4 1" 1'-0"



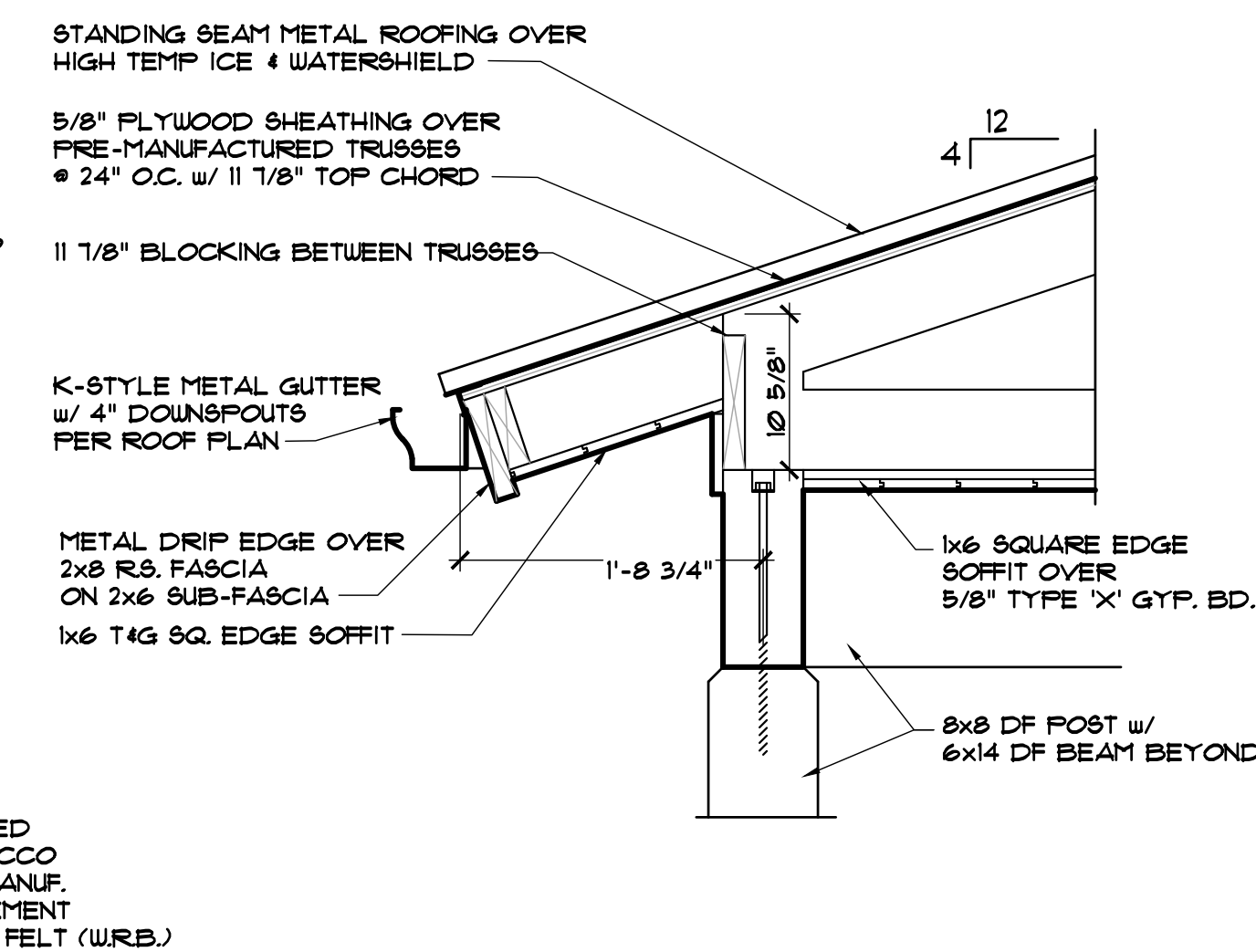
7 RAKE WALL w/ SIDING
ABOVE TIMBER BEAM
A3.4 1" 1'-0"



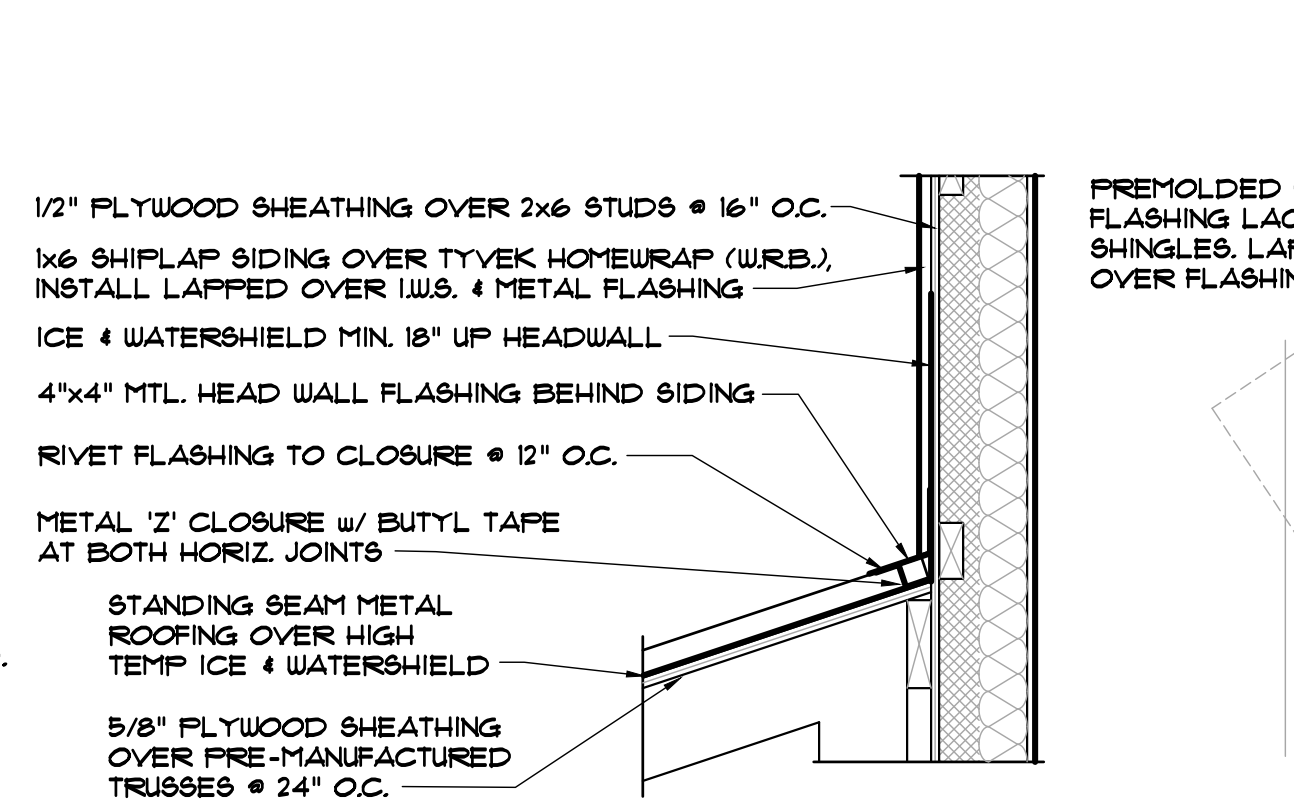
8 RAKE DETAIL w/ SHINGLES
A3.4 1" 1'-0"



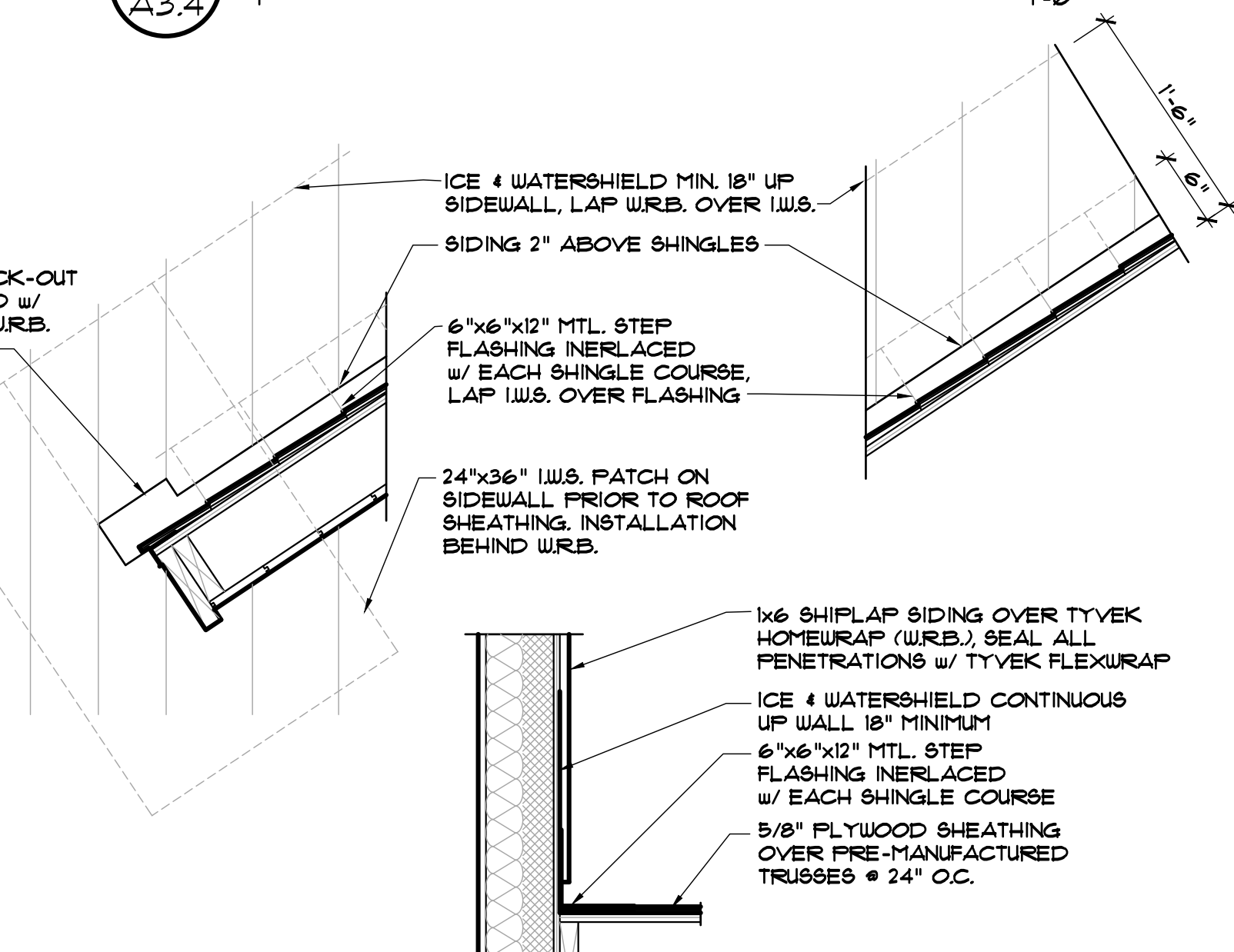
1 DECK RAILING, DECK EDGE AND
DECK ASSEMBLY AT WALL
A3.4 1" 1'-0"



2 EAVE DETAIL w/ 4:12 PITCH
A3.4 1" 1'-0"



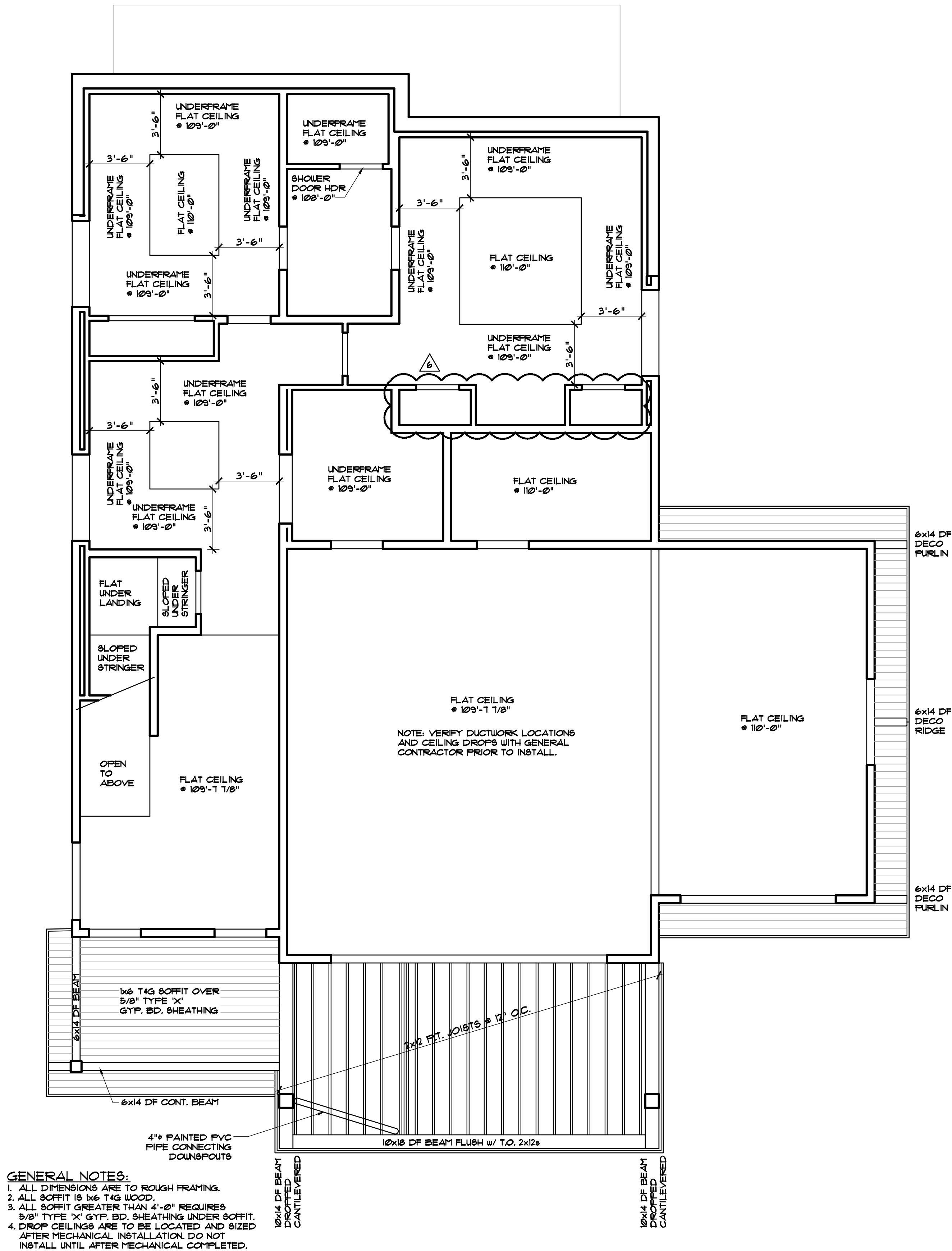
3 HEAD WALL FLASHINGS
A3.4 1" 1'-0"



4 SIDE WALL FLASHINGS
A3.4 1" 1'-0"

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#	DATE	BY	COMMENTS	#	DATE	BY	COMMENTS
3	2-09-26		BUILDING PERMIT SET	2	12-29-25		DRB SUBMITTAL SET
2	12-29-25		DRB SUBMITTAL SET	1	12-21-25		PROGRESS SET



- GENERAL NOTES:
1. ALL DIMENSIONS ARE TO ROUGH FRAMING.
 2. ALL SOFFIT IS 1/4" TAG WOOD.
 3. ALL SOFFIT GREATER THAN 4'-0" REQUIRES 5/8" TYPE 'X' GYP. BD. SHEATHING UNDER SOFFIT.
 4. DROP CEILING ARE TO BE LOCATED AND SIZED AFTER MECHANICAL INSTALLATION. DO NOT INSTALL UNTIL AFTER MECHANICAL COMPLETED.

LOWER LEVEL CEILING

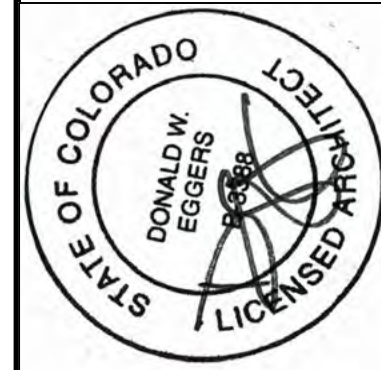
1/4" 1'-0"

ISSUED		COMMENTS	
#	DATE	BY	

6	6-09-26	DUE	OWNER REVISIONS #2
5	4-29-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-09-26	DUE	BUILDING PERMIT SET

PROJECT NO: 2412-22 L12

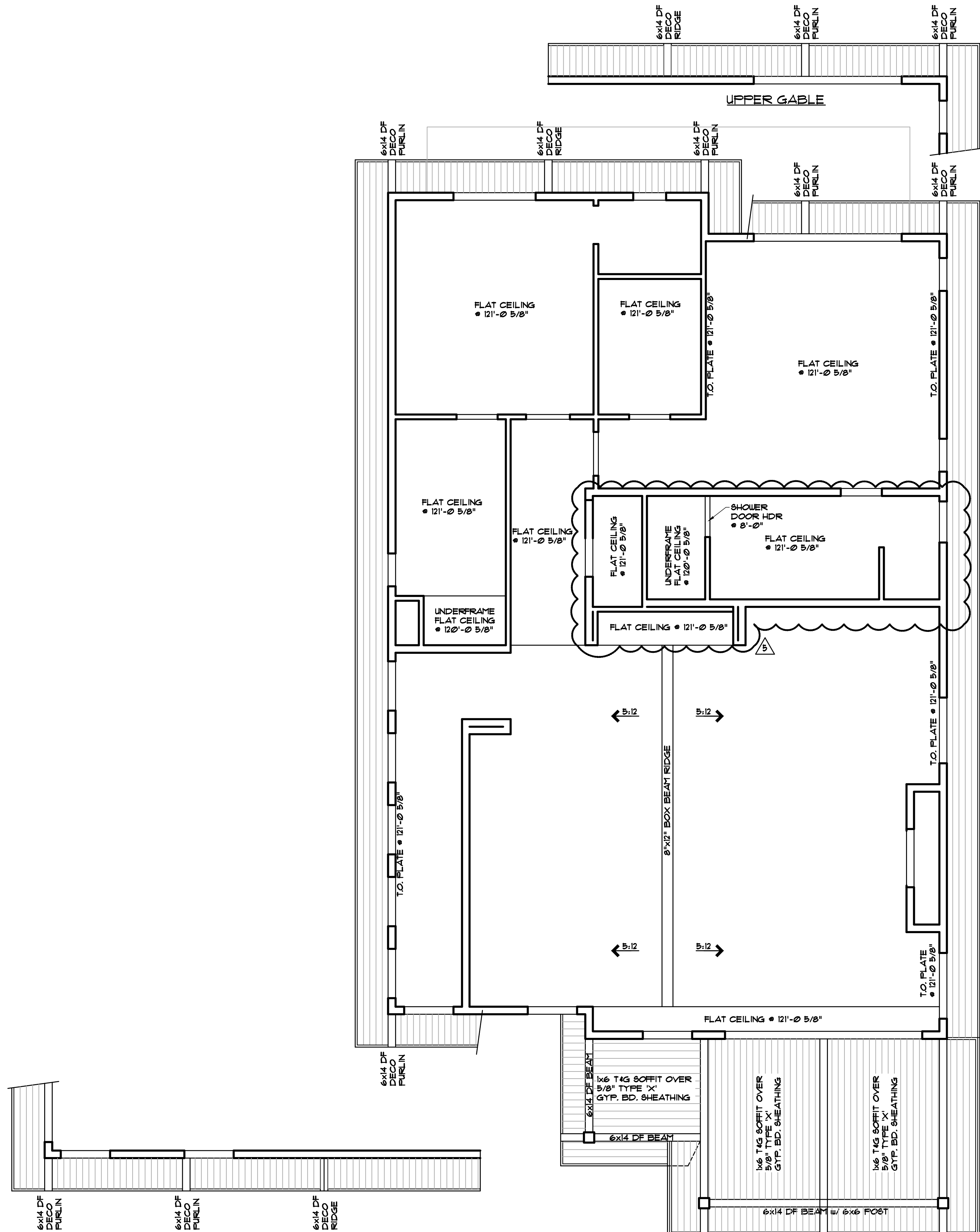
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0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO



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don.egg@eggarchitecture.com

A4.1



- GENERAL NOTES:
1. ALL DIMENSIONS ARE TO ROUGH FRAMING.
 2. ALL SOFFIT IS 1/4" TAG WOOD.
 3. ALL SOFFIT GREATER THAN 4'-0" REQUIRES 5/8" TYPE 'X' GYP. BD. SHEATHING UNDER SOFFIT.

MAIN LEVEL CEILING

1/4" = 1'-0"

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ISSUED

#	DATE	BY	COMMENTS
5	4-29-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-09-26	DUE	BUILDING PERMIT SET
2	12-29-25	DUE	DRG SUBMITTAL SET

PROJECT NO: 2412-22 L12

FRIEDBERG
0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO



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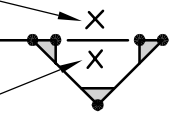
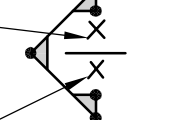
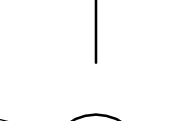
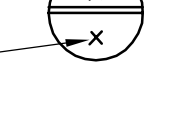
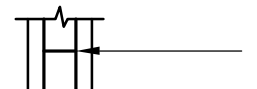
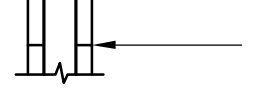


FRIEDBERG
0136 MILES END LANE
LOT 12, MINTURN NORTH
MINTURN, COLORADO

PROJECT NO: 2412-22 L12

#	DATE	BY	COMMENTS
6	6-05-26	DUE	OWNER REVISIONS 2
5	4-29-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-09-26	DUE	BUILDING PERMIT SET

BH1

DRAWING SYMBOLS AND ABBREVIATIONS			
DETAIL NUMBER  DETAIL, SECTION, OR ELEVATION REFERENCE DETAIL NUMBER  DETAIL, SECTION, OR ELEVATION REFERENCE DETAIL NUMBER  DETAIL, SECTION, OR ELEVATION REFERENCE DETAIL NUMBER  PLAN DETAIL REFERENCE T.O.W. XX'-XX" TOP OF WALL ELEVATION T.O.F. XX'-XX" TOP OF FOOTING ELEVATION T.O.C. XX'-XX" TOP OF CONCRETE ELEVATION T.O.L. XX'-XX" TOP OF BRICK / STONE LEDGE ELEVATION (XX'-XX") TOP OF STEEL ELEVATION (XX'-XX") TOP OF PAD FOOTING ELEVATION	 XX'-XX" T.O. SLAB TOP OF SLAB ELEVATION  XX'-XX" T.O. SHEATHING TOP OF PLYWOOD SHEATHING ELEVATION  XX'-XX" T.O. DECKING TOP OF DECKING ELEVATION  PAD FOOTING MARK  BASE PLATE MARK  REVISION NUMBER MARK  STEP T.O.W. LOCATION OF STEP IN TOP OF WALL  STEP T.O.F. LOCATION OF STEP IN TOP OF FOOTING	A. BOLT ANCHOR BOLT L ANGLE (AISC) ARCH. ARCHITECTURAL LBS. POUNDS B.O. BOTTOM OF LL DOUBLE ANGLE (AISC) BCI I-JOIST (BOISE CASCADE) LVL LAMINATED VENEER LUMBER BRG. BEARING MAX. MAXIMUM C CHANNEL (AISC) MC MISC. CHANNEL (AISC) C.J. CONTROL JOINT MIN. MINIMUM CMU CONCRETE MASONRY UNIT N.S. NEAR SIDE CONC. CONCRETE o.c. ON-CENTER SPACING CONT. CONTINUOUS plf POUNDS PER LINEAL FOOT CTR. CENTER psf POUNDS PER SQUARE FOOT DIA. DIAMETER psi POUNDS PER SQUARE INCH DL DEAD LOAD PRE-ENG. PRE-ENGINEERED MEMBER EXP. EXPANSION PROJ. PROJECTED EXT. EXTERIOR RE: REFERENCE; REFER TO F.O. FACE OF REINF. REINFORCE (MENT) F.S. FAR SIDE REV. REVISION FDN. FOUNDATION SL SNOW LOAD FT. FEET STD. STANDARD GL GLU-LAMINATED MEMBER T&G TONGUE AND GROOVE H.A.S. HEADED ANCHOR STUD T.O. TOP OF HORIZ.; H. HORIZONTAL TS TUBE STEEL (AISC) HSS HOLLOW STEEL SECTION TYP. TYPICAL IN. INCHES VERT.; V. VERTICAL INT. INTERIOR W WIDE FLANGE (AISC) JT. JOINT W.W.F. WELDED WIRE FABRIC KIP 1,000 POUNDS WL WIND LOAD klf KIPS PER LINEAL FOOT WT TEE SECTION (AISC) ksf KIPS PER SQUARE FOOT ksi KIPS PER SQUARE INCH	



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Minturn, Colorado

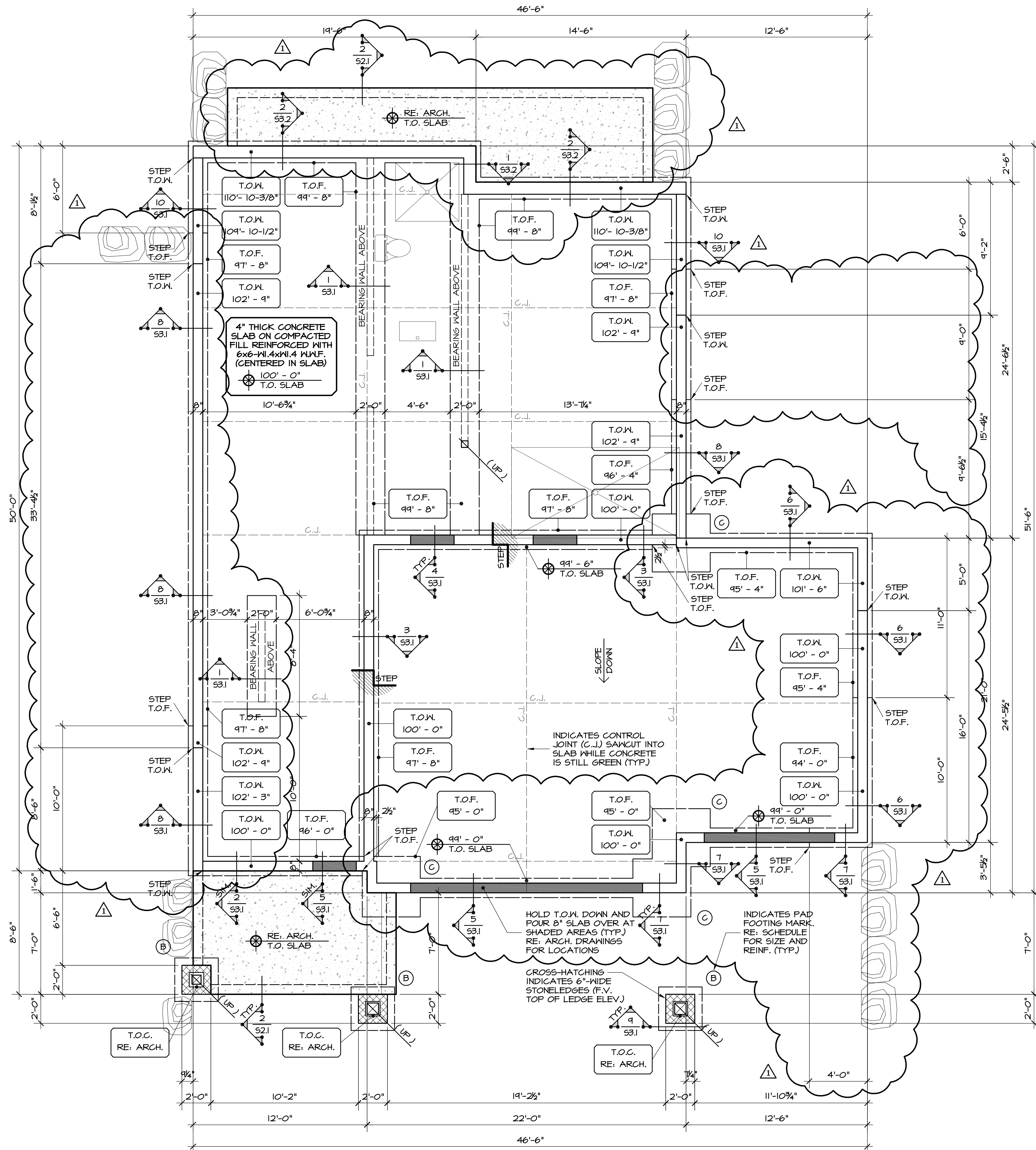
Title • Foundation Plan

S2.1



PAD FOOTING SCHEDULE			
MARK	FOOTING DIMENSIONS		REINFORCING
	Plan Size	Depth	
(A)	3'-0" x 3'-0"	0'-10"	(4) # 5 Bars Each Way
(B)	3'-0" x 3'-0"	1'-0"	(4) # 5 Bars Each Way
(C)	4'-0" x 4'-0"	0'-10"	(5) # 5 Bars Each Way
(D)			
(E)			

NOTES: 1. PAD FOOTINGS ARE TO BE CENTERED BELOW COLUMN CENTERLINES (U.N.O.).
 2. PROVIDE 3" CLEAR DISTANCE FROM BOTTOM OF FOOTING TO REINFORCING.
 3. REFER TO PLAN FOR TOP OF FOOTING ELEVATIONS.



SCALE: 1/4"=1'-0"

- NOTES: 1. REFER TO SHEET 9.11 FOR GENERAL STRUCTURAL NOTES AND TYPICAL DETAILS.
2. REFER TO SOILS REPORT FOR ALL EXCAVATION, FILL, COMPACTION, AND OTHER SUBGRADE CONSIDERATIONS. COORDINATE ALL DRAINAGE, WATERPROOFING, VAPOR BARRIERS AND OTHER PREPARATIONS WITH ARCHITECTURAL DRAWINGS AND SOILS REPORT.
3. REFER TO ARCHITECTURAL DRAWINGS FOR MISC. FOUNDATION PENETRATIONS.
4. REFER TO ARCHITECTURAL DRAWINGS FOR PLUMBING FIXTURE LOCATIONS.
5. REFER TO DETAIL 6/5.11 FOR TYPICAL BEAM POCKET REQUIREMENTS.
6. G.C. IS TO VERIFY THAT A MINIMUM FROST DEPTH OF 48" HAS BEEN ACHIEVED FOR THE FOUNDATION WALLS AND EXTERIOR PIERS.
7. G.C. TO COORDINATE UFER GROUND LOCATION (GEE).



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FRIEDBERG
Lot 12 | Minturn North
136 Miles End Lane
Minturn, Colorado

Date • 06/05/2026
SDG Project No. • 24-150
Drawn By • SDG
Checked By • JDS

Date • Issue
12/29/25 • Review Set
02/09/26 • Building Permit
06/05/26 • Owner Revisions

Title • Main Level Floor and
Low Roof Framing Plan

TYPICAL WALL HEADER NOTES

ALL DOOR, WINDOW AND OTHER BEARING WALL PENETRATIONS ARE TO BE HEADERED WITH INSULATED (2) 1-3/4" x 4-1/2" LVL's (MINIMUM) OR (3) 2x10 WITH A SINGLE 2x6 TRIMMER AND A SINGLE 2x6 KING STUD AT EACH END (UNLESS NOTED OTHERWISE).

I-JOIST HANGER SCHEDULE

SINGLE I-JOIST		
JOIST HEIGHT	TOP FLANGE MODEL	FACE MOUNT MODEL
11-7/8" BCI 5000	ITS2.06/11.88	IUS2.06/11.88
11-7/8" BCI 6000 / 60	ITS2.37/11.88	IUS2.37/11.88
11-7/8" BCI 90	ITS3.56/11.88	IUS3.56/11.88

LVL BEAMS AND HEADER HANGER SCHEDULE

1-PLY : 1-3/4" VERSA-LAM LVL		
MEMBER	TOP FLANGE MODEL	FACE MOUNT MODEL
11-7/8"	MIT1.88	HU11
2-PLY : 1-3/4" VERSA-LAM LVL		
MEMBER	TOP FLANGE MODEL	FACE MOUNT MODEL
11-7/8"	HB3.56/11.88	HHU5410
3-PLY : 1-3/4" VERSA-LAM LVL		
MEMBER	TOP FLANGE MODEL	FACE MOUNT MODEL
11-7/8"	H6LTV5.37	H6U55.50/12
4-PLY : 1-3/4" VERSA-LAM LVL		
MEMBER	TOP FLANGE MODEL	FACE MOUNT MODEL
11-7/8"	H6LTV7	H6U7.25-SDS

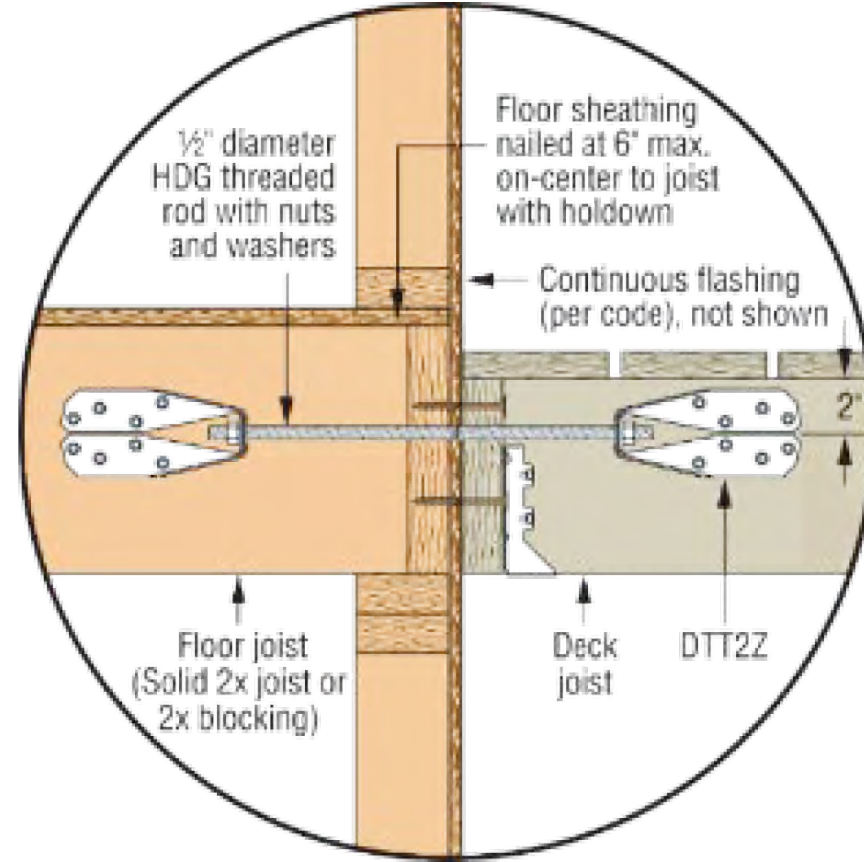
TYPICAL FRAMING PLAN NOTES

PLAN NOTATIONS:	GL: GLU-LAMINATED BEAM BCI: I-JOIST LVL: LAMINATED VENEER BEAM
BEAM BEARING CONDITION:	INDICATES TOTAL NUMBER OF GANG STUDS TO BE LOCATED AT BEAM BEARING LOCATIONS. ALL GANG STUDS ARE TO TRACK DOWN TO FOUNDATION WALLS (U.N.O.)
HEADER BEARING CONDITION:	INDICATES NUMBER OF MULTIPLE TRIMMER AND KING STUDS TO BE LOCATED AT HEADER BEARING LOCATIONS. MULTIPLE TRIMMER AND KING STUDS ARE TO TRACK DOWN TO FOUNDATION WALLS (U.N.O.) T = TRIMMER STUDS K = KING STUDS
MISCELLANEOUS CONDITIONS:	INDICATES COLUMN / STUDS FROM A LEVEL ABOVE, POSTING DOWN TO THE CURRENT FRAMING LEVEL INDICATES COLUMN / STUDS POSTING DOWN TO FRAMING MEMBER NOTED ON THE CURRENT FRAMING LEVEL

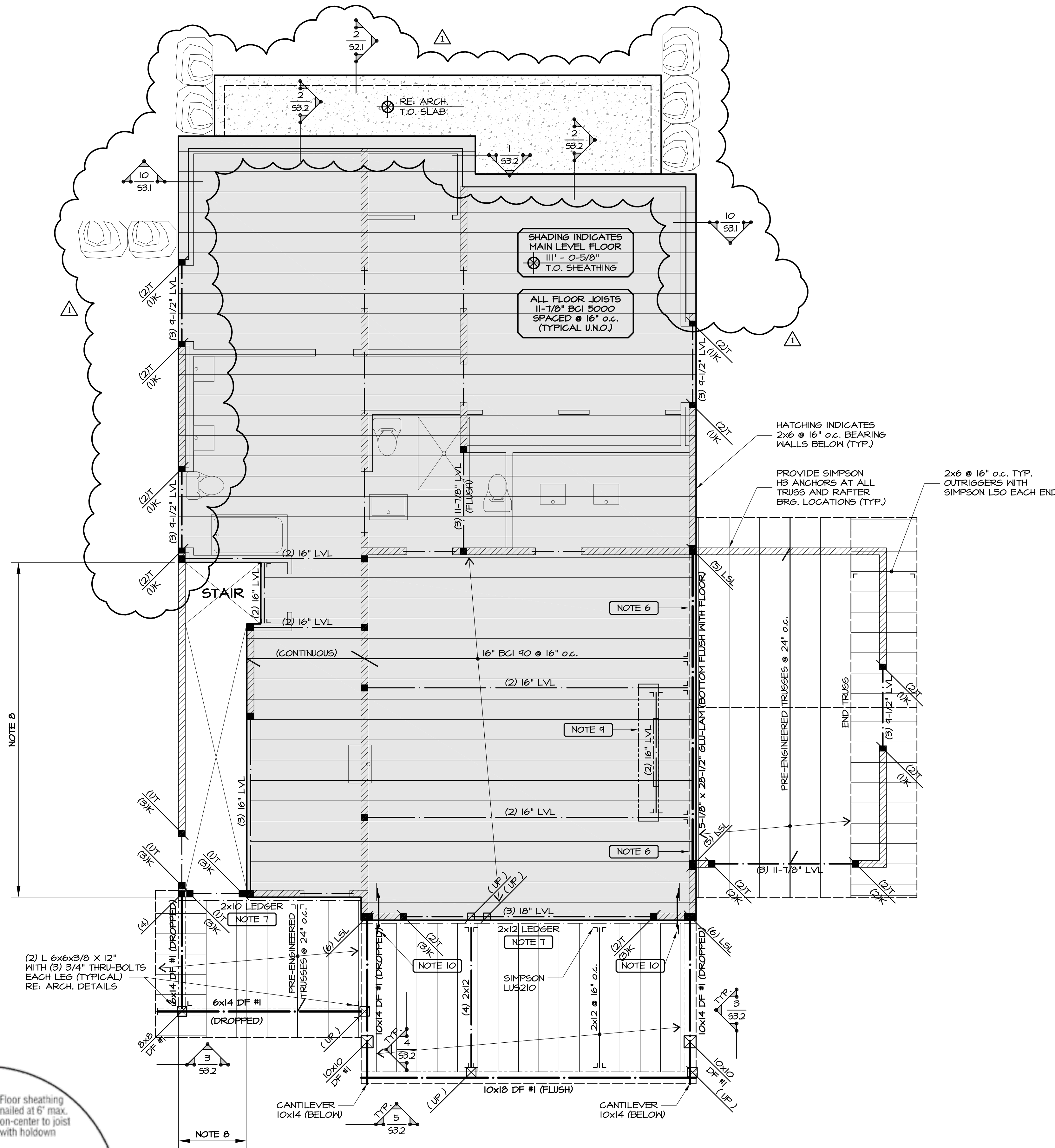
TYPICAL SHEATHING NAILING NOTES

APPLICATION	SHEATHING	PANEL EDGE NAILING	INTERMEDIATE (FIELD) NAILING	ATTACHMENTS
FLOORS	3/4" T. & G. APA RATED STURD-I-FLOOR	6" o.c.	10" o.c.	8d RING SHANK NAILS (ALT. 10d COMMON) GLUED WITH CONST. ADHESIVE
WALLS	1/2" APA RATED C-C, C-D	6" o.c.	12" o.c.	8d COMMON NAILS
ROOFS	5/8" APA RATED EXPOSURE 1 RATED 40/20	6" o.c.	12" o.c.	10d COMMON NAILS

NOTES: 1. USE REQUIREMENTS SHOWN ABOVE UNLESS NOTED OTHERWISE.
2. REFER TO THE 2021 INTERNATIONAL RESIDENTIAL CODE FOR ADDITIONAL SHEATHING REQUIREMENTS.
3. EDGE NAILING PERPENDICULAR TO FRAMING MEMBERS REQUIRED AT WALL PANELS ONLY.



SIMPSON DTT2 DETAIL



1 Main Level Floor & Low Roof Framing Plan
SCALE: 1/4"=1'-0"

- NOTES:
- REFER TO SHEET S11 FOR GENERAL STRUCTURAL NOTES AND TYPICAL DETAILS.
 - REFER TO ARCHITECTURAL DRAWINGS FOR MISC. FLOOR PENETRATIONS.
 - ALL FLOOR BEAMS ARE FLUSH-FRAMED (UNLESS NOTED OTHERWISE).
 - REFER TO ARCHITECTURAL DRAWINGS FOR PLUMBING FIXTURE LOCATIONS.
 - REFER TO DETAIL 6/S11 FOR TYPICAL BEAM POCKET REQUIREMENTS.
 - INDICATES 2x6 @ 16" o.c. BEARING WALLS ABOVE.
 - ATTACH LEDGER TO WALL / RIM WITH (3) ROWS OF 5"-LONG LEDGER-LOCK SCREWS SPACED @ 16" o.c. (MAX).
 - THIS WALL IS TO BE FRAMED WITH 1-3/4" x 5-1/2" LSL STUDS @ 16" o.c.
 - PROVIDE BLOCKING BETWEEN JOISTS AT STONE VENEER AND / OR BEARING WALLS FROM ABOVE (RE: DETAIL 2/S11).
 - INSTALL SIMPSON DTT2 CONNECTOR FOR LATERAL LOAD RESISTANCE (IRC R507.1.2). CONNECTOR IS TO BE INSTALLED A MAXIMUM OF 24" FROM THE OUTER EDGE OF THE DECK. PROVIDE SOLID LVL BLOCKING BETWEEN I-JOIST MEMBERS AS NECESSARY (RE: DETAIL 2/S11). AND REFER TO MANUFACTURER'S LITERATURE FOR INSTALLATION REQUIREMENTS.



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Lot 12 | Minturn North
136 Miles End Lane
Minturn, Colorado

Date • 02/09/2026
SDG Project No. • 24-150
Drawn By • SDG
Checked By • JDS

Date • Issue
12/29/25 • Review Set
02/09/26 • Building Permit
•
•
•

Title • High Roof Framing Plan

S2.3

TYPICAL WALL HEADER NOTES

ALL DOOR, WINDOW AND OTHER BEARING WALL PENETRATIONS ARE TO BE HEADERED WITH INSULATED (2) 1-3/4" x 4-1/2" LVL'S (MINIMUM) OR (3) 2x10 WITH A SINGLE 2x6 TRIMMER AND A SINGLE 2x6 KING STUD AT EACH END (UNLESS NOTED OTHERWISE).

PRE-ENGINEERED ROOF TRUSSES

MINIMUM STRUCTURAL DESIGN CRITERIA:

THE PRE-ENGINEERED TRUSS SUPPLIER IS TO DESIGN ALL TRUSS MEMBERS IN ACCORDANCE WITH THE MINIMUM DESIGN CRITERIA NOTED BELOW (ALL TRUSS CONNECTIONS AND BRIDGING BY TRUSS DESIGNER / SUPPLIER).

ALL TRUSS CALCULATIONS SUBMITTED TO THE ARCHITECT AND TO THE ENGINEER OF RECORD MUST INCLUDE REFERENCE TO THESE DESIGN STANDARDS.

1. ROOF LIVE LOAD (SNOW) = 100 psf - NOT REDUCED.
2. ROOF DEAD LOAD (TOP CHORD) = 20 psf.
3. ROOF DEAD LOAD (BOTTOM CHORD) = 5 psf.

TYPICAL FRAMING PLAN NOTES

PLAN NOTATIONS:
GL: GLU-LAMINATED BEAM
BJ: I-JOIST
LVL: LAMINATED VENEER BEAM

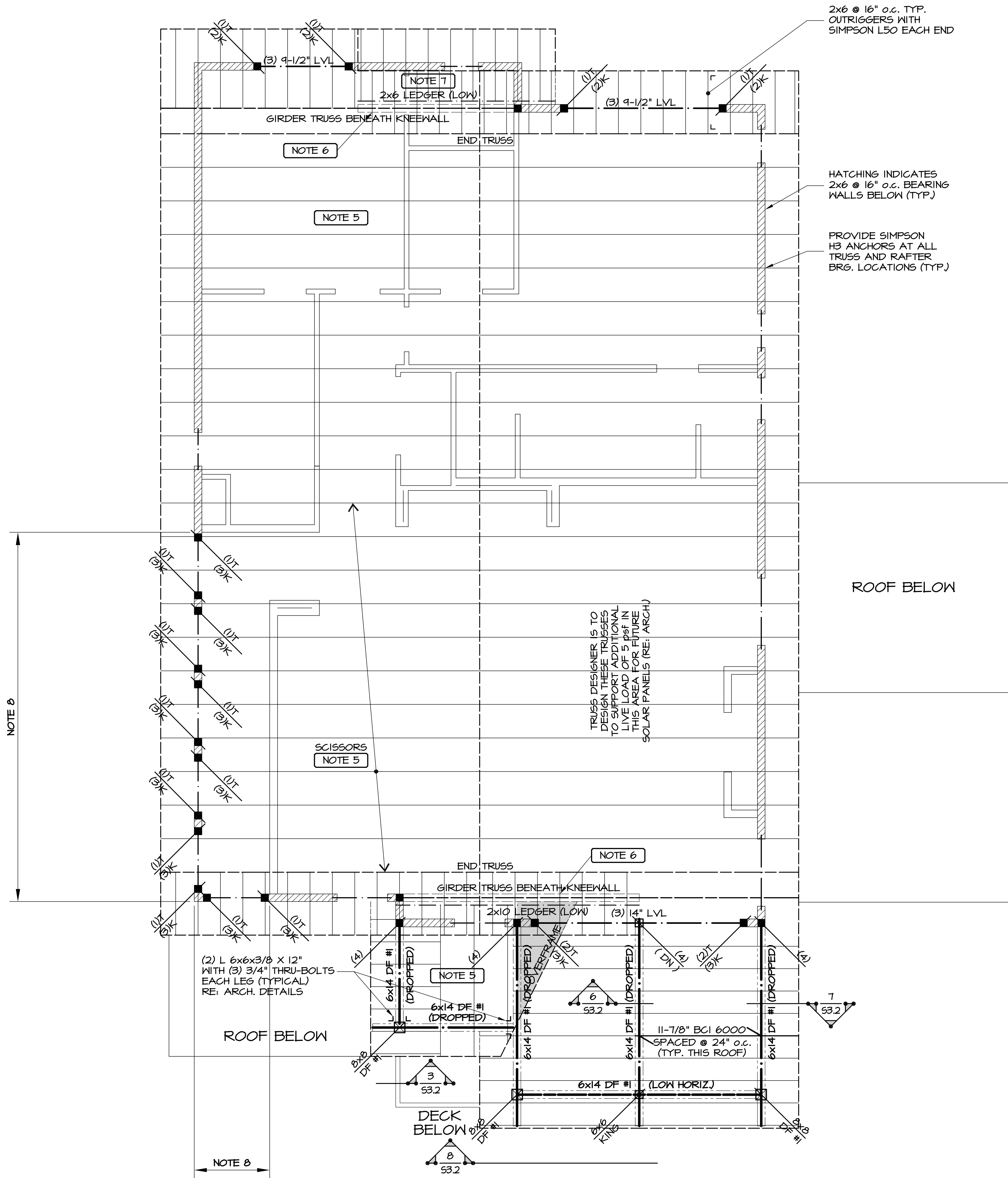
BEAM BEARING CONDITION:
INDICATES TOTAL NUMBER OF GANG STUDS TO BE LOCATED AT BEAM BEARING LOCATIONS. ALL GANG STUDS ARE TO TRACK DOWN TO FOUNDATION WALLS (U.N.O.)

HEADER BEARING CONDITION:
INDICATES NUMBER OF MULTIPLE TRIMMER AND KING STUDS TO BE LOCATED AT HEADER BEARING LOCATIONS. MULTIPLE TRIMMER AND KING STUDS ARE TO TRACK DOWN TO FOUNDATION WALLS (U.N.O.)
T = TRIMMER STUDS
K = KING STUDS

MISCELLANEOUS CONDITIONS:
INDICATES COLUMN / STUDS FROM A LEVEL ABOVE, POSTING DOWN TO THE CURRENT FRAMING LEVEL
INDICATES COLUMN / STUDS POSTING DOWN TO FRAMING MEMBER NOTED ON THE CURRENT FRAMING LEVEL

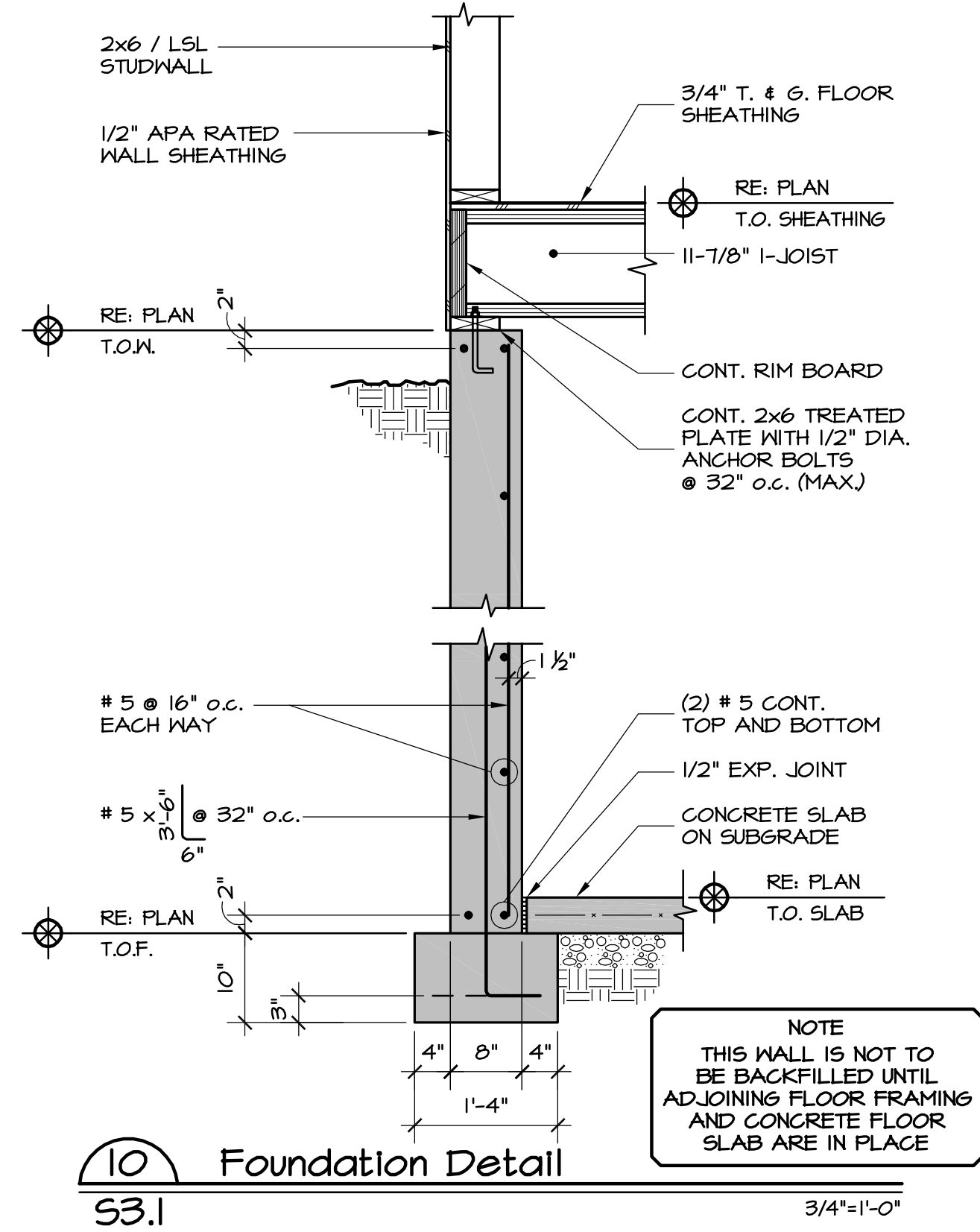
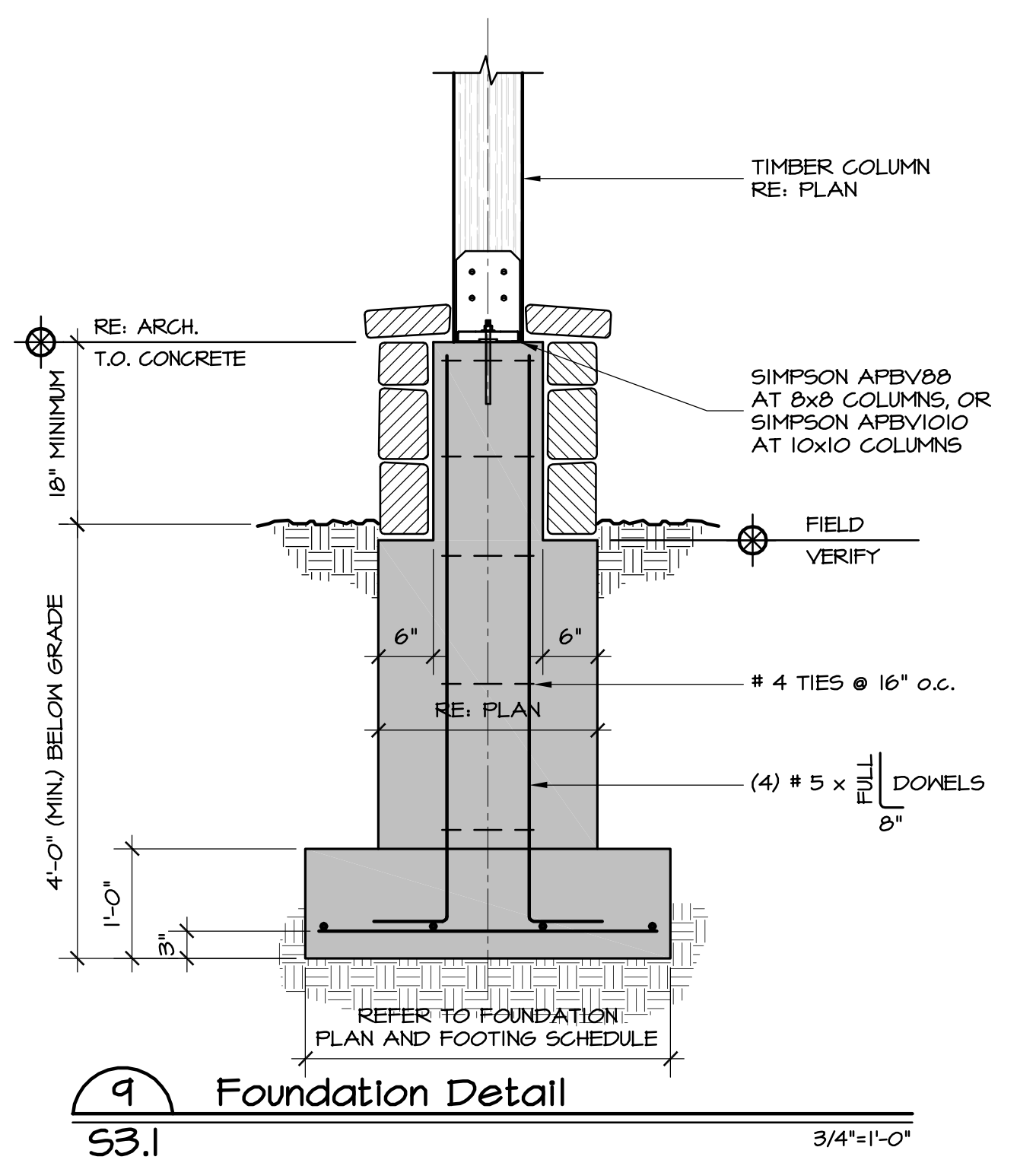
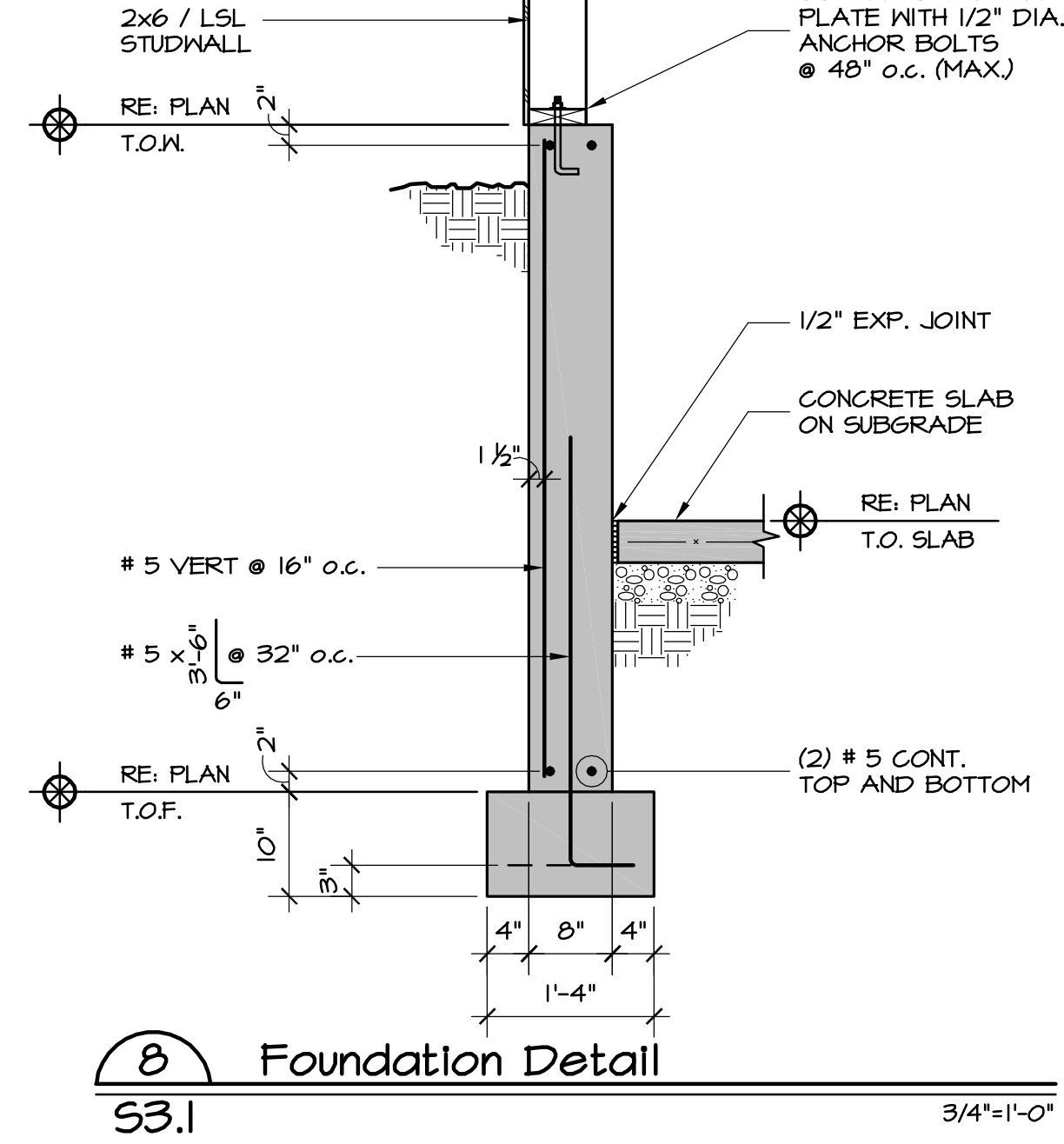
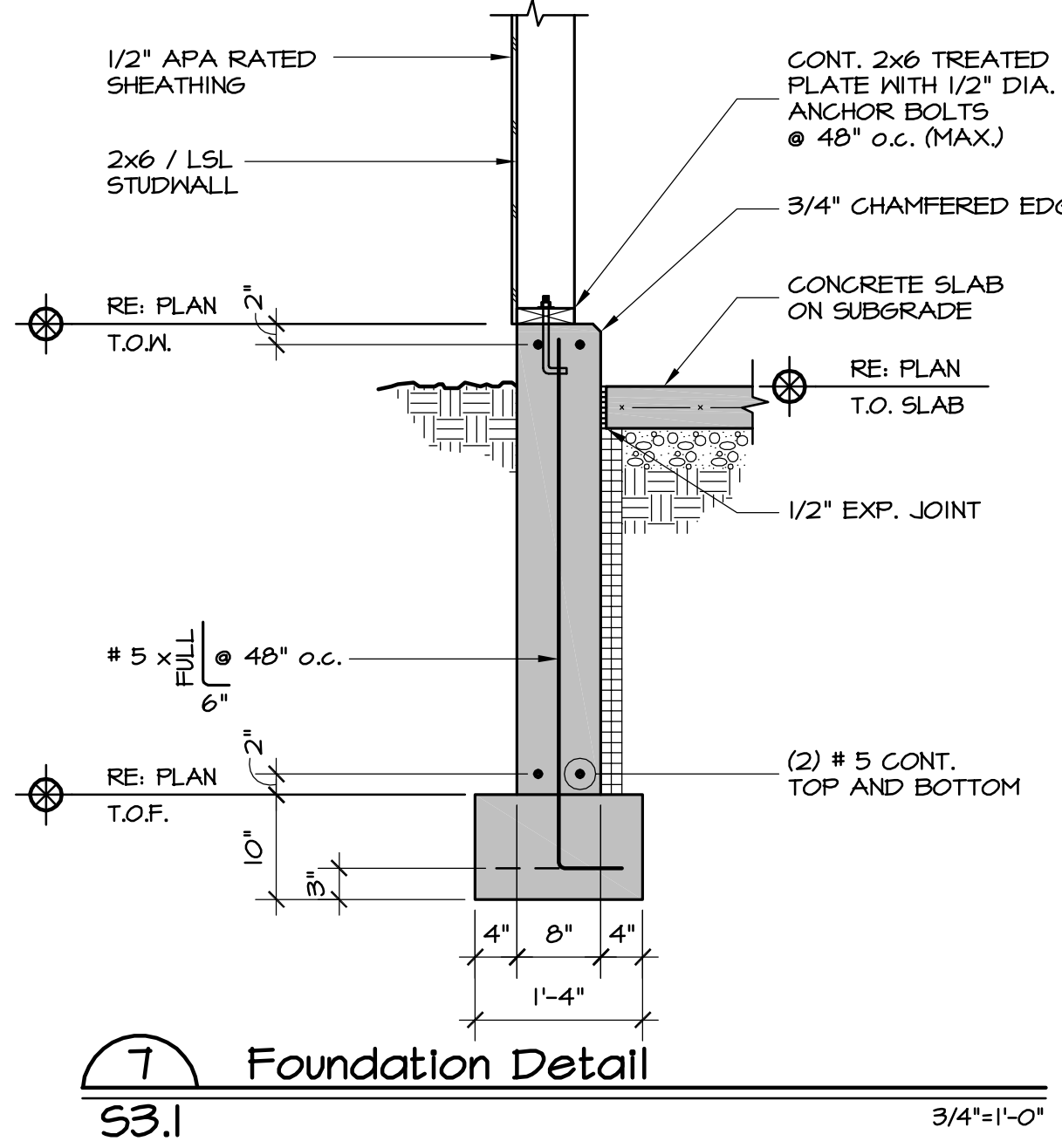
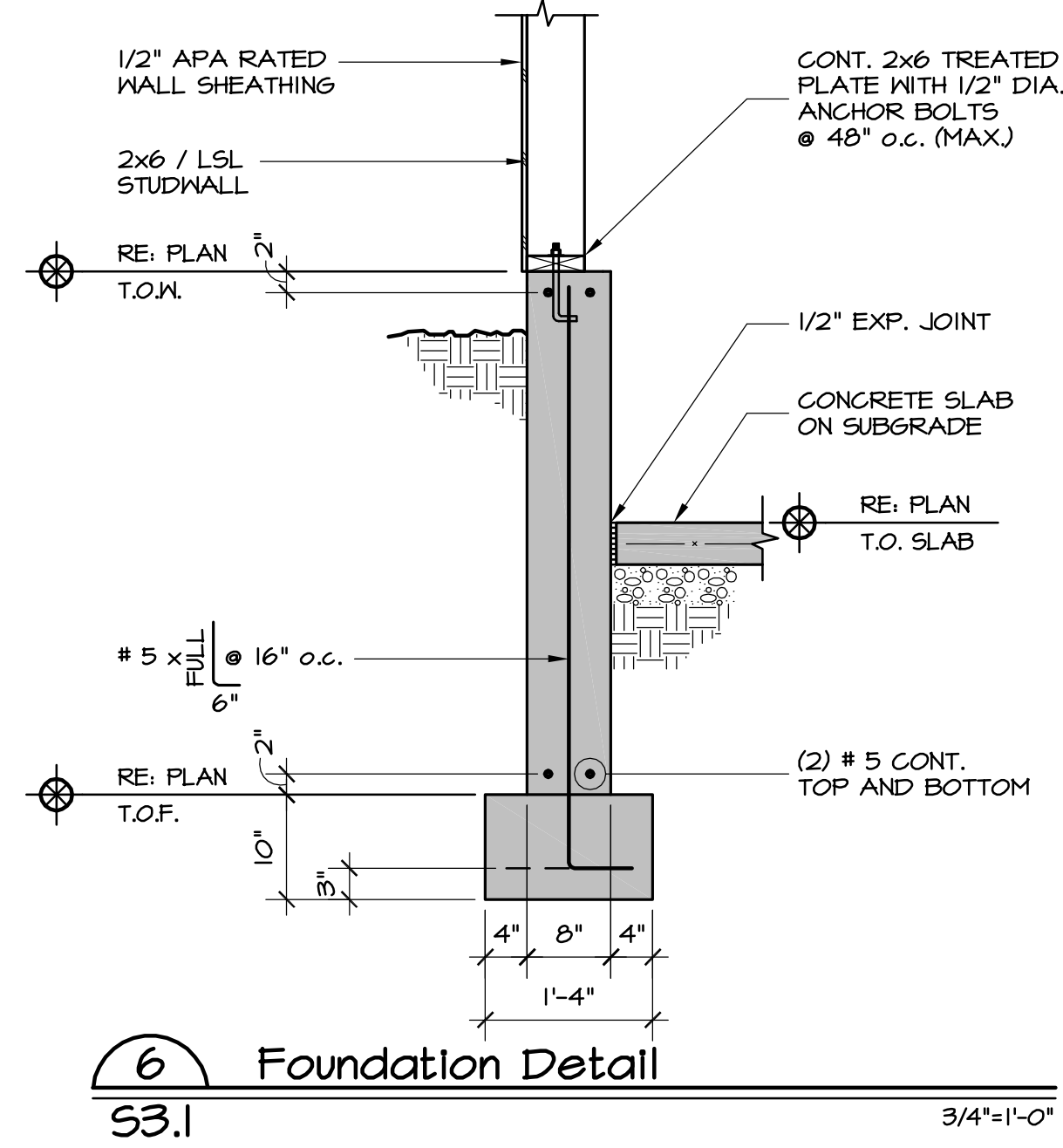
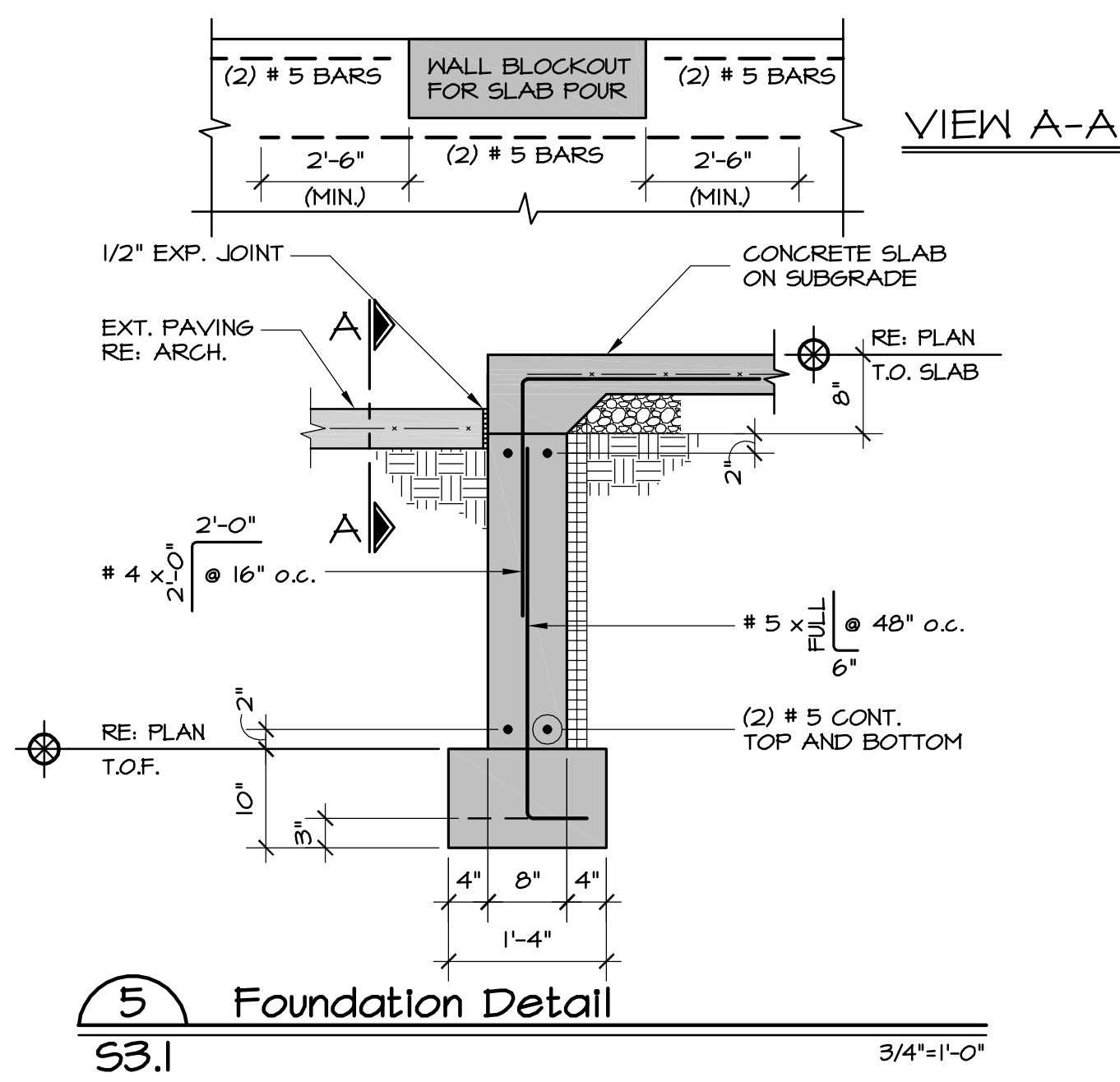
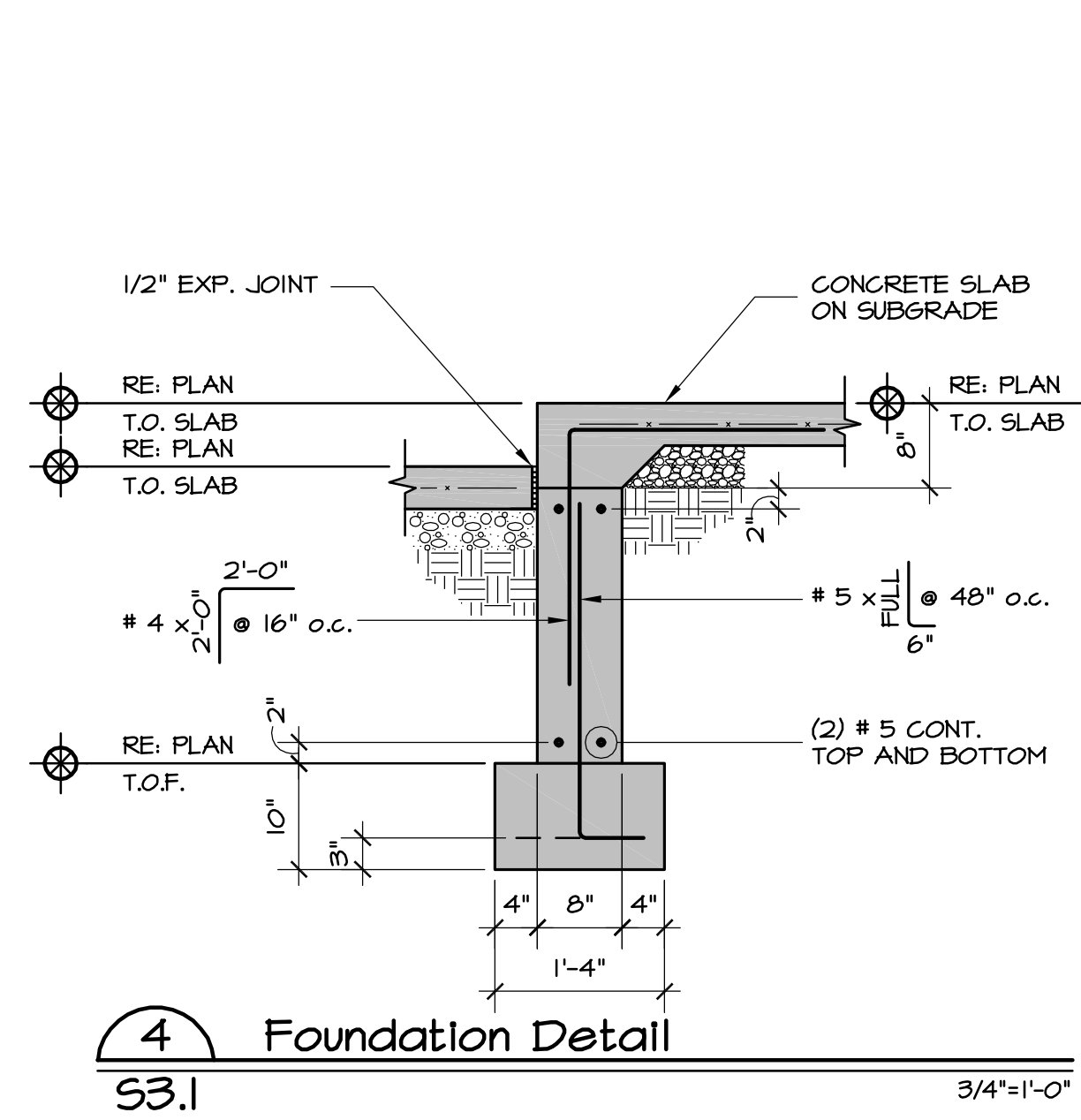
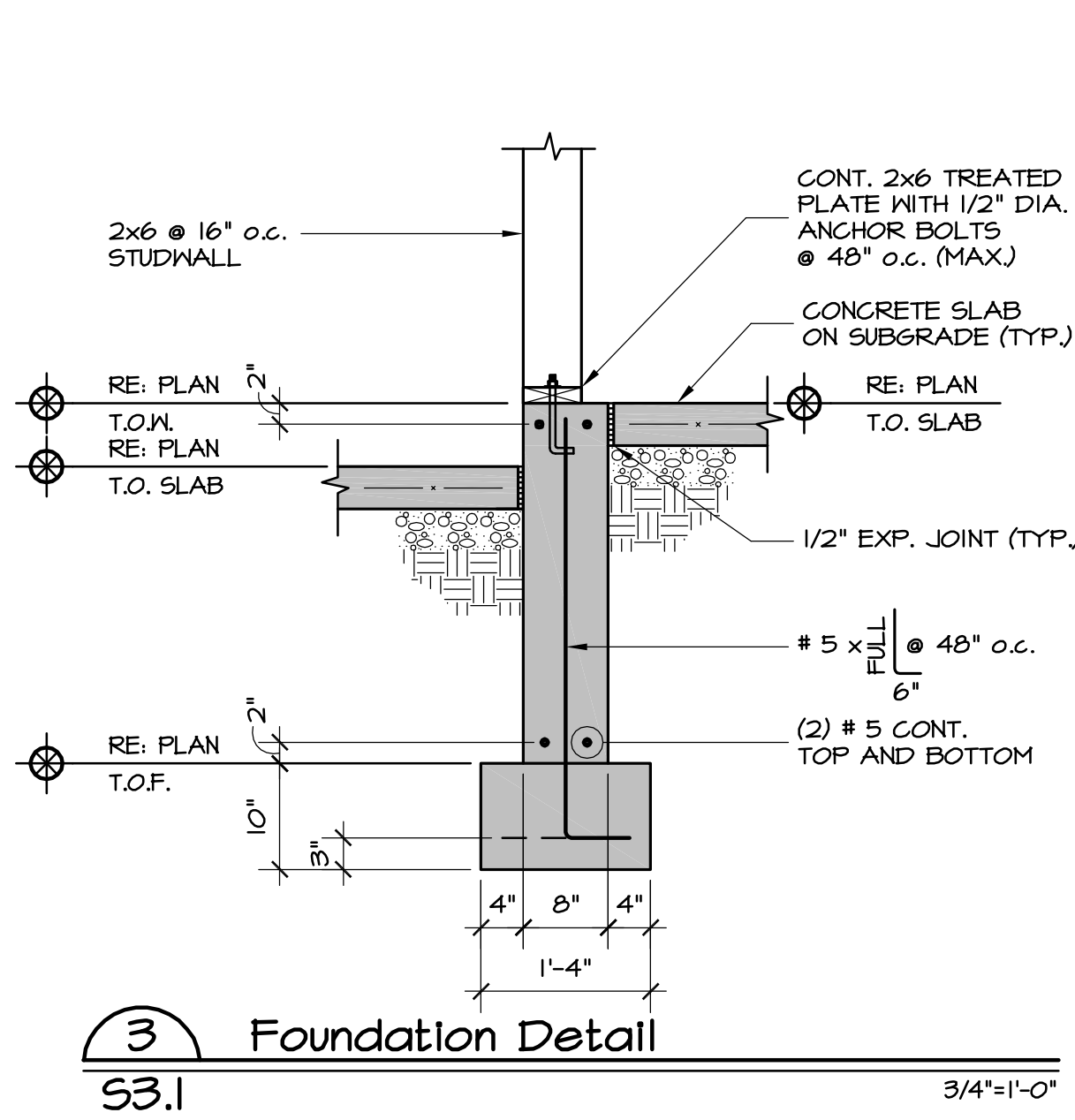
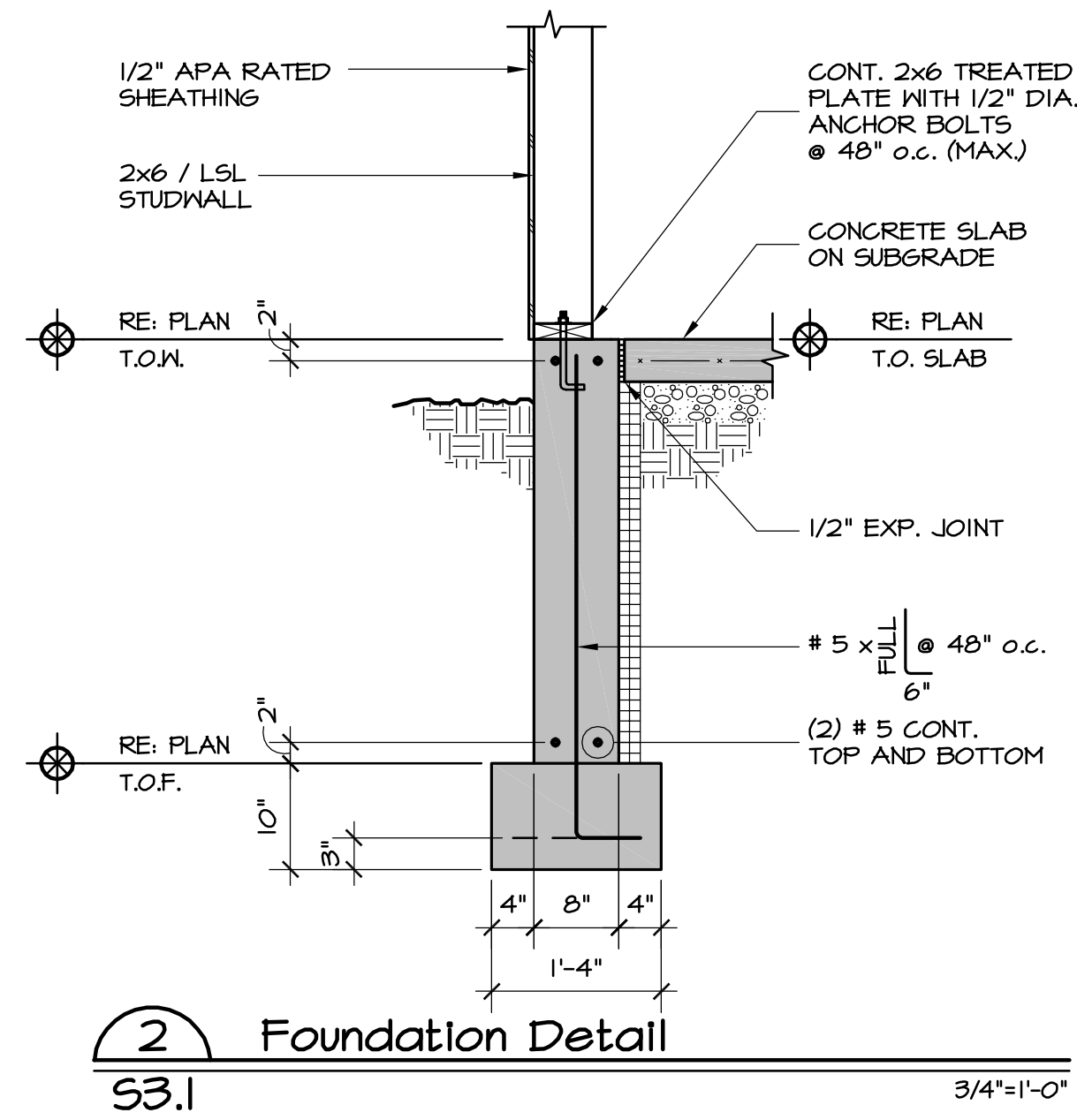
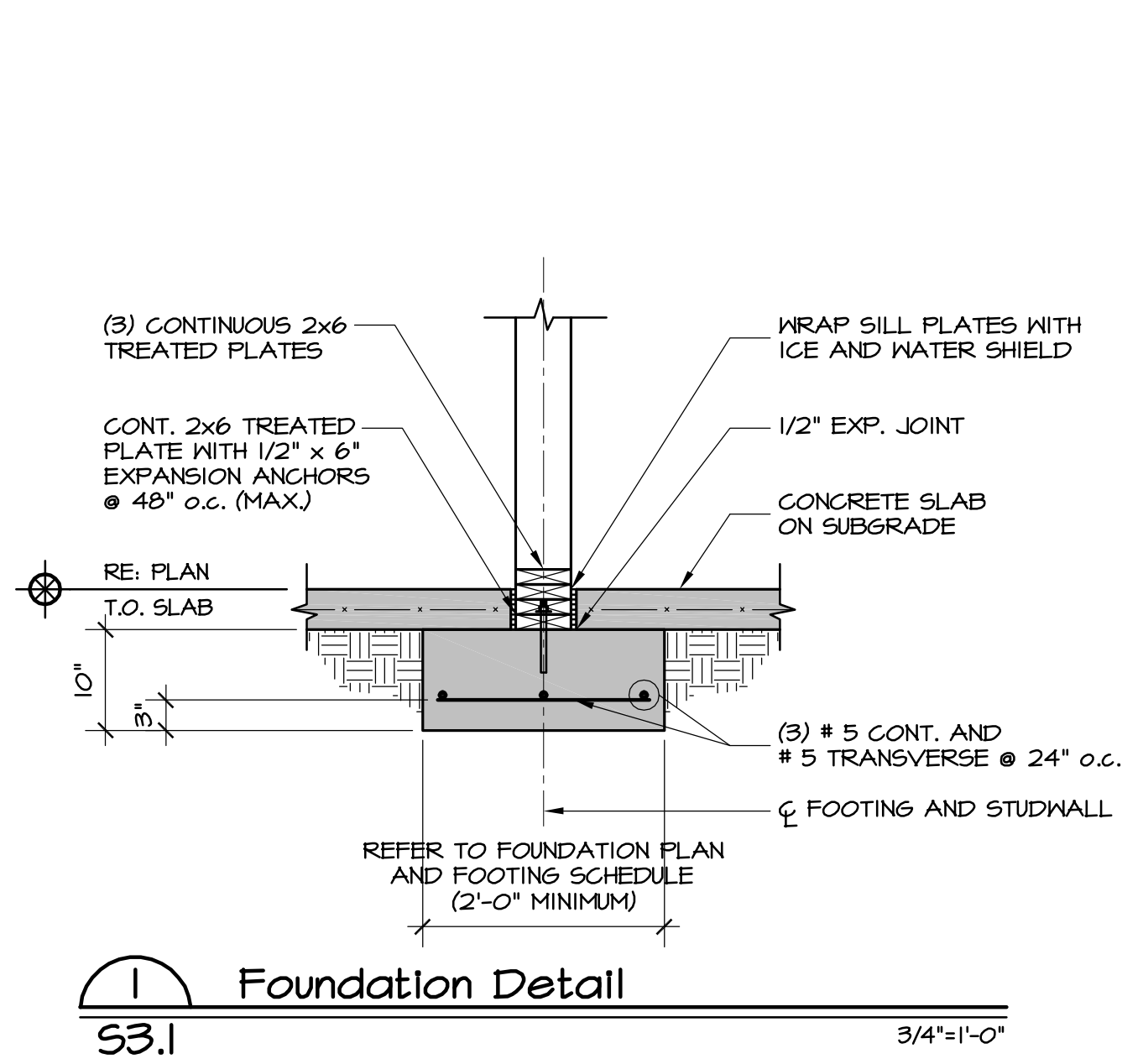
APPLICATION	SHEATHING	PANEL EDGE NAILING	INTERMEDIATE (FIELD) NAILING	ATTACHMENTS
FLOORS	3/4" T. & G. APA RATED STURD-I-FLOOR	6"o.c.	10"o.c.	8d RING SHANK NAILS (ALT. 10d COMMON) GLUED WITH CONST. ADHESIVE
WALLS	1/2" APA RATED C-C, C-D	6"o.c.	12"o.c.	8d COMMON NAILS
ROOFS	5/8" APA RATED EXPOSURE 1 RATED 40/20	6"o.c.	12"o.c.	10d COMMON NAILS

NOTES: 1. USE REQUIREMENTS SHOWN ABOVE UNLESS NOTED OTHERWISE.
2. REFER TO THE 2021 INTERNATIONAL RESIDENTIAL CODE FOR ADDITIONAL SHEATHING REQUIREMENTS.
3. EDGE NAILING PERPENDICULAR TO FRAMING MEMBERS REQUIRED AT WALL PANELS ONLY.



1 High Roof Framing Plan

- NOTES: 1. REFER TO SHEET S11 FOR GENERAL STRUCTURAL NOTES AND TYPICAL DETAILS.
2. REFER TO ARCHITECTURAL DRAWINGS FOR MISC. ROOF PENETRATIONS.
3. ALL 2x AND LVL BEAMS ARE FLUSH-FRAMED (UNLESS NOTED OTHERWISE).
4. ALL HEAVY TIMBER AND GLU-LAM ROOF BEAMS ARE DROPPED (U.N.O.)
5. ALL ROOF MEMBERS ARE PRE-ENGINEERED TRUSSES @ 24" o.c. (U.N.O.).
6. INDICATES 2x6 @ 16" o.c. KNEEWALL DOWN TO LOWER ROOF PLANE.
7. ATTACH LEDGER TO WALL/RIM WITH (3) ROWS OF 5"-LONG LEDGER-LOCK SCREWS SPACED @ 16" o.c. (MAX).
8. THIS WALL IS TO BE FRAMED WITH 1-3/4" x 5-1/2" LSL STUDS @ 16" o.c.
9. ALL WALL STUDS THAT EXCEED 15 FT. IN HEIGHT ARE TO BE FRAMED USING LSL/LVL MATERIAL.



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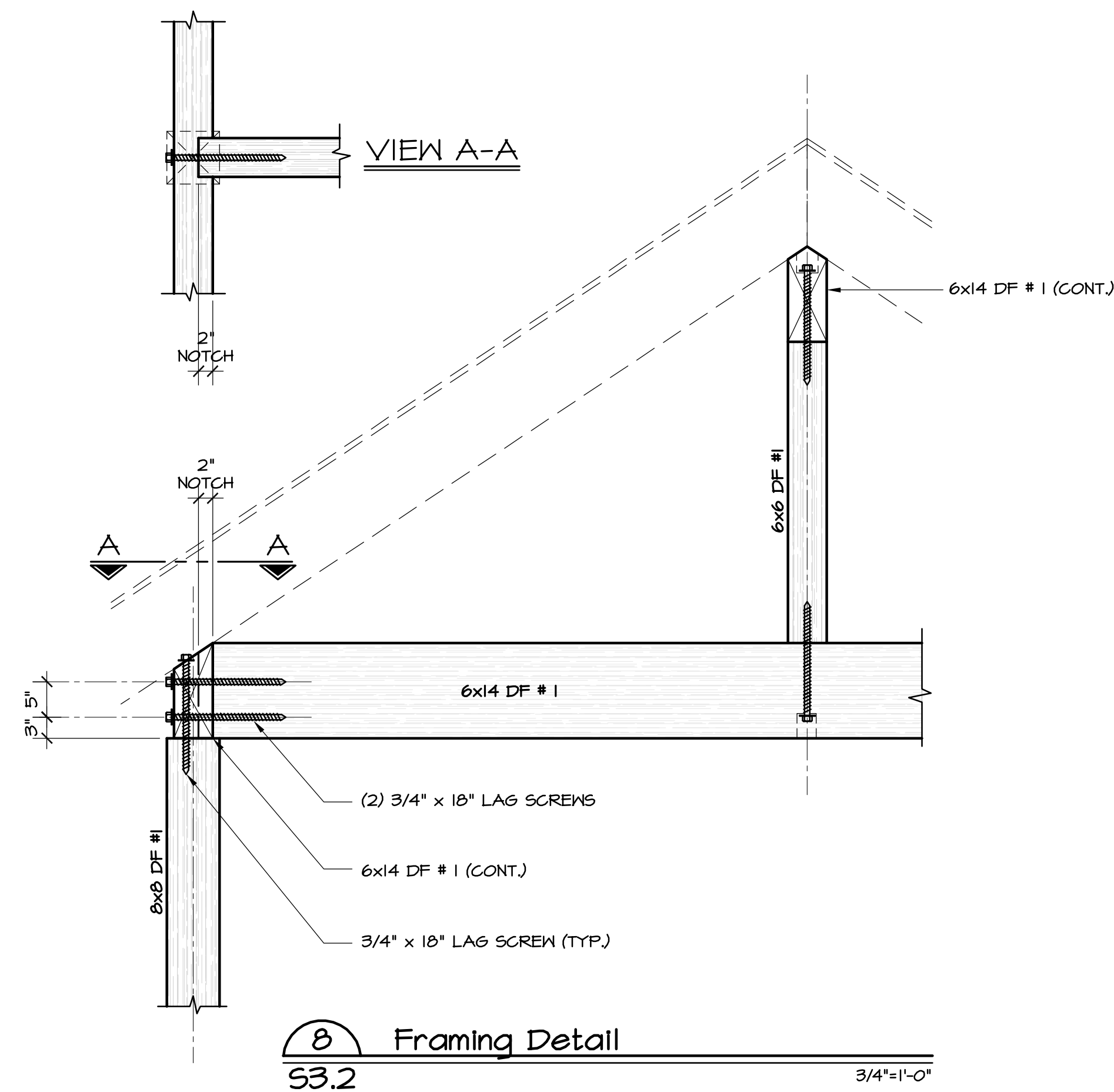
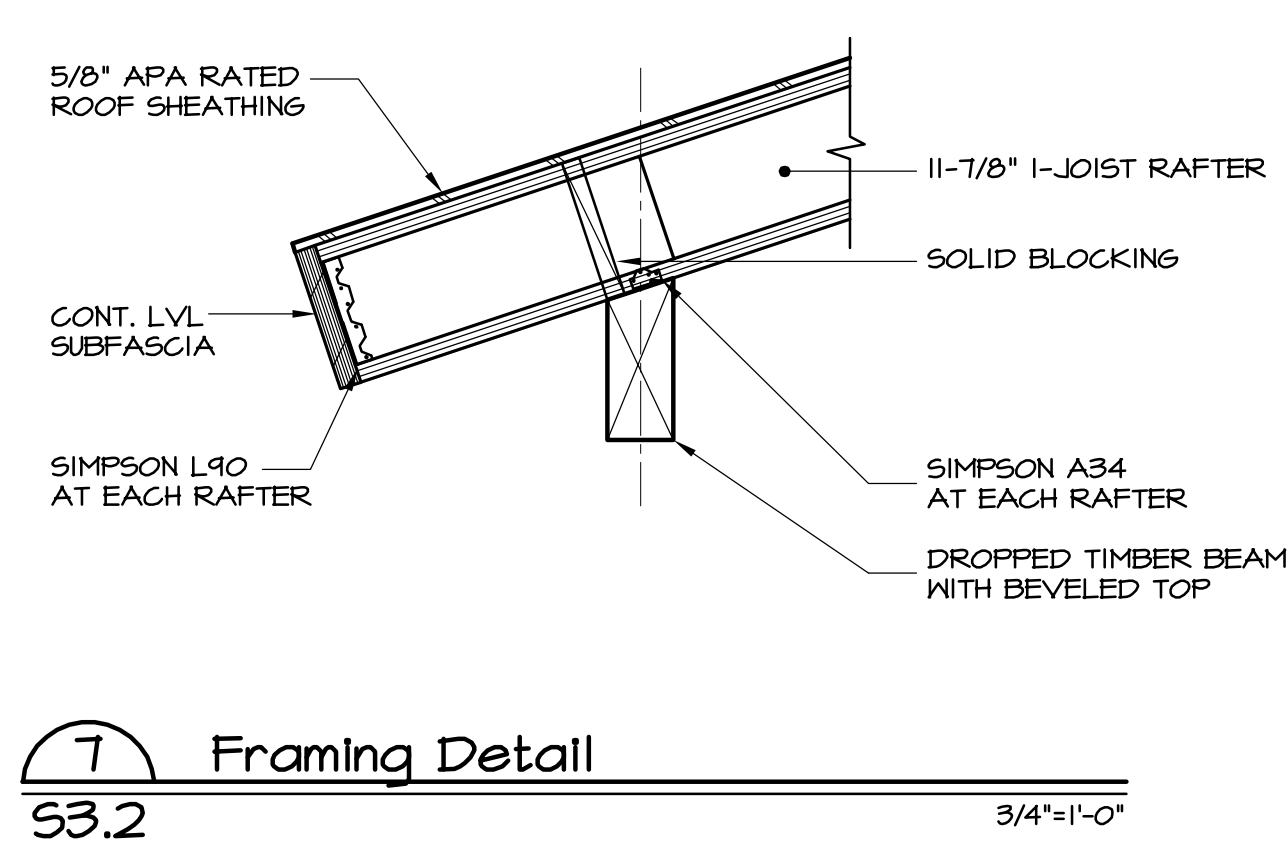
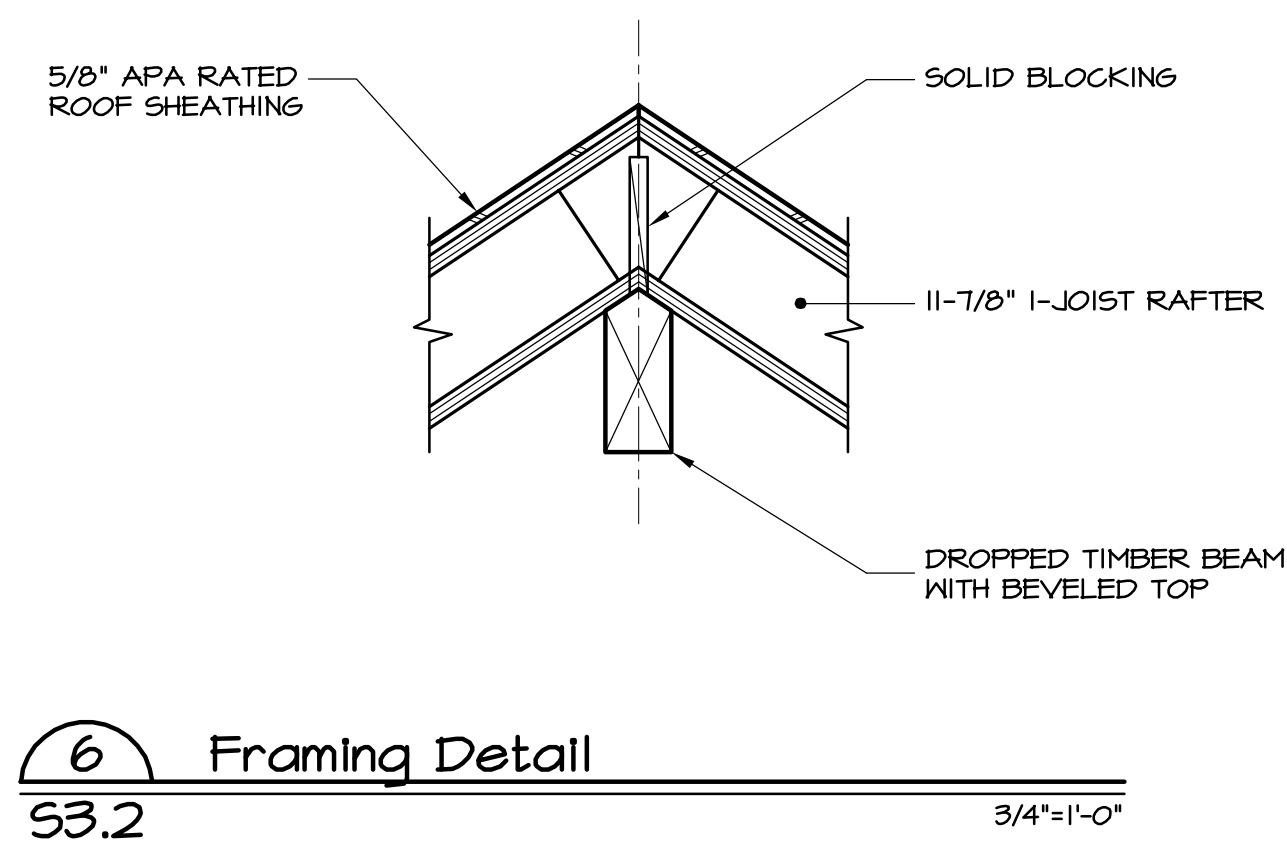
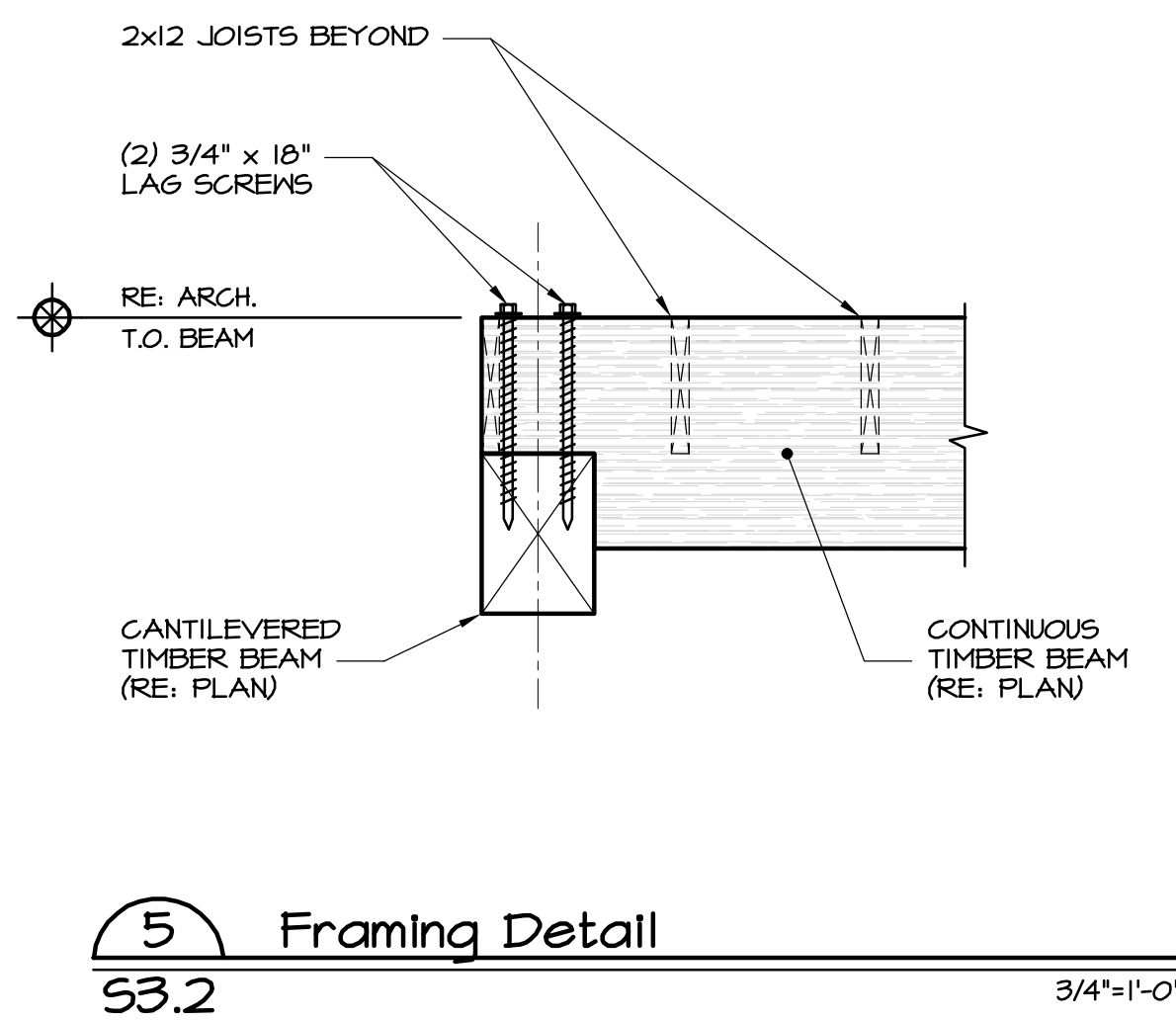
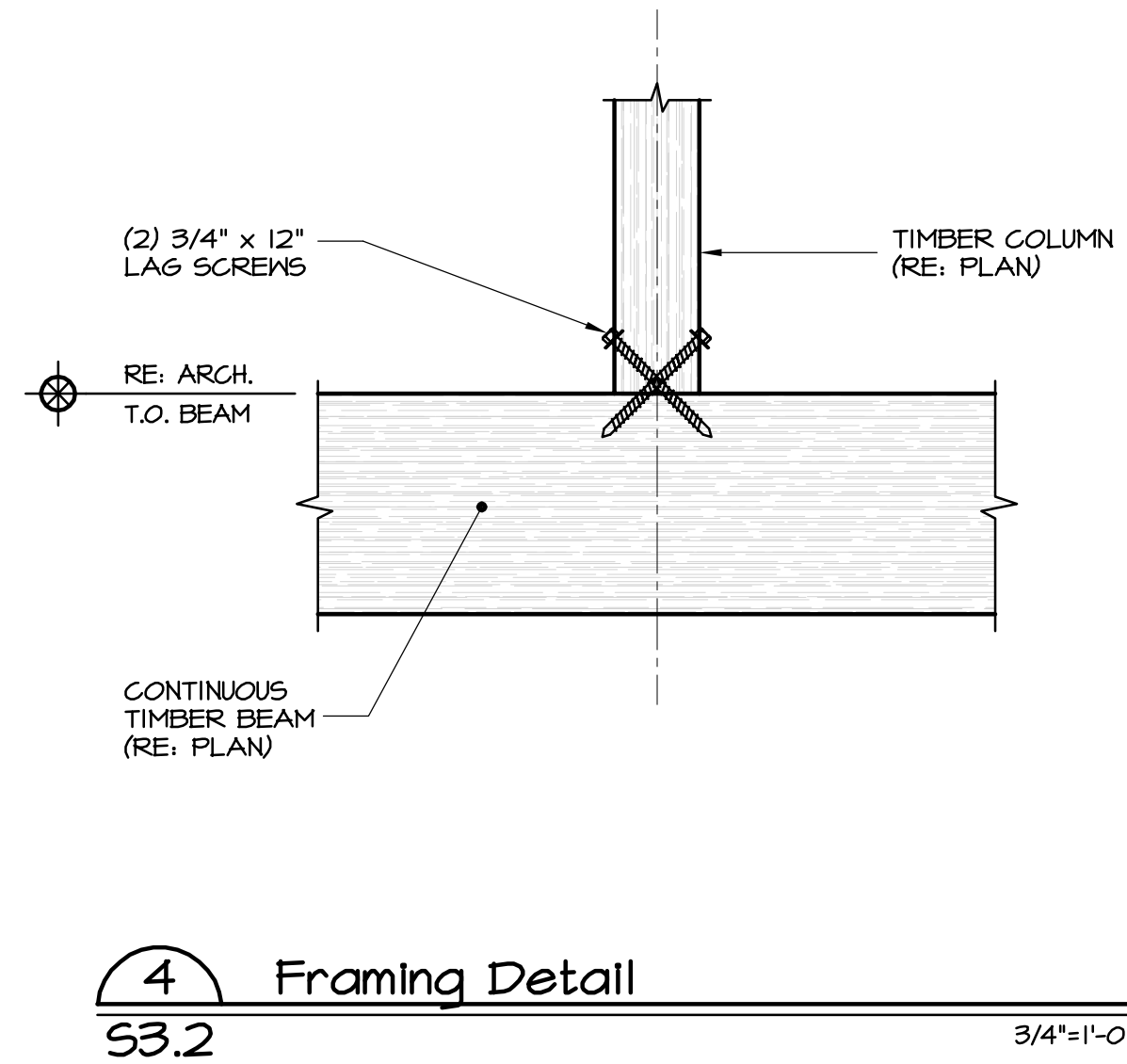
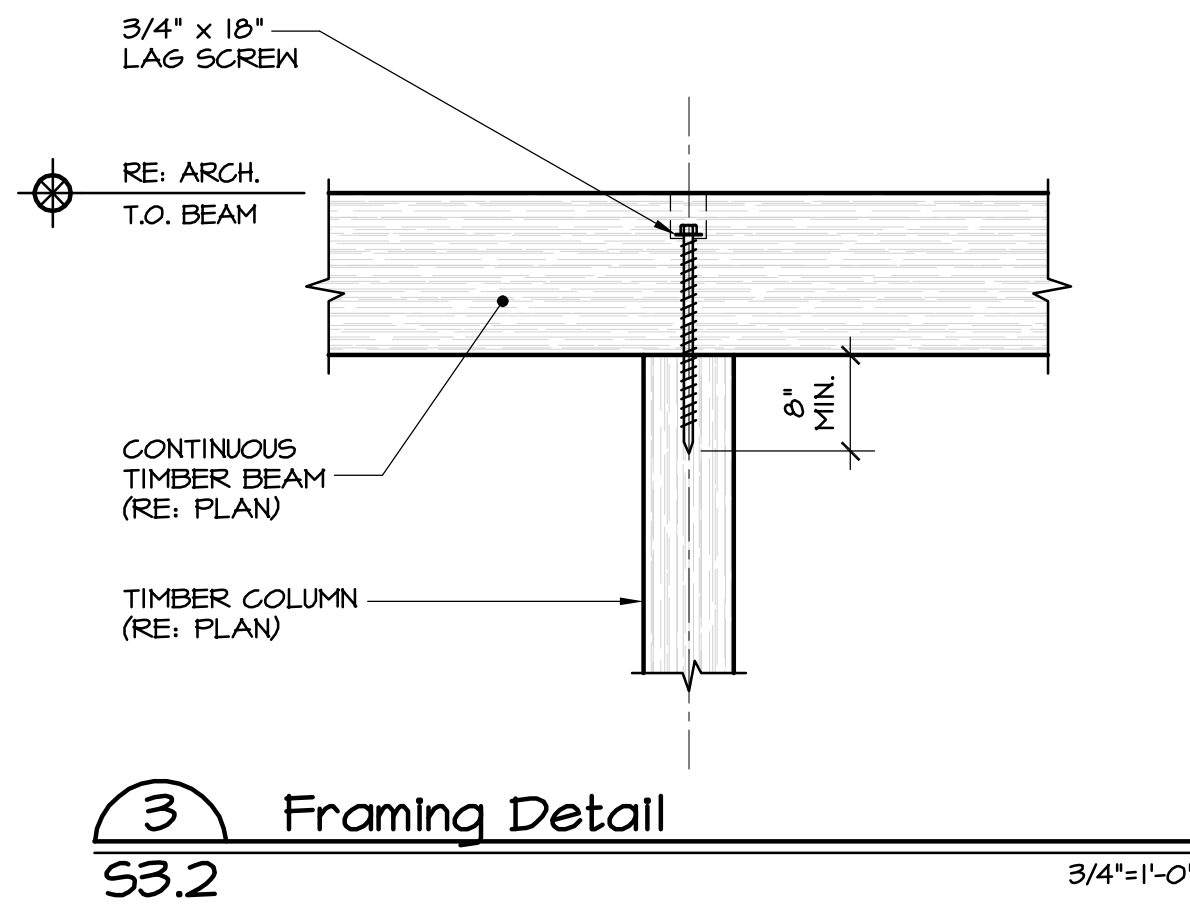
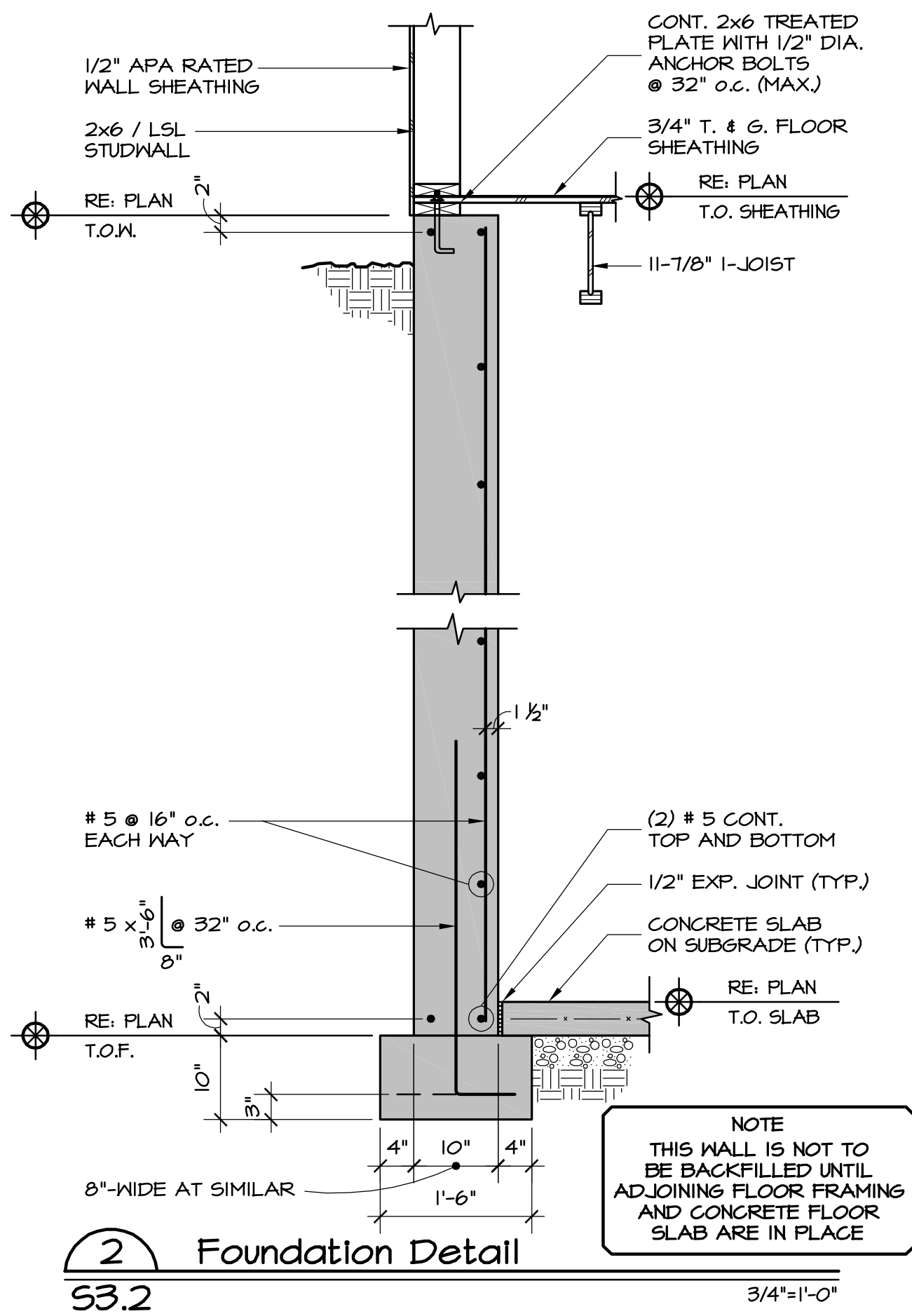
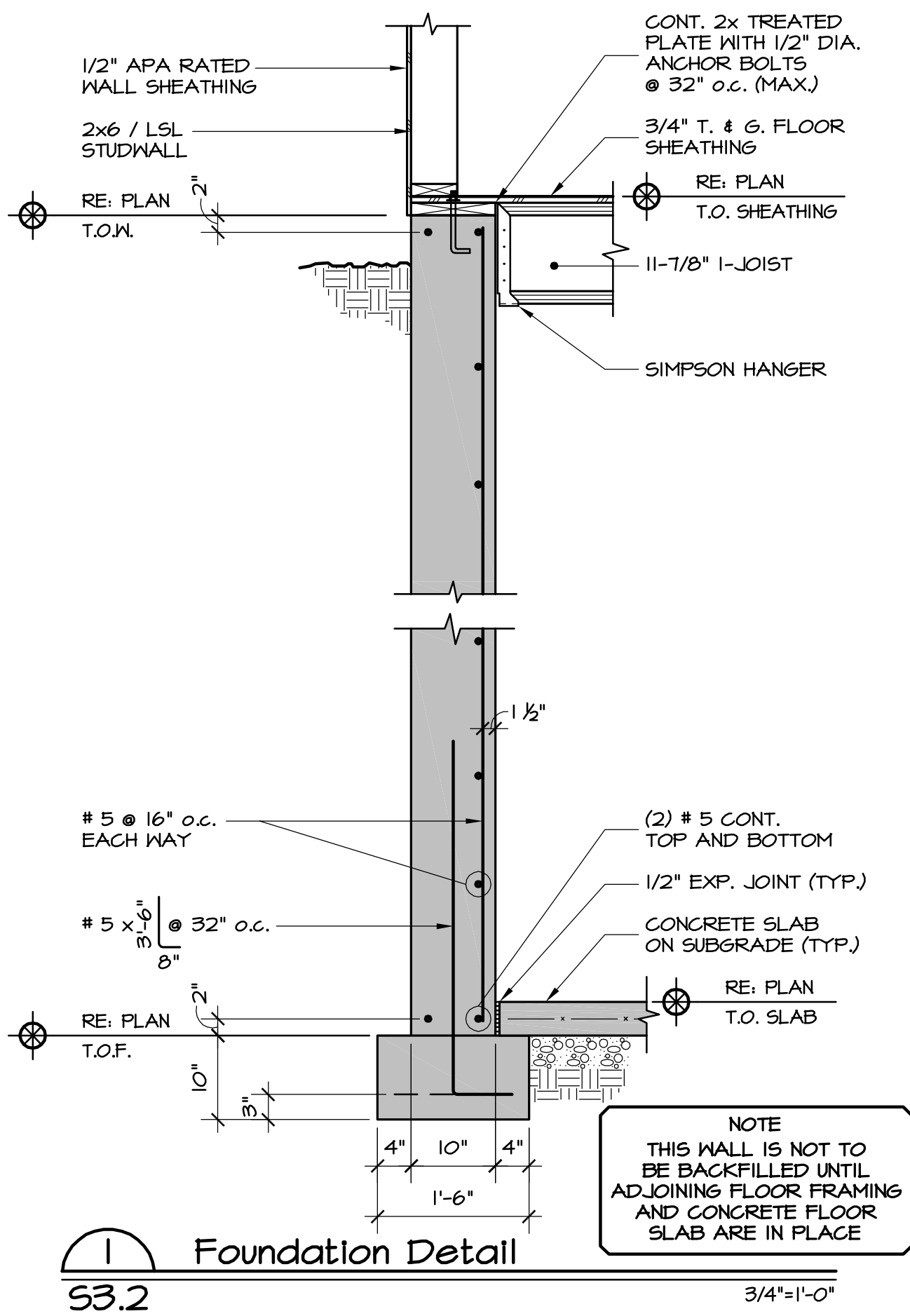
136 Miles End Lane
Minturn, Colorado

Date	• 02/09/2026
SDG Project No.	• 24-150
Drawn By	• SDG
Checked By	• JDS

Date	• Issue
12/29/25	• Review Set
02/09/26	• Building Permit
•	
•	
•	

Title • Foundation Details

S3.1



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FRIEDBERG
Lot 12 | Minturn North

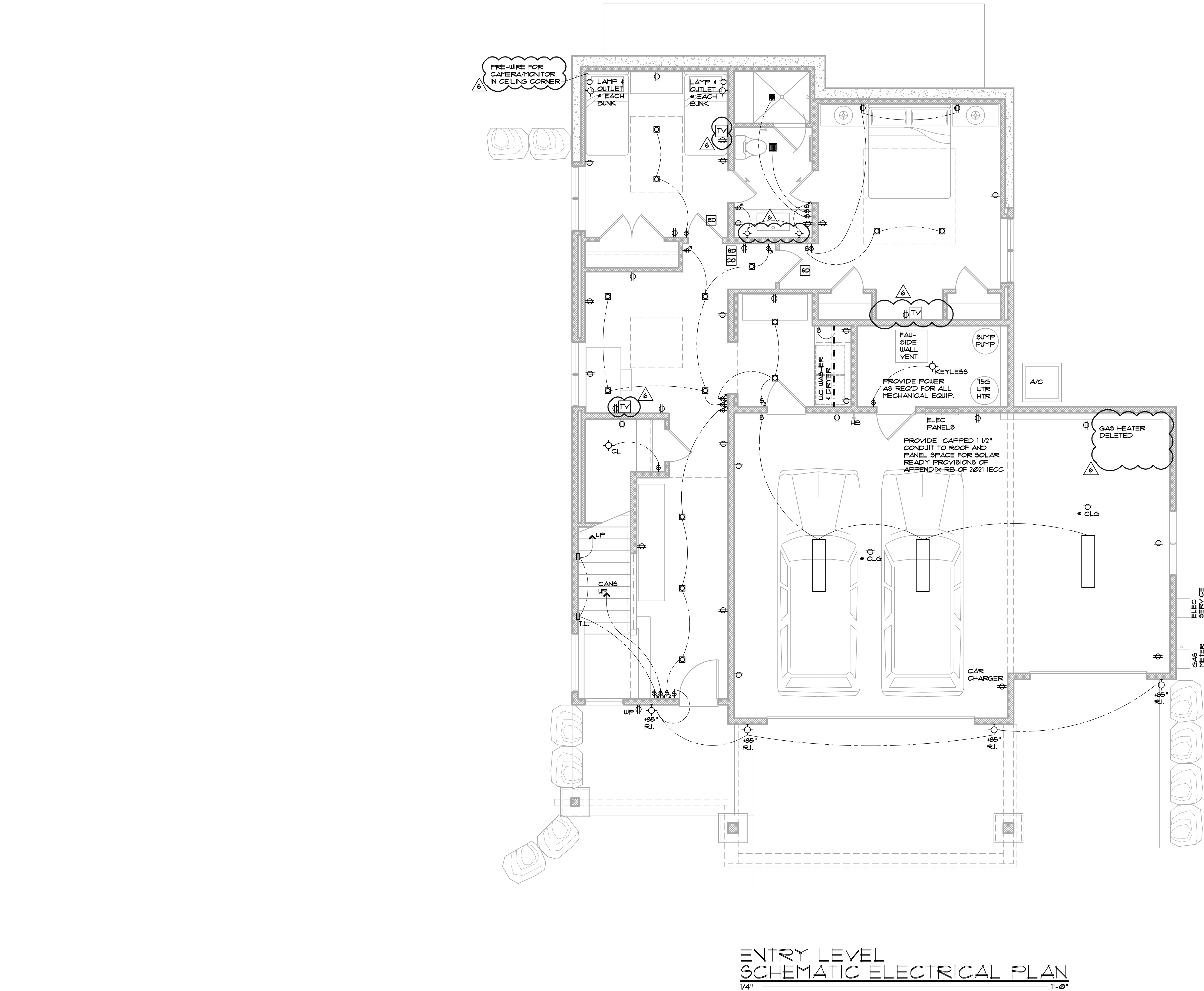
136 Miles End Lane
Minturn, Colorado

Date	02/09/2026
SDG Project No.	24-150
Drawn By	SDG
Checked By	JDS

Date	Issue
12/29/25	Review Set
02/09/26	Building Permit

Title	Foundation Details and Framing Details
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S3.2



R404.4 Additional electric infrastructure. All combustion equipment shall be installed in accordance with Section R403.5.4 and shall be provided with a junction box that is connected to an electrical panel by continuous raceways and conductors that meet the following requirements:

1. The junction box, raceway, and bus bar in the electric panel and conductors serving the electric panel shall be sized to accommodate electric equipment that is sized to serve the same load as the combustion equipment.
2. The panel shall have reserved physical space for a dual-pole circuit breaker.
3. The junction box and electrical panel directory entry for the dedicated circuit breaker space shall have labels stating "For future electric equipment."
4. The junction box shall allow for the electric equipment to be installed within the same place of the combustion equipment that it replaces.

Exceptions:

1. Fossil fuel space heating equipment where a 208/240-volt electrical circuit with a minimum capacity of 40 amps exists for space cooling equipment.

RD104 One- and two- family dwellings and townhouses. One EV ready space shall be provided for each dwelling unit. The branch circuit shall be identified as EV ready in the service panel or subpanel directory, and the termination location shall be marked as EV ready.

ELECTRIC VEHICLE READY SPACE (EV READY SPACE). An automobile parking space that is provided with a branch circuit and receptacle that will support an installed EVSE. Labeled as "CAR CHARGER" on electrical plan.

ELECTRICAL LEGEND

- 4" LED DOWNLIGHT CAN
- 4" LED DIRECTIONAL CAN
- 4" LED SHOWER CAN
- CHANDIELIER BY OWNER
- PENDANT BY OWNER
- CLOSET DOME LIGHT
- EXTERIOR WALL SCONCE
- MONOPOINT SPOT LIGHT
- STEP LIGHT
- DOOR HEADER LED LIGHT
- 1'X4' LED LIGHT
- CEILING FAN BY OWNER
- SMOKE ALARM
- CARBON MONOXIDE DETECTOR
- EXHAUST FAN
- FLOOR OUTLET
- 1/2 HOT SWITCHED OUTLET
- TELEVISION
- LED STRIP LIGHTING UNDER CABINET

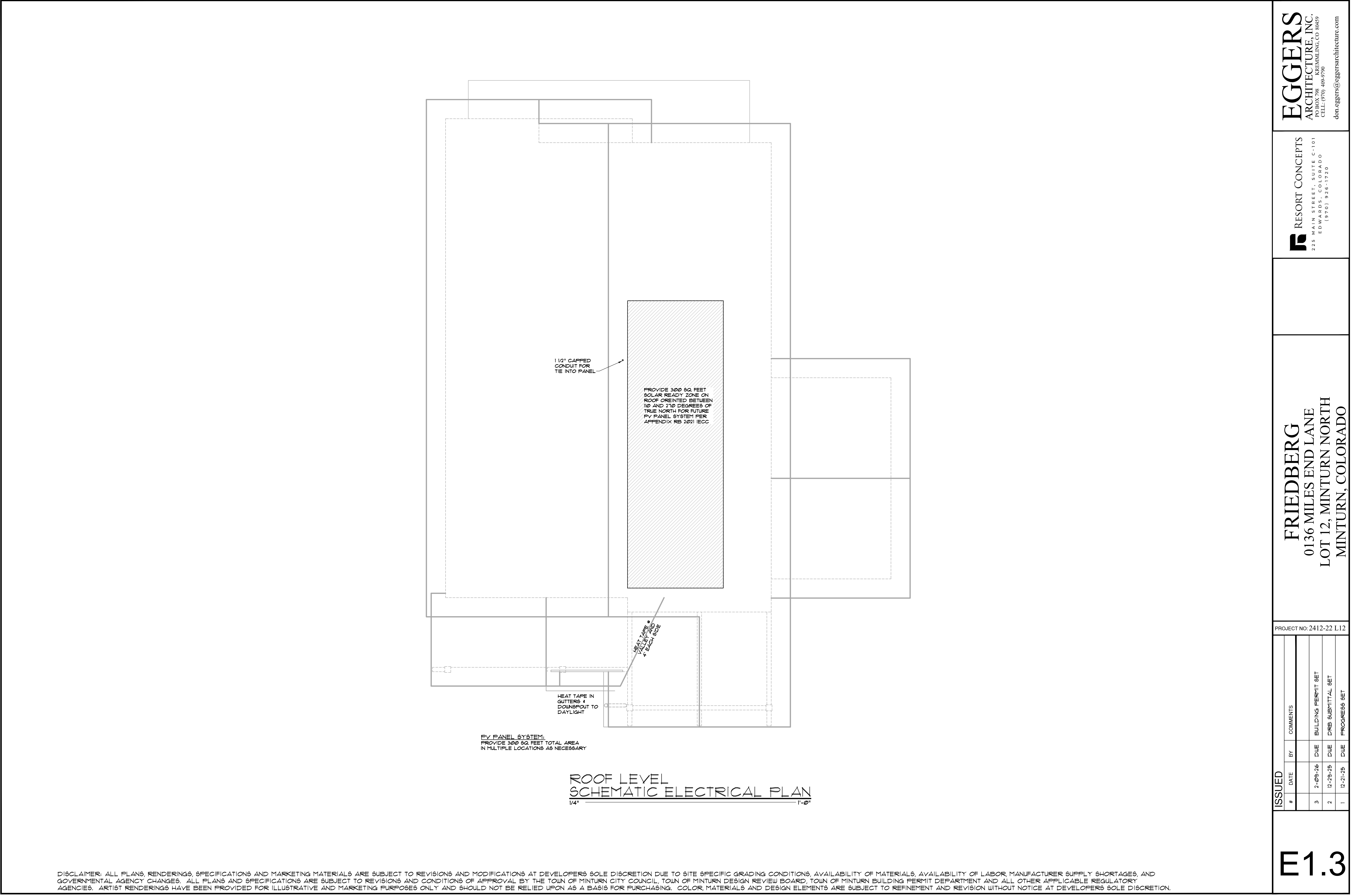
GENERAL ELECTRICAL NOTES:
1. GENERAL CONTRACTOR AND ELECTRICAL SUB-CONTRACTOR ARE RESPONSIBLE FOR COMPLIANCE WITH ALL CODES AND AMENDMENTS LISTED IN THE TOWN OF MINTURN BUILDING RESOLUTION.
2. GENERAL CONTRACTOR AND ELECTRICAL SUB-CONTRACTOR SHALL PROVIDE ALL LOAD CALCULATIONS, PANEL DIAGRAMS AND SERVICE SIZE REQUIREMENTS AS REQUIRED TO MEET ALL CODES INCLUDING 2021 IECC REQUIREMENTS FOR FUTURE CONVERSION TO ALL ELECTRIC.
3. OUTLETS SHOWN ARE SPECIFIC TO NEEDS. ELECTRICAL CONTRACTOR TO REVIEW PLANS AND COMMUNICATE TO GENERAL CONTRACTOR ANY ADDITIONAL OUTLETS NEEDED TO MEET CODE.
4. CONTRACTOR TO PROVIDE LIFE SAFETY DETECTORS AND SENSORS PER CODE MINIMUM.
5. LOCATIONS TO BE APPROVED BY GENERAL CONTRACTOR PRIOR TO INSTALL.
6. REFER TO FINAL CABINET SHOPS FOR FINAL APPLIANCE, PLUMBING AND ELECTRICAL LOCATIONS.
7. REFER TO LANDSCAPE PLANS FOR IRRIGATION AND SITE LIGHTING POWER REQUIREMENTS.
8. ALL PERMANENTLY INSTALLED LIGHTING FIXTURES SHALL CONTAIN ON-HIGH-EFFICACY LIGHTING SOURCES. (R404.1, 2021 IECC).
9. ALL INTERIOR LIGHTING CIRCUITS SHALL BE PROVIDED WITH DIMMERS, EXCEPT BATHROOMS AND HALLWAYS. (R404.2, 2021 IECC).
10. ALL EXTERIOR LIGHTING CIRCUITS SHALL BE INSTALLED WITH A MANUAL ON/OFF SWITCH WHICH PERMITS AUTOMATIC SHUT-OFF ACTIONS AND SHALL AUTOMATICALLY SHUT OFF WHEN DAYLIGHT. (R404.3, 2021 IECC).

#	DATE	BY	COMMENTS	ISSUED
6	6-09-26		OWNER REVISIONS 12	
5	4-29-26		OWNER REVISIONS	
4	3-10-26		PERMIT COMMENTS	
3	2-09-26		BUILDING PERMIT SET	



E1.2

ISSUED			
#	DATE	BY	COMMENTS
6	6-05-26	DUE	OWNER REVISIONS #2
5	4-19-26	DUE	OWNER REVISIONS
4	3-10-26	DUE	PERMIT COMMENTS
3	2-03-26	DUE	BUILDING PERMIT SET



DISCLAIMER: ALL PLANS, RENDERINGS, SPECIFICATIONS AND MARKETING MATERIALS ARE SUBJECT TO REVISIONS AND MODIFICATIONS AT DEVELOPERS SOLE DISCRETION DUE TO SITE SPECIFIC GRADING CONDITIONS, AVAILABILITY OF MATERIALS, AVAILABILITY OF LABOR, MANUFACTURER SUPPLY SHORTAGES, AND GOVERNMENTAL AGENCY CHANGES. ALL PLANS AND SPECIFICATIONS ARE SUBJECT TO REVISIONS AND CONDITIONS OF APPROVAL BY THE TOWN OF MINTURN CITY COUNCIL, TOWN OF MINTURN DESIGN REVIEW BOARD, TOWN OF MINTURN BUILDING PERMIT DEPARTMENT AND ALL OTHER APPLICABLE REGULATORY AGENCIES. ARTIST RENDERINGS HAVE BEEN PROVIDED FOR ILLUSTRATIVE AND MARKETING PURPOSES ONLY AND SHOULD NOT BE RELIED UPON AS A BASIS FOR PURCHASING. COLOR, MATERIALS AND DESIGN ELEMENTS ARE SUBJECT TO REFINEMENT AND REVISION WITHOUT NOTICE AT DEVELOPERS SOLE DISCRETION.

ISSUED		COMMENTS	
#	DATE	BY	
3	2-09-26	DUE	BUILDING PERMIT SET
2	12-29-25	DUE	DRB SUBMITTAL SET
1	12-21-25	DUE	PROGRESS SET

Minturn Planning Department
Minturn Town Center
302 Pine Street
Minturn, Colorado 81645



Minturn Planning Commission
Chair – Lynn Teach
Jeff Armistead
Michael Boyd
Melissa Decker
Amanda Mire
Darell Wegert

Design Review Board Hearing

Final Plan Review for New Garage

671 Main Street

Hearing Date:	July 22, 2026
File Name and Process:	Garage Final Plan Review
Owner/Applicant:	Michael Ayre
Representative:	Michael Ayre
Legal Description:	Subdivision: Baldauf Addition, Block: 3, Lot 17A
Address:	671 Main Street
Zoning:	Old Town Character Area – Residential Zone District
Staff Member:	Madison Harris, Senior Planner
Recommendation:	Approval

Staff Report

I. Summary of Request:

The Applicant, Michael Ayre, requests Final Plan review of a new 24' x 24' garage located at 671 Main Street in the Old Town Character Area Residential Zone District. The Applicant has been proactive in meeting with Town staff prior to submitting plans for a new garage and have provided a relatively complete and thorough set of site and architectural plans.

Proposed Plans

The plans show a one-story, garage structure with a maximum building height - measured to the midpoint of the roof – of 11.49 feet, under the maximum allowable 28-foot limit within the Old Town Residential Zone District.

Additionally, the massing, forms, and scale of the proposed structure, as well as proposed exterior materials, textures and detailing also appear to achieve the design objectives of Appendix B – *Design Guidelines and Standards*, Minturn Municipal Code.

Parking is more than adequate, with five off-street spaces, two of which are provided within the garage and three on parking pads on the lot.

According to staff’s analysis of development standards and dimensional limitations in Section III below the project appears to meet the Town’s standards.

Overall, staff believes that the Applicants and their representative have provided a complete, detailed set of plans necessary to complete a thorough final plan review.

As a reminder, the Planning Commission has the option to review the proposal as a “conceptual” plan review if the Commission feels that the plans are *not* sufficient or are in need of revisions and additional review prior to final plan approval; or the Commission may take action to approve, approve with conditions, or deny the Final Plans.

Staff is **recommending approval**.

II. Summary of Process and Code Requirements:

These plans are being presented by the Applicant as “Final Plan” level of review for a new garage structure on a legally created lot within the Town of Minturn. This is a formal hearing providing the Applicant and staff the opportunity to discuss the proposal with the Planning Commission, acting as the Design Review Board, and to address the DRB’s concerns or feedback regarding suggested revisions to the project.

If the DRB feels that the plans are complete, appropriate, and meet the intent and purposes of the Minturn Municipal Code, Chapter 16, the DRB has the option to take final action to approve the plans without conditions, or to approve with specific conditions and giving the Applicant and staff clear direction on any recommended revisions, additions or updates to the plans.

No variances are required or requested at this time.

Design Review Process

Appendix ‘B’ of the Minturn Municipal Code, Section 16-21-615 - *Design Review Applications*, subsection “d” below outlines the criteria and findings necessary for DRB review and approval of all new, major development proposals:

(d) *Administrative procedure.*

(1) *Upon receipt of a completed and proper application, the application for Design Review will be scheduled for a public hearing. The hearing will be conducted in accordance with the procedures set forth in this Chapter.*

(2) *Criteria and findings. Before acting on a Design Review application, the Planning Commission, acting as the Design Review Board (DRB), shall consider the following factors with respect to the proposal:*

- a. The proposal's adherence to the Town's zoning regulations.*
- b. The proposal's adherence to the applicable goals and objectives of the Community Plan.*
- c. The proposal's adherence to the Design Standards.*

(3) *Necessary findings. The Design Review Board shall make the following findings before approving a Design Review application:*

- a. That the proposal is in conformance with the Town zoning regulations.*
- b. That the proposal helps achieve the goals and objectives of the Community Plan.*
- c. That the proposal complies with the Design Standards.*

Staff suggests that the final plans for 671 Main Street meet or can be revised to meet the required findings 'a,' 'b,' and 'c' or subparagraph 3 – *Necessary findings*.

III. Zoning Analysis:

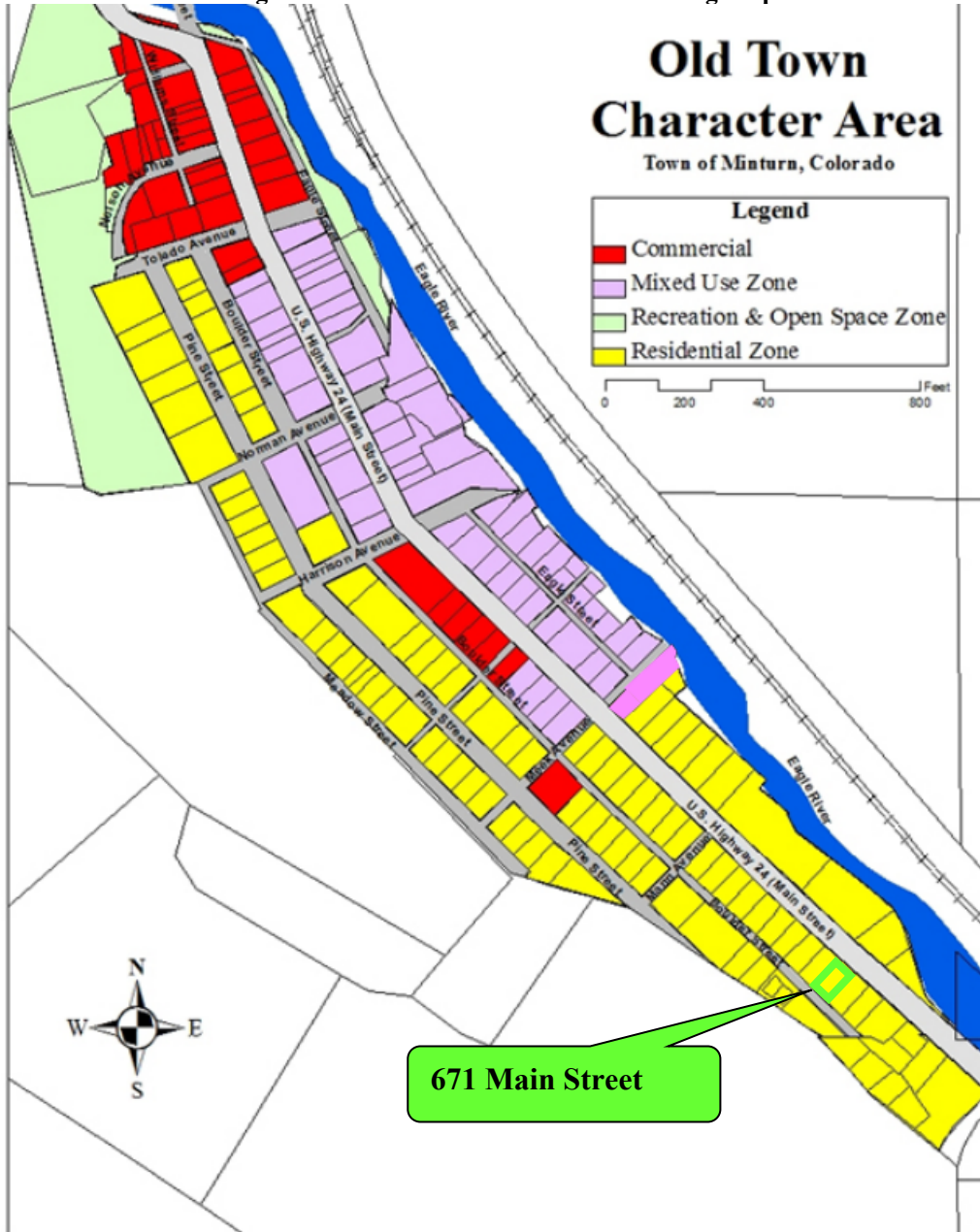
Zoning

The subject property is located within the “Old Town Character Area” Residential Zone District, described as follows:

- (a) The neighborhood is bisected by Highway 24 and is characterized by single-family residences with a mix of business and institutional uses. The residences are typically one (1) and two (2) stories, with outbuildings and minimal setback between structures.*
- (b) The purpose of this zone is to provide for continued residential use and redevelopment that preserves the unique character and scale of the neighborhood. An objective is to retain the historically residential areas as quiet and safe neighborhoods while allowing for limited home-based occupations and home-based businesses to encourage permanent residency. This area can accommodate reasonable growth where land and services are available.*

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Figure 1: Old Town Character Area Zoning Map



Dimensional Limitations and Development Standards

The following table summarizes the lot, development and dimensional standards and limitations applicable to the subject property pursuant the approved Final Development Plan for the Minturn North PUD.

Regulation	Allowed/Required	Proposed/Existing
Minimum Lot Area:	5,000 sq. ft.	5,004 sq. ft. (.115 ac.)
Maximum Building Height:	28 feet	11.49 feet
Minimum Front Setback:	10 feet	N/A
Minimum Side Setback:	5 feet	5 feet
Minimum Rear Setback:	10 feet	10 feet
Maximum Lot Coverage:	45% (2,251.8 sq. ft.)	1,446 sq. ft. (28.90%) Proposed
Maximum Impervious Coverage:	55% (2,752.2 sq. ft.)	2,376.59 sq. ft. (47.44%) Proposed
Minimum Snow Storage Area:	5% of Lot Area (5,004 sq. ft. x .05 = 250.2 sq. ft.)	400 sq. ft.
Parking:	2 spaces	5 spaces

IV. Applicable Standards and Design Guideline Criteria:

Design

In addition to the development standards listed above, the following general design principles are provided for reference.

Final Site, Grading and Drainage Design

The Minturn Design Guidelines encourage designs that integrate or account for site topography and existing conditions, surrounding conditions, solar orientation, placement on lots relative to streets and natural features, snow storage and snow shed from roof structures.

Mass and Form

The following excerpt from the Design Guidelines is applicable to the proposed home design:

“c. Massing and Scale

“A simple central form with additive features shall be designed. This style creates visual interest and is appropriate for the community due to its compatibility with existing structures. Buildings and improvements should complement, rather than overpower, the

adjacent natural and built environment. Homes are encouraged to be sheltering in nature, with consistent setbacks from the street with prominent porches or overhanging eaves.

“Building mass, form, length and height shall be designed to provide variety and visual interest while maintaining a scale that is similar or compatible to adjacent structures.”

-Town of Minturn Design Guidelines

Staff Response:

Staff believes that the design and scale of the proposed structure incorporates a simple central form with additive features and is complementary to adjacent residential structures and character on nearby parcels. Staff further suggests that the scale of the project is appropriate and will not overpower surrounding natural and built environments. Proposed roof forms and pitches, materials and textures are compatible and complementary to the surrounding built and natural environments.

V. Issues and Recommended Revisions:

Staff has identified no issues.

VI. Staff Recommendation:

Staff suggests that the Final Plans for 671 Main generally **comply** with or exceed the applicable provisions and/or minimum standards of Chapter 16 and the Town of Minturn Design Standards (Appendix ‘B’) of the Minturn Town Code.

Staff is **recommending approval** of the plans.

Design Review Application

5/22/2026 9:55:49 AM

Project Information

Please ensure you are familiar with the [Design Review Process Guide & Appendix B.II.A](#) prior to filling out an application.

Project Information

Is this a Minor or Major DRB Project?: Minor

Project Name: 671 Main St.

Street Address

Address Line 1: 671 Main St.

Address Line 2:

City: Minturn

State: Colorado

Zip: 81645

Zoning: residential

Application Request: New garage. Match house exteriors.

Applicant Information

Name: michael ayre

Mailing Address

Address Line 1: [REDACTED]

Address Line 2:

City: Minturn

State: Colorado

Zip: 81645

Phone: [REDACTED]

Email: [REDACTED]

Is the Property Owner different than the Applicant?: No

Additional Information

Submittal Requirements (as applicable)

Lot Size: 5000

of Stories: 2

Type of Residence: Single Family

Snow Storage (sq ft): 400

of Bedrooms: 3

Building Footprint (sq ft): 786

of On-site Parking Spaces: 4

Total Impervious Surfaces (sq ft): 3500

Uploads

Submittal Checklist Requirements (as applicable)

Letter of Intent

What is the purpose of the project including;

- Relevant Background
- Current Status of the Site
- All Proposed Uses and Structures
- How the Proposal Differs from what already exists
- Information regarding Easements or Dedicated Tracts, etc.

Letter of Intent: [Minturn Garage Letter of Intent.pdf](#)

Vicinity Map

Directional Map indicating how to get to the Property involved in the request.

- Zoning of Property

Vicinity Map: [Screenshot 2026-05-22 at 9.51.30AM.png](#)

Boundary Survey with a stamp and signature of a licensed surveyor

- Date of survey (survey date must be within 6 months of the project application date)
- Right-of-way and property lines; including bearings, distances and curve information.
- Labeled ties to existing USGS benchmark.
- Property boundaries to the nearest one-hundredth (.01) of a foot accuracy. Distances and bearings and a basis of bearing must be shown. Show existing pins or monuments found and their relationship to the established corner.
- All existing easements recorded with the County Clerk and Recorder. Include bearings and distances.
- Spot elevations at the edge of asphalt along the street frontage of the property at five-foot intervals, and a minimum of two (2) spot elevations on either side of the lot.

- Windows – Placement and Color
- Doors – Placement and Color
- Siding – Type and Color
- Roof Material – Type and Color
- Paint Color

Architecture Details – Materials Board: [Color Material Board.pdf](#)

Grading and Drainage Plan

- Existing contours. Existing two-foot contours must be provided for all disturbed areas. Contours for undisturbed areas must be shown when drainage in those areas impacts the disturbed area.
- Proposed contours. Proposed two-foot contours for all disturbed areas must be shown and must demonstrate positive drainage.
- Spot elevations. Show critical spot elevations, as necessary to demonstrate positive drainage and the direction of flow. Finished grade at all building corners must be provided.
- Top-of-foundation elevations. The top-of-foundation elevation must be shown on the plan and must be consistent with the foundation plan. For buildings on slopes of thirty percent (30%) or greater, elevations for stepped foundation walls must be shown.
- Drainage arrows. Include drainage arrows that show how stormwater will be routed around buildings and where stormwater will exit the property. Stormwater cannot cause damage to any adjacent property. Drainage and erosion control features needed to prevent damage must be included.
- Drainage facilities. Proposed drainage facilities, such as French drains or culverts, must be shown.
- Retaining walls. Retaining wall details are required and must include drainage details. Note top- and bottom-of-wall elevations at each location where the retaining wall steps up or down, and include the tallest point of the retaining wall.

Grading and Drainage Plan: [drainage plan.pdf](#)

Approval Page

Comments:

Applicant Signature

☒ I declare under penalty of perjury in the second degree that the statements made in the above application are true and complete to the best of my knowledge.

Signature: michael ayre

Date: 05-22-2026

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY
Lot 17A, Baldauf Subdivision Block 3

Lots 17 and 18

Situated in Section 26, Township 5 South, Range 81 West , 6th P.M.

Town of Minturn, County of Eagle, State of Colorado

LEGAL DESCRIPTION:

LOT 17A, BALDAUF SUBDIVISION BLOCK 3, LOTS 17 AND 18, ACCORDING TO THE FINAL PLAT THEREOF, RECORDED 11-18-2016 AT RECEPTION NO. 201619691 IN THE OFFICE OF THE CLERK AND RECORDER, COUNTY OF EAGLE, STATE OF COLORADO.

NOTES:

- 1) DATE OF SURVEY: MAY 8, 2026.
- 2) STREET ADDRESS: 671 MAIN STREET (POSTED)
- 3) LOCATION OF IMPROVEMENTS AND LOT LINES ARE BASED UPON THE FINAL PLAT DESCRIBED ABOVE AND SURVEY MONUMENTS FOUND AT THE TIME OF THIS SURVEY AS SHOWN HEREON.
- 4) THE PREVIOUS SURVEYOR WHO PERFORMED AND RECORDED THE ADMINISTRATIVE FINAL PLAT RECEPTION NO. 201619691 IN 2016, DID NOT SET ANY OF THE SUBDIVISION MONUMENTS THAT WERE REQUIRED TO BE SET.
- 5) U.S. SURVEY FEET USED FOR THIS SURVEY.
- 6) BASIS OF BEARINGS: AN ASSUMED BEARING OF N 47° 40' 00" W BETWEEN THE SOUTHEASTERN CORNER OF LOT 16, BALDAUF ADDITION, BLOCK 3, AND THE SOUTHWESTERN CORNER OF LOT 17A, BALDAUF ADDITION, BLOCK 3, WAS USED TO DETERMINE THE SOUTHWESTERN CORNER OF SAID LOT 16 (A FOUND 1.5" ALUMINUM CAP ON #5 REBAR, LS #4551). ALL BEARINGS HEREON ARE RELATIVE THERETO.
- 6) TITLE COMMITMENT WAS PROVIDED BY STEWART TITLE GUARANTY COMPANY, FILE NO. 0822126, WITH AN EFFECTIVE DATE OF MAY 1, 2025.
- 7) THIS PROPERTY IS SUBJECT TO THE PLAT OF BALDAUF ADDITION TO THE TOWN OF MINTURN, RECORDED MARCH 20, 2016, RECEPTION NO. 201619691.
- 8) 1" CONTIGUES SHOWN HEREON.
- 9) BENCHMARK: N.G.S. S-780 3.25" BRASS CAP SET IN ROCK, ELEVATION = 7894.4'
- 10) RECENT STREET IMPROVEMENTS ON MAIN STREET, SPECIFICALLY NEW SIDEWALK ON MAIN STREET/US. HIGHWAY 24) ALONG THE BALDAUF ADDITION, BLOCK 3 BOUNDARY, HAS DESTROYED ANY MONUMENTS THAT ONCE EXISTED IN THIS AREA AND WERE NOT REPLACED. C.D.O.T.'S MONUMENTED LOCATION OF THE RIGHT OF WAY AND THE MONUMENTED LOCATION OF THE BALDAUF ADDITION, BLOCK 3 BOUNDARY ARE SHOWN HEREON. MONUMENTS FOUND SHOWN HEREON FOR SAID BLOCK 3 WERE DESTROYED AND REPLACED BY THE EAGLE COUNTY CLERK AND RECORDER.
- 11) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT, IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

CERTIFICATION:
I, RANDALL P. KIPP, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS LAND SURVEY PLAT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, RESPONSIBILITY AND CHECKING, I FURTHER CERTIFY THAT THIS LAND SURVEY PLAT COMPLIES WITH THE STANDARDS AND PRACTICES OF THE PROFESSION AND THAT I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

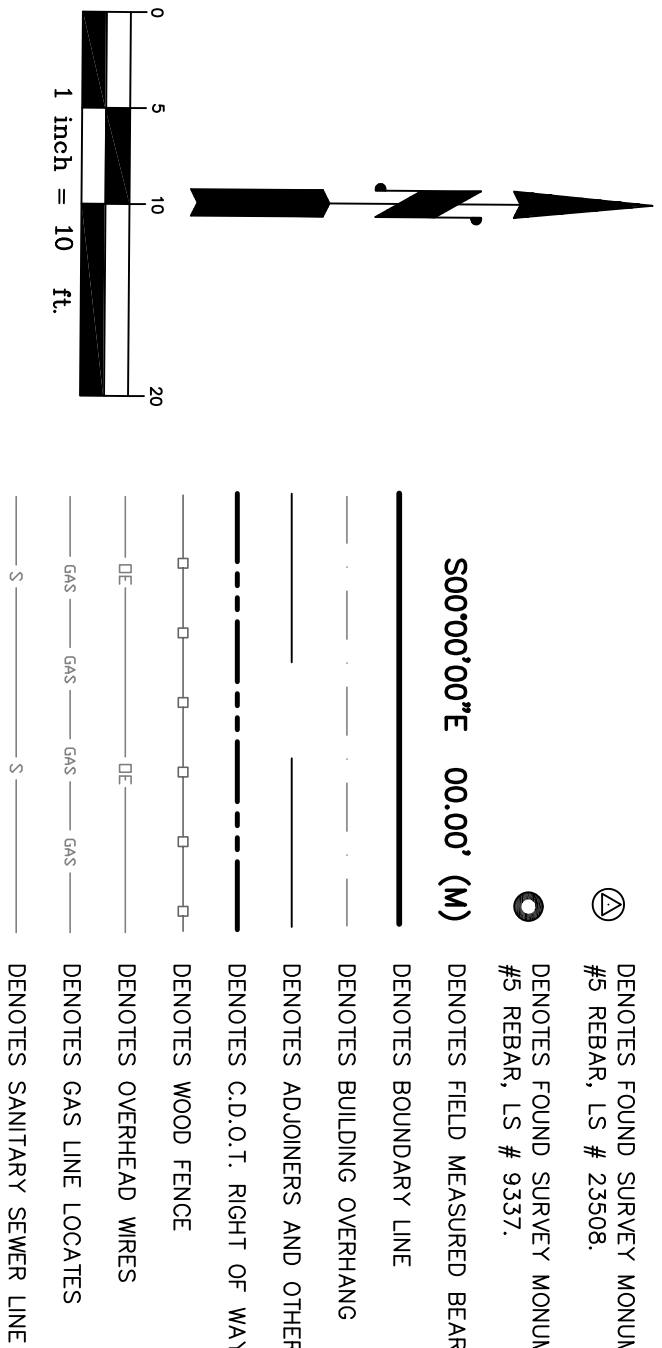


RANDALL P. KIPP P.L.S. #38079
COLORADO PROFESSIONAL LAND SURVEYOR
COUNTY SURVEYOR CERTIFICATION:

DEPOSITED THIS _____ DAY OF _____, 20____ AT _____ IN BOOK 1 OF THE EAGLE COUNTY SURVEYOR'S LAND SURVEY PLATS/ RIGHTS-OF-WAY SURVEYS AT PAGE _____ THIS LAND SURVEY PLAT COMPLIES WITH SECTION 38-51-102, OF THE COLORADO REVISED STATUTES.

LEGEND:

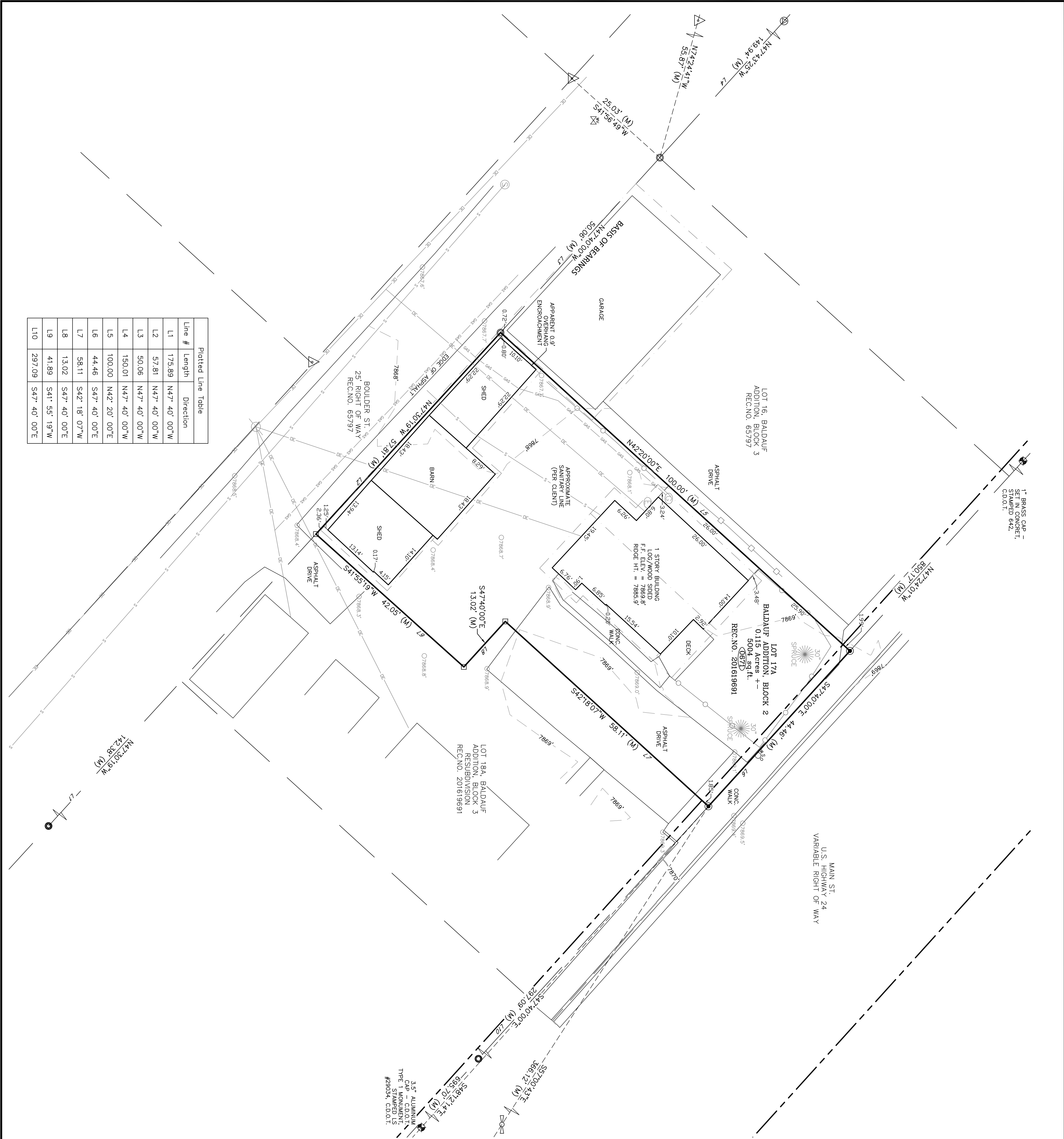
- ☼ DENOTES WATER SHUT OFF
- ⊙ DENOTES GAS METER
- ⊙ DENOTES UTILITY POLE
- ⊙ DENOTES ELECTRIC METER
- ⊙ DENOTES SANITARY SEWER MANHOLE
- ⊙ DENOTES SINKER CLEAN OUT
- ⊙ DENOTES SET SURVEY MONUMENT - 1.25" BRASS SHINER IN CONCRETE, LS #38079
- ⊙ DENOTES SET SURVEY MONUMENT - 2" ALUMINUM CAP ON #5 REBAR, LS #38079
- ⊙ DENOTES FOUND SURVEY MONUMENT - 2.5" BRASS CAP ON 1" PIPE, MARKING SOUTH 1/4 CORNER SECTION 26
- ⊙ DENOTES FOUND SURVEY MONUMENT - 1.5" ALUMINUM CAP ON #5 REBAR, LS #4551
- ⊙ DENOTES FOUND SURVEY MONUMENT - C.D.O.T. MONUMENT AS DESIGNED HEREON
- ⊙ DENOTES FOUND SURVEY MONUMENT - #5 REBAR
- ⊙ DENOTES FOUND SURVEY MONUMENT - 2" ALUMINUM CAP ON #5 REBAR, LS # 23508
- ⊙ DENOTES FOUND SURVEY MONUMENT - 1.5" ALUMINUM CAP ON #5 REBAR, LS # 9337
- ⊙ DENOTES FIELD MEASURED BEARING AND DISTANCE



KIPP LAND SURVEYING

Randy Kipp P.L.S.
P.O. Box 3154
Eagle, CO 81631
(970) 390-9540
email: randy@kipplandsurveying.com
web: kipplandsurveying.com

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY	
Lot 17A, Baldauf Subdivision Block 3	
Situated in Section 26, T.5S., R.81W., 6th P.M.	
Town of Minturn, County of Eagle, State of Colorado	
JOB NO.: 261021	DATE: 05-19-2026
SHEET 1 OF 1 REV. DATE:	
DWG. NAME	
261021-Lot17A, Baldauf Blk 3 ISP	



Line #	Length	Direction
L1	175.89	N47° 40' 00"W
L2	57.81	N47° 40' 00"W
L3	50.06	N47° 40' 00"W
L4	150.01	N47° 40' 00"W
L5	100.00	N42° 20' 00"E
L6	44.46	S47° 40' 00"E
L7	58.11	S42° 18' 07"W
L8	13.02	S47° 40' 00"E
L9	41.89	S41° 55' 19"W
L10	297.09	S47° 40' 00"E

To Whom It May Concern,

I would like to request approval to construct a detached two-car garage on the rear portion of my lot located on Boulder Street in Minturn, Colorado. The current use of the property is as a single-family residence, and the proposed garage will serve as an accessory structure to the existing home.

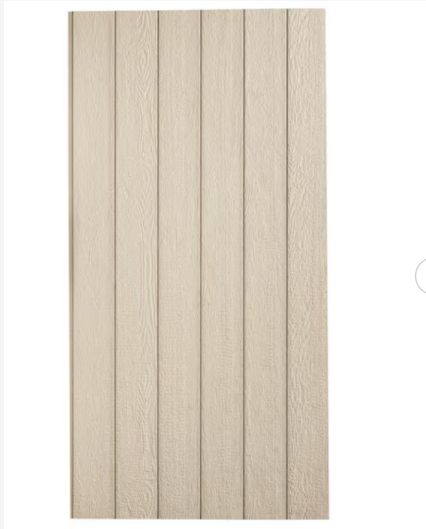
Thank you for your consideration of this request. Please let me know if any additional information or documentation is required.

Sincerely,

Michael Ayre

Exterior Color & Material Board

LP SmartSide Vertical Siding



Finish: Sashco Transformation
Stain – Medium Brown

LP SmartSide Shaker Siding



Finish: Sashco Transformation
Stain – Medium Brown

Gray Asphalt Shingle Roofing



Color: Charcoal / Gray Asphalt
Shingle

9-Light Entry Door



Paint Color: Benjamin Moore
HC-156 Van Deusen Blue

Flat Panel Garage Door with Top Windows



Color: Terra Tone

Design Notes:

- All LP SmartSide siding elements will receive Sashco Transformation stain in Medium Brown.
- The entry door will be painted Benjamin Moore HC-156 Van Deusen Blue.
- The garage door will feature a Terra Tone finish with contemporary flat panel styling.

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY
Lot 17A, Baldauf Subdivision Block 3
Lots 17 and 18

Situated in Section 26, Township 5 South, Range 81 West, 6th P.M.
Town of Mintum, County of Eagle, State of Colorado

LEGAL DESCRIPTION:

LOT 17A, BALDAUF SUBDIVISION BLOCK 3, LOTS 17 AND 18, ACCORDING TO THE FINAL PLAT THEREOF, RECORDED 11-18-2016 AT RECEPTION NO. 201619691 IN THE OFFICE OF THE CLERK AND RECORDER, COUNTY OF EAGLE, STATE OF COLORADO.

NOTES:

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- 4) THE PREVIOUS SURVEYOR WHO PERFORMED AND RECORDED THE ADMINISTRATIVE FINAL PLAT RECEPTION NO. 201619691 HAS BEEN ADVISED OF THE REVISION MONUMENTS THAT WERE REQUIRED TO BE SET.
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CERTIFICATION:

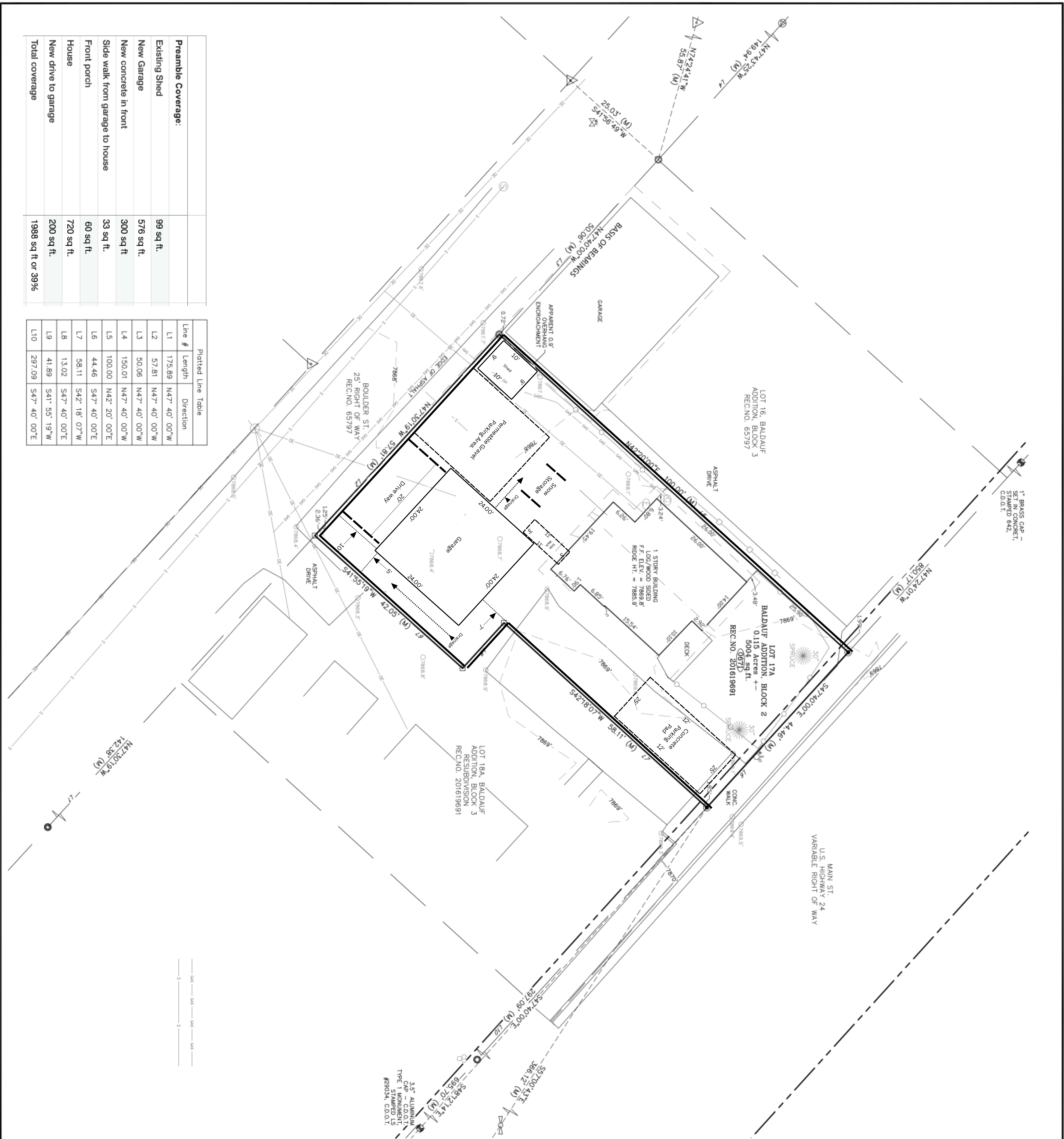
I, RANDALL P. KIPP, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS LAND SURVEY PLAT WAS PREPARED FOR MICHAEL S. AND THERESA A. AYRE, AND IS THE RESULT OF A SURVEY PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION, RESPONSIBILITY AND CHECKING. I FURTHER CERTIFY THAT THIS LAND SURVEY PLAT SURVEYORS KNOWLEDGE INFORMATION AND BELIEF IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE, AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

LEGEND:

- ⊕ DENOTES WATER SHUT OFF
- ⊕ DENOTES GAS METER
- ⊕ DENOTES UTILITY POLE
- ⊕ DENOTES ELECTRIC METER
- ⊕ DENOTES SANITARY SEWER MANHOLE
- ⊕ DENOTES SEWER CLEAN OUT
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- ⊕ DENOTES FIELD MEASURED BEARING AND DISTANCE
- DENOTES BOUNDARY LINE
- DENOTES BUILDING OVERHANG
- DENOTES ADJACENTS AND OTHER PROPERTY LINES
- DENOTES C.D.O.T. RIGHT OF WAY
- DENOTES WOOD FENCE
- DENOTES OVERHEAD WIRES
- DENOTES GAS LINE LOCATES
- DENOTES SANITARY SEWER LINE

Prepared June 4th, 2026

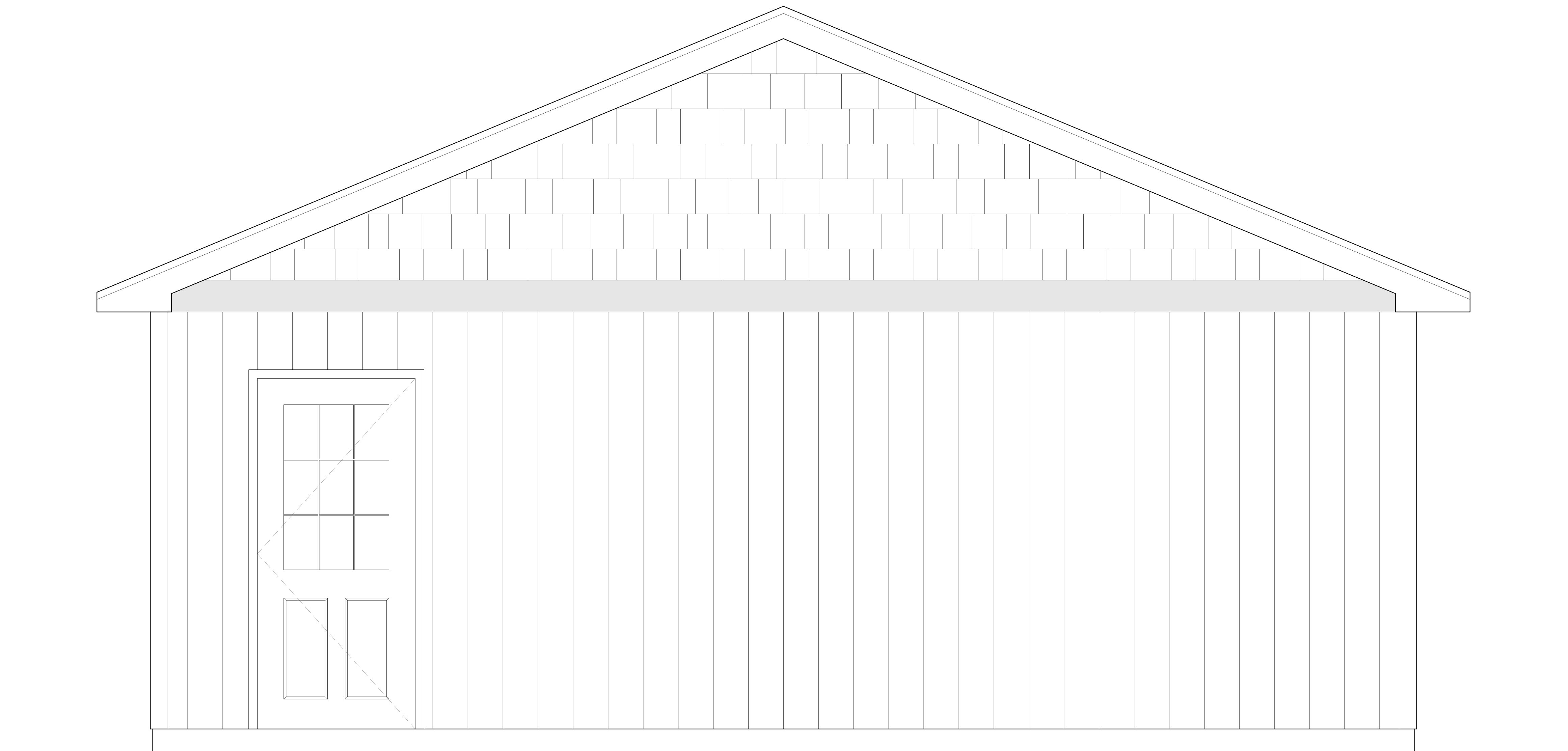
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Situated in Section 26, T.5S., R.81W., 6th P.M.	
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261021-Lot17A Baldauf BLK 3 ISP	





SHEET INDEX

A0.0	COVER SHEET
A1.1	FIRST FLOOR PLAN
A2.1	SOUTH AND EAST ELEVATIONS
A2.2	NORTH AND WEST ELEVATIONS
A3.1	BUILDING SECTION
A3.2	SECTION DETAILS
S1.0	FOUNDATION AND FRAMING PLAN



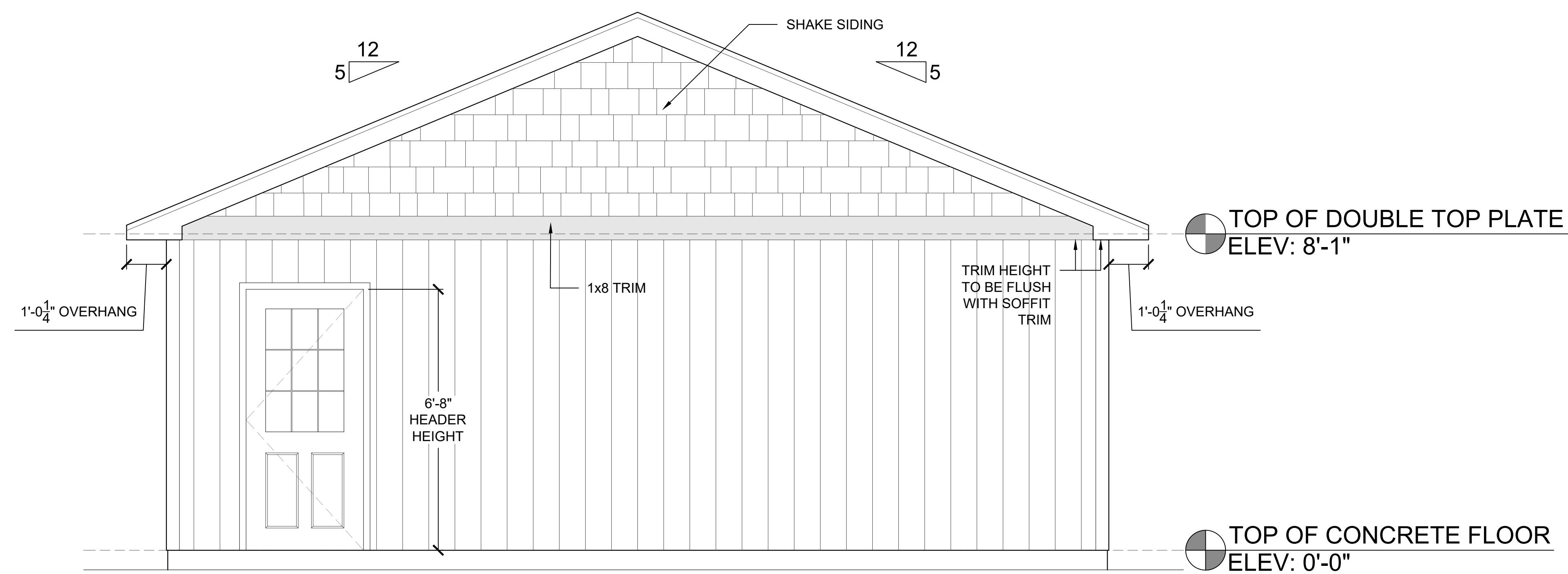
MICHAEL
AYRE

671 MAIN STREET
MINTURN, CO 81645

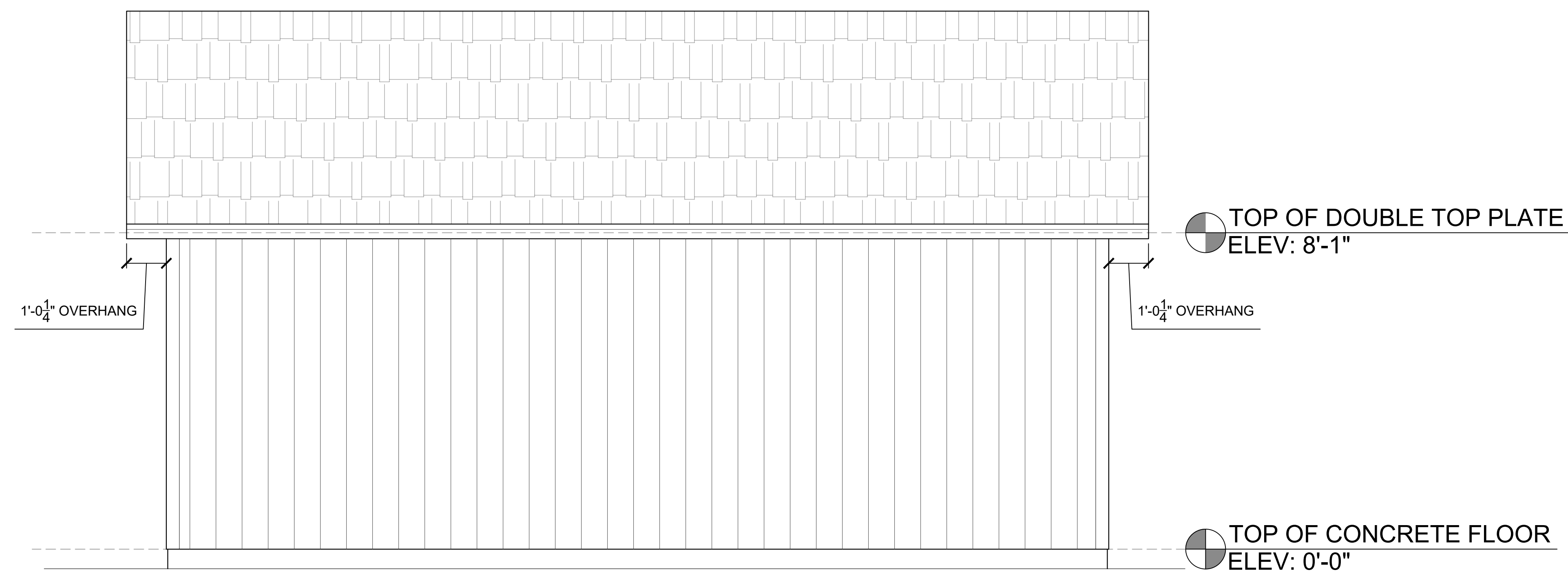
COVER SHEET

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A0.1



1 SOUTH ELEVATION
A2.1 SCALE: 1/2"=1'-0"



2 EAST ELEVATION
A2.1 SCALE: 1/2"=1'-0"



MICHAEL
AYRE

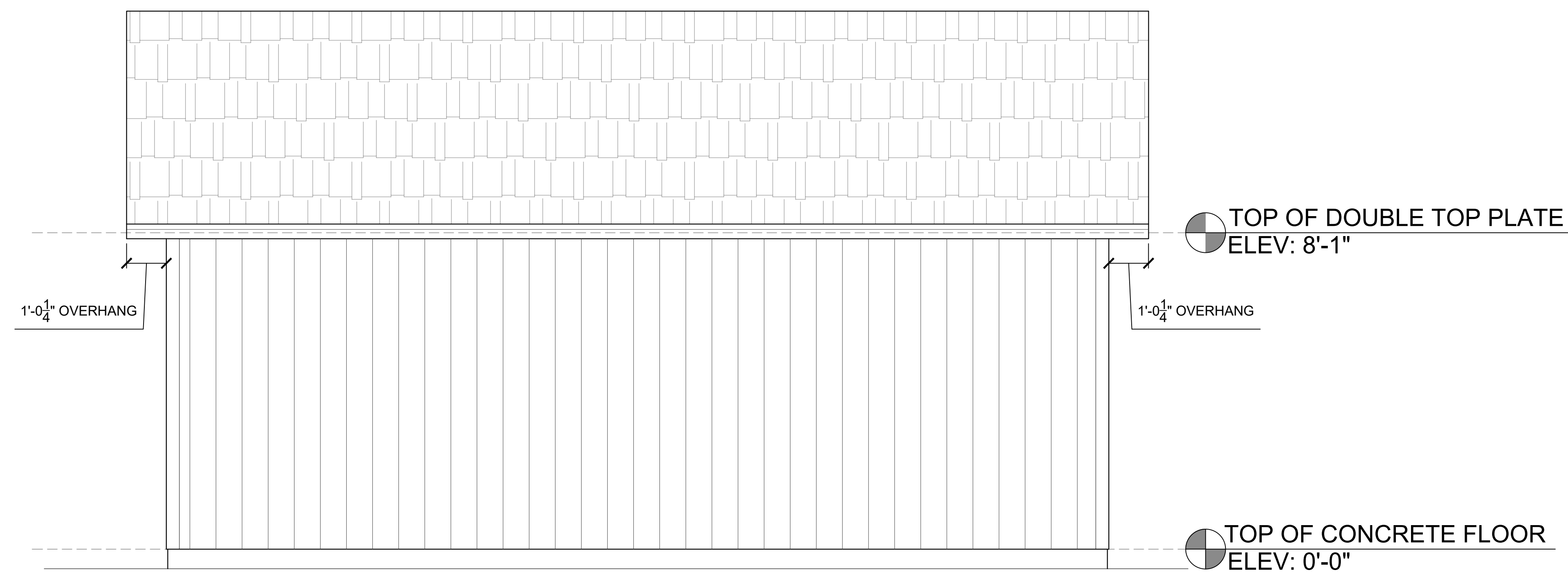
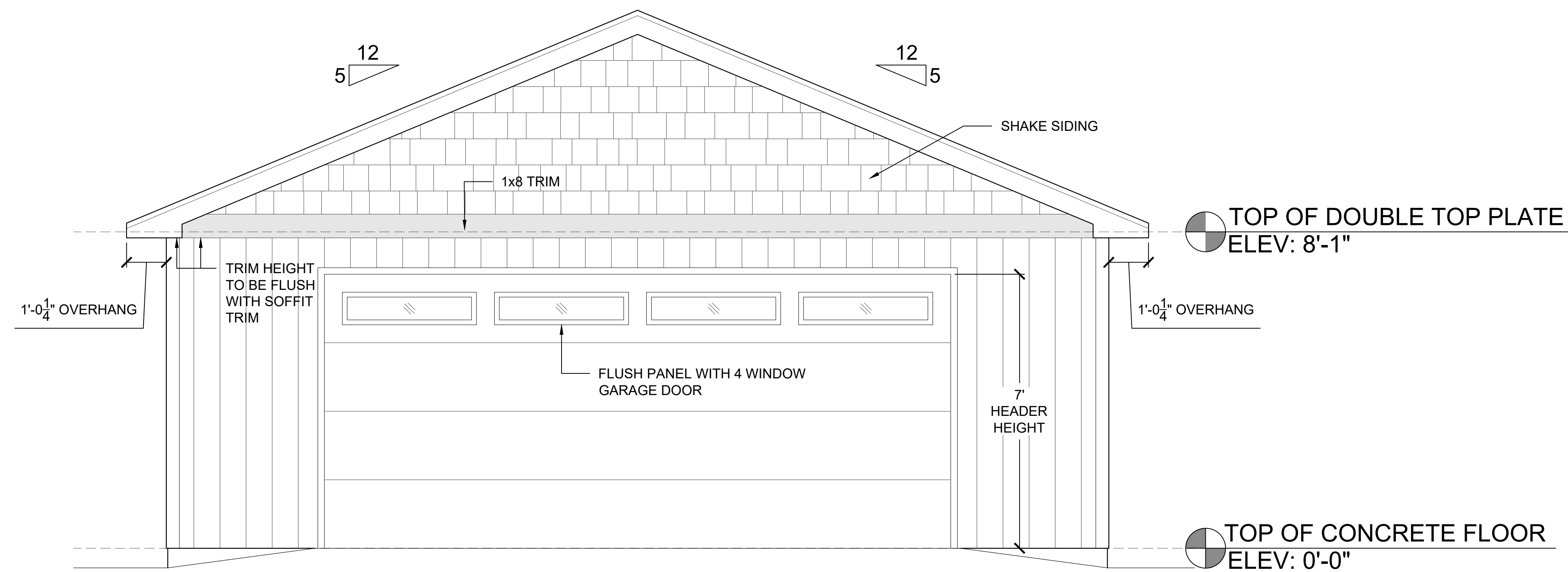
671 MAIN STREET
MINTURN, CO 81645

SOUTH AND EAST ELEVATIONS

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5.12.2026 041

A2.1



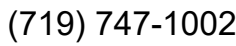
MICHAEL
AYRE

671 MAIN STREET
MINTURN, CO 81645

NORTH AND WEST ELEVATIONS

[illegible]

A2.2



MICHAEL
AYRE

671 MAIN STREET
MINTURN, CO 81645

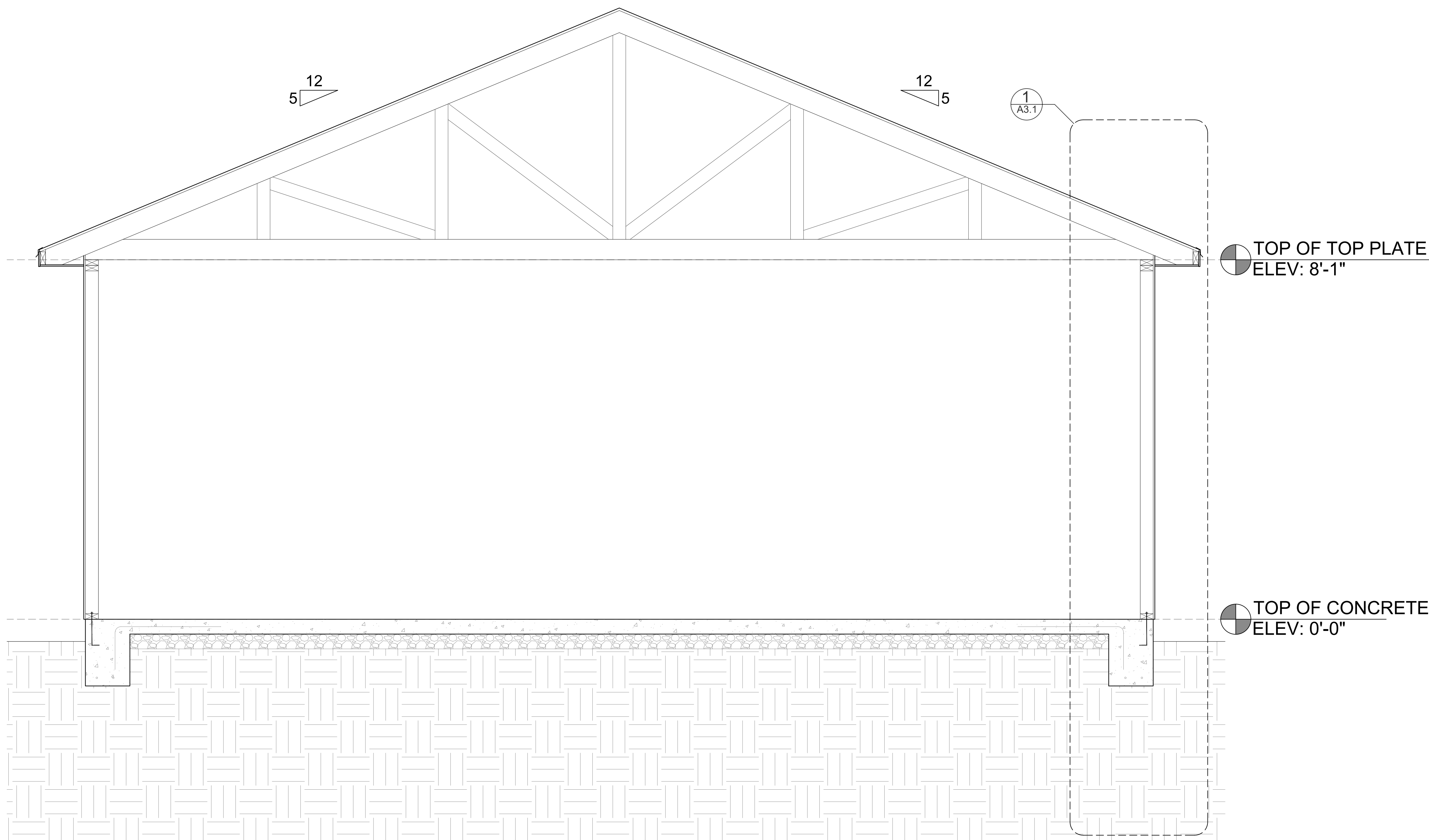
BUILDING SECTION

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5.12.2026

041

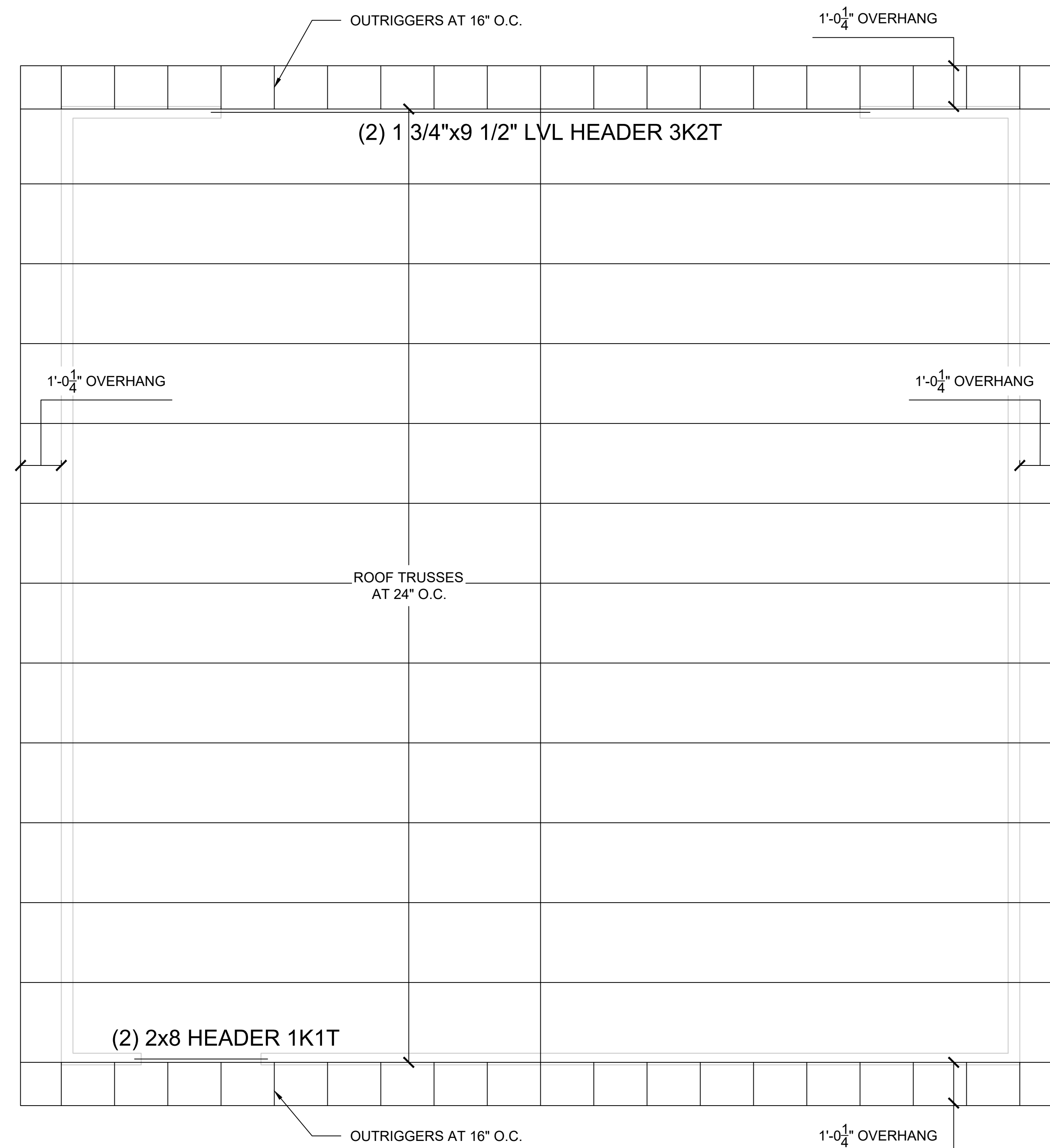
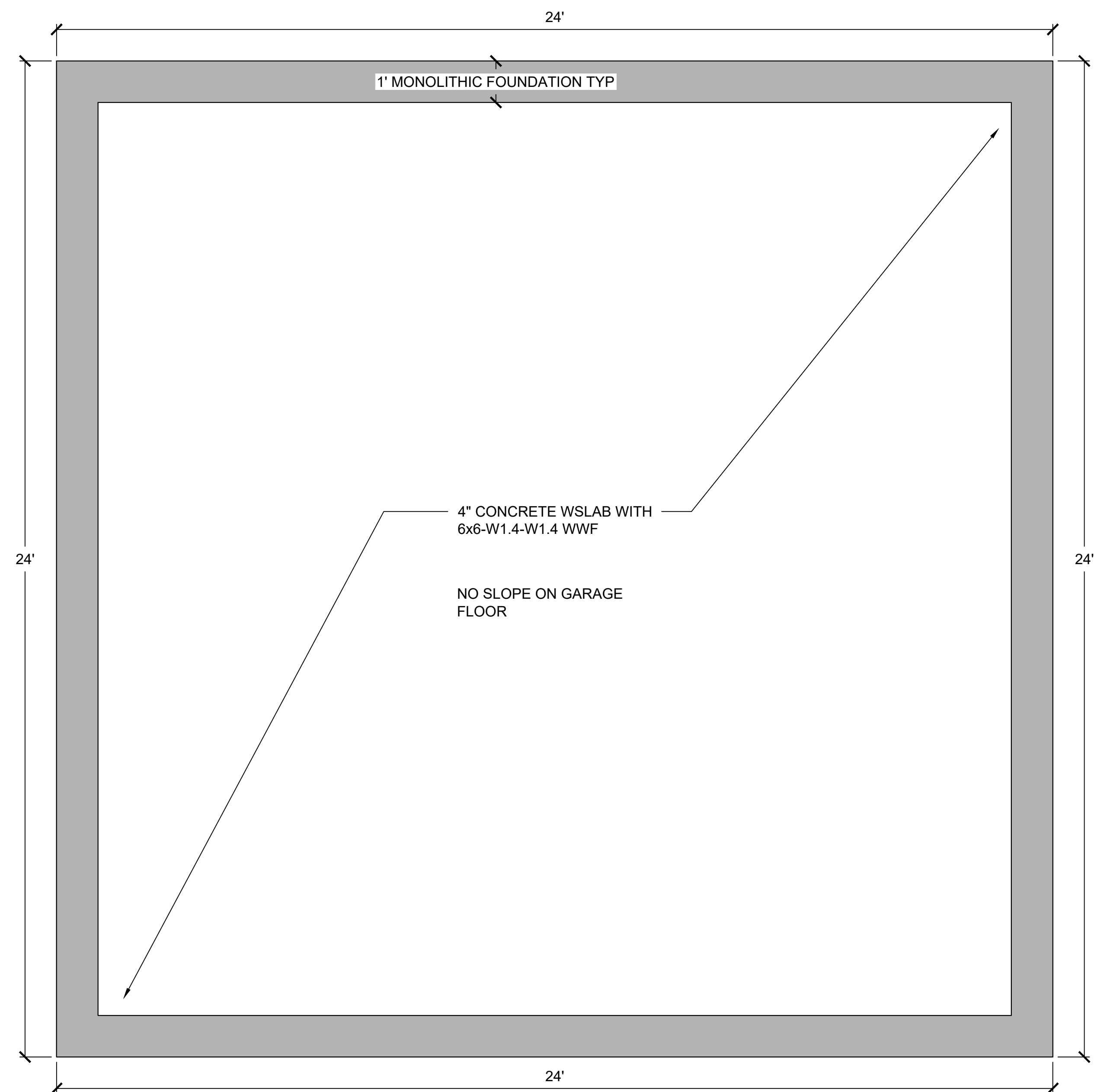
A3.1



1 BUILDING SECTION
A3.1 SCALE: 3/4"=1'-0"



A3.2



MICHAEL
AYRE

671 MAIN STREET
MINTURN, CO 81645

FOUNDATION AND FRAMING PLANS

[illegible]

5.12.2026

041

S1.0

Jay Brunvand
Town Treasurer/Town Clerk
P.O. Box 309 ♦ 302 Pine St
Minturn, CO 81645
970-827-5645
treasurer@minturn.org



TOWN COUNCIL
Mayor – Earle Bidez
Mayor Pro Tem – Terry Armistead
Councilmember – George Brodin
Councilmember – Lynn Feiger
Councilmember – Gusty Kanakis
Councilmember – Kate Schifani
Councilmember – Tom Sullivan

www.minturn.org

TO: Town Council
Rob Gutierrez, Town Manager
FROM: Jay Brunvand, Treasurer/Clerk
CC:
DATE: 08/05/2026
RE: Sales Tax Update

Recently we discussed at staff level sales tax receipts year-to-date (YTD) and economic issues that might have a negative impact on those tax receipts.

It was noted that traffic counts through the Idaho Springs Twin Tunnels are down to 2009 levels. Honestly, I put this decline on the Hidden Valley construction more than anything and people are finding a way around that and still showing up on the western slope. The concern expressed by this reduction in traffic is will this result in reduced sales taxes throughout the western slope and will this further exacerbate an historically low snowfall and ski season. Although this is a very real possibility, as yet, it has had limited negative impacts on our sales tax collections.

As a reminder of practice, sales made and taxed in January, are submitted to the state in February, and then the state sends our portion in March. This results in a two-month lag between sales and receipt. For example, it is late July and the year to date received and reported revenue is through May. The Town receives 4% tax collected by the state and 15% of the County's 1% tax collected which is submitted to the town from the County on the same schedule as the state. The below table is condensed from the monthly financial reports Council receives and shows 2024, 2025, and 2026.

								SAME MO	ACCR YTD
MONTH	2024	2025	2026	CHANGE	2025	VAR TO '26		2024	2024
JANUARY	112,860.74	107,002.63	95,715.57	-10.55%	-11,287.06	-11,287.06		-5,858.11	-5,858.11
FEBRUARY	119,581.56	113,152.52	130,103.53	14.98%	16,951.01	5,663.95		-6,429.04	-12,287.15
MARCH	118,811.78	133,822.66	127,283.21	-4.89%	-6,539.45	-875.50		15,010.88	2,723.73
APRIL	75,838.77	103,521.17	90,315.22	-12.76%	-13,205.95	-14,081.45		27,682.40	30,406.13
MAY	90,102.75	93,036.50	96,934.56	4.19%	3,898.06	-10,183.39		2,933.75	33,339.88
JUNE	98,941.82	127,023.97							
JULY	111,574.80	125,030.43							
AUGUST	101,585.68	112,025.89							
SEPTEMBER	93,953.42	105,961.08							
OCTOBER	92,906.75	104,192.05							
NOVEMBER	79,591.55	91,680.51							
DECEMBER	140,060.26	139,621.82							
TOTAL	1,235,809.88	1,356,071.23	540,352.09		-10,183.39				

This data shows we are \$10,184 under YTD 2025 and inline at about 42% YTD with what I had budgeted for in 2026. I don't bet, but being conservative in how I budget gives me optimism. More so when we consider 2025 was the highest sales tax revenue Minturn has EVER collected.

The data below reflects the industry breakdown of taxes collected and compares 2026 to 2025 YTD. This shows where the variances are by number and percent. The two largest are food and beverage and on-line sales. and really shows or variances

	05/01/26	CURRENT MONTH	YTD 2026	% OF TOTAL		YTD 2025	% OF TOTAL
RETAIL	155,169	33,416	188,585	35%		191,100.48	34.71%
LODGE	17,049	2,907	19,956	4%		20,203.15	3.67%
F & B	95,020	17,515	112,536	21%		151,757.52	27.57%
UTIL	40,540	6,409	46,949	9%		45,145.78	8.20%
ON-LINE	135,638	36,688	172,326	31%		142,328.57	25.85%
TOTAL	443,417	96,935	540,352	100%		550,536	100.00%

I am a very conservative budgeteer. When I set the budget for the next year I take a very close look at previous numbers; I do not take last year and add to that which is a common practice in budgeting. For 2027 I take 2024 and 2025 and then look at 2026 and then get a number I am comfortable with. By way of my comfort level, in 2025 we received \$1,359,000 in sales tax... I only budgeted \$1,270,000 for 2026. That is about \$90,500 or 6.5% UNDER what we received in 2025. YTD through May, we are currently 1.85% under 2025 and .54% under 2024. The standard norm would be to increase by inflation. Rather than increasing 5% for inflation, I cut 6.5% from 2026 actual.

All that said, it is just numbers and words until it's in the bank. But again, I am comfortable we will be close to budget on 12/31/2026. For my working FY2027 budget, I am holding flat at my 2026 number with no increase.

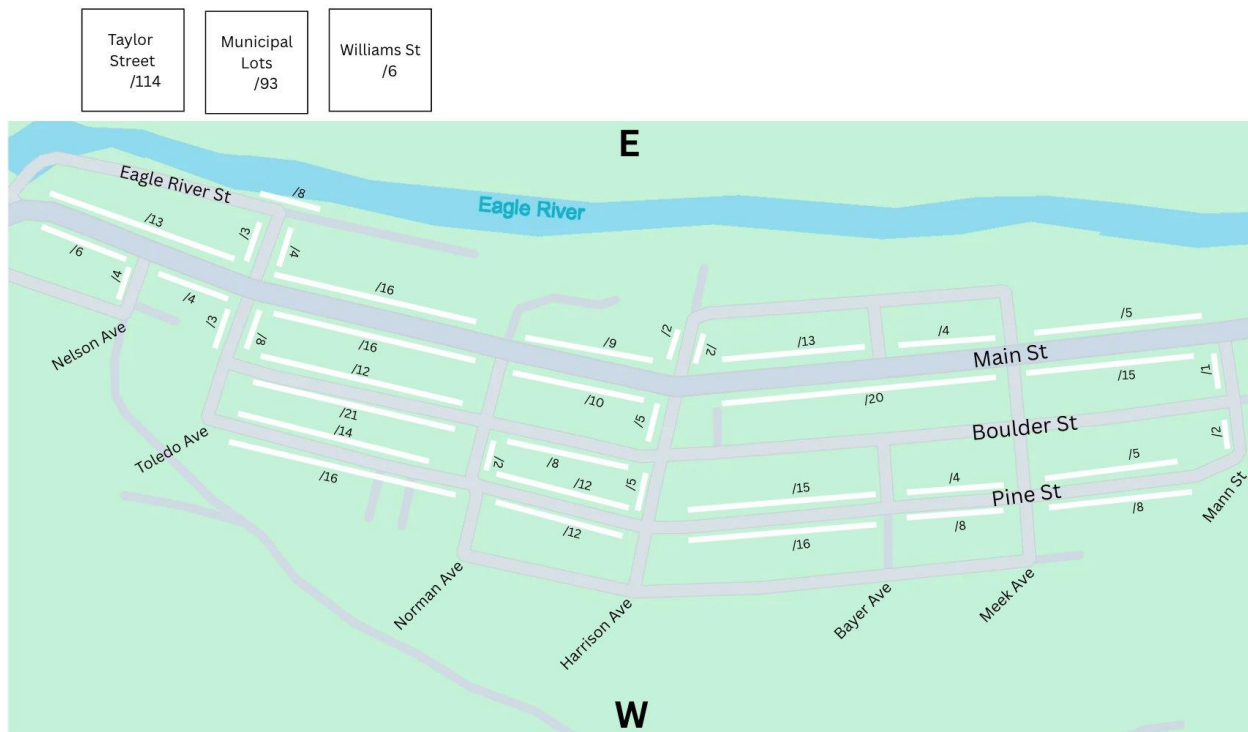
As Donald Rumsfeld once said, "There are known knowns. These are things we know that we know. There are known unknowns. That is to say, there are things that we know we don't know. But there are also unknown unknowns—the ones we don't know we don't know." Although he was just a wanna be budget dude, he really knew how to turn a phrase around.



To: Minturn Town Council
From: Jessica Copeland, Intern
Date: July 31, 2026
Agenda Item: Parking Study Results

Background & Summary

A parking study was conducted by staff to gauge parking occupancy within the Town during shoulder season, summer season, and on Saturdays during the Minturn Market. This study follows up on the parking study done for the 2023 Community Plan as well as public feedback that there is a parking issue within the Town. Staff gathered data at 40 locations encompassing legal street parking and public lots 4x daily for one week at 8-9 am, 12-1 pm, 4-5 pm, and 6-7 pm. Staff also collected data 5x 10 am-1:30 pm on Saturday Markets June-August. Locations studied and parking capacity at each location can be found below:



Observations

- There are a number of for sale or junk vehicles permanently occupying spots along Main St.
- Lack of clarity around where parking is allowed.
- “Double parked” vehicles reducing maximum occupancy.
- Difficulty turning onto Main St during higher traffic due to lack of visibility.

Key Findings

- Town-wide average parking occupancy increased from 26% in May (139 out of 532 spots occupied) to 31% in July (167 out of 535 spots occupied).

- Highest observed occupancy was Saturday July 18, 12-1 pm with 46% town-wide occupancy.
- Main St 100 block and Eagle River St experienced the highest overall demand for parking.

Next Steps & Council Direction

1. Council direction on possible qualitative data, time of year, and daily collection periods for further periodic parking studies.
2. Council direction whether or not to explore DOLA Housing and Planning Grant Program [Amount: up to \$200,000 | Match: 25%] for recommendations on how to sustain parking accommodations for residents and local businesses amidst increasing density in Town and along Hwy 24.
3. Council direction on exploring strategies for maximizing existing parking opportunities, such as defining parking spots along Main St.

Attachments

1. Raw data for May collection period.
2. Raw data for July collection period.
3. July heat map exhibiting average % occupancy at each location.

Saturday Market data analysis forthcoming following August 1 collection period.

Sincerely, Jessica Copeland

Block	Sides	Between	# Spots	18-May		19-May		20-May		21-May		22-May		23-May		24-May		25-May	
				9:00 AM	12:30 PM	4:00 PM	6:00 PM	9:00 AM	12:30 PM	4:00 PM	6:00 PM	9:00 AM	12:30 PM	4:00 PM	6:00 PM	9:00 AM	12:30 PM	4:00 PM	6:00 PM
Municipal Lots	N/A	N/A	93																
Taylor St	Both	Lions to Trailhead	114	20	19	12	15	15	x	x	x	15	15	21	14	12	13	11	9
Maguatos lot	N/A	Behind Saloon	6	4	4	4	5	3	x	x	x	4	3	6	3	6	4	6	2
Eagle River St	East	Toledo Ave and Eagle St	8	7	7	6	5	7	x	x	x	6	4	7	6	9	6	5	8
Main St	East	Eagle River St and Toledo Ave	13	3	4	4	2	4	x	x	x	3	2	4	5	6	3	4	5
Main St	West	Eagle River St and Nelson Ave	6	0	1	1	1	0	x	x	x	0	3	3	4	1	5	2	1
Main St	West	Nelson Ave and Toledo Ave	4	0	0	0	0	0	x	x	x	0	2	0	0	0	0	0	0
Main St	East	Toledo Ave and Norman Ave	16	6	9	7	9	7	x	x	x	7	9	8	5	7	7	4	5
Main St	West	Toledo Ave and Norman Ave	16	1	4	4	7	2	x	x	x	5	4	6	2	4	3	6	2
Main St	East	Norman Ave and Harrison Ave	9	7	7	7	7	8	x	x	x	6	6	7	7	5	5	5	7
Main St	West	Norman Ave and Harrison Ave	10	1	5	4	4	1	x	x	x	3	4	3	3	2	3	4	2
Main St	East	Harrison Ave and Bayer Ave	11	4	4	4	5	5	x	x	x	7	5	5	3	4	8	6	4
Main St	East	Bayer Ave and Meek Ave	2	1	1	0	3	0	x	x	x	1	0	1	1	1	1	1	1
Main St	West	Harrison Ave and Meek Ave	20	2	7	8	11	6	x	x	x	10	9	9	5	10	10	8	8
Main St	East	Meek Ave and Mann St	5	4	0	0	0	0	x	x	x	3	0	0	1	0	0	1	5
Main St	West	Meek Ave and Mann St	15	0	4	4	5	4	x	x	x	5	4	5	4	3	6	3	4
Boulder St	East	Toledo Ave and Norman Ave	12	3	5	3	5	3	x	x	x	4	5	5	4	4	3	4	5
Boulder St	West	Toledo Ave and Norman Ave	21	11	9	12	13	13	x	x	x	13	14	16	13	13	15	16	15
Boulder St	West	Norman Ave and Harrison Ave	8	0	0	0	0	0	x	x	x	0	0	0	1	1	1	1	2
Pine St	East	Toledo and Norman	14	1	3	3	2	3	x	x	x	2	2	3	3	3	2	2	4
Pine St	West	Toledo and Norman	16	3	1	1	4	3	x	x	x	3	4	2	3	3	4	3	2
Pine St	East	Norman Ave and Harrison Ave	14	0	0	0	0	0	x	x	x	0	0	0	3	2	3	0	2
Pine St	West	Norman Ave and Harrison Ave	12	3	1	3	4	2	x	x	x	2	2	3	3	3	4	5	3
Pine St	West	Harrison Ave and Bayer Ave	16	2	2	3	3	4	x	x	x	2	2	5	3	4	2	5	0
Pine St	East	Harrison Ave and Bayer Ave	15	1	2	3	2	2	x	x	x	1	1	2	2	1	1	0	2
Pine St	West	Bayer Ave and Meek Ave	8	2	2	4	4	5	x	x	x	1	3	4	3	2	3	4	4
Pine St	East	Bayer Ave and Meek Ave	4	2	2	2	2	2	x	x	x	2	3	1	2	2	1	1	1
Pine St	West	Meek Ave and Mann St	8	1	0	1	2	1	x	x	x	1	2	1	2	0	0	0	1
Pine St	East	Meek Ave and Mann St	5	0	1	1	1	0	x	x	x	1	1	1	1	0	0	0	0
Nelson Ave	North	Main St and Boulder St	4	1	0	0	0	0	x	x	x	0	1	2	0	0	1	3	0
Toledo Ave	North	Eagle River St and Main St	2	2	1	2	0	2	x	x	x	4	4	1	1	1	1	1	1
Toledo Ave	South	Main St and Boulder St	4	2	2	1	1	3	x	x	x	2	2	1	4	2	2	4	3
Toledo Ave	South	Main St and Boulder St	8	1	6	4	2	2	x	x	x	6	5	2	2	7	7	2	4
Toledo Ave	North	Boulder St and Pine St	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Norman Ave	South	Boulder St and Pine St	2	1	0	1	0	0	x	x	x	0	2	0	0	2	1	0	0
Harrison Ave	North	Eagle River St and Main St	2	1	1	1	1	1	x	x	x	1	1	3	2	1	1	1	1
Harrison Ave	South	Eagle River St and Main St	2	1	1	1	1	1	x	x	x	1	0	1	1	1	1	1	0
Harrison Ave	North	Main St and Boulder St	5	1	2	1	2	0	x	x	x	1	0	2	1	0	0	2	3
Harrison Ave	North	Boulder St and Pine St	5	0	0	0	0	2	x	x	x	2	2	3	2	2	2	2	2
Mann St	North	Main St and Boulder St	1	0	0	0	0	0	x	x	x	0	0	0	0	0	0	0	0
Mann St	North	Boulder St and Pine St	2	0	0	0	0	0	x	x	x	0	0	0	0	0	0	0	0

Block	Sides	Between	Spots	14-Jul				15-Jul				16-Jul				17-Jul				18-Jul				19-Jul				20-Jul					
				8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM	8-9 AM	12-1 PM	4-5 PM	6-7 PM		
Municipal Lots	N/A	N/A	93	19	22	19	26	22	22	23	32	18	19	x	35	23	25	39	53	34	70	42	53	22	25	24	31	23	20	19	19		
Taylor St	Both	Lions to Trailhead	114	10	9	8	7	10	10	8	8	11	10	x	9	9	9	9	10	22	18	12	22	18	17	10	10	11	8	6	x		
Magustos lot	N/A	Behind Saloon	6	6	4	4	6	2	3	1	5	2	1	x	4	1	2	4	6	x	x	3	6	1	3	5	5	1	1	3	5		
Eagle River St	East	Toledo Ave and Eagle St	8	5	7	4	5	7	7	6	5	7	5	x	5	7	7	5	5	7	8	7	7	8	5	4	5	6	4	5	3		
Main St	East	Eagle River St and Toledo Ave	13	5	8	9	5	5	4	5	7	6	8	x	8	4	2	9	12	10	11	8	9	11	6	4	8	4	9	x	5		
Main St	West	Eagle River St and Nelson Ave	6	1	4	3	3	0	1	3	4	1	1	x	3	0	1	4	6	4	4	2	6	3	3	3	4	3	3	1	3		
Main St	West	Nelson Ave and Toledo Ave	4	0	1	1	1	0	0	0	2	1	0	x	1	0	9	3	2	1	2	2	0	0	1	1	1	0	0	0	0		
Main St	East	Toledo Ave and Norman Ave	16	4	9	5	7	7	2	7	10	4	9	x	10	7	12	11	14	10	15	8	7	6	7	8	8	3	9	5	10		
Main St	West	Toledo Ave and Norman Ave	16	2	10	8	6	3	6	4	6	1	7	x	10	5	10	10	11	10	14	10	8	9	10	10	11	5	9	5	9		
Main St	East	Norman Ave and Harrison Ave	9	2	6	4	4	4	2	3	7	3	3	x	7	5	8	5	8	4	11	5	4	6	6	7	5	6	9	3	9		
Main St	West	Norman Ave and Harrison Ave	10	0	1	6	3	1	1	6	4	0	2	x	7	0	6	5	6	1	6	5	7	1	3	2	6	0	3	2	5		
Main St	East	Harrison Ave and Bayer Ave	13	3	2	4	9	7	4	5	3	6	3	x	8	3	6	9	10	3	11	10	8	3	3	4	6	4	4	5	4		
Main St	East	Bayer Ave and Meek Ave	2	1	3	1	2	2	1	2	3	1	3	x	2	2	0	1	2	1	3	1	1	1	2	2	1	0	1	4	0	1	
Main St	West	Harrison Ave and Meek Ave	20	9	11	8	13	5	9	10	10	9	13	x	12	5	9	10	12	4	12	10	10	6	11	10	6	8	8	9	10		
Main St	East	Meek Ave and Mann St	5	4	2	3	3	5	4	5	2	1	2	x	4	2	0	3	4	2	1	2	2	1	1	0	0	3	2	0	1		
Main St	West	Meek Ave and Mann St	15	5	4	3	5	5	6	9	8	6	5	x	10	7	3	6	6	5	4	3	5	6	7	4	3	5	5	4	4		
Boulder St	East	Toledo Ave and Norman Ave	12	3	3	4	7	4	5	5	6	5	5	x	7	5	7	4	7	5	5	5	5	5	4	6	6	4	5	4	4		
Boulder St	West	Toledo Ave and Norman Ave	21	11	13	12	10	12	11	14	10	12	13	x	10	12	13	5	15	16	18	7	8	9	12	10	9	7	11	8	7		
Boulder St	West	Norman Ave and Harrison Ave	8	1	2	1	2	1	1	4	2	5	x	0	0	2	2	1	6	7	2	1	0	0	0	0	2	1	4	3	4		
Pine St	East	Toledo and Norman	14	7	2	4	4	4	3	5	4	6	5	x	5	4	5	6	5	7	11	4	4	5	5	5	5	4	6	4	7		
Pine St	West	Toledo and Norman	16	3	2	2	2	3	2	2	2	4	1	x	5	2	3	7	7	5	9	6	3	4	4	3	3	3	3	6	3		
Pine St	East	Norman Ave and Harrison Ave	12	2	3	1	0	0	1	1	9	1	2	x	0	2	3	3	2	4	5	2	1	2	2	2	2	1	2	2	0		
Pine St	West	Norman and Harrison	12	3	5	7	6	3	3	5	5	3	3	x	5	7	4	4	6	7	7	6	6	4	5	4	4	2	3	5	7		
Pine St	West	Harrison Ave and Bayer Ave	16	4	2	3	2	3	2	4	2	3	3	x	2	2	4	3	2	2	4	2	2	3	2	2	3	3	4	6	4		
Pine St	East	Harrison Ave and Bayer Ave	15	3	2	2	1	2	2	5	3	4	3	x	6	1	2	2	4	4	5	4	5	3	4	4	4	3	2	2	5		
Pine St	West	Bayer Ave and Meek Ave	8	4	3	4	4	7	6	4	4	5	4	x	4	4	5	3	5	5	4	4	5	4	4	4	5	4	4	1	3		
Pine St	East	Bayer Ave and Meek Ave	4	0	0	0	0	0	0	0	0	0	0	x	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
Pine St	West	Meek Ave and Mann St	8	3	2	2	2	2	2	2	2	1	1	x	2	2	2	2	2	3	4	3	3	3	0	2	3	4	3	1	3	3	
Pine St	East	Meek Ave and Mann St	5	1	0	1	1	1	1	1	1	1	1	0	x	1	1	0	1	1	1	1	1	2	0	1	1	1	1	2	1		
Nelson Ave	North	Main St and Boulder St	4	0	1	1	1	0	0	0	2	0	0	x	3	0	0	3	3	x	x	1	3	0	1	2	3	0	0	1	0	0	
Toledo Ave	North	Eagle River St and Main St	2	0	1	0	0	1	1	0	0	0	0	x	0	0	0	0	0	3	3	0	1	2	2	0	0	1	1	0	0	0	
Toledo Ave	South	Eagle River St and Main St	4	4	3	3	3	2	2	3	2	3	3	x	3	3	3	4	3	4	3	2	3	3	3	2	2	2	2	2	2	2	
Toledo Ave	South	Main St and Boulder St	8	2	6	8	2	1	5	3	3	2	6	x	4	3	8	6	5	2	8	3	2	4	5	3	3	5	5	5	2	0	
Toledo Ave	North	Boulder St and Pine St	3	1	1	3	1	1	0	3	0	1	1	x	0	1	0	2	2	1	3	0	0	0	0	0	0	0	0	0	1	0	
Norman Ave	South	Boulder St and Pine St	2	2	1	0	0	1	2	1	0	2	1	x	0	1	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	
Harrison Ave	North	Eagle River St and Main St	2	1	1	1	1	1	1	1	1	1	2	x	3	1	2	2	2	2	2	1	1	2	2	2	2	2	2	2	1	2	
Harrison Ave	South	Eagle River St and Main St	2	0	0	1	0	1	0	1	0	1	1	x	0	1	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Harrison Ave	North	Main St and Boulder St	5	1	1	1	3	1	1	1	1	3	0	1	x	3	1	1	1	2	3	4	4	4	4	4	4	3	3	1	1	2	2
Harrison Ave	North	Boulder St and Pine St	5	1	1	1	1	1	1	1	1	1	0	0	x	3	3	3	3	2	1	0	0	1	3	2	2	2	2	1	1	1	
Mann St	North	Main St and Boulder St	1	0	0	0	0	0	0	0	0	0	0	x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mann St	North	Boulder St and Pine St	2	0	0	0	0	0	0	0	0	0	0	x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

July Avg Occupancy by Location and Time

Location	Weekday 8-9	Weekend 8-9	Weekday 12-1	Weekend 12-1	Weekday 4-5	Weekend 4-5	Weekday 6-7	Weekend 6-7
Municipal Lots	23%	30%	23%	51%	27%	35%	35%	45%
Taylor St Both Lions to Trailhead	9%	18%	8%	15%	7%	10%	7%	14%
Eagle River St East Toledo Ave and Eagle St	80%	94%	75%	81%	63%	69%	58%	75%
Main St East Eagle River St and Toledo Ave	37%	81%	48%	65%	59%	46%	57%	65%
Main St West Eagle River St and Nelson Ave	17%	58%	33%	58%	46%	42%	63%	83%
Main St West Nelson Ave and Toledo Ave	5%	13%	50%	38%	25%	38%	30%	13%
Main St East Toledo Ave and Norman Ave	31%	50%	51%	69%	44%	50%	64%	47%
Main St West Toledo Ave and Norman Ave	20%	59%	53%	75%	42%	63%	53%	59%
Main St East Norman Ave and Harrison Ave	44%	56%	62%	94%	42%	67%	78%	50%
Main St West Norman Ave and Harrison Ave	2%	10%	26%	45%	48%	35%	50%	50%
Main St East Harrison Ave and Bayer Ave	35%	23%	29%	54%	42%	54%	54%	54%
Main St East Bayer Ave and Meek Ave	35%	25%	55%	63%	25%	25%	50%	13%
Main St West Harrison Ave and Meek Ave	36%	25%	50%	58%	46%	50%	57%	40%
Main St East Meek Ave and Mann St	60%	30%	40%	20%	55%	20%	56%	20%
Main St West Meek Ave and Mann St	37%	37%	31%	37%	37%	23%	44%	27%
Boulder St East Toledo Ave and Norman Ave	35%	42%	42%	38%	35%	46%	52%	46%
Boulder St West Toledo Ave and Norman Ave	51%	60%	58%	71%	46%	40%	50%	40%
Boulder St West Norman Ave and Harrison Ave	13%	38%	35%	44%	22%	13%	28%	19%
Pine St East Toledo and Norman	36%	43%	30%	57%	34%	32%	36%	32%
Pine St West Toledo and Norman	19%	28%	14%	41%	27%	28%	24%	19%
Pine St East Norman Ave and Harrison Ave	10%	25%	18%	29%	15%	17%	18%	13%
Pine St West Norman and Harrison	30%	46%	30%	50%	44%	42%	48%	42%
Pine St West Harrison Ave and Bayer Ave	19%	13%	19%	19%	25%	13%	15%	19%
Pine St East Harrison Ave and Bayer Ave	17%	23%	15%	30%	18%	27%	25%	30%
Pine St West Bayer Ave and Meek Ave	60%	56%	55%	50%	38%	50%	50%	63%
Pine St East Bayer Ave and Meek Ave	0%	13%	0%	0%	0%	0%	0%	0%
Pine St West Meek Ave and Mann St	28%	19%	20%	38%	28%	38%	25%	44%

Pine St East Meek Ave and Mann St	20%	10%	8%	20%	25%	20%	20%	30%
Nelson Ave North Main St and Boulder St	0%	0%	5%	25%	31%	38%	45%	75%
Toledo Ave North Eagle River St and Main St	13%	83%	20%	83%	0%	0%	0%	17%
Toledo Ave South Eagle River St and Main St	70%	88%	65%	75%	75%	50%	65%	63%
Toledo Ave South Main St and Boulder St	33%	38%	75%	81%	69%	38%	40%	31%
Toledo Ave North Boulder St and Pine St	27%	17%	13%	50%	75%	0%	20%	0%
Norman Ave South Boulder St and Pine St	70%	0%	50%	0%	25%	25%	0%	25%
Harrison Ave North Eagle River St and Main St	60%	100%	80%	100%	63%	75%	90%	75%
Harrison Ave South Eagle River St and Main St	30%	25%	20%	50%	38%	25%	30%	25%
Harrison Ave North Main St and Boulder St	16%	70%	20%	80%	25%	70%	52%	70%
Harrison Ave North Boulder St and Pine St	28%	40%	24%	20%	30%	20%	32%	30%
Mann St North Main St and Boulder St	0%	0%	0%	0%	0%	0%	0%	0%
Mann St North Boulder St and Pine St	0%	0%	0%	0%	0%	0%	0%	0%

2026 Parking Study

JESSICA COPELAND

MINTURN INTERN

Outline

- Introduction & Context
- Methodology
- Analysis
- Key Findings
- Possible Next Steps & Discussion



Intro & Context: The Problem

- Residents have expressed concern that there is not currently enough parking in town.
- Concern that increase in residents both in Minturn and elsewhere along Hwy 24 will overwhelm the Town's parking capacity.

Intro & Context: The Goal

- Figure out what the parking situation in Minturn currently looks like.
 - Is there a problem? If so, how do we address it?
- Provide a baseline for data-driven decisions about how to sustain sufficient parking for dwelling units and businesses in Minturn in the future.

Methodology: Data Collection & Sources

- Data collection occurred May 18 – May 25 and July 14 – July 20. May 25 (Memorial Day) excluded from this analysis.
- Data collection happened 4x daily 8-9 am, 12-1 pm, 4-5 pm, and 6-7 pm. The route was not the same each time.
- Data for total number of spots available at each location sourced from the 2022 memo titled, "Minturn Community Plan: Parking Study and Recommendations". These numbers were not independently confirmed during the 2026 study.

Block	Sides	Between	7/15	7/16	Date
Municipal Lots	N/A	N/A	4-5	16-7	17-9
Taylor St	Both	Lions to Trailhead	23	32	18
Magustos lot	N/A	N/A	9	8	11
Eagle River St	East	Toledo Ave and Eagle St	1	5	2
Main St	East	Eagle River St and Toledo Ave	4	4	7
Main St	West	Eagle River St and Nelson Ave	3	7	6
Main St	West	Nelson Ave and Toledo Ave	0	4	1
Main St	West	Toledo Ave and Norman Ave	7	10	4
Main St	East	Toledo Ave and Norman Ave	4	6	1
Main St	West	Norman Ave and Harrison Ave	3	7	3
Main St	East	Norman Ave and Harrison Ave	4	4	0
Main St	East	Harrison Ave and Bayer Ave	5	3	6
Main St	West	Bayer Ave and Meek Ave	2	3	1
Main St	West	Harrison Ave and Meek Ave	10	10	9
Main St	East	Meek Ave and Mann St	5	5	6
Main St	West	Meek Ave and Mann St	5	5	6
Boulder St	East	Toledo Ave and Norman Ave	5	6	5
Boulder St	West	Toledo Ave and Norman Ave	14	10	12
Pine St	East	Norman Ave and Harrison Ave	1	4	2
Pine St	West	Toledo and Norman	5	4	6
Pine St	East	Norman Ave and Harrison Ave	2	2	4
Pine St	West	Norman Ave and Harrison Ave	5	4	3
Pine St	West	Harrison Ave and Bayer Ave	4	2	3
Pine St	East	Harrison Ave and Bayer Ave	5	3	4
Pine St	West	Bayer Ave and Meek Ave	4	4	5
Pine St	East	Bayer Ave and Meek Ave	0	0	0
Pine St	West	Meek Ave and Mann St	0	0	0
Pine St	East	Meek Ave and Mann St	1	1	1
Nelson Ave	North	Williams and Main	0	2	0
Toledo Ave	North	Eagle River St and Main St	0	0	0
Toledo Ave	South	Eagle River St and Main St	3	2	0
Toledo Ave	South	Main St and Boulder St	3	3	2
Norman Ave	South	Boulder St and Pine St	0	0	1
Harrison Ave	North	Eagle River St and Main St	1	1	2
Harrison Ave	South	Eagle River St and Main St	1	1	1
Harrison Ave	North	Main St and Boulder St	1	3	0
Harrison Ave	South	Boulder St and Pine St	0	0	0
Mann St	North	Main St and Boulder St	0	0	0
Mann St	South	Boulder St and Pine St	0	0	0
Total	N	Pine + Boulder	3	0	1

Methodology: Data Cleaning

- Columns with an x were missed counts or otherwise deemed inaccurate.
- Data/analysis from the following locations were excluded due to researcher error:
 - Williams Street near Magustos (raw data, May and July)
 - Toledo N between Boulder and Pine (raw data, May)
 - Pine E between Bayer and Meek (raw data, May)

Analysis: July Weekday & Weekend Occupancy by Location, 8-9 am

Parking Occupancy: July Weekend Avg, 8-9am

Taylor Street
20 /114

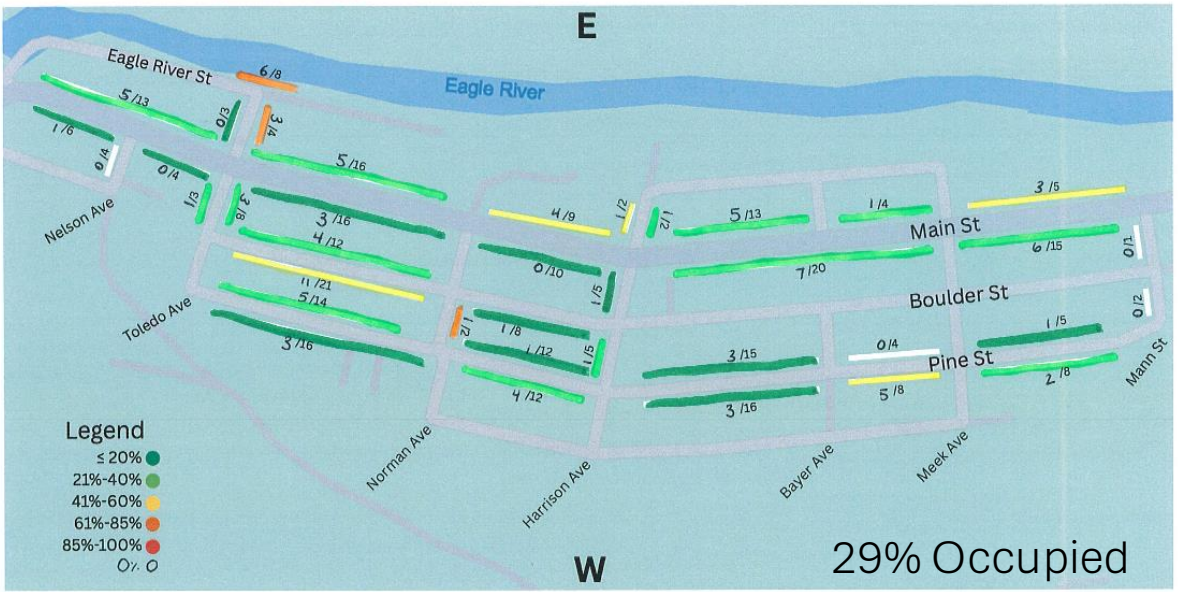
Municipal Lots
24 /93



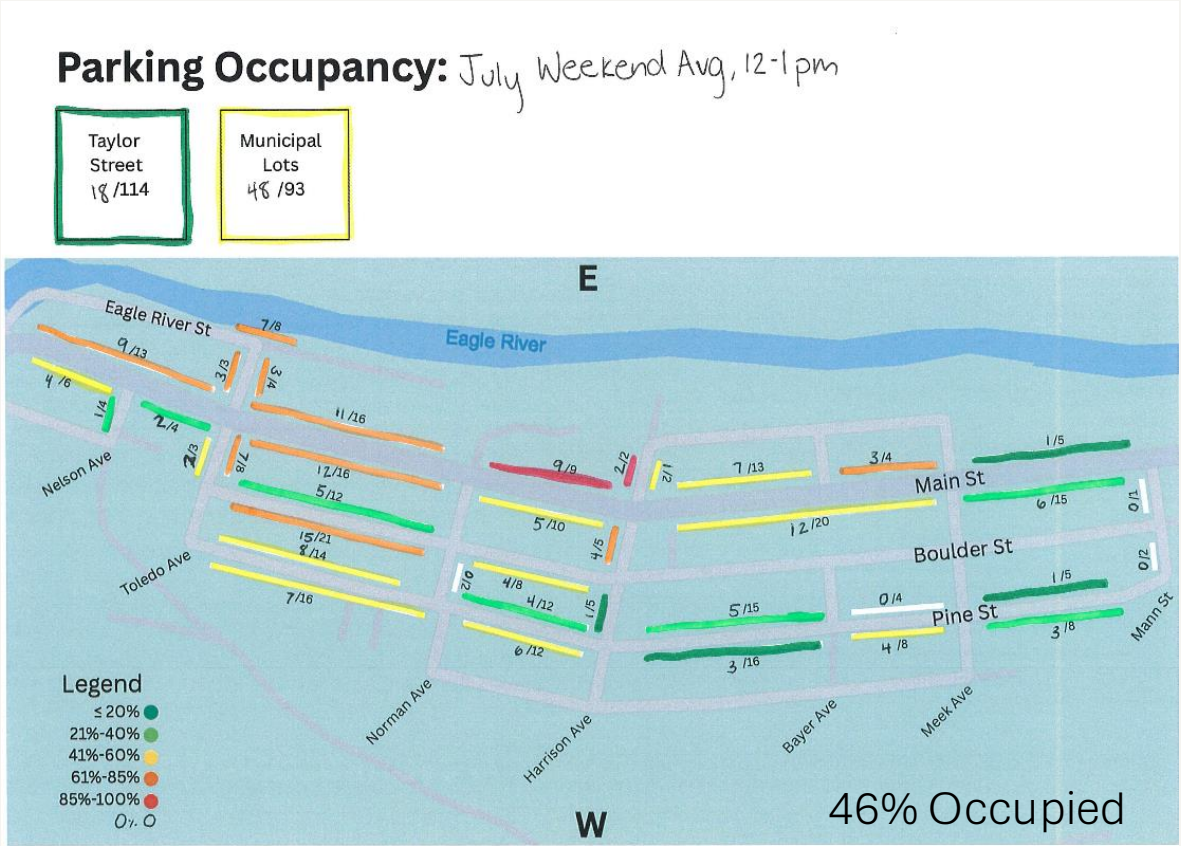
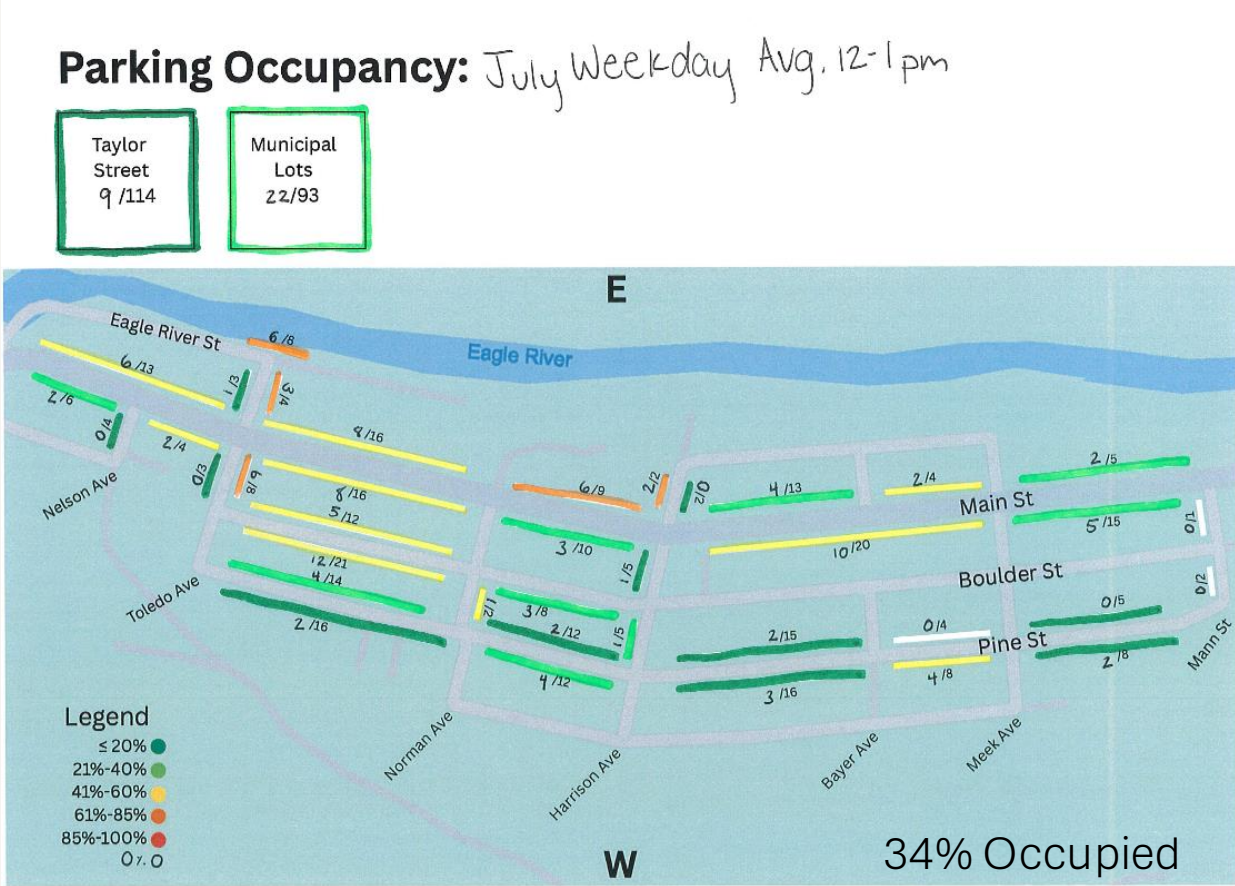
Parking Occupancy: July Weekday Avg, 8-9am

Taylor Street
10 /114

Municipal Lots
21 /93



Analysis: July Weekday & Weekend Occupancy by Location, 12-1 pm

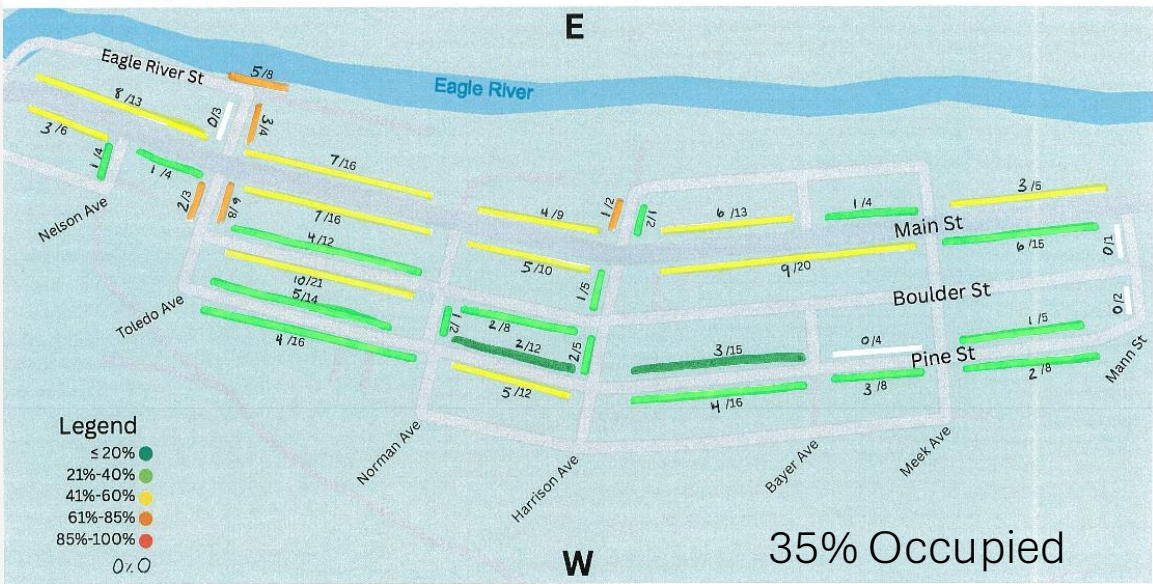


Analysis: July Weekday & Weekend Occupancy by Location, 4-5 pm

Parking Occupancy: July Weekday Avg, 4-5pm

Taylor Street
8/114

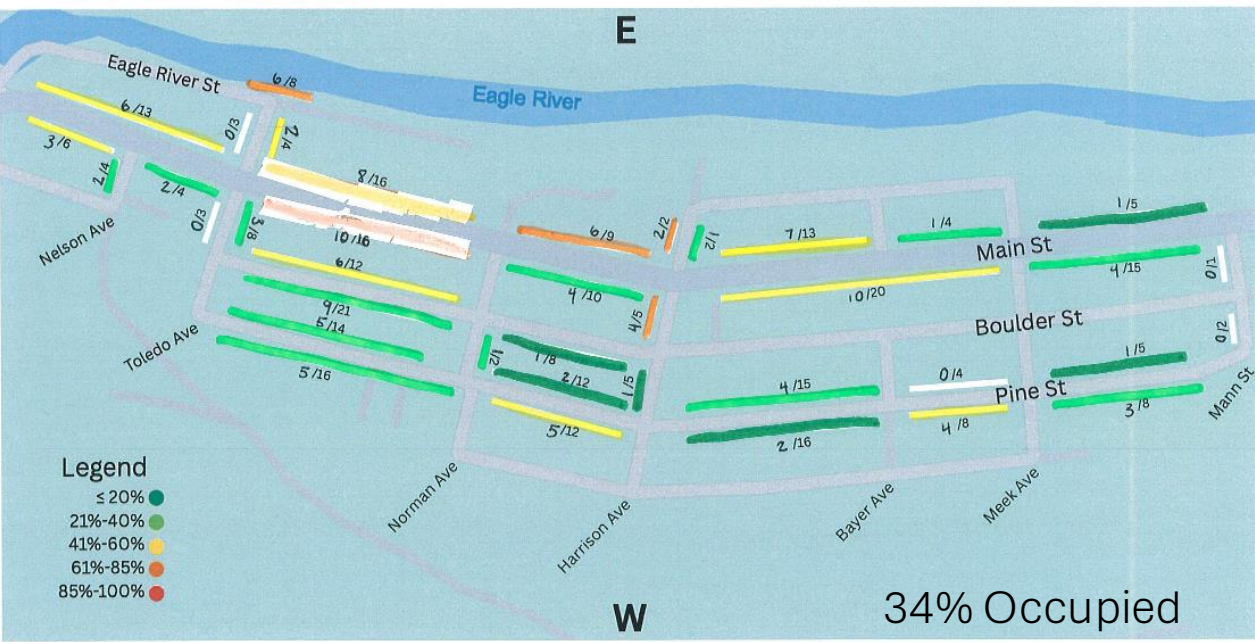
Municipal Lots
25/93



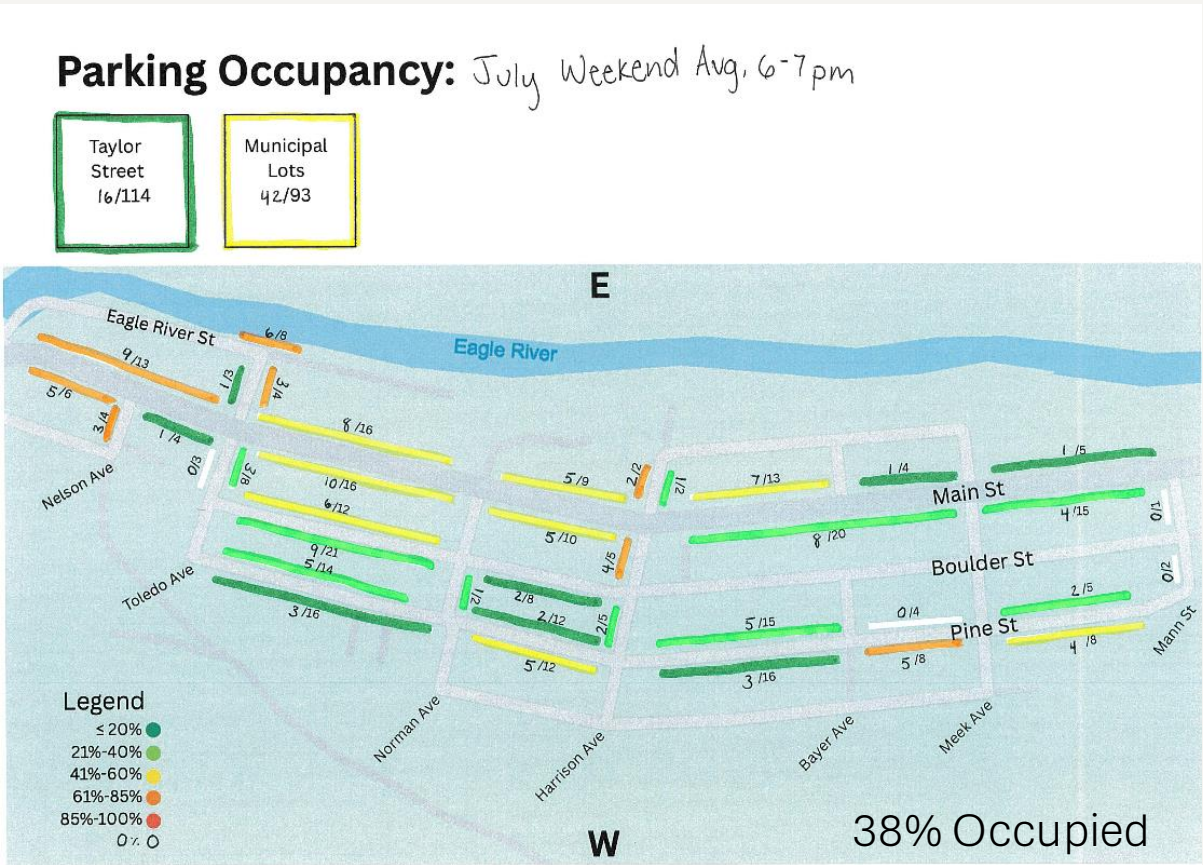
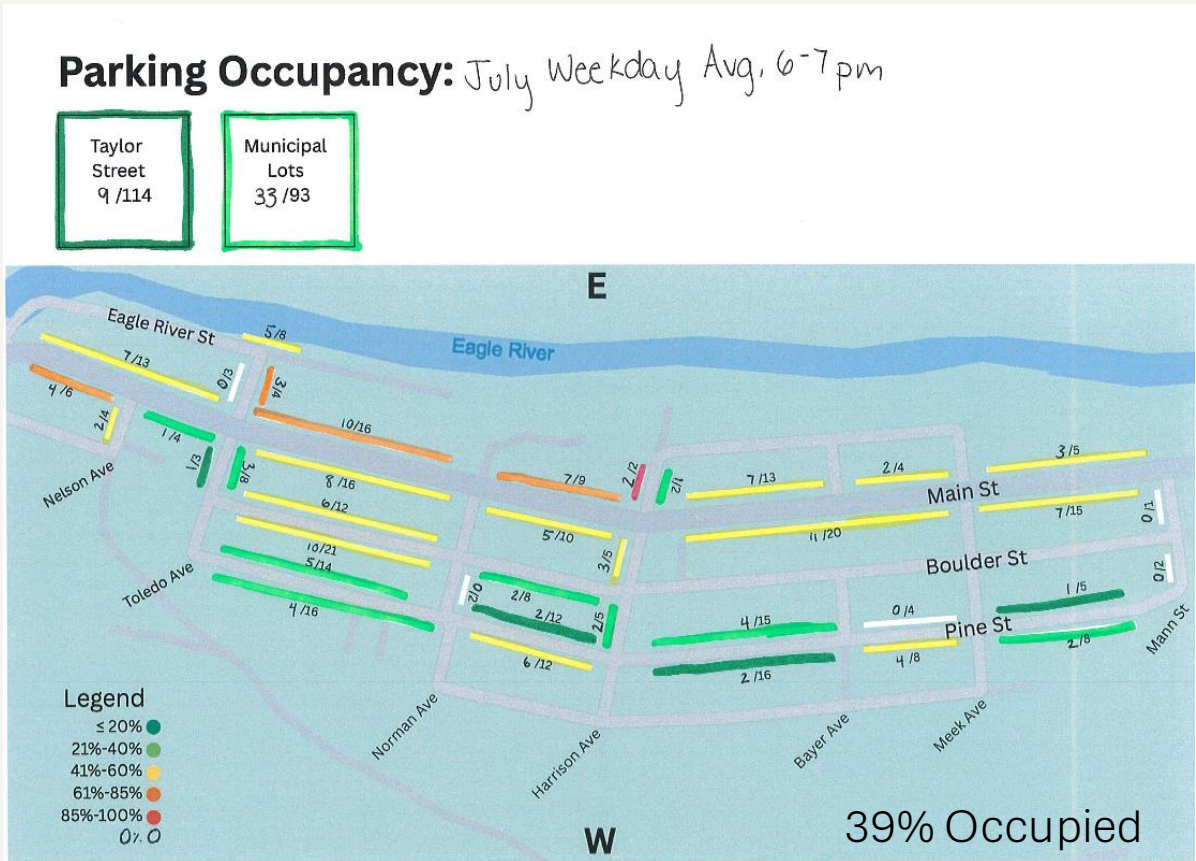
Parking Occupancy: July Weekend Avg, 4-5pm

Taylor Street
11/114

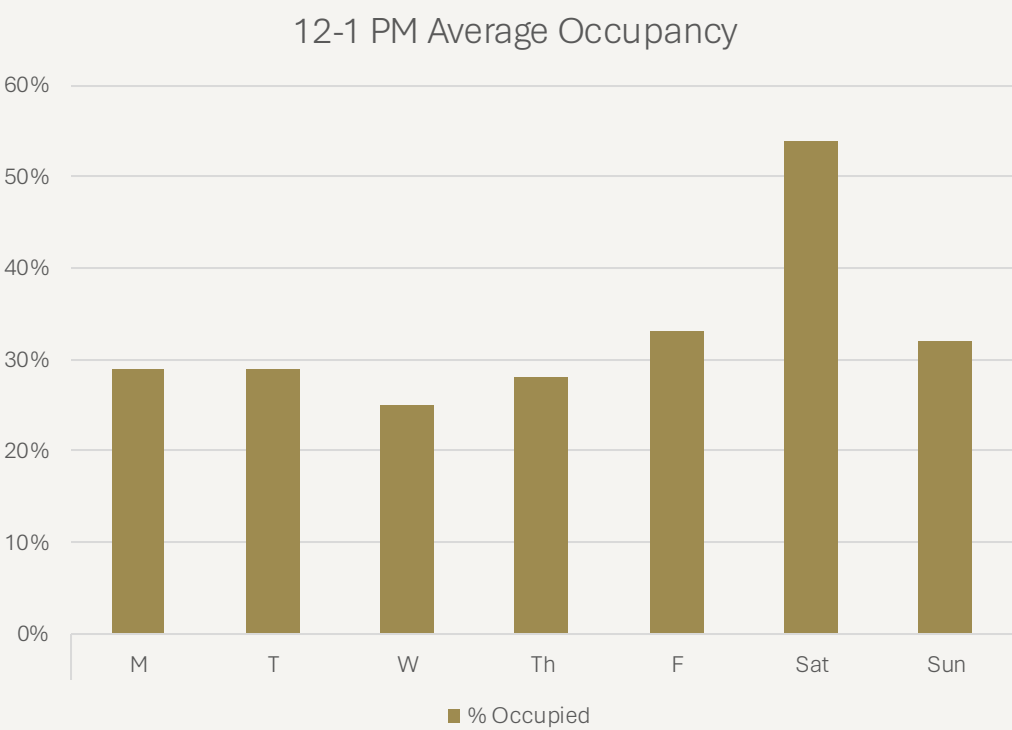
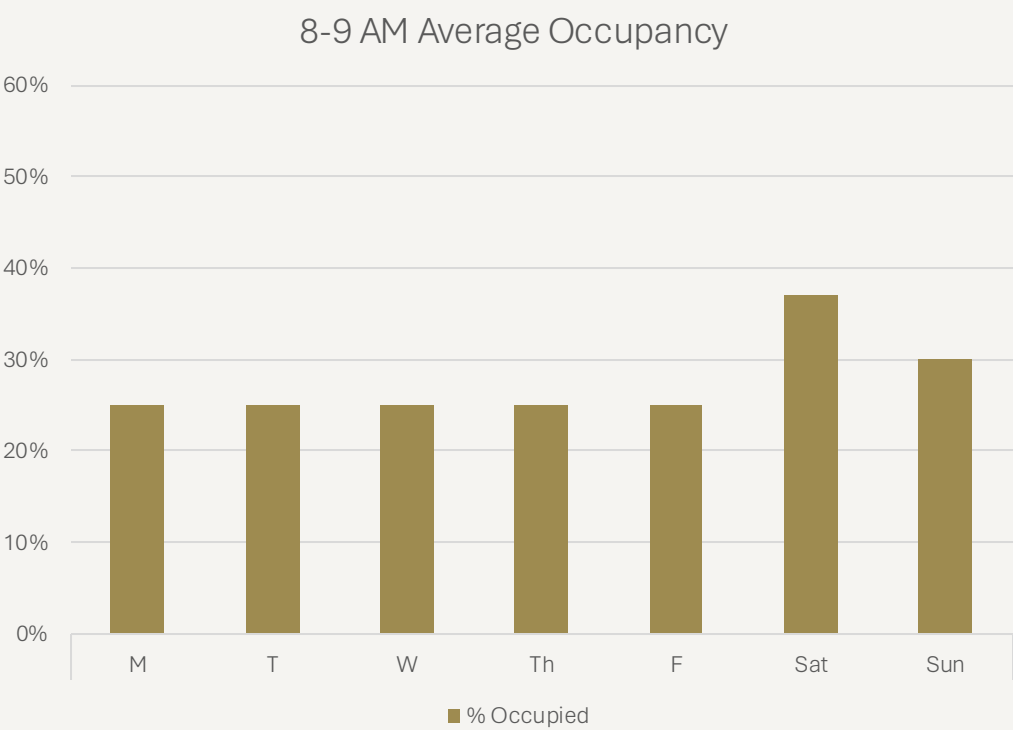
Municipal Lots
33/93



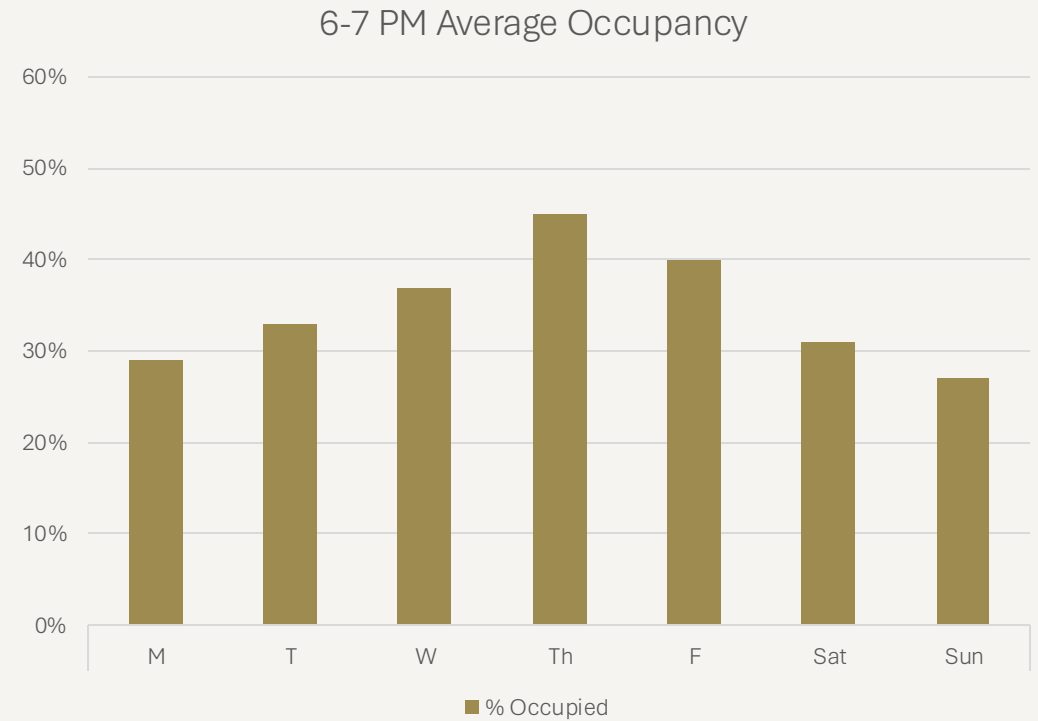
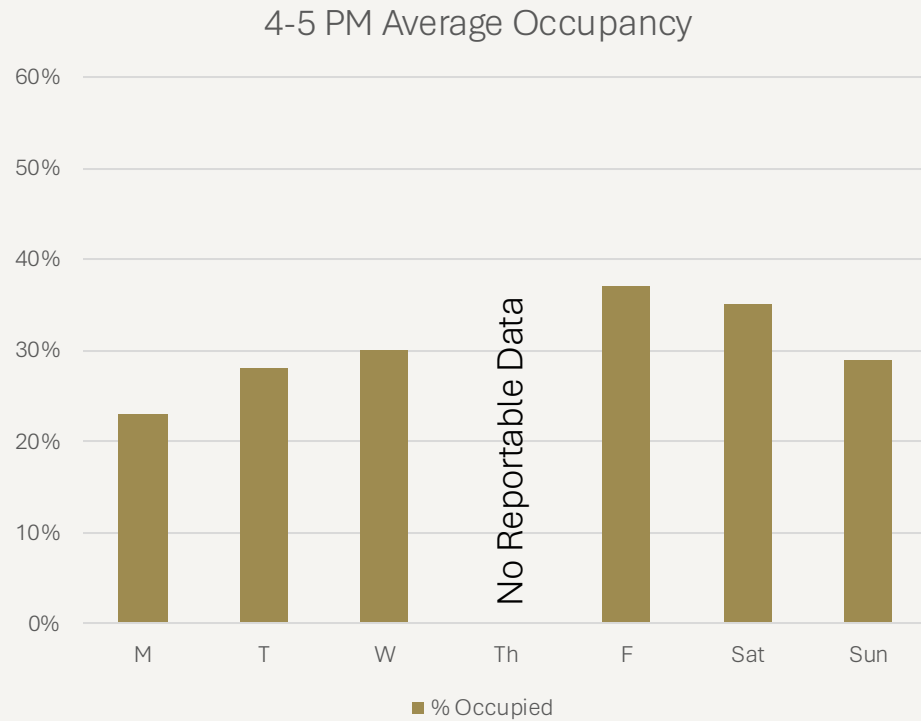
Analysis: July Weekday & Weekend Occupancy by Location, 6-7 pm



Analysis: July Morning & Midday Peaks; Town-wide Occupancy Across all Locations



Analysis: July Afternoon & Evening Peaks; Town-wide Occupancy Across all Locations



Top 20 Occupied Locations (≥ 4 spot capacity)

July Top 20 Locations by % Occupied (≥ 4 Spots)		
1	Harrison Ave North Eagle River St and Main St	80%
2	Eagle River St East Toledo Ave and Eagle St	74%
3	Toledo Ave South Eagle River St and Main St	69%
4	Main St East Norman Ave and Harrison Ave	62%
5	Main St East Eagle River St and Toledo Ave	57%
6	Main St West Toledo Ave and Norman Ave	53%
7	Pine St West Bayer Ave and Meek Ave	53%
8	Boulder St West Toledo Ave and Norman Ave	52%
9	Main St East Toledo Ave and Norman Ave	51%
10	Toledo Ave South Main St and Boulder St	50%
11	Harrison Ave North Main St and Boulder St	50%
12	Main St West Eagle River St and Nelson Ave	50%
13	Main St West Harrison Ave and Meek Ave	45%
14	Main St East Harrison Ave and Bayer Ave	43%
15	Boulder St East Toledo Ave and Norman Ave	42%
16	Pine St West Norman and Harrison	41%
17	Main St East Meek Ave and Mann St	38%
18	Pine St East Toledo and Norman	37%
19	Main St East Bayer Ave and Meek Ave	36%
20	Main St West Meek Ave and Mann St	34%

Analysis: Saturday Minturn Markets

- Map of avg, map of "super score"
- *data forthcoming following August 1 Market*

Key Findings: Observations

- Vehicles permanently occupying spots along Main.
- Lack of clarity around where parking is allowed.
- "Double parked" vehicles reducing maximum occupancy.
- Difficulty turning onto Main during higher traffic due to lack of visibility around parked cars.

Key Findings: Data

- Overall, parking occupancy increased by 16% from May to July
 - Parking in Minturn remained ~64-68% vacant during the time of the study
- July highest occupancy was observed on Saturday 12-1 pm
- Main St 100 Block and Eagle River St experienced the highest overall demand for parking

Possible Next Steps & Discussion

- Continue periodic parking studies as stated in the 2023 Community Plan; future studies to include qualitative data on perception of parking availability.
- Explore **DOLA Housing Planning Grant Program** [*Amount: Up to \$200,000 | Match: 25%*] to discover smart + sustainable parking accommodation for local residents and businesses amidst increasing density.
- Explore strategies for maximizing existing parking opportunities, such as defining parking spots along Main St.



To: Mayor and Town Council

From: Rob Gutierrez, Town Manager

Date: July 31, 2026

Agenda Item: Resolution Supporting Preservation of the Tennessee Pass Rail Corridor, Improved Coordination, and Evaluation of Future Uses

Purpose

The purpose of this agenda item is for Town Council to consider a resolution supporting preservation of the Tennessee Pass rail corridor as an intact regional corridor, encouraging improved communication and coordination with Union Pacific, and supporting collaborative evaluation of potential future transportation, passenger rail, recreation, public access, infrastructure, and other community uses.

Background

The Vail Valley Mountain Trails Alliance has requested that the Town consider supporting regional efforts concerning the future of the Tennessee Pass rail corridor in connection with the proposed Union Pacific/Norfolk Southern merger. VVMTA has identified the merger review as an opportunity for the State of Colorado, corridor communities, and regional partners to ask Union Pacific to revisit the Heart of the Rockies Rail to Trail concept.

Eagle County has separately submitted a letter supporting the proposed merger based on assurances from Union Pacific that communication and engagement with local governments will improve. The County identified commuter rail, railbanking, rails-to-trails opportunities, railroad property matters, and assistance with rail crossings as issues that have remained unexplored or unresolved amid limited engagement by Union Pacific. Eagle County's letter does not advocate a specific disposition of the Tennessee Pass corridor or condition its support for the merger on a rail-to-trail agreement.

In 1996, during Union Pacific's merger with Southern Pacific, the State of Colorado and Union Pacific entered into a letter of intent to explore the Heart of the Rockies Rail to Trail concept. That effort resulted in feasibility work evaluating potential public trail use of the Tennessee Pass corridor. The prior study remains relevant background, but conditions, transportation needs, ownership issues, corridor conditions, and potential regional uses may have changed since that work was completed.

Union Pacific is now seeking approval for a merger with Norfolk Southern. While VVMTA has advocated using the merger review to renew discussions regarding the future of the corridor, Eagle County has taken a broader approach focused on improved Union Pacific engagement with local governments and has expressed support for the merger.

Discussion

The Tennessee Pass rail corridor runs through Minturn and has long-term significance for the Town's transportation network, recreation access, community connectivity, economic development, public safety, infrastructure, and future planning. Because the corridor



passes directly through the community, decisions concerning its ownership, operation, access, crossings, maintenance, or future use could have substantial effects on the Town.

The proposed resolution would support preserving the corridor as an intact regional asset and avoiding actions that unnecessarily foreclose future options. Those options may include continued rail use, passenger or commuter rail, rail-with-trail opportunities, trail development on appropriate segments, public access, community infrastructure, or railbanking if it becomes legally applicable.

Potential future uses may not be the same throughout the entire corridor. Portions of the line may have different long-term transportation, passenger rail, recreation, environmental, engineering, or community value. A measured position would preserve the Town's ability to consider trail or public-access opportunities on appropriate segments while also protecting the possibility of future passenger or commuter rail service where that may be feasible.

The revised resolution does not endorse a single preferred use of the corridor, request immediate public acquisition, or condition the Town's position on the merger upon Union Pacific agreeing to a specific rail-to-trail initiative. Instead, it emphasizes corridor preservation, improved communication with Union Pacific, regional coordination, and evaluation of future uses based on feasibility, public benefit, community impacts, and long-term transportation needs.

The resolution would direct the Town Manager to communicate the Town's position to Governor Polis's office, relevant state agencies, state and federal representatives, Eagle County, neighboring jurisdictions, Union Pacific, the Surface Transportation Board, and other regional partners. It would also authorize staff to participate in regional discussions concerning corridor preservation, improved railroad-local government coordination, crossings, safety, infrastructure, passenger transportation, recreation, and other potential future uses.

Based on the procedural schedule available when these materials were prepared, September 25, 2026, is the working deadline for comments to the Surface Transportation Board.

Staff Recommendation

Staff recommends that Town Council consider adoption of the revised resolution as a measured statement supporting corridor preservation, improved Union Pacific engagement, and collaborative evaluation of future uses without committing the Town to a specific corridor disposition.

Recommended Motion

I move to approve Resolution No. 34, Series 2026, supporting preservation of the Tennessee Pass rail corridor, improved coordination with Union Pacific, and collaborative evaluation of future transportation and public uses.

Attachments



1. Resolution No. 34, Series 2026
2. Vail Valley Mountain Trails Alliance Letter and Issue Brief
3. Eagle County Letter to the Surface Transportation Board

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Gutierrez', is written over the printed name.

Rob Gutierrez
Town Manager

**TOWN OF MINTURN, COLORADO
RESOLUTION NO. 34 – SERIES 2026**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO, SUPPORTING
PRESERVATION OF THE TENNESSEE PASS RAIL CORRIDOR, IMPROVED COORDINATION WITH UNION
PACIFIC, AND COLLABORATIVE EVALUATION OF FUTURE USES**

WHEREAS, the Tennessee Pass rail corridor runs through the Town of Minturn and has long been significant to the Town’s history, identity, transportation network, recreation access, community connectivity, public safety, infrastructure, economic development, and future planning; and

WHEREAS, the Town Council recognizes the Tennessee Pass rail corridor as an intact regional corridor with potential long-term value for freight rail, passenger or commuter rail, recreation, public access, infrastructure, emergency response, economic development, and other community purposes; and

WHEREAS, decisions concerning the ownership, operation, access, crossings, maintenance, or future use of the corridor could have substantial effects on the Town of Minturn and surrounding communities; and

WHEREAS, in 1996, during Union Pacific’s merger with Southern Pacific, the State of Colorado and Union Pacific entered into a letter of intent to explore the Heart of the Rockies Rail to Trail concept along the Tennessee Pass corridor; and

WHEREAS, that effort resulted in the Heart of the Rockies Scenic Trail Feasibility Study and reflected public interest in evaluating potential trail and public uses of the corridor; and

WHEREAS, conditions, transportation needs, ownership issues, corridor conditions, engineering considerations, and potential regional uses may have changed since the prior feasibility work was completed; and

WHEREAS, Union Pacific is now seeking approval for a merger with Norfolk Southern, and the Surface Transportation Board is reviewing the proposed transaction in Docket FD 36873; and

WHEREAS, Eagle County has expressed support for the proposed merger based on assurances from Union Pacific that communication and engagement with local governments will improve; and

WHEREAS, Eagle County has identified commuter rail, railbanking, rails-to-trails opportunities, railroad property matters, and assistance with rail crossings as matters that could benefit from improved Union Pacific engagement; and

WHEREAS, the Town Council shares the County’s interest in improved cooperation, communication, responsiveness, and information sharing between Union Pacific and affected local governments; and

WHEREAS, the Town Council supports preservation of the Tennessee Pass corridor as an intact regional asset so that future transportation, recreation, public access, infrastructure, and community opportunities are not unnecessarily foreclosed; and

WHEREAS, the Town Council recognizes that potential future uses may differ by corridor segment based on transportation needs, passenger rail potential, recreational opportunities, environmental considerations, engineering constraints, community impacts, feasibility, and long-term public benefit; and

WHEREAS, potential future uses may include continued rail use, passenger or commuter rail, rail-with-trail opportunities, trail development on appropriate segments, public access, community infrastructure, or railbanking if legally applicable; and

WHEREAS, the Town Council does not intend through this Resolution to endorse a single preferred use of the corridor, advocate for a particular ownership outcome, or make the Town's position on the proposed merger contingent upon Union Pacific agreeing to a specific rail-to-trail initiative; and

WHEREAS, the Town Council supports collaborative evaluation of future corridor uses by Union Pacific, the State of Colorado, Eagle County, corridor municipalities, federal land managers, transportation agencies, recreation organizations, community partners, and other affected stakeholders.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO, AS FOLLOWS:

Section 1. Support for Corridor Preservation

The Town Council supports preservation of the Tennessee Pass rail corridor as an intact regional corridor so that future transportation, passenger rail, recreation, public access, infrastructure, safety, emergency response, and community opportunities are not unnecessarily foreclosed.

Section 2. Improved Communication and Coordination

The Town Council encourages Union Pacific to establish and maintain regular, responsive, transparent, and constructive communication with the Town of Minturn, Eagle County, the State of Colorado, neighboring jurisdictions, emergency responders, transportation agencies, and other affected public entities.

Such communication should include, as applicable, railroad operations, property, crossings, maintenance, safety, emergency response, infrastructure, access, and long-term corridor planning.

Section 3. Collaborative Evaluation of Future Uses

The Town Council supports collaborative evaluation of potential future uses of the Tennessee Pass corridor, including:

- a. Continued freight or other rail use;
- b. Passenger or commuter rail;
- c. Rail-with-trail opportunities;
- d. Trail development on appropriate segments;
- e. Public access and community connectivity;
- f. Public safety and emergency-response improvements;
- g. Utility, transportation, or other community infrastructure;
- h. Railbanking if legally applicable; and
- i. Other uses that may provide long-term regional or community benefit.

Section 4. Recognition of Segment-Specific Conditions

The Town Council recognizes that the feasibility and appropriateness of potential future uses may vary throughout the corridor.

Evaluation of future uses should consider transportation needs, passenger rail potential, existing and future rail operations, public safety, recreation, environmental conditions, engineering constraints, community impacts, ownership, access, cost, funding, governance, maintenance, and long-term public benefit.

Section 5. Preservation of Passenger and Commuter Rail Opportunities

The Town Council supports preserving the possibility of future passenger or commuter rail service where feasible and appropriate.

Consideration of trail, public-access, infrastructure, or other uses should account for potential future transportation needs and should avoid unnecessarily foreclosing viable passenger or commuter rail opportunities.

Section 6. Regional and State Coordination

The Town Council encourages the State of Colorado, Eagle County, neighboring jurisdictions, federal land managers, Union Pacific, transportation agencies, recreation organizations, and other interested parties to participate in coordinated discussions concerning the long-term future of the Tennessee Pass rail corridor.

Such discussions may include corridor conditions, transportation needs, crossings, safety, public access, passenger rail, recreation, infrastructure, funding, governance, maintenance, and long-term stewardship.

Section 7. Surface Transportation Board Comments

The Town Council supports submission of comments to the Surface Transportation Board in Docket FD 36873 that:

- a. Encourage improved communication, responsiveness, and coordination between Union Pacific and affected local governments;
- b. Recognize the importance of preserving long-term corridor planning opportunities;
- c. Encourage Union Pacific to engage constructively with the Town, Eagle County, the State of Colorado, and other affected jurisdictions; and
- d. Identify the Tennessee Pass corridor as a matter of long-term regional transportation, safety, infrastructure, recreation, and community interest.

Section 8. Direction to Town Manager

The Town Council directs the Town Manager to communicate the Town's position, including by transmitting this Resolution or related correspondence, to the following parties as appropriate:

- a. Governor Polis's Office;
- b. Colorado Department of Transportation;
- c. Colorado Parks and Wildlife;
- d. Colorado Department of Natural Resources;
- e. Eagle County;
- f. Neighboring corridor jurisdictions;
- g. Relevant federal land-management agencies;
- h. Relevant state and federal representatives;
- i. Union Pacific;
- j. The Surface Transportation Board;

- k. The Vail Valley Mountain Trails Alliance; and
- l. Other relevant state, federal, regional, local, or community partners.

Section 9. Authorization for Related Correspondence and Coordination

The Town Manager is authorized to prepare and submit letters, comments, or other correspondence consistent with this Resolution, including comments to the Surface Transportation Board in Docket FD 36873.

The Town Manager is further authorized to participate in regional discussions regarding corridor preservation, railroad-local government coordination, crossings, safety, passenger transportation, recreation, infrastructure, public access, and other potential future uses.

Section 10. No Predetermination of Future Corridor Use

Nothing in this Resolution shall be interpreted as:

- a. Endorsing a single preferred future use of the Tennessee Pass corridor;
- b. Advocating for a specific ownership or acquisition outcome;
- c. Opposing continued lawful rail use;
- d. Committing the Town to funding, acquiring, operating, or maintaining any portion of the corridor; or
- e. Conditioning the Town's position on the proposed Union Pacific and Norfolk Southern merger upon agreement to a particular corridor project or use.

Section 11. Effective Date.

This Resolution shall be effective immediately upon adoption.

INTRODUCED, READ, APPROVED, ADOPTED, AND RESOLVED this ____ day of _____, 2026.

TOWN OF MINTURN, COLORADO

Eric Gotthelf, Mayor

ATTEST:

Jay Brunvand, Town Clerk



Vail Valley Mountain Trails Alliance
PO Box 3986
Avon, CO 81620
www.vvmta.org

Friday, June 19, 2026

Town of Minturn Mayor and Town Council
P.O. Box 309, 302 Pine Street
Minturn, CO 81645

Dear Mayor and Members of the Minturn Town Council,

On behalf of the Vail Valley Mountain Trails Alliance, I am writing to encourage the Town of Minturn to use this timely moment to help revive the Heart of the Rockies Rail to Trail project along the Tennessee Pass rail corridor.

This opportunity has a clear historical precedent. In 1996, as Union Pacific sought state support for its merger with Southern Pacific, the [State of Colorado requested](#) that Union Pacific participate in a feasibility study exploring conversion of the Tennessee Pass rail line into a public trail. Union Pacific agreed, [a letter of intent was signed](#) by then Governor Roy Romer and then Union Pacific Chairman Richard Davidson, and Colorado State Parks completed the Heart of the Rockies Scenic Trail Feasibility Study with support from Great Outdoors Colorado, local governments, agencies, and communities along the corridor.

That work brought the project close to reality. The vision was bold then, and it remains compelling today: a world class public trail connecting communities, preserving the corridor for future public benefit, supporting outdoor recreation and tourism, and creating a lasting asset for Minturn, Eagle County, Lake County, Chaffee County, and the State of Colorado.

Union Pacific is now engaged in another major proposed merger, this time with Norfolk Southern. The Surface Transportation Board accepted the merger application on May 28, 2026. According to the [proposed procedural schedule](#), comments are due 120 days after acceptance, making September 25, 2026 the working deadline for comments from the State of Colorado, counties, towns, agencies, organizations, and other interested parties.

This creates a rare and time sensitive opportunity. On Monday June 8th, the Eagle County Board of County Commissioners discussed an ask from Union Pacific for a letter of support for the merger. They are discussing this letter at their Monday, June 22nd meeting as well. We assume Union Pacific may be making similar requests to other counties along the rail corridor and to the State of Colorado. As local governments and the State consider whether and how to respond, we believe any support for the merger should be tied to a clear public benefit for Colorado communities.

This is especially important for Minturn. The Tennessee Pass corridor runs through the heart of the community and has long shaped the town's history, identity, transportation network, and



Vail Valley Mountain Trails Alliance
PO Box 3986
Avon, CO 81620
www.vvmta.org

future opportunities. In the recent Rural Technical Assistance Program planning, the rail corridor was identified as a high priority for Minturn. The current Union Pacific merger review creates a strong and timely opportunity to work toward that goal.

Railbanking the Tennessee Pass corridor would mean far more than advancing a rail trail. It would create an opportunity for local and state partners to secure greater public control over a strategic corridor that could support future transportation, recreation, safety, economic development, access, and infrastructure needs. For Minturn, this could help advance long term community priorities connected to trail access, safe crossings, downtown connectivity, regional recreation, and future corridor planning.

We respectfully urge the Town of Minturn to consider submitting letters to the Eagle County Board of County Commissioners, Governor Polis's office, relevant state agencies, and state and federal representatives asking them to work with Union Pacific on a renewed letter of intent for the Heart of the Rockies Rail to Trail project. That agreement should update the 1996 feasibility study, reestablish a corridor working group, preserve future public access opportunities, and require good faith discussions before any action is taken that could foreclose trail, railbanking, or public corridor use.

We also encourage the Town to ask Eagle County to include this request in any letter or statement it may provide to Union Pacific related to the proposed merger. A letter of support should not simply endorse the merger. It should clearly state that local support is tied to renewed, good faith discussions about the Tennessee Pass corridor and the public benefits that could come from reviving the Heart of the Rockies Rail to Trail project.

To support this effort, we have attached an issue brief outlining the public interest case, key deadline, recommended actions, and supporting resources for local and state partners.

Minturn has a unique and important voice in this conversation. With leadership from the Town, Eagle County, the Governor's office, the State of Colorado, and corridor communities, this project can once again move forward. We hope you will help seize this moment.

Sincerely,

Ernest Saeger
Executive Director
Vail Valley Mountain Trails Alliance
ernest@vvmta.org
C: 607-778-0337
vvmta.org

Issue Brief and Information:

Heart of the Rockies Rail to Trail and the Union Pacific and Norfolk Southern Merger Review

Purpose:

The Vail Valley Mountain Trails Alliance respectfully asks Eagle County, the State of Colorado, corridor counties, municipalities, agencies, and elected officials to use the current Union Pacific and Norfolk Southern merger review as an opportunity to revive the Heart of the Rockies Rail to Trail project along the Tennessee Pass rail corridor.

In 1996, during Union Pacific's merger with Southern Pacific, the State of Colorado secured a letter of intent from Union Pacific to explore conversion of the Tennessee Pass corridor into a public trail. That agreement led to the Heart of the Rockies Scenic Trail Feasibility Study. The current merger creates a timely opportunity to update that work and seek a renewed commitment from Union Pacific.

Key Deadline:

The Surface Transportation Board accepted the Union Pacific and Norfolk Southern merger application on May 28, 2026. According to the proposed procedural schedule, comments are due 120 days after acceptance, making September 25, 2026 the working deadline for comments from the State of Colorado, counties, towns, agencies, organizations, and other interested parties.

Why Railbanking and Trail Conversion Serve the Public Interest:

1. Local Control and Coordination

A public trail corridor would create a more predictable framework for counties, municipalities, public land managers, emergency responders, and community partners to coordinate access, crossings, signage, maintenance, safety, and trail connections within their jurisdictions.

2. Corridor Preservation and Future Transportation Flexibility

Railbanking would keep the Tennessee Pass corridor intact for potential future transportation use while allowing it to serve a meaningful public purpose as a regional trail. This approach would avoid fragmentation, protect long term options, and prevent the corridor from remaining inactive, unavailable, or lost as a public benefit.

3. Headwaters Protection and Crude Oil Train Risk

Railbanking would help protect the headwaters of the Eagle River and Arkansas River by reducing the likelihood that the Tennessee Pass corridor returns to active freight service for oil, gas, waxy crude oil from the Uinta Basin, or other hazardous materials. Given the strong opposition in Colorado to expanded Uinta Basin crude oil train traffic along the Colorado River corridor, communities along the Tennessee Pass corridor have a clear interest in ensuring those same risks are not shifted into Eagle County, along the Eagle River, over Tennessee Pass, and into the Arkansas River headwaters. A managed public trail would support watershed stewardship and give local communities and the State of Colorado a stronger role in managing a corridor that passes through some of Colorado's most sensitive river headwaters.

4. Community Connectivity, Recreation, and Public Health

The corridor could serve as a regional spine connecting existing and future trails, public lands, open spaces, river corridors, parks, campgrounds, trailheads, schools, businesses, transit connections, and communities across Eagle, Lake, Chaffee, and other Colorado counties. A planned public trail would create safe routes for walking, biking, running, commuting, adaptive recreation, and access to nature based experiences, supporting physical health, mental health, quality of life, and safer community connections for residents and visitors.

5. Economic Development and Tourism

A world class rail trail through Colorado's mountain communities would support local businesses, lodging, restaurants, outfitters, guides, events, and downtown districts while strengthening the region's outdoor recreation economy.

6. Past and Future Public Benefit

The Tennessee Pass corridor is part of Colorado's rail, mining, agriculture, and mountain community history. Reviving the Heart of the Rockies Rail to Trail project would preserve that history, create opportunities for interpretation and education, and transform an underused corridor into a lasting public asset that benefits communities today while preserving options for future generations.

7. Changed Circumstances Since 1996

Since the original 1996 Heart of the Rockies effort, Union Pacific has continued to rely on the Moffat Tunnel route for east west rail service through central Colorado and has now entered into a new 25 year Moffat Tunnel lease with the State of Colorado. At the same time, the historic local freight base that once supported rail service through the Tennessee Pass corridor has changed significantly. The agricultural and industrial markets that helped justify rail service in earlier eras, including produce, mining, and other local freight, no longer exist in the same form in Eagle County and surrounding

communities. Any renewed freight use of the Tennessee Pass corridor today would need to be justified by a clear, current public need, not by speculative through traffic, hazardous materials routing, or the historic freight patterns of a very different Colorado economy. These changed circumstances strengthen the case for revisiting the inactive Tennessee Pass corridor for railbanking and public trail use, rather than leaving it unavailable to communities as a speculative future backup route.

8. Passenger Rail Realism

Future passenger rail through the mountains is an appealing idea, but reopening the inactive Tennessee Pass corridor for passenger service would require substantial capital investment, ongoing maintenance, and long term operating support. The historic local freight markets that once helped support rail service, including Eagle County agriculture, no longer exist in the same form. Without a clear passenger demand model and dedicated public funding source, passenger rail would likely depend on renewed freight service to help justify and offset the cost of reopening the line. Corridor communities should ask what freight would actually run on Tennessee Pass, and whether speculative passenger service is worth the community, safety, watershed, and hazardous materials risks that could come with renewed freight operations.

Requested Actions:

1. Coordinate a State and Local Government Response

Ask Governor Polis's office, the Colorado Department of Transportation, Colorado Parks and Wildlife, the Department of Natural Resources, Eagle County, Lake County, Chaffee County, affected municipalities, and federal land managers to coordinate a shared Colorado response to the proposed merger.

2. Request a Renewed Letter of Intent From Union Pacific

Ask Union Pacific to enter into a new letter of intent with the State of Colorado and corridor partners to revisit the Heart of the Rockies Rail to Trail project, update the 1996 feasibility study, and identify a path forward for public corridor use.

3. Include the Trail Request In Any Merger Support Letter

Any letter of support for the Union Pacific and Norfolk Southern merger should clearly state that local or state support is tied to renewed, good faith discussions about the Tennessee Pass corridor and the public benefits that could come from reviving the Heart of the Rockies Rail to Trail project.

4. Submit Formal Comments to the Surface Transportation Board

Encourage the State of Colorado, counties, towns, agencies, and interested organizations to submit formal comments to the Surface Transportation Board within the 120 day comment period. Comments should request that the Board recognize the 1996 precedent and encourage Union Pacific to work with Colorado on a renewed corridor agreement.

5. Reestablish a Corridor Working Group

Create a working group with Union Pacific, the State of Colorado, Eagle County, Lake County, Chaffee County, municipalities, public land managers, trail organizations, community partners, and other stakeholders to evaluate the corridor and guide next steps.

6. Update the 1996 Feasibility Study

Request an updated feasibility study that evaluates current corridor conditions, ownership, operations, engineering, environmental considerations, trail design, public access, safety, community benefits, costs, funding opportunities, and implementation options.

7. Preserve Future Public Corridor Opportunities

Ask Union Pacific to commit that it will not take actions that could foreclose future trail, railbanking, public access, or public corridor opportunities without first engaging in good faith discussions with the State of Colorado and affected local governments.

8. Identify a Realistic Implementation Path

Work with state, federal, local, philanthropic, and private partners to identify funding, governance, management, operations, maintenance, and long term stewardship options for the corridor.

Proposed Core Message:

Colorado supported Union Pacific's 1996 merger with Southern Pacific in part because Union Pacific agreed to work with the State on the Heart of the Rockies Rail to Trail concept. Union Pacific is now seeking support for another major merger. Colorado communities should ask Union Pacific to honor the spirit of that earlier commitment by returning to the table, updating the feasibility work, and helping advance a public corridor vision that would benefit Eagle, Lake, Chaffee, and other Colorado communities for generations.

Resources:

1. 1996 Feasibility Study Documents

-
- a. [State of Colorado official comments](#) on Union Pacific merger in 1996
 - b. [Letter of Intent](#) between State of Colorado and Union Pacific in 1996
 - c. [Heart of the Rockies Historic Corridor Scenic Trail Study](#) 1996
 - d. [Heart of the Rockies Historic Corridor](#) Great Outdoors Colorado Legacy Project Concept Paper - January 6, 1997

2. Rails to Trails Information Resources

- a. [Railbanking](#), what is it?
- b. ["From Rails to Trails" documentary](#) on the history of rails to trails in America
- c. [Rails to Trails Conservancy Toolkit](#) for rails to trails projects

3. Website

- a. heartoftherockiestrail.org

4. Other Relevant Historical Documents

- a. [Eagle County proposal](#) for full or partial use of the Union Pacific Railroad Tennessee Pass rail corridor
- b. [Colorado Department of Natural Resources](#) memorandum regarding Union Pacific Tennessee Pass railbanking
- c. [Union Pacific letter to Eagle County](#) stating that it is not feasible to reopen the line for passenger rail service in 2012
- d. [Union Pacific Tennessee Pass Line: Efforts to Convert Rail to Trail](#). ECO Trails presentation to Town of Minturn Council, November 4, 2020

5. Union Pacific Merger With Norfolk Southern

- a. [Union Pacific webpage](#) with merger documents, timeline, and information



Board of County Commissioners

970-328-8605

970-328-8629(f)

eagleadmin@eaglecounty.us

www.eaglecounty.us

June 25, 2026

Patrick J. Fuchs, Chairman
Surface Transportation Board
395 E Street SW
Washington, DC 20423
rcpa@stb.gov

RE: Union Pacific and Norfolk Southern Merger

To Members of the Surface Transportation Board,

We are writing in support of the proposed merger between Union Pacific (UP) and Norfolk Southern railroads in light of assurances from Union Pacific that engagement with local governments in Eagle County will dramatically improve.

Our sincere wish is that this merger leads to improved cooperation, communications, and information sharing between the railroads and the communities they serve and operate within. Communication between railroad corporations and Eagle County and other local governments has, in the past, been frustrating at best.

We believe there are strong, positive possibilities that may come with revitalized rail transportation and shipping in our region, including:

- Increased bilateral communication and relationship building with local governments
- Increased deployment of new rail technologies to increase safety and reduce derailments and/or spills
- Increased rail performance standards
- Increased rail freight competitiveness with on-road freight

There have been and remain many potential opportunities for our local communities vis-a-vis rail rights of way, crossings, properties, and operations that remain unexplored or unresolved due to Union Pacific's lack of engagement or complete non-responsiveness, including:

- Commuter rail from the regional airport to resort and work centers
- Rail banking
- Rails-to-trails and trail development within right of way
- Railroad property sale and development
- Assistance with rail crossings



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Union Pacific has assured us that they are committed to strong engagement and responsiveness to local public officials. We are therefore hopeful that if approved, this merger will bring a greater commitment from the railroad to community partnership and are therefore supportive of the Union Pacific and Norfolk Southern merger.

Sincerely,

Jeanne McQueeney
Commissioner

Tom Boyd
Chair

Matt Scherr
Commissioner



To: Mayor and Town Council

From: Rob Gutierrez, Town Manager

Date: June 31, 2026

Agenda Item: Federal Lands Access Program Application – Cemetery Road and Bridge Improvements

Recommendation

Approve Resolution No. 38, Series 2026, authorizing the Town Manager to submit an application to the Federal Lands Access Program for improvements to Cemetery Road and Cemetery Bridge and authorizing a Town contribution of up to ten percent of the final eligible project cost, not to exceed \$145,000, subject to future appropriation and approval of the final project and grant agreements.

Background

The Federal Lands Access Program provides funding for transportation facilities that provide access to federal lands. Cemetery Road connects U.S. Highway 24 with United States Forest Service lands and recreation facilities, including the recreation trail system and planned shooting range.

Inter-Mountain Engineering has prepared conceptual plans and rough-order-of-magnitude cost estimates for roadway, bridge, and related accessibility improvements. The roadway alternatives range from approximately \$693,571 to \$1,021,192. Bridge alternatives range from approximately \$34,272 for high-priority maintenance to approximately \$370,456 for overall rehabilitation. A separate Little Beach Park amphitheater ADA seating improvement is estimated at approximately \$48,485.

The highest-cost combination of the alternatives identified in the engineering memorandum is approximately \$1.44 million. A ten-percent Town contribution based on that conceptual amount would be approximately \$144,000. The proposed resolution therefore establishes a maximum Town contribution of \$145,000.

Discussion

The requested Council action would authorize staff to submit the grant application and demonstrate a meaningful local commitment to the project. It would not authorize construction, acceptance of a grant award, or expenditure of Town funds beyond amounts subsequently appropriated by Council.

The final application scope remains under development. Staff and the Town Engineer will continue coordinating with the United States Forest Service and other agencies to:

- Confirm the preferred roadway and bridge alternatives;
- Refine the project limits and cost estimate;
- Confirm ownership, right-of-way, and maintenance responsibilities;
- Identify federal recreation destinations and visitation;



- Evaluate utility, railroad, environmental, and permitting requirements; and
- Determine whether the amphitheater accessibility improvement should be included in the grant request.

The application may ultimately request less than the maximum conceptual project amount. The proposed contribution is therefore structured as up to ten percent of the final eligible project cost, capped at \$145,000.

Financial Considerations

The resolution authorizes the Town to identify a contribution of up to ten percent, not to exceed \$145,000, in the grant application. Any actual expenditure would remain subject to project selection, future appropriation, Council approval of the final project budget, and approval of the applicable grant or project agreement.

Attachments

1. Resolution No. 38, Series 2026
2. Inter-Mountain Engineering memorandum dated July 24, 2026
3. Preliminary plans and rough-order-of-magnitude cost estimates

Sincerely,

Rob Gutierrez

Town Manager

**TOWN OF MINTURN, COLORADO
RESOLUTION NO. 38 – Series 2026**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO, AUTHORIZING THE
SUBMISSION OF AN APPLICATION TO THE FEDERAL LANDS ACCESS PROGRAM FOR THE CEMETERY
ROAD AND BRIDGE FEDERAL LANDS ACCESS IMPROVEMENT PROJECT**

WHEREAS, the Town of Minturn, Colorado (“Town”) is a home rule municipality organized and existing under Article XX of the Colorado Constitution and the Town of Minturn Home Rule Charter; and

WHEREAS, Cemetery Road provides access from United States Highway 24 toward lands and recreation facilities managed by the United States Forest Service, including recreation trails and the planned public shooting range; and

WHEREAS, portions of Cemetery Road contain deteriorated pavement and gravel surfaces, limited drainage facilities, and incomplete pedestrian accommodations, and Cemetery Bridge requires maintenance, rehabilitation, and safety improvements; and

WHEREAS, the proposed Cemetery Road and Bridge Federal Lands Access Improvement Project may include roadway reconstruction or rehabilitation, paving, drainage improvements, pedestrian and bicycle accommodations, bridge maintenance or rehabilitation, guardrail and other safety improvements, railroad-crossing coordination, utility work, environmental mitigation, and associated engineering and project-delivery activities; and

WHEREAS, the Federal Lands Access Program was established to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands and to supplement state and local resources for such facilities; and

WHEREAS, the Colorado Federal Lands Access Program is accepting applications for eligible projects, with applications due August 31, 2026; and

WHEREAS, Inter-Mountain Engineering, the Town Engineer, has prepared preliminary plans and rough-order-of-magnitude cost estimates for potential improvements to Cemetery Road and Cemetery Bridge; and

WHEREAS, the preliminary engineering documentation evaluates multiple roadway alternatives estimated between approximately \$693,571 and \$1,021,192, bridge alternatives estimated between approximately \$34,272 and \$370,456, and a separate Little Beach Park amphitheater accessibility improvement estimated at approximately \$48,485; and

WHEREAS, the estimates are conceptual and subject to refinement as the Town, the United States Forest Service, the Federal Highway Administration, the Central Federal Lands Highway Division, and other participating agencies further define the project scope, design, environmental requirements, right-of-way needs, utility impacts, railroad requirements, project-delivery costs, and funding plan; and

WHEREAS, the Town Council finds that pursuing Federal Lands Access Program funding for improvements to Cemetery Road and Cemetery Bridge is in the public interest and would further the

Town's goals of improving public safety, infrastructure preservation, multimodal access, emergency access, and public access to federal lands and recreation facilities.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO, AS FOLLOWS:

Section 1. Authorization to Apply

The Town Council hereby authorizes the Town Manager to prepare, execute, and submit an application on behalf of the Town to the Colorado Federal Lands Access Program for the Cemetery Road and Bridge Federal Lands Access Improvement Project.

Section 2. Authorized Project Scope

The application may request funding for eligible project elements including, without limitation:

1. Preliminary and final engineering;
2. Environmental review and permitting;
3. Surveying, geotechnical investigation, and right-of-way evaluation;
4. Roadway reconstruction, rehabilitation, paving, grading, and road base;
5. Drainage and erosion-control improvements;
6. Pedestrian and bicycle facilities;
7. Cemetery Bridge maintenance, repair, rehabilitation, and associated safety improvements;
8. Guardrail, signage, striping, and roadside-safety improvements;
9. Utility coordination and relocation;
10. Union Pacific Railroad and Colorado Public Utilities Commission coordination;
11. Construction engineering, inspection, materials testing, and project administration; and
12. Other work determined to be necessary or appropriate to provide safe, reliable, and durable access to federal lands.

Section 3. Refinement of Application

The Town Manager is authorized to refine the project title, limits, scope, phasing, alternatives, cost estimate, amount requested, proposed funding sources, and supporting documentation as reasonably necessary to prepare a complete and competitive application, provided that the application remains substantially consistent with the purposes of this Resolution.

Section 4. Federal Agency Coordination

The Town Manager is authorized to coordinate with and request endorsements, letters of support, technical information, visitation data, and other assistance from the United States Forest Service, Federal Highway Administration, Central Federal Lands Highway Division, Colorado Department of Transportation, Union Pacific Railroad, Colorado Public Utilities Commission, Eagle County, and other agencies or stakeholders relevant to the application.

Section 5. Funding Commitment

Subject to project selection, final cost development, appropriation, and approval of the grant agreement, the Town Council authorizes a local cash contribution of up to **10% percent of the final eligible project cost, not to exceed \$145,000.**

The Town Manager is authorized to identify this contribution in the application and to make reasonable adjustments to the stated percentage based on the final project estimate, provided the Town contribution does not exceed the authorized dollar amount.

Section 6. Grant Administration

If the project is selected for further development or funding, the Town Manager is authorized to participate in project scoping, cost validation, scheduling, environmental review, and negotiation of proposed grant and project-delivery terms. Final acceptance of a grant award and approval of any agreement imposing material financial or contractual obligations on the Town shall require further Town Council action unless otherwise authorized by law.

Section 7. Effective Date

This Resolution shall take effect immediately upon adoption.

INTRODUCED, READ, APPROVED, ADOPTED, AND RESOLVED this ____ day of _____, 2026.

TOWN OF MINTURN, COLORADO

Eric Gotthelf, Mayor

ATTEST:

Jay Brunvand, Town Clerk

July 24, 2026

Mr. Rob Gutierrez
Town of Minturn
301 Boulder Street #309PO Box
Minturn, CO 81645
manager@minturn.org

RE: Cemetery Bridge and Road Improvements (FLAP Grant Supplemental Documents)
IME Project No. 24-0001

Dear Rob:

Inter-Mountain Engineering completed Preliminary Plans and Rough Order of Magnitude (ROM) construction estimates for the Cemetery Bridge and Road improvements, including the Little Beach Park Amphitheater ADA seating area. When reviewing these estimates, please keep in mind they were prepared based on conceptual engineering plans and information included in the CDOT bridge inspection report. The estimates are intended for general information and are NOT a guarantee of the actual costs for construction. Costs were based on 2025-2026 CDOT Cost Data and locally available construction data.

Cemetery Road

A conceptual plan and ROM estimates have been prepared to construct an asphalt roadway with attached sidewalk that will provide access to United State Forest Service (USFS) property from U.S. Highway 24. We included design alternates for the roadway. The roadway construction will start on the northerly side of Cemetery Bridge, continue south across the Union Pacific Railroad tracks, and end near the gravel road continuing to the USFS recreation trail system and shooting range.

Cemetery Bridge

A conceptual plan and ROM estimates have been prepared for maintenance and rehabilitation of the existing Concrete Prestressed Girder (CPG) bridge over the Eagle River at U.S Highway 24 MM 156.85. The outlined scope of work included in the estimate is based on the Colorado Department of Transportation (CDOT) Routine Final Inspection Report date 06/06/2024. The CDOT report identifies the priority of each maintenance or repair item as high-moderate-low which each estimate represents. We also included an estimate for the overall bridge rehabilitation project that includes repair items that were noted in the report but not specifically prioritized.

Little Beach Park Amphitheater

A conceptual plan and ROM estimate has been prepared for installing an ADA concrete seating area with metal railing above the existing lawn and boulder seating area. This would require removing and relocating the existing wooden panel fence and removing some existing tress to accommodate the space. This scope of work could be incorporated into the roadway improvements or remain as a separate project.

Mr. Rob Gutierrez

RE: Cemetery Bridge and Road Improvements (FLAP Grant Supplemental Documents)

IME Project No. 24-0001

Preliminary Engineering and Cost Development

The following preliminary information includes:

1. Existing-condition survey and available right-of-way review.
 - *The available existing condition survey is limited from U.S. Highway 24 to the U.P.R.R railroad crossing. Additional GIS survey data was used for the remaining portion of roadway. Available right-of-way, leases, and boundary information are shown on the plans. Additional office and field boundary work will be required as engineering design advances.*
2. Review roadway, bridge, and drainage conditions.
 - *The existing roadway has asphalt pavement from U.S. Highway 24 to Cemetery Bridge, which was paved around 2019 and is in good condition. The material changes on Cemetery Bridge to concrete and is in fair condition. (Note: The bridge information has been separated out from the roadway portion of the project). Continuing from the bridge, the material then changes to deteriorated alligator cracked asphalt in poor condition, and then eventually gravel. There was no major stormsewer infrastructure identified along the existing roadway, only a drainage ditch and culverts.*
3. Utilities and identification of utility conflicts.
 - *Possible utility conflicts identified along the roadway are underground the 4" gas line, 2" non-potable water service, and electrical overhead lines/ power poles / guywires.*
4. Railroad coordination requirements.
 - *Per our records research there is an existing UPRR license for the roadway and at-grade crossing under Folder Number 02445-17. The project will require coordinating and submitting an online application for modifications or roadway reconstruction done within the UPRR the right-of-way. In addition, the project will require coordination, application submittal, and approval from Colorado Public Utilities Commission (PUC).*
5. Environmental and permitting considerations.
 - *The bridge repair work may require Nationwide Permit (NWP) 3- Maintenance or 404 permitting, but there are no known environmental impacts for the roadway improvements.*
6. USFS and other agency coordination.
 - *The project will require USFS and CDOT coordination and approval for work done on government property or within the right-of-way.*
7. Conceptual typical sections and alignment exhibits.
 - *The Cemetery Road corridor improvements will improve roadway access and enhance safety for the public and recreational users accessing USFS lands. Plans have been prepared that include the roadway and typical cross sections (attached).*
8. Identification of significant design constraints and project risks.
 - *Our preliminary engineering review has not identified any major project risks at this time. Site and design constraints might include:*
 - *Existing terrain (rolling mountainous)*
 - *Existing subsurface soils*



Mr. Rob Gutierrez

RE: Cemetery Bridge and Road Improvements (FLAP Grant Supplemental Documents)

IME Project No. 24-0001

9. Preliminary quantities and engineer's opinion of probable construction cost.
- *Rough Order of Magnitude (ROM) cost estimates have been prepared for the Cemetery Road corridor improvements. The estimates have been separated into two categories: Cemetery Bridge and Cemetery Roadway. For each category, separate cost estimates have been prepared for the roadway, bridge, and amphitheater seating area, including alternates.*

Cemetery Road

Option #1 - 22.0' Roadway w/ Attached 2.5' Curb/Gutter & 5.0' Concrete Sidewalk
(ROM Estimate \$1,021,192)

Option #2 - 22.0' Roadway w/ Attached 5.0' Concrete Sidewalk
(ROM Estimate \$871,158)

Option #3 - 22.0' Roadway w/ Attached 5.0' Asphalt Sidewalk
(ROM Estimate \$721,678)

Option #4 - 22.0' Roadway w/ Attached 5.0' Gravel Sidewalk
(ROM Estimate \$693,571)

Cemetery Bridge

Option #1 –(High Priority) - Clean, repair, and install sealer on concrete deck
(ROM Estimate \$34,272)

Option #2 –(Moderate Priority) - Concrete repairs, object markers, and expansion joint repairs
(ROM Estimate \$43,181)

Option #3 –(Low Priority) – Asphalt/concrete repairs, bridge rails, and guardrail replacement
(ROM Estimate \$205,690)

Option #4 –(Overall Rehabilitation) – Includes all repairs per inspection report
(ROM Estimate \$370,456)

Little Beach Park Amphitheatre

Option #1 –Install Concrete ADA seating area with metal railing
(ROM Estimate \$48,485)

We would be happy to assist with completing the grant funding application documents once the Town's preferred design options have been selected. Feel free to contact us if you have questions or want to review in greater detail.

Thank you,
Inter-Mountain Engineering (Town Engineer)



Brad Stempihar, P.E.

Enclosures : Preliminary Plans and (ROM) Construction Estimates - Cemetery Road and Bridge

CC: Jeffery Spanel

Cemetery Road Improvements
Option #1 - 22.0' Roadway w/ Attached 2.5' Curb/Gutter & 5.0' Concrete Sidewalk
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1	General Conditions					
	a	Mobilization (10%)	1	LS	\$ 75,200.00	\$ 75,200.00
	b	Surveying & Construction Staking (1.5%)	1	LS	\$ 11,300.00	\$ 11,300.00
	c	Engineering Design & Bidding (5%)	1	LS	\$ 37,600.00	\$ 37,600.00
	d	Traffic Control (8%)	1	LS	\$ 60,150.00	\$ 60,150.00
	e	Railroad Crossing Permitting	1	LS	\$ 10,000.00	\$ 10,000.00
Subtotal - General Conditions					\$	194,250.00
2	Site Construction					
	a	Removal of Tree (9" Dia Deciduous)	5	EACH	\$ 1,500.00	\$ 7,500.00
	b	Removal of Tree (12" Dia Conifer)	1	EACH	\$ 2,500.00	\$ 2,500.00
	c	Removal of Fence (Wooden Panel) (Salvage For Re-Use)	100	LF	\$ 10.00	\$ 1,000.00
	d	Unclassified Excavation & Haul-Off (Roadway/Shoulder -Assumes 10" Depth)	1,080	CY	\$ 45.00	\$ 48,583.33
	e	Unclassified Excavation & Haul-Off (Curb/Gutter/Sidewalk -Assumes 8" Depth)	280	CY	\$ 45.00	\$ 12,588.89
	f	Unclassified Embankment (Roadway Platform Regrading - Assumes 2" Depth)	346	CY	\$ 45.00	\$ 15,583.33
	g	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	42,100	SF	\$ 0.50	\$ 21,050.00
	h	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place)	798	TONS	\$ 180.00	\$ 143,640.00
	i	Install 30" CDOT Type 2 Curb and Gutter w/ Sinta 19 Fibers	1,360	LF	\$ 70.00	\$ 95,200.00
	j	Install 4" Thick Concrete Sidewalk (5.0' Width) w/ Sinta 19 Fibers	6,900	SF	\$ 20.00	\$ 138,000.00
	k	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	1,117	TONS	\$ 110.00	\$ 122,870.00
	l	Install Class 6 Road Base (4" Depth Under Concrete) - (Complete-In-Place)	265	TONS	\$ 110.00	\$ 29,150.00
	m	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	180	TONS	\$ 110.00	\$ 19,800.00
	n	Install Roadway Ditch	1,400	LF	\$ 20.00	\$ 28,000.00
	o	Install CDOT Type 13 Curb Combo Inlet (Complete-in-place) - H=4.0' (D&L Model I-3386 Frame & Grate)	2	EACH	\$ 6,500.00	\$ 13,000.00
	p	Install 18" HDPE Stormsewer Pipe w/ F.E.S.	120	L.F.	\$ 175.00	\$ 21,000.00
	q	Install Roadway Signs on 10-FT U-Channel Post (Enamel Green)	8	EACH	\$ 750.00	\$ 6,000.00
	r	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	1,500	LF	\$ 4.00	\$ 6,000.00
	s	Install Hydro-Seeding w/ Mulch-Tackifier (Native) (Assumes 2.0' Width Per Each Side)	5,600	S.F.	\$ 3.00	\$ 16,800.00
	t	Reinstall of Fence (Wooden Panel) (Existing Material)	100	LF	\$ 35.00	\$ 3,500.00
Subtotal - Site Construction					\$	751,765.56
TOTAL - General Conditions					\$	194,250.00
TOTAL - Construction Costs					\$	751,765.56
Contingency (10%)					\$	75,176.56
OVERALL TOTAL - Construction Costs					\$	1,021,192.11

****Disclaimer: Engineer quantity estimates are based on current conceptual plans and information available. The estimate is intended for budgetary purposes and is NOT a guarantee of the actual costs for construction. Actual quantities and costs may change once the project elements are finalized and unit prices may vary due to construction market volatility, unforeseen conditions, and time of construction.**

Cemetery Road Improvements
Option #2 - 22.0' Roadway w/ Attached 5.0' Concrete Sidewalk
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1		General Conditions				
	a	Mobilization (10%)	1	LS	\$ 64,000.00	\$ 64,000.00
	b	Surveying & Construction Staking (1.5%)	1	LS	\$ 9,600.00	\$ 9,600.00
	c	Engineering Design & Bidding (5%)	1	LS	\$ 32,000.00	\$ 32,000.00
	d	Traffic Control (8%)	1	LS	\$ 51,250.00	\$ 51,250.00
	e	Railroad Crossing Permitting	1	LS	\$ 10,000.00	\$ 10,000.00
Subtotal - General Conditions					\$ 166,850.00	
2		Site Construction				
	a	Removal of Tree (9" Dia Deciduous)	5	EACH	\$ 1,500.00	\$ 7,500.00
	b	Removal of Fence (Wooden Panel) (Salvage For Re-Use)	100	LF	\$ 10.00	\$ 1,000.00
	c	Unclassified Excavation & Haul-Off (Roadway/Sidewalk/Shoulder -Assumes 10" Depth)	1,314	CY	\$ 45.00	\$ 59,125.00
	d	Unclassified Embankment (Roadway Platform Regrading - Assumes 2" Depth)	263	CY	\$ 45.00	\$ 11,825.00
	e	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	38,700	SF	\$ 0.50	\$ 19,350.00
	f	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place)	798	TONS	\$ 180.00	\$ 143,640.00
	g	Install 4" Thick Concrete Sidewalk (5.0' Width) w/ Sinta 19 Fibers	6,900	SF	\$ 20.00	\$ 138,000.00
	h	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	1,117	TONS	\$ 110.00	\$ 122,870.00
	i	Install Class 6 Road Base (6" Depth Under Concrete) - (Complete-In-Place)	266	TONS	\$ 110.00	\$ 29,260.00
	j	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	180	TONS	\$ 110.00	\$ 19,800.00
	k	Install Roadway Ditch	1,400	L.F.	\$ 20.00	\$ 28,000.00
	l	Install 18" HDPE Stormsewer Pipe w/ F.E.S.	120	L.F.	\$ 175.00	\$ 21,000.00
	m	Install Misc. Roadway Signs on 10-FT U-Channel Post (Enamel Green)	8	EACH	\$ 750.00	\$ 6,000.00
	n	Install 4" White Striping (Solvent Based)	1,370	LF	\$ 3.00	\$ 4,110.00
	o	Install Shared Use Symbols @ 300-ft Intervals	5	EACH	\$ 500.00	\$ 2,500.00
	p	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	1,500	L.F.	\$ 4.00	\$ 6,000.00
	q	Install Hydro-Seeding w/ Mulch-Tackifier (Native) (Assumes 2.0' Width Per Each Side)	5,600	S.F.	\$ 3.00	\$ 16,800.00
	r	Reinstall of Fence (Wooden Panel) (Existing Material)	100	LF	\$ 35.00	\$ 3,500.00
Subtotal - Site Construction					\$ 640,280.00	
TOTAL - General Conditions					\$ 166,850.00	
TOTAL - Construction Costs					\$ 640,280.00	
Contingency (10%)					\$ 64,028.00	
OVERALL TOTAL - Construction Costs					\$ 871,158.00	

****Disclaimer: Engineer quantity estimates are based on current conceptual plans and information available. The estimate is intended for budgetary purposes and is NOT a guarantee of the actual costs for construction. Actual quantities and costs may change once the project elements are finalized and unit prices may vary due to construction market volatility, unforeseen conditions, and time of construction.**

Cemetery Road Improvements
Option #3 - 22.0' Roadway w/ Attached 5.0' Asphalt Sidewalk
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1	General Conditions					
	a	Mobilization (10%)	1	LS	\$ 53,000.00	\$ 53,000.00
	b	Surveying & Construction Staking (1.5%)	1	LS	\$ 8,000.00	\$ 8,000.00
	c	Engineering Design & Bidding (5%)	1	LS	\$ 26,500.00	\$ 26,500.00
	d	Traffic Control (8%)	1	LS	\$ 42,300.00	\$ 42,300.00
	e	Railroad Crossing Permitting	1	LS	\$ 10,000.00	\$ 10,000.00
Subtotal - General Conditions					\$	139,800.00
2	Site Construction					
	a	Removal of Fence (Wooden Panel) (Salvage For Re-Use)	100	LF	\$ 10.00	\$ 1,000.00
	b	Unclassified Excavation & Haul-Off (Roadway/Sidewalk/Shoulder -Assumes 10" Depth)	1,314	CY	\$ 45.00	\$ 59,125.00
	c	Unclassified Embankment (Roadway Platform Regrading - Assumes 2" Depth)	263	CY	\$ 45.00	\$ 11,825.00
	d	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	38,700	SF	\$ 0.50	\$ 19,350.00
	e	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place)	798	TONS	\$ 180.00	\$ 143,640.00
	f	Install 4" Thick Asphalt Sidewalk (5.0' Width)	190	TONS	\$ 180.00	\$ 34,200.00
	g	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	1,383	TONS	\$ 110.00	\$ 152,130.00
	h	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	180	TONS	\$ 110.00	\$ 19,800.00
	i	Install Roadway Ditch	1,400	L.F.	\$ 20.00	\$ 28,000.00
	j	Install 18" HDPE Stormsewer Pipe w/ F.E.S.	120	L.F.	\$ 175.00	\$ 21,000.00
	k	Install Misc. Roadway Signs on 10-FT U-Channel Post (Enamel Green)	8	EACH	\$ 750.00	\$ 6,000.00
	l	Install 4" White Striping (Solvent Based)	1,370	LF	\$ 3.00	\$ 4,110.00
	m	Install Shared Use Symbols @ 300-ft Intervals	5	EACH	\$ 500.00	\$ 2,500.00
	n	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	1,500	L.F.	\$ 4.00	\$ 6,000.00
	o	Install Hydro-Seeding w/ Mulch-Tackifier (Native) (Assumes 2.0' Width Per Each Side)	5,600	S.F.	\$ 3.00	\$ 16,800.00
	p	Reinstall of Fence (Wooden Panel) (Existing Material)	100	LF	\$ 35.00	\$ 3,500.00
Subtotal - Site Construction					\$	528,980.00
TOTAL - General Conditions					\$	139,800.00
TOTAL - Construction Costs					\$	528,980.00
Contingency (10%)					\$	52,898.00
OVERALL TOTAL - Construction Costs					\$	721,678.00

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Cemetery Road Improvements
Option #4 - 22.0' Roadway w/ Attached 5.0' Gravel Sidewalk
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1	General Conditions					
	a	Mobilization (10%)	1	LS	\$ 48,000.00	\$ 48,000.00
	b	Surveying & Construction Staking (1.5%)	1	LS	\$ 7,200.00	\$ 7,200.00
	c	Engineering Design & Bidding (5%)	1	LS	\$ 24,000.00	\$ 24,000.00
	d	Traffic Control (8%)	2	LS	\$ 38,400.00	\$ 76,800.00
	e	Railroad Crossing Permitting	1	LS	\$ 10,000.00	\$ 10,000.00
Subtotal - General Conditions					\$	166,000.00
2	Site Construction					
	a	Removal of Fence (Wooden Panel) (Salvage For Re-Use)	100	LF	\$ 10.00	\$ 1,000.00
	b	Unclassified Excavation & Haul-Off (Roadway/Sidewalk/Shoulder -Assumes 10" Depth)	1,314	CY	\$ 45.00	\$ 59,125.00
	c	Unclassified Embankment (Roadway Platform Regrading - Assumes 2" Depth)	263	CY	\$ 45.00	\$ 11,825.00
	d	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	38,700	SF	\$ 0.50	\$ 19,350.00
	e	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place)	798	TONS	\$ 180.00	\$ 143,640.00
	f	Install 4" Thick Gravel or Crusher Fines Sidewalk (5.0' Width)	6,900	SF	\$ 3.00	\$ 20,700.00
	g	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	1,117	TONS	\$ 110.00	\$ 122,870.00
	h	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	180	TONS	\$ 110.00	\$ 19,800.00
	i	Install Roadway Ditch	1,400	L.F.	\$ 20.00	\$ 28,000.00
	j	Install 18" HDPE Stormsewer Pipe w/ F.E.S.	120	L.F.	\$ 175.00	\$ 21,000.00
	m	Install Misc. Roadway Signs on 10-FT U-Channel Post (Enamel Green)	8	EACH	\$ 750.00	\$ 6,000.00
	n	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	1,500	L.F.	\$ 4.00	\$ 6,000.00
	o	Install Hydro-Seeding w/ Mulch-Tackifier (Native) (Assumes 2.0' Width Per Each Side)	5,600	S.F.	\$ 3.00	\$ 16,800.00
	p	Reinstall of Fence (Wooden Panel) (Existing Material)	100	LF	\$ 35.00	\$ 3,500.00
Subtotal - Site Construction					\$	479,610.00
TOTAL - General Conditions					\$	166,000.00
TOTAL - Construction Costs					\$	479,610.00
Contingency (10%)					\$	47,961.00
OVERALL TOTAL - Construction Costs					\$	693,571.00

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Cemetery Road Improvements
Option #1 - Bridge Maintenance-High Priority
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1	General Conditions					
	a	Mobilization (10%)	1	LS	\$ 2,575.00	\$ 2,575.00
	b	Engineering Design & Bidding (5%)	1	LS	\$ 1,300.00	\$ 1,300.00
	c	Traffic Control (8%)	1	LS	\$ 2,100.00	\$ 2,100.00
Subtotal General Conditions					\$	5,975.00
2	Site Construction					
	a	Intall Epoxy Mortar (Injection) For Traverse Cracks	20	LF	\$ 475.00	\$ 9,500.00
	b	Intall Epoxy Mortar (Patching) For Delamination/Spalling Deck and Sidewalk Areas	30	SF	\$ 150.00	\$ 4,500.00
	c	Install Concrete Sealer (Sitka KBP 204 P Seal or EQ HWHM) On Bridge Deck - (Complete-in-Place)	335	SY	\$ 35.00	\$ 11,725.00
Subtotal - Site Construction						\$ 25,725.00
TOTAL - General Conditions					\$	5,975.00
TOTAL - Construction Costs					\$	25,725.00
Contingency (10%)					\$	2,572.50
OVERALL TOTAL - Construction Costs					\$	34,272.50

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Cemetery Road Improvements
Option #2 - Bridge Maintenance-Moderate Priority
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item	Description				
		Quantity	Unit	Unit Price	Total
1	General Conditions				
a	Mobilization (10%)	1	LS	\$ 3,250.00	\$ 3,250.00
b	Engineering Design & Bidding (5%)	1	LS	\$ 1,625.00	\$ 1,625.00
c	Traffic Control (8%)	1	LS	\$ 2,600.00	\$ 2,600.00
Subtotal General Conditions					\$ 7,475.00
2	Site Construction				
a	Sawing Concrete (8" Wide Bridge Rail)	4	LF	\$ 20.00	\$ 80.00
b	Clean Expansion Joint	68	LF	\$ 75.00	\$ 5,100.00
c	Removal of Wall (8" Wide Concrete Bridge Rail)	2	LF	\$ 50.00	\$ 100.00
d	Concrete Patching (Bridge Rail)	2	SF	\$ 240.00	\$ 480.00
e	Repair Bridge Rail (Special)(8" Wide x 2' Tall Concrete Wall)	2	LF	\$ 250.00	\$ 500.00
f	Bridge Compression Joint Sealer	68	LF	\$ 150.00	\$ 10,200.00
g	Repair Steel Edge Beams For Bridge Amrored Compression Seal Joints	136	LF	\$ 100.00	\$ 13,600.00
h	Install Type 3 (OM-3R or OM3L) Object Marker and Post (All Corners)	4	EACH	\$ 350.00	\$ 1,400.00
i	Install Expansion Joint Cover Plate(Sidewalk) (1.0' W X 4' L)	2	EACH	\$ 500.00	\$ 1,000.00
Subtotal - Site Construction					\$ 32,460.00
TOTAL - General Conditions					\$ 7,475.00
TOTAL - Construction Costs					\$ 32,460.00
Contingency (10%)					\$ 3,246.00
OVERALL TOTAL - Construction Costs					\$ 43,181.00

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Cemetery Road Improvements
Option #3 - Bridge Maintenance-Low Priority
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



Item		Description				
			Quantity	Unit	Unit Price	Total
1 General Conditions						
	a	Mobilization (10%)	1	LS	\$ 15,465.00	\$ 15,465.00
	b	Engineering Design & Bidding (5%)	1	LS	\$ 7,735.00	\$ 7,735.00
	c	Traffic Control (8%)	1	LS	\$ 12,375.00	\$ 12,375.00
Subtotal General Conditions						\$ 35,575.00
2 Site Construction						
	a	Removal of Asphalt Mat (Planing) (2" Depth) (East Approach)	123	SY	\$ 24.00	\$ 6,672.00
	b	Removal of Bridge Railing (Special) (Timber Rail Bolted to Steel I-Beam Posts)	177	LF	\$ 25.00	\$ 4,425.00
	c	Bridge Rail Type 10MASH (Steel Rail Over Concrete Parapet)	177	LF	\$ 425.00	\$ 75,225.00
	d	Transition Type 3H (Northside) (Specialized Thrie Beam)	2	EACH	\$ 4,500.00	\$ 9,000.00
	e	Transition Type 3G (Southside) (Specialized Thrie Beam)	2	EACH	\$ 4,500.00	\$ 9,000.00
	f	Install Transition Type BR10B-GR3	4	EACH	\$ 7,500.00	\$ 30,000.00
	g	Transition Type 3J (40 LF./EACH)	4	EACH	\$ 3,000.00	\$ 12,000.00
	h	End Anchorage (Nonflared) (Fleat-350 or EQ)	2	EACH	\$ 5,000.00	\$ 10,000.00
	i	End Anchorage (Type 3K)	2	EACH	\$ 2,500.00	\$ 5,000.00
	j	Install 2" Asphalt Overlay (PG 58-28) - (Complete-In-Place) (East Approach)	16	TONS	\$ 180.00	\$ 6,300.00
Subtotal - Site Construction						\$ 154,650.00
TOTAL - General Conditions						\$ 35,575.00
TOTAL - Construction Costs						\$ 154,650.00
Contingency (10%)						\$ 15,465.00
OVERALL TOTAL - Construction Costs						\$ 205,690.00
**Disclaimer: Engineer quantity estimates are based on current conceputal plans and information available. The estimate is intended for budgetary purposes and is NOT a guarantee of the actual costs for construction. Actual quantities and costs may change once the project elements are finalized and unit prices may vary due to construction market volatility, unforeseen conditions, and time of construction.						

Cemetery Road Improvements
Option #4 - Bridge Rehabilitation-Overall
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 24, 2026



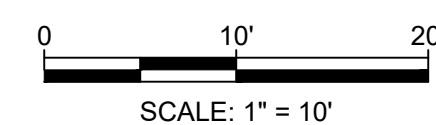
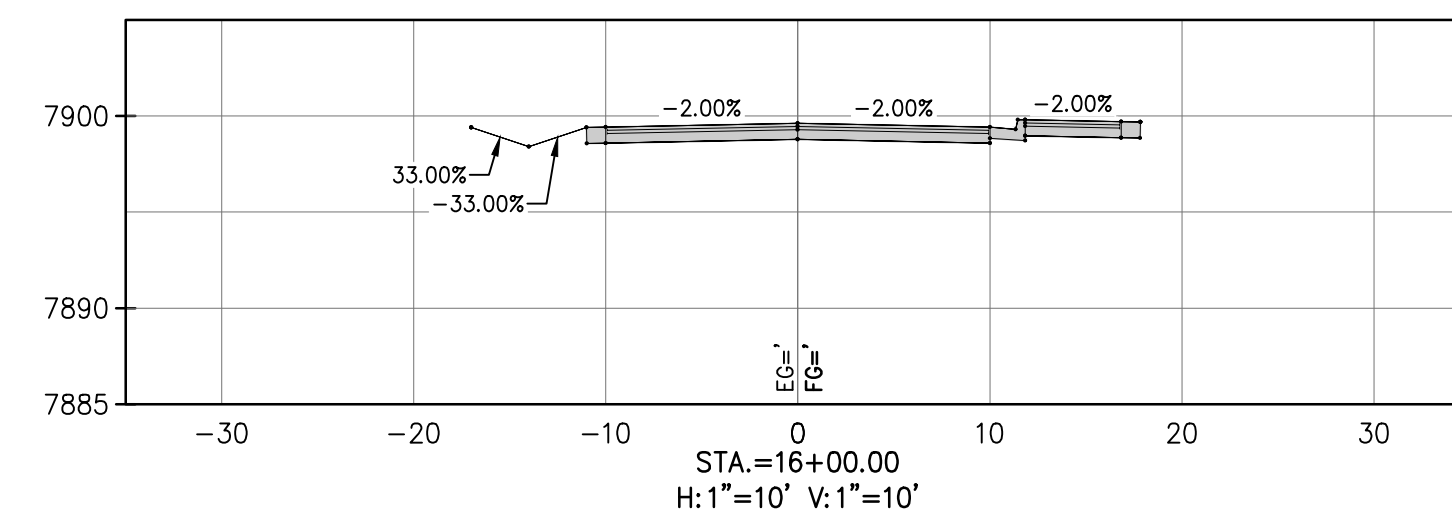
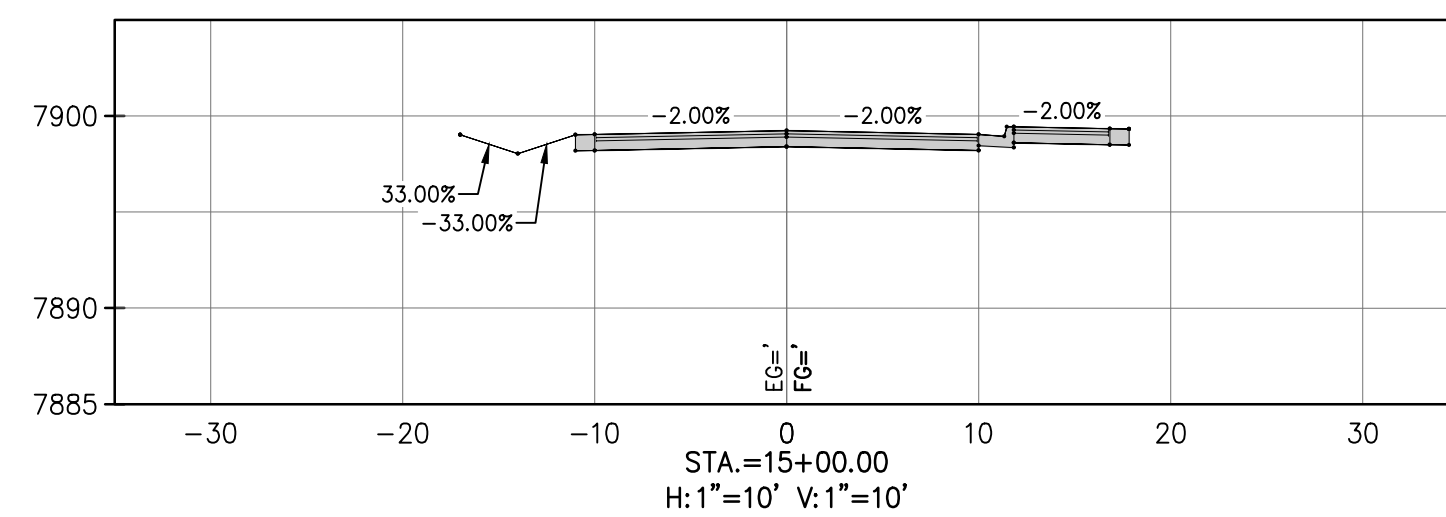
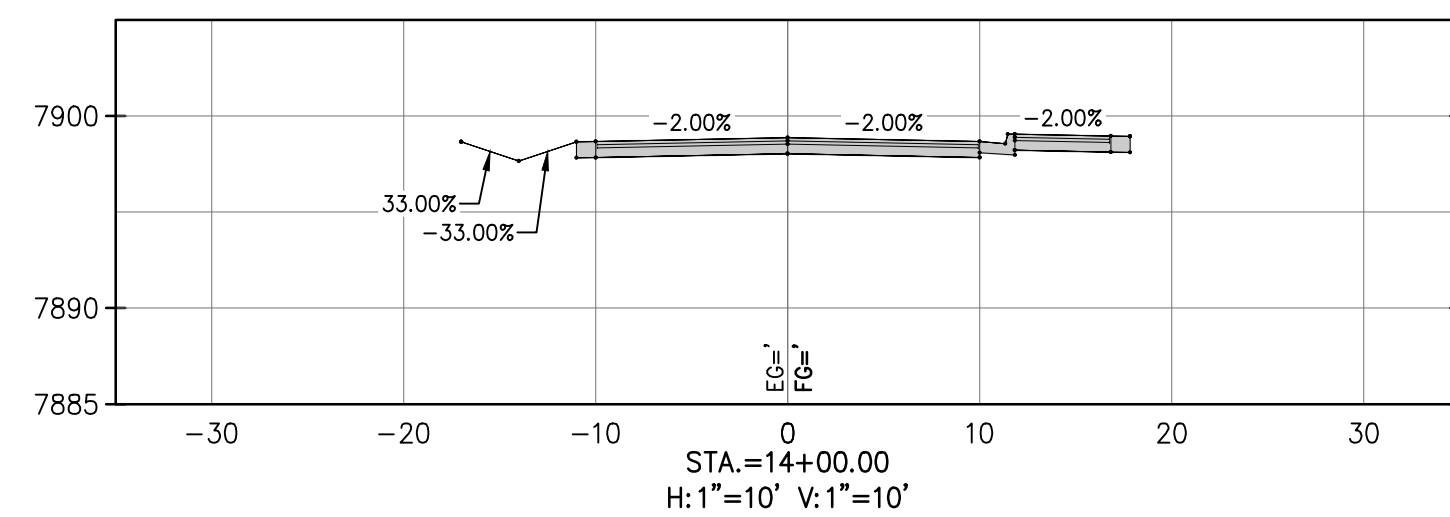
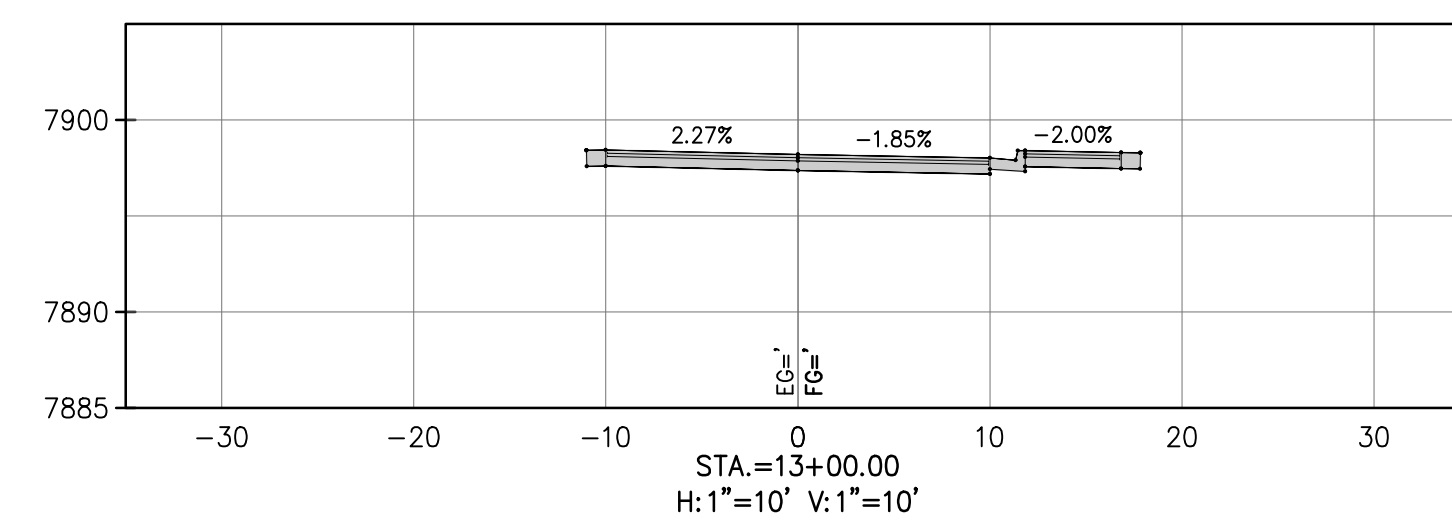
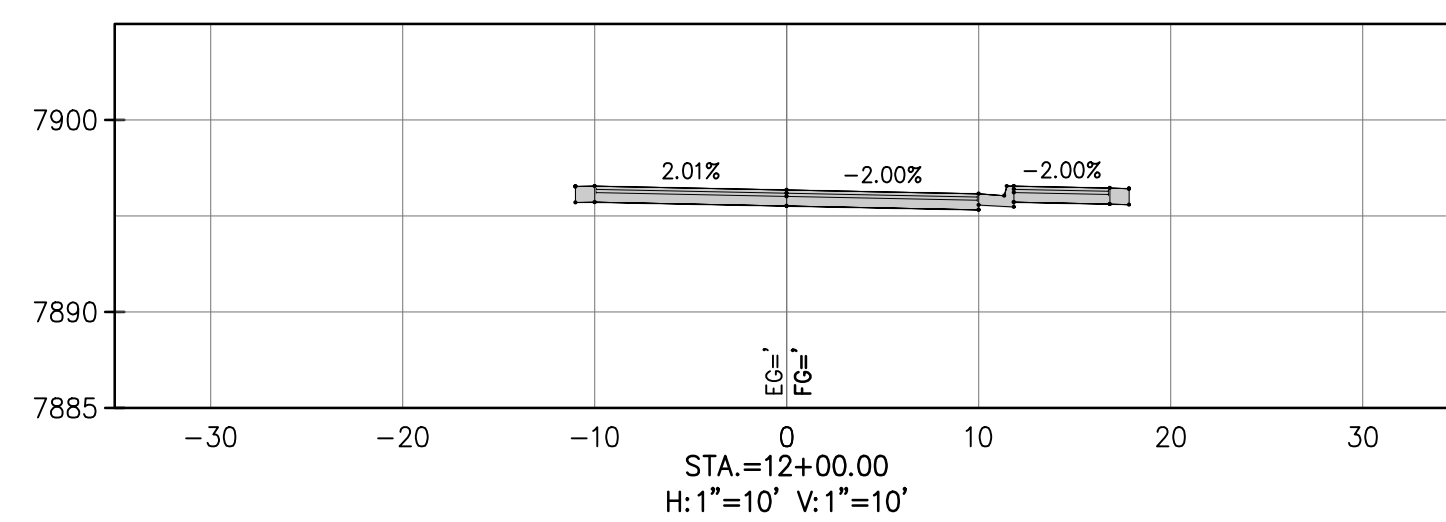
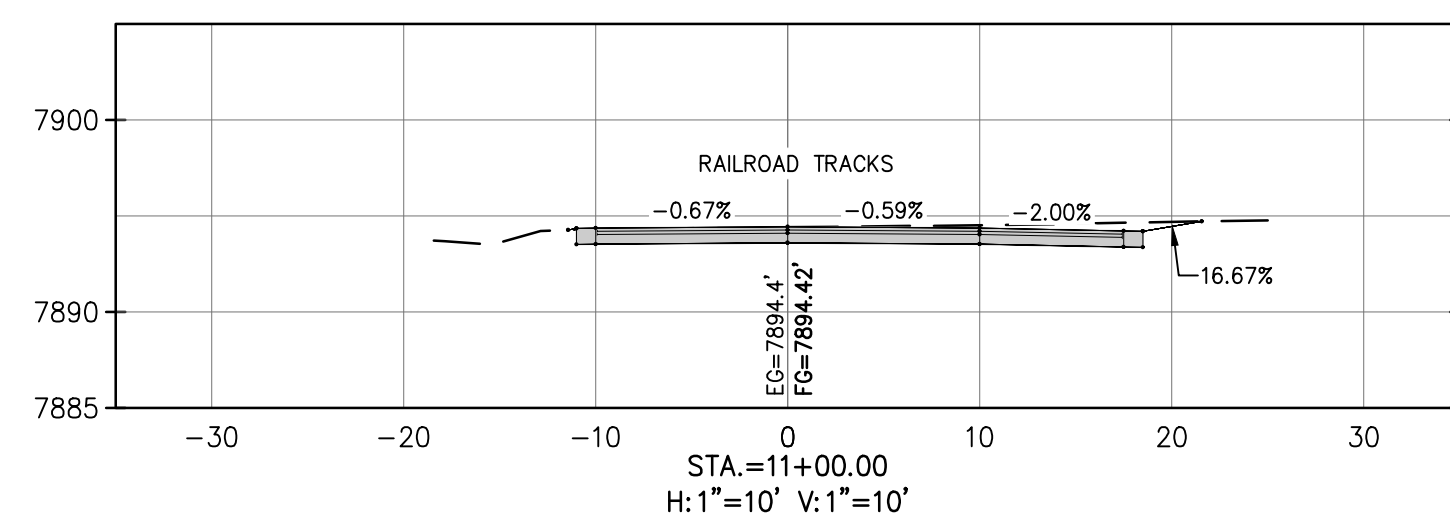
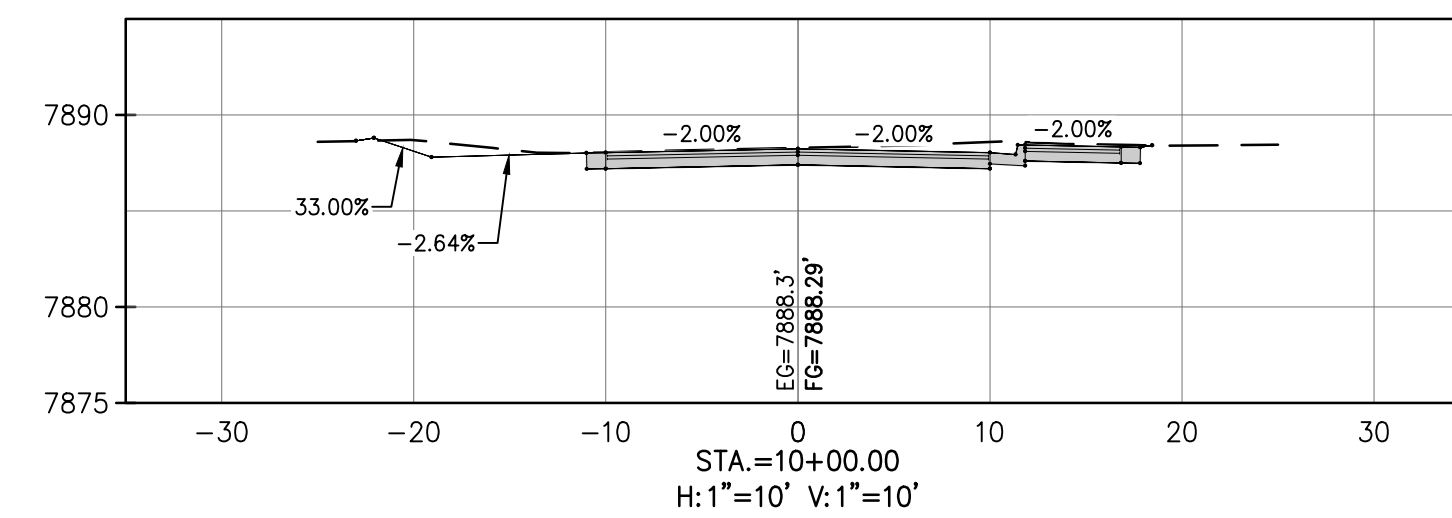
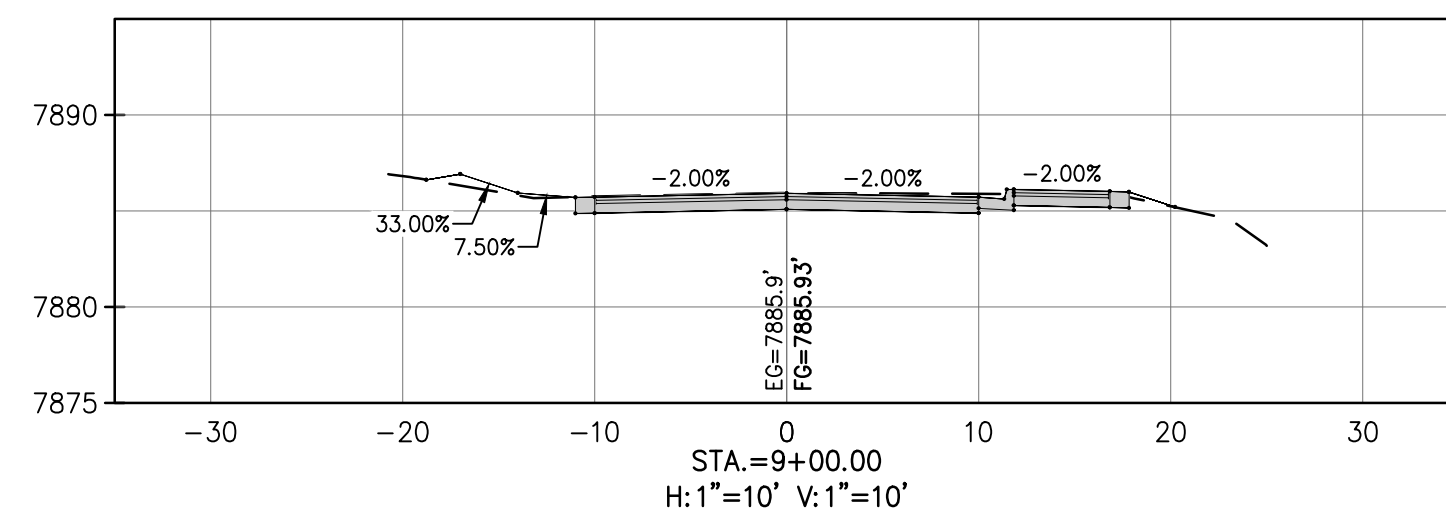
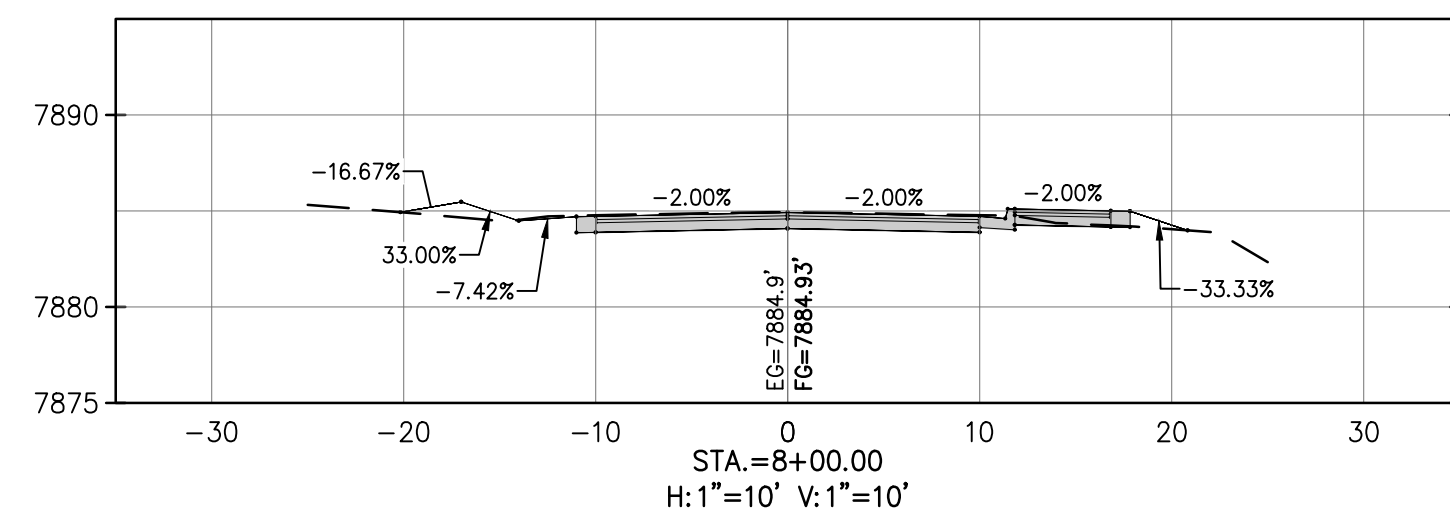
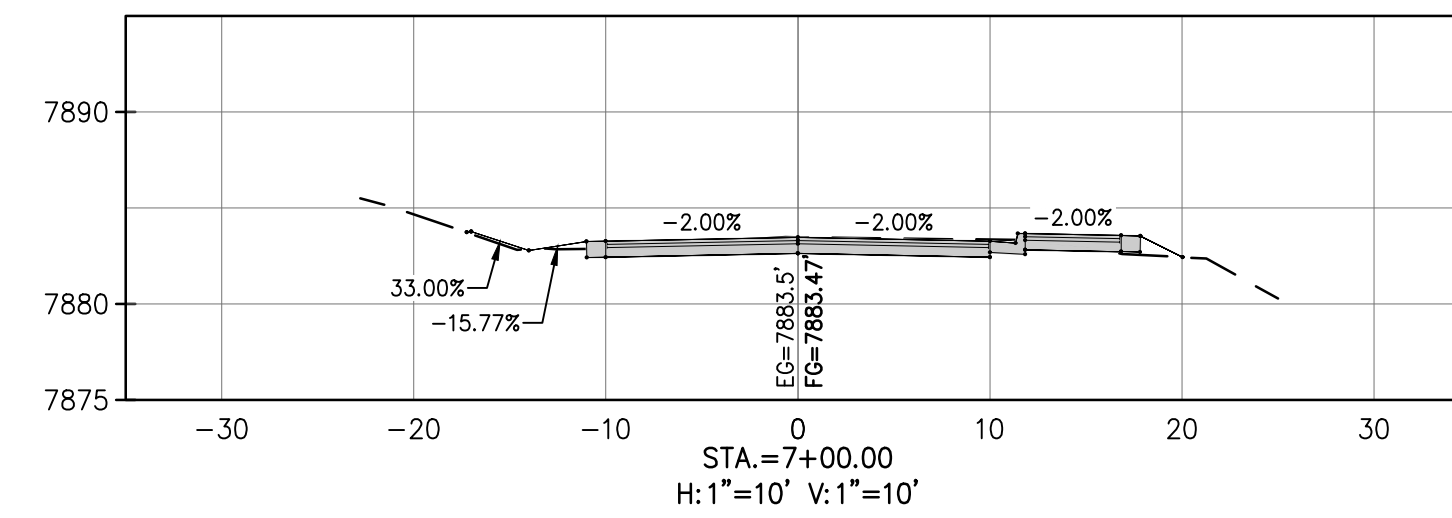
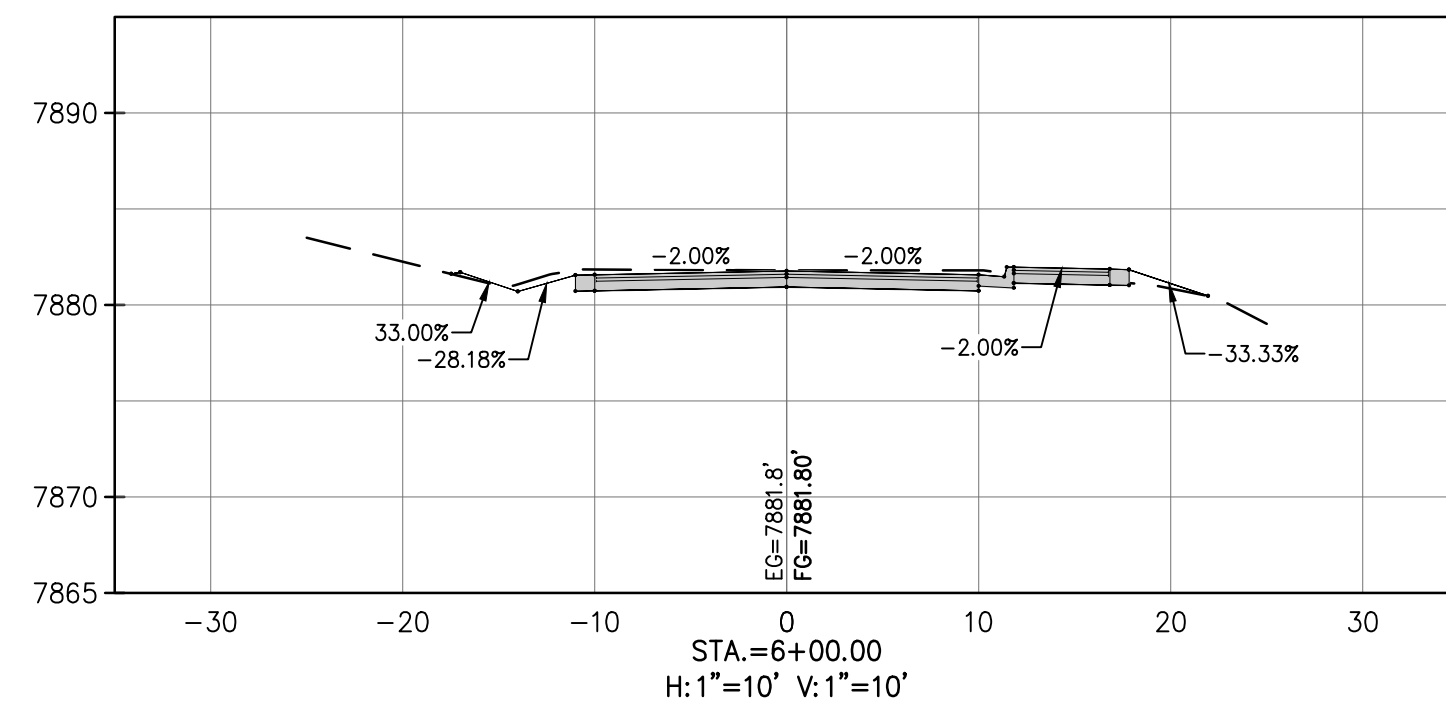
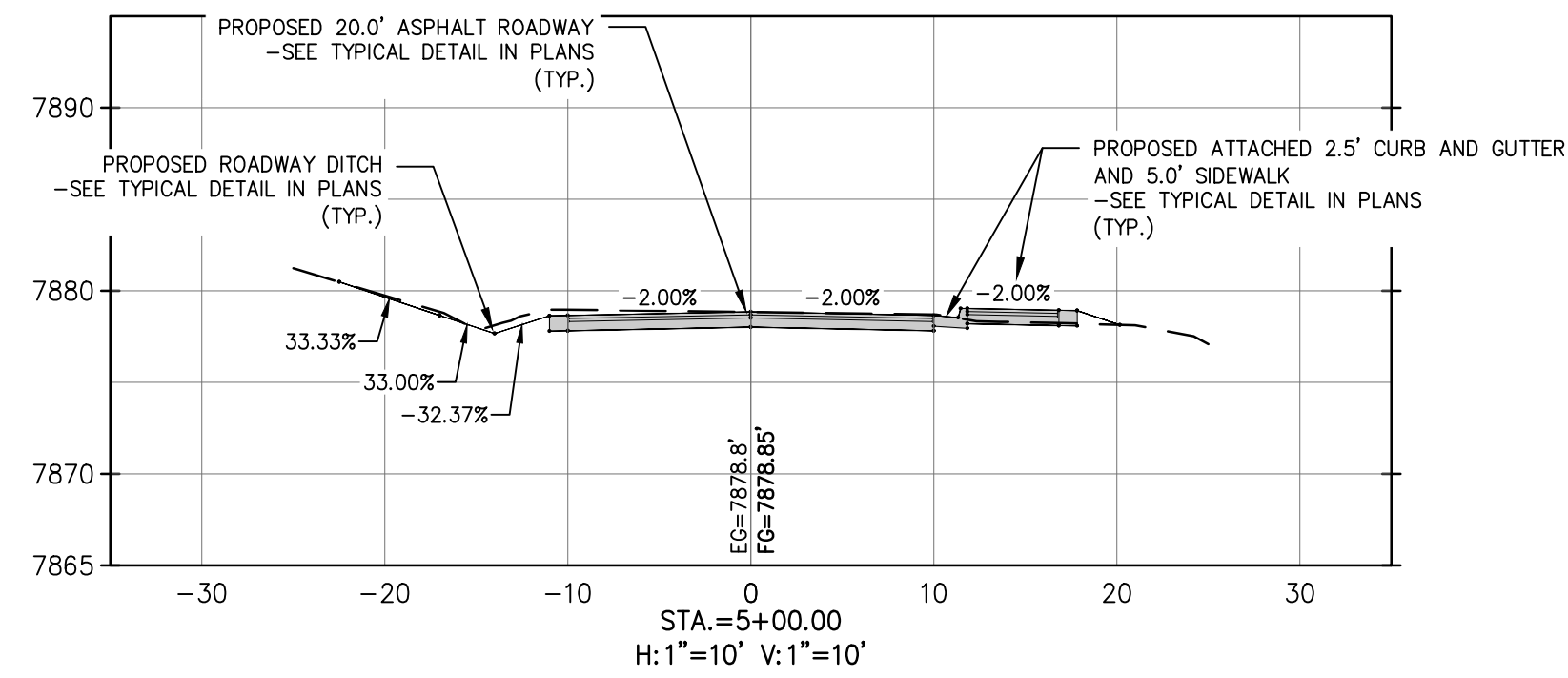
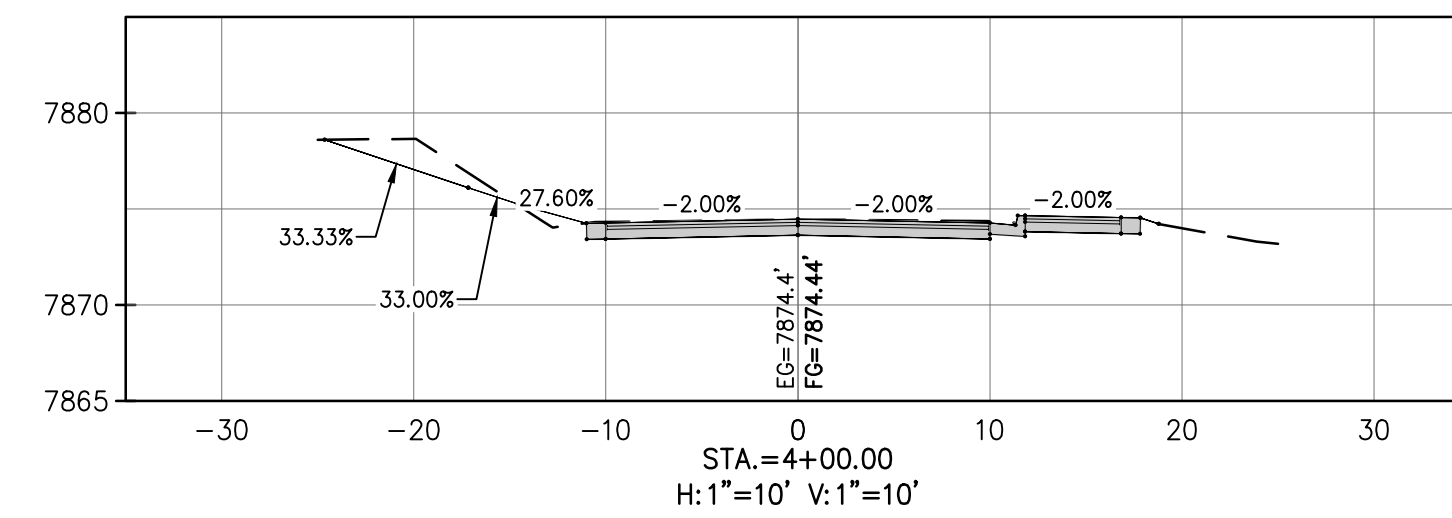
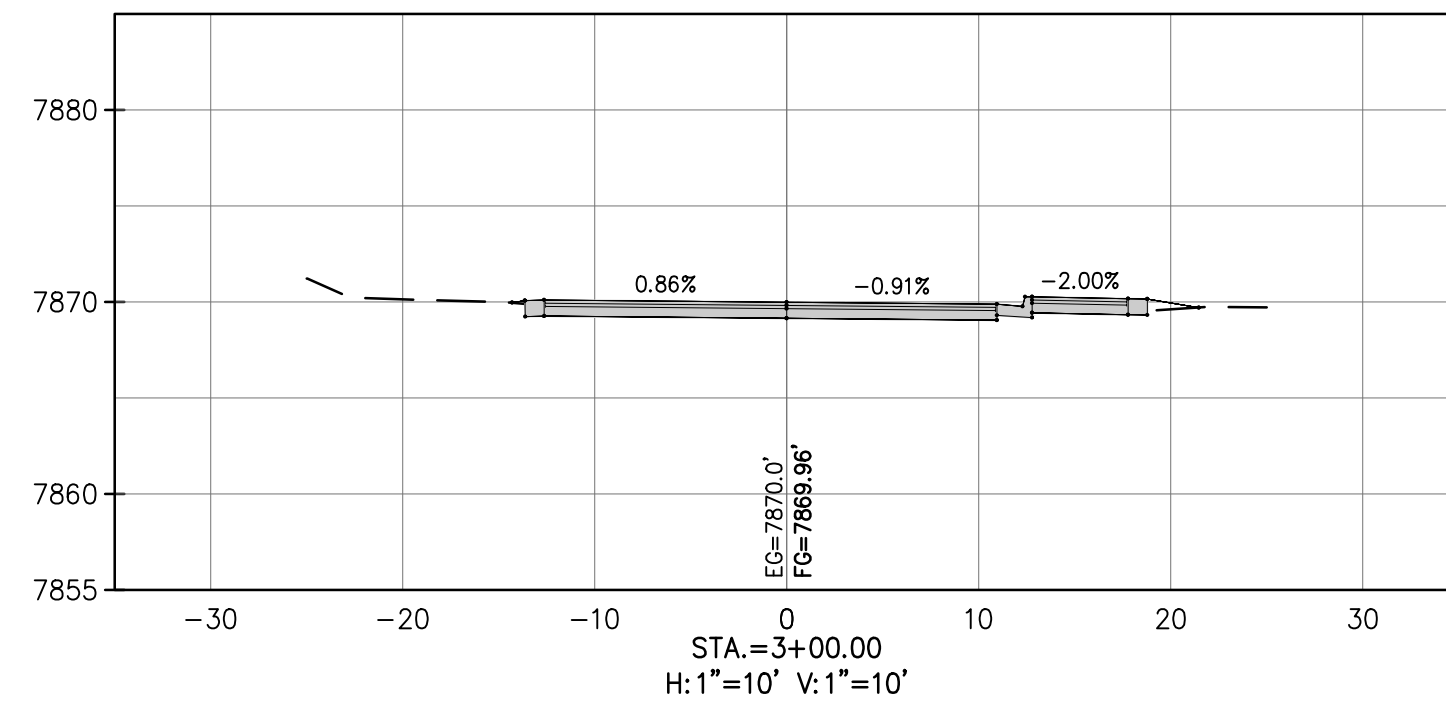
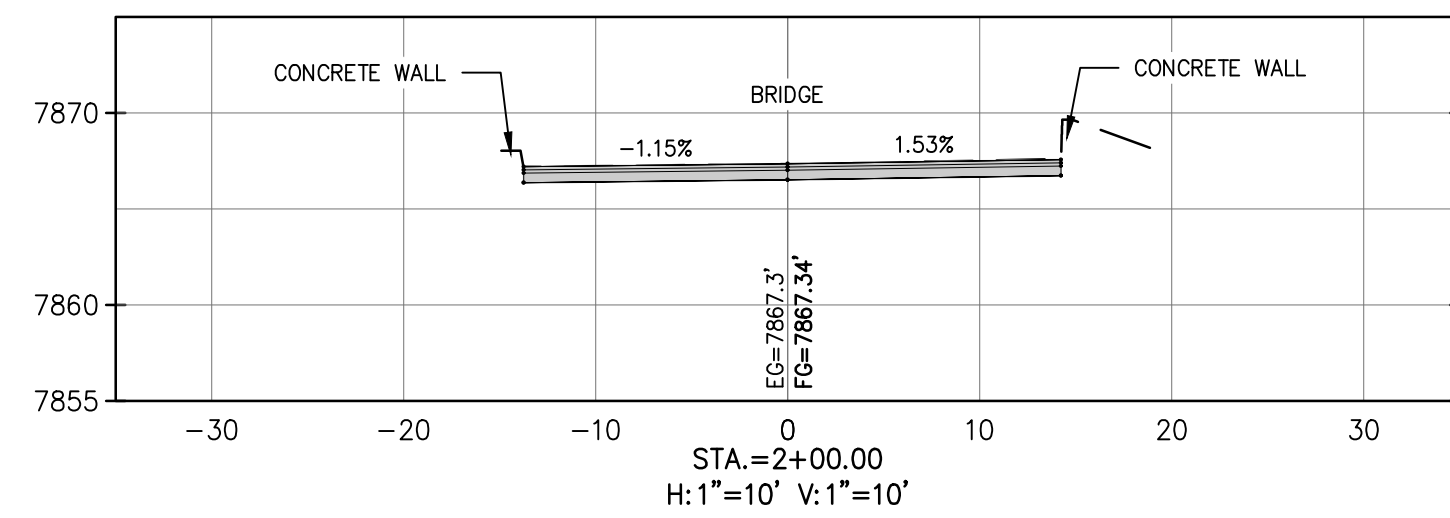
Item	a	Description	Quantity	Unit	Unit Price	Total
1 General Conditions						
	a	Mobilization (10%)	1	LS	\$ 27,850.00	\$ 27,850.00
	b	Engineering Design & Bidding (5%)	1	LS	\$ 14,000.00	\$ 14,000.00
	c	Traffic Control (8%)	1	LS	\$ 22,300.00	\$ 22,300.00
Subtotal General Conditions						\$ 64,150.00
2 Site Construction						
	a	Sawing Concrete (8" Wide Bridge Rail)	4	LF	\$ 20.00	\$ 80.00
	b	Removal of Asphalt Mat (Planing) (2" Depth) (East Approach)	123	SY	\$ 24.00	\$ 6,672.00
	c	Clean Expansion Joint	68	LF	\$ 75.00	\$ 5,100.00
	f	Removal of Bridge Railing (Special) (Timber Rail Bolted to Steel I-Beam Posts)	177	LF	\$ 25.00	\$ 4,425.00
	g	Removal of Guardrail (Special) (Timber Rail & Posts)	100	LF	\$ 10.00	\$ 1,000.00
	h	Removal of Wall (8" Wide Concrete Bridge Rail)	2	LF	\$ 50.00	\$ 100.00
	i	Grout (Bridge) (Ultra High Performance Concrete)	125	CF	\$ 325.00	\$ 40,625.00
	j	Concrete Patching (Bridge Rail)	2	SF	\$ 240.00	\$ 480.00
	k	Intall Epoxy Mortar (Injection) For Traverse Cracks	20	LF	\$ 475.00	\$ 9,500.00
	l	Intall Epoxy Mortar (Patching) For Delamination/Spalling Deck and Sidewalk Areas	30	SF	\$ 150.00	\$ 4,500.00
	m	Install Concrete Sealer (Sitka KBP 204 P Seal or EQ) On Bridge Deck	335	SY	\$ 35.00	\$ 11,725.00
	n	Repair Bridge Rail (Special)(8" Wide x 2' Tall Concrete Wall)	2	LF	\$ 250.00	\$ 500.00
	o	Bridge Rail Type 10MASH (Steel Rail Over Concrete Parapet)	177	LF	\$ 425.00	\$ 75,225.00
	p	Transition Type 3H (Northside) (Specialized Thrie Beam)	2	EACH	\$ 4,500.00	\$ 9,000.00
	q	Transition Type 3G (Southside) (Specialized Thrie Beam)	2	EACH	\$ 4,500.00	\$ 9,000.00
	r	Install Transition Type BR10B-GR3	4	EACH	\$ 7,500.00	\$ 30,000.00
	s	Transition Type 3J (40 LF./EACH)	4	EACH	\$ 3,000.00	\$ 12,000.00
	t	End Anchorage (Nonflared) (Fleat-350 or EQ)	2	EACH	\$ 5,000.00	\$ 10,000.00
	u	End Anchorage (Type 3K)	2	EACH	\$ 2,500.00	\$ 5,000.00
	v	Bridge Compression Joint Sealer	68	LF	\$ 150.00	\$ 10,200.00
	x	Repair Steel Edge Beams For Bridge Amrored Compression Seal Joints	136	LF	\$ 100.00	\$ 13,600.00
	y	Scour Protection (Rip-Rap 12"-36" Dia.)	48	CY	\$ 500.00	\$ 24,000.00
	z	Install Type 3 (OM-3R or OM3L) Object Marker and Post (All Corners)	4	EACH	\$ 350.00	\$ 1,400.00
	aa	Install Expansion Joint Cover Plate(Sidewalk) (1.0' W X 4' L)	2	EACH	\$ 500.00	\$ 1,000.00
	bb	Install 2" Asphalt Overlay (PG 58-28) - (Complete-In-Place) (East Approach)	16	TONS	\$ 180.00	\$ 6,300.00
Subtotal - Site Construction						\$ 278,460.00
TOTAL - General Conditions						\$ 64,150.00
TOTAL - Construction Costs						\$ 278,460.00
Contingency (10%)						\$ 27,846.00
OVERALL TOTAL - Construction Costs						\$ 370,456.00
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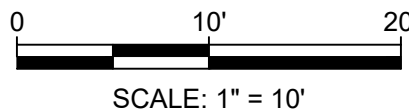
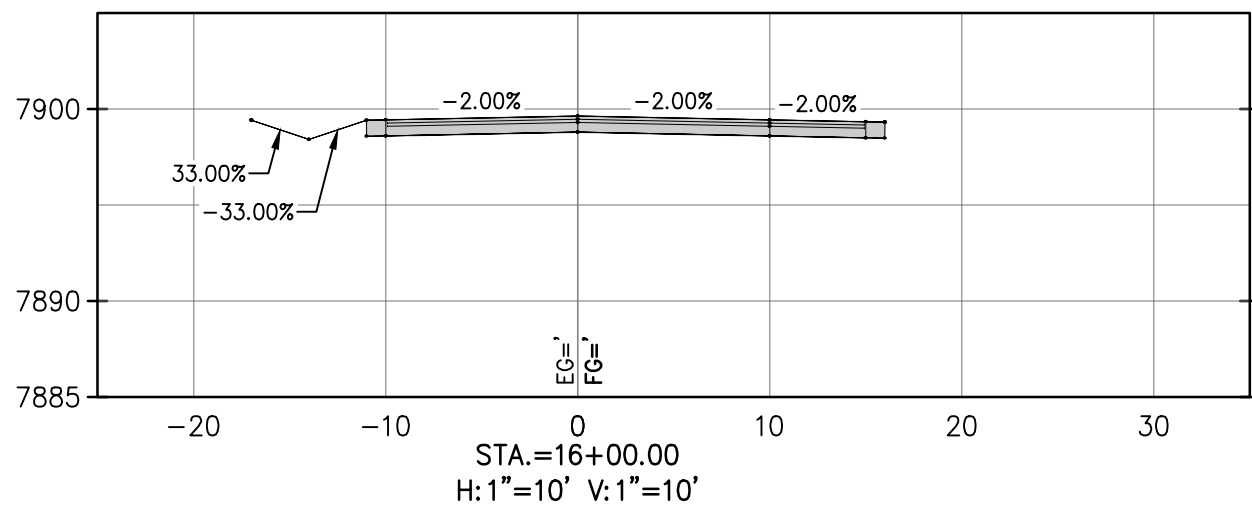
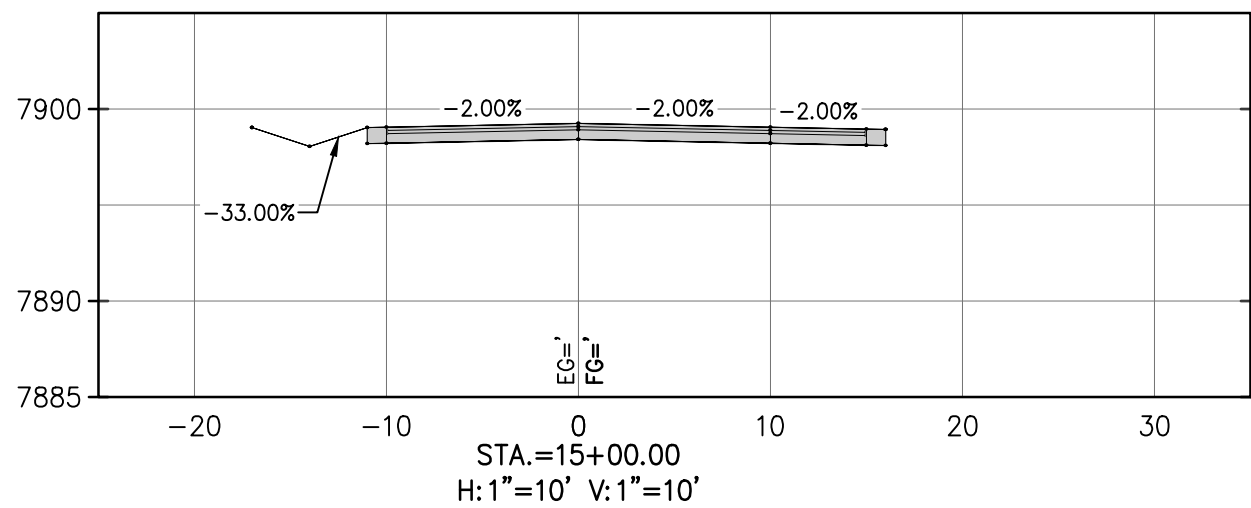
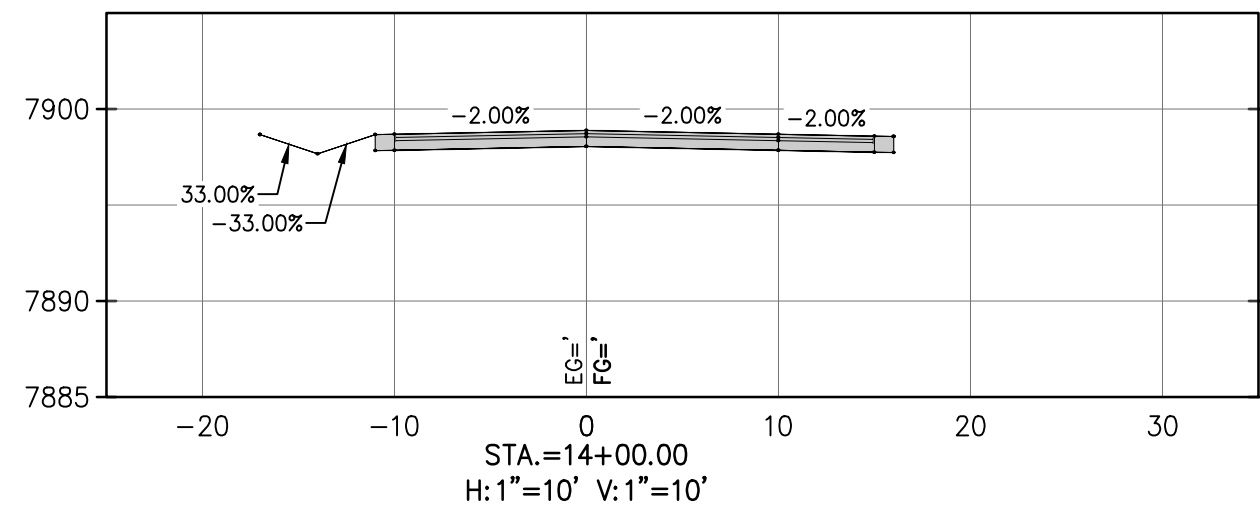
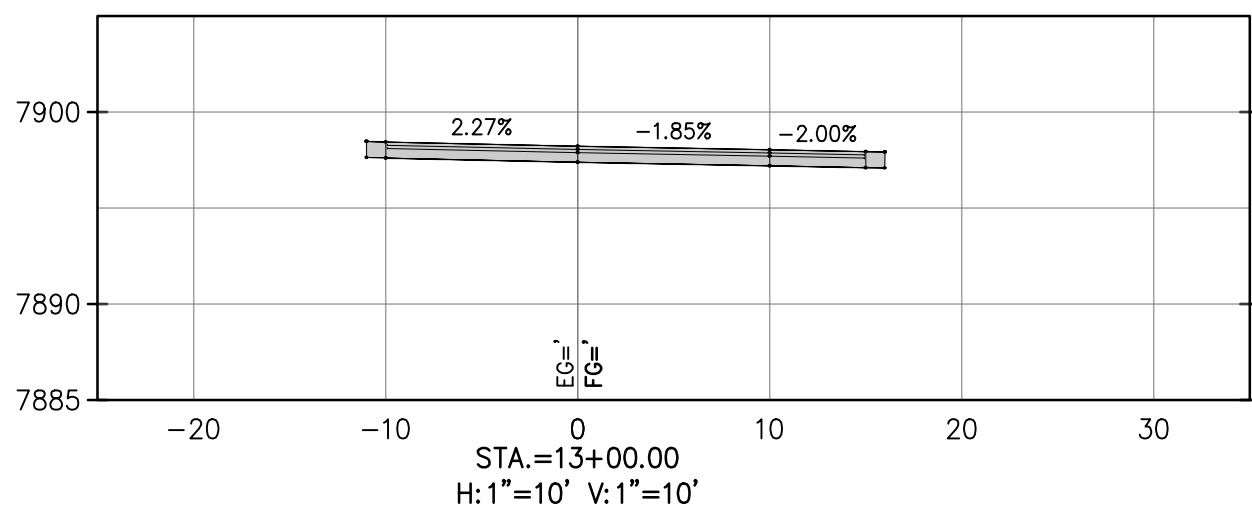
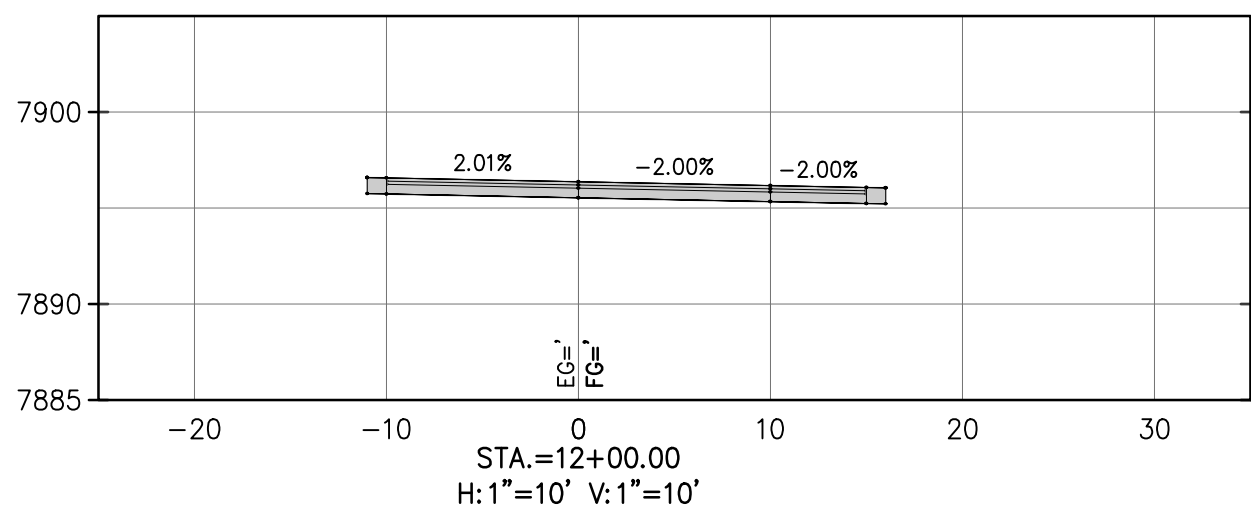
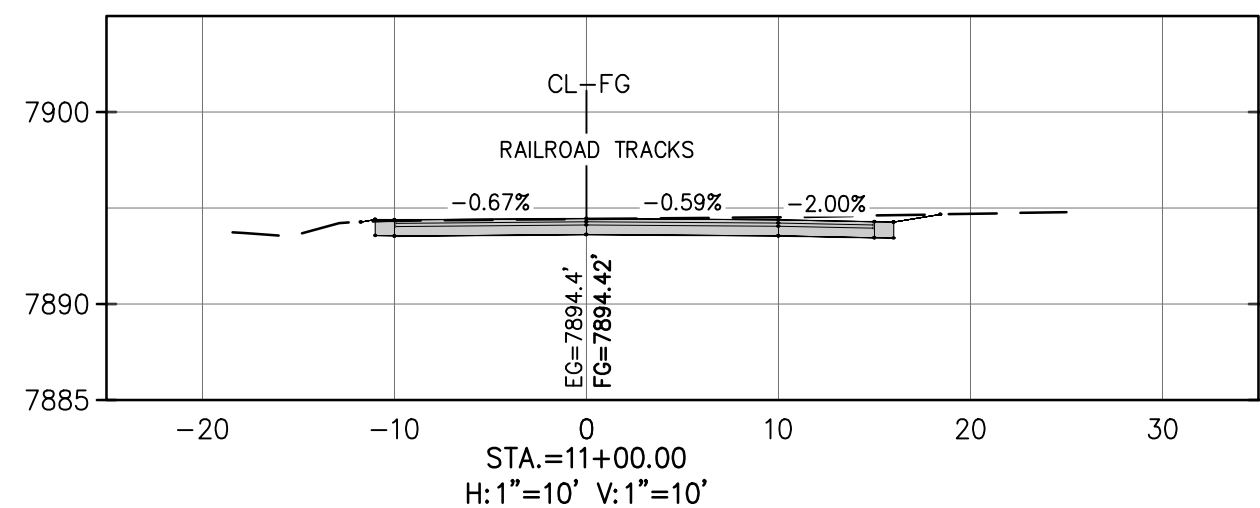
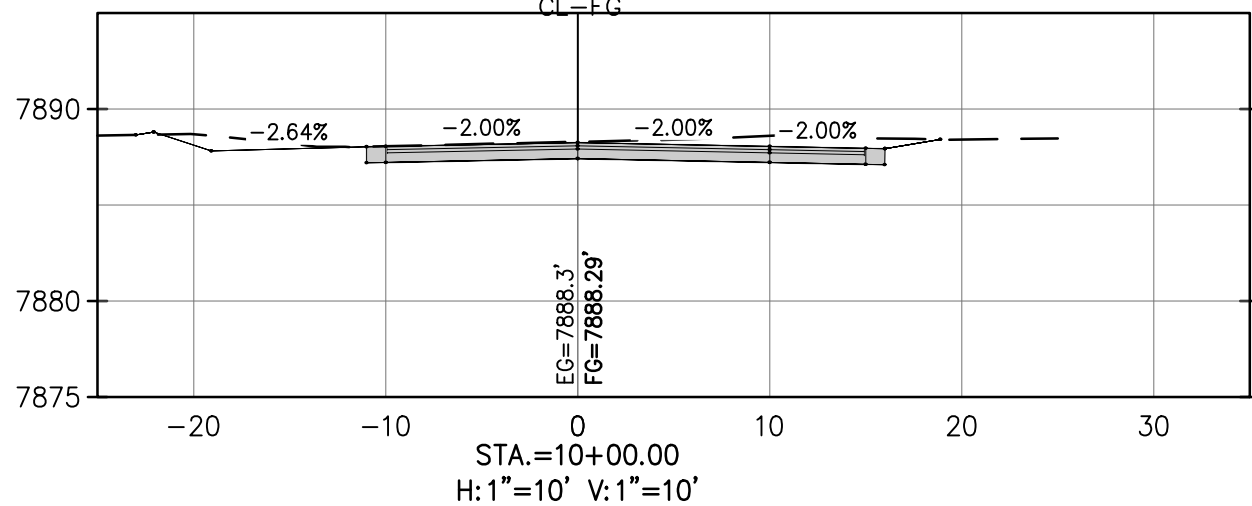
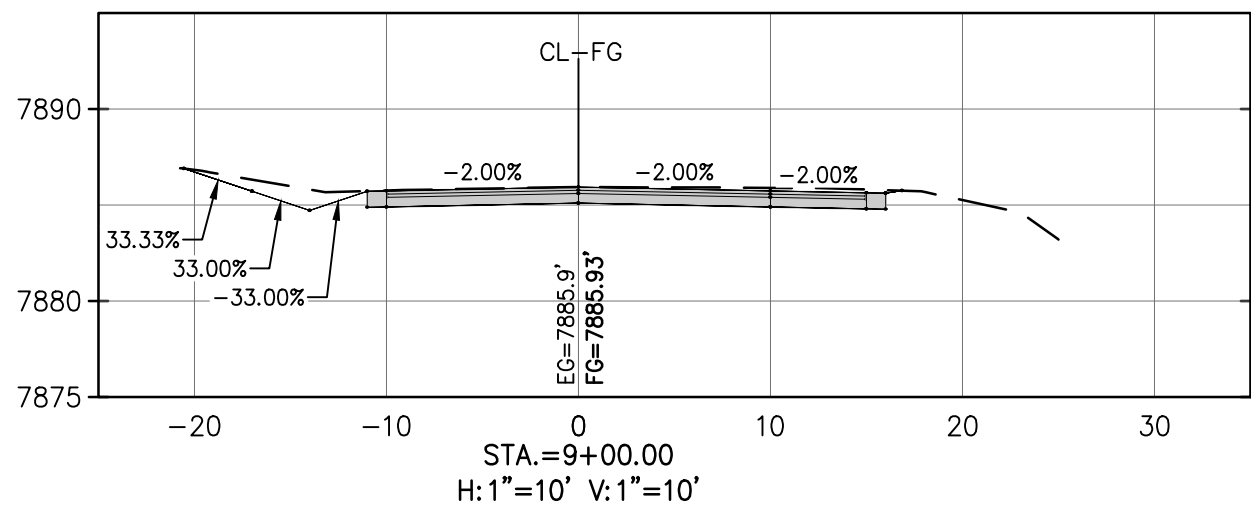
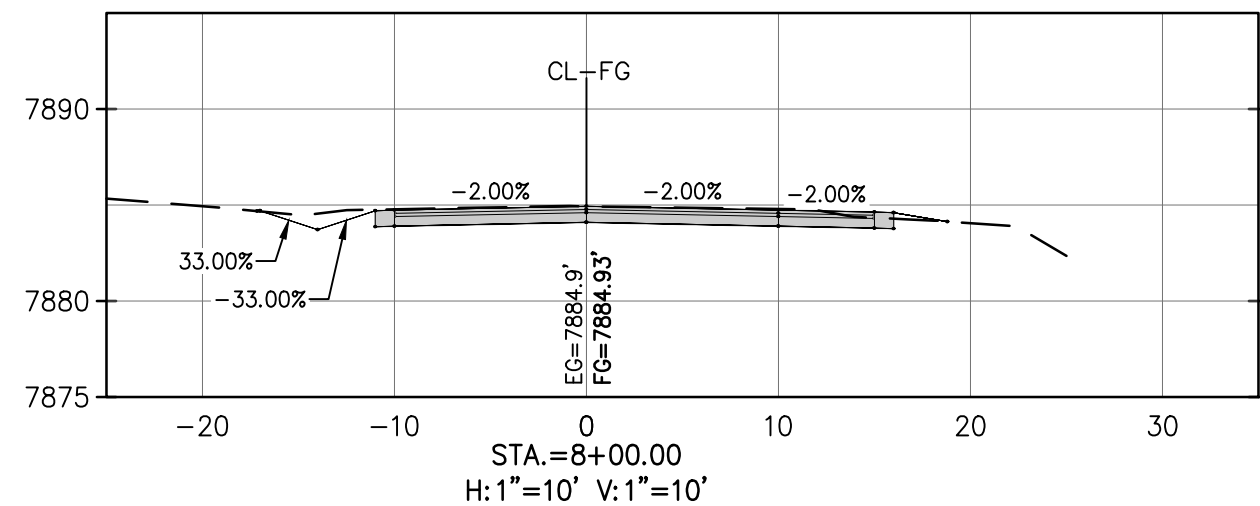
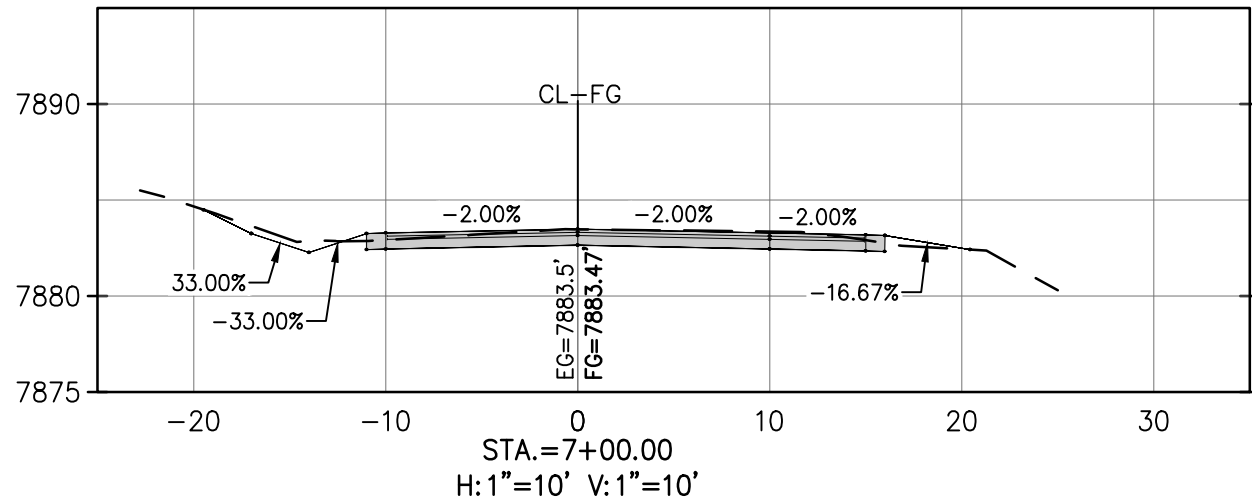
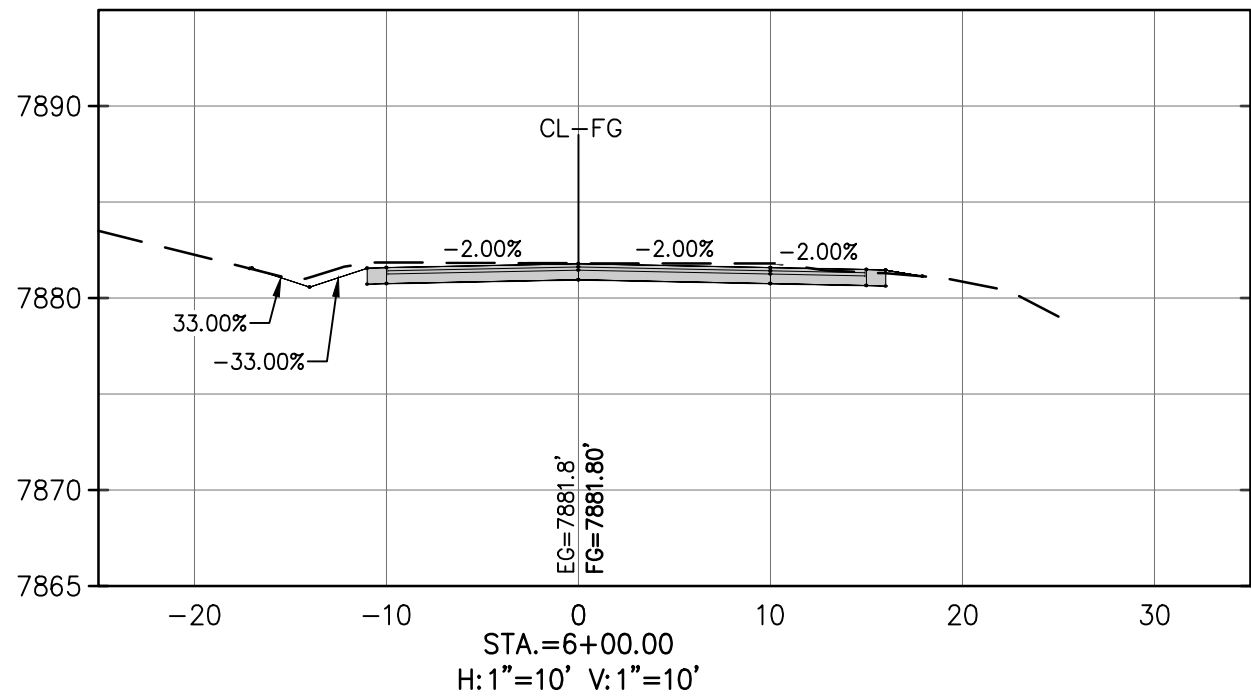
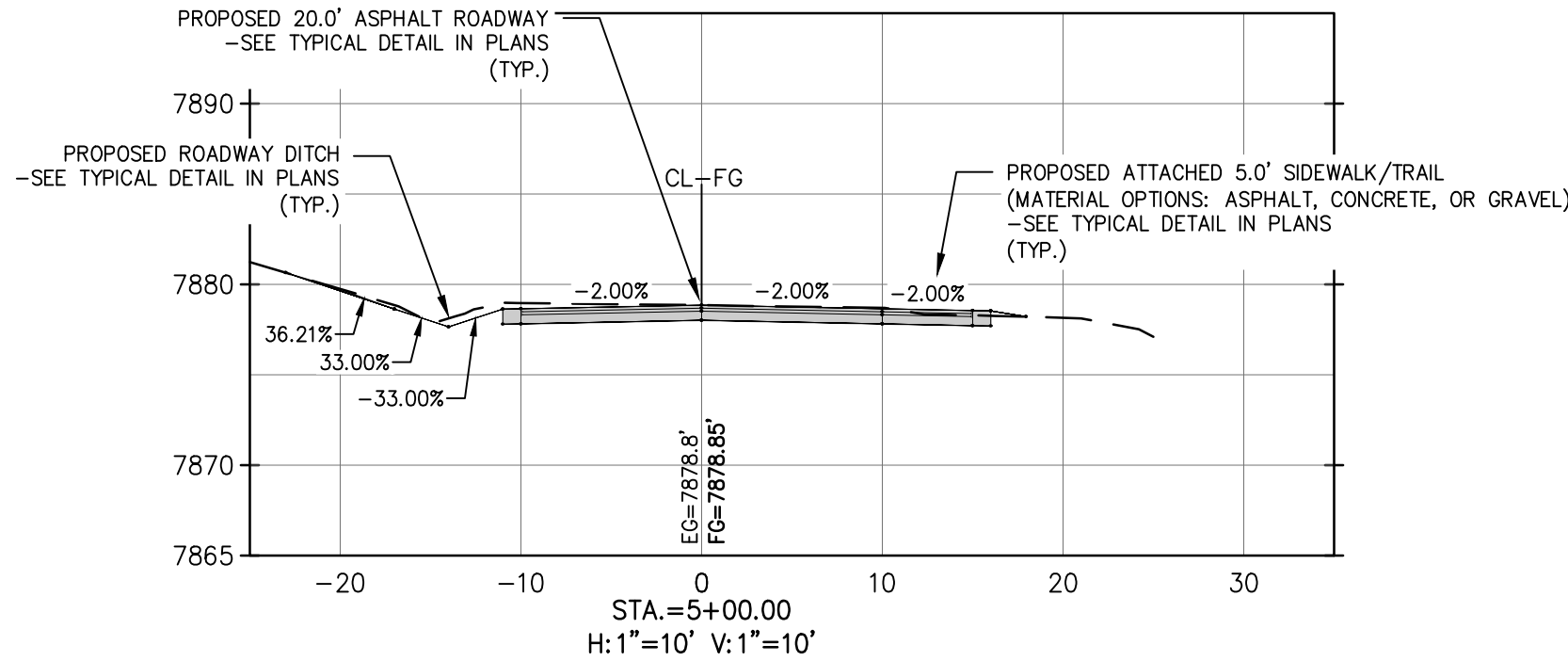
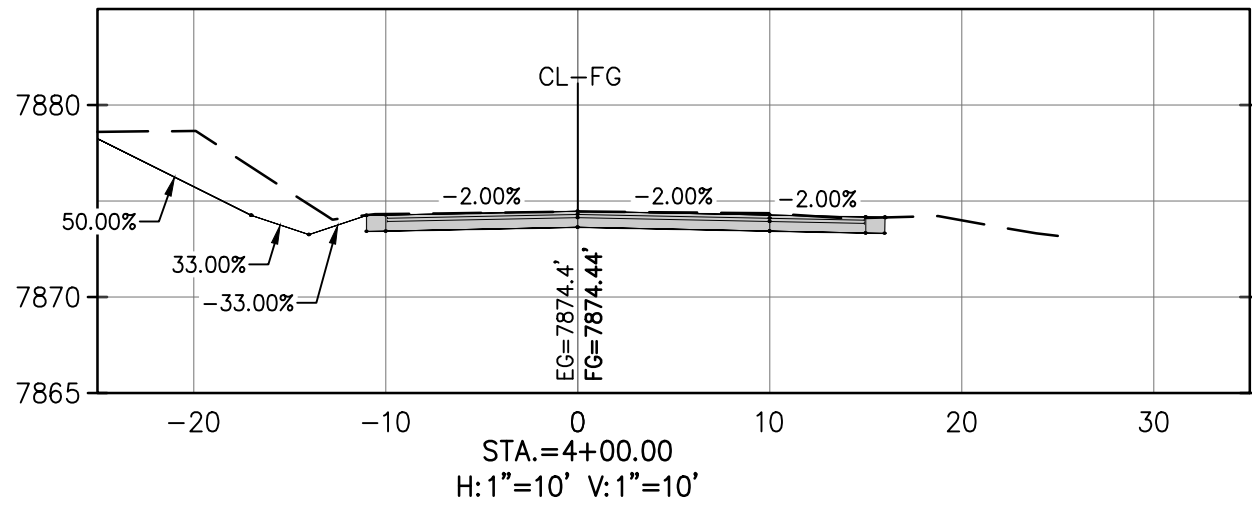
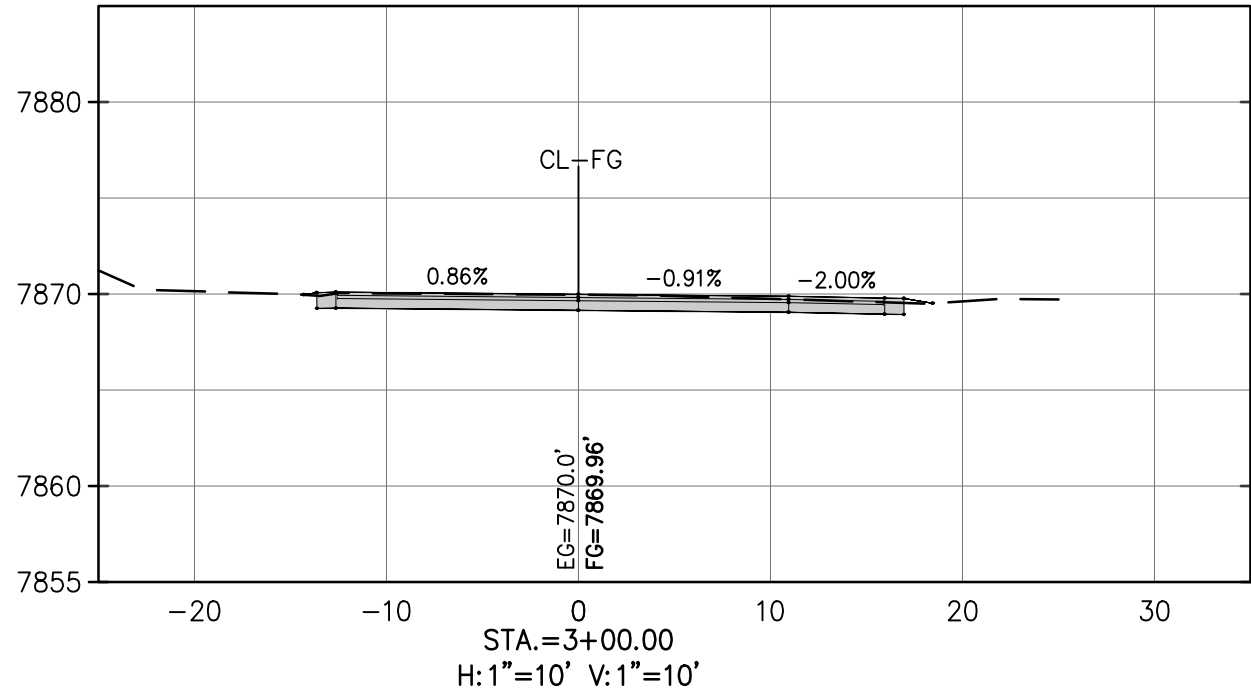
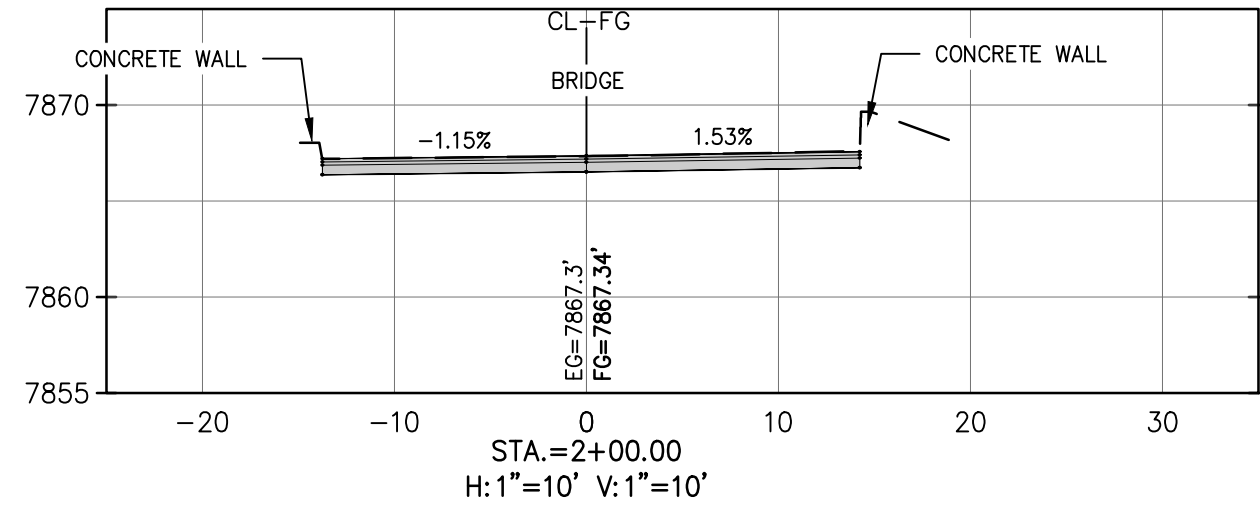
Cemetery Road Improvements
Amphitheatre ADA Seating Area
Preliminary Engineer's Opinion of Probable Costs (PEOPC)
Project Number: 24-0001
Date: July 17, 2026



Item	Description				
		Quantity	Unit	Unit Price	Total
1	General Conditions				
a	Mobilization (10%)	1	LS	\$ 4,200.00	\$ 4,200.00
b	Surveying & Construction Staking (1.5%)	1	LS	\$ 630.00	\$ 630.00
c	Engineering Design & Bidding (5%)	1	LS	\$ 2,100.00	\$ 2,100.00
Subtotal - General Conditions					\$ 6,930.00
2	Site Construction				
a	Removal of Trees (9"-10" Dia Aspens)	5	EACH	\$ 1,500.00	\$ 7,500.00
b	Removal of Fence (Wooden Panel)	85	LF	\$ 10.00	\$ 850.00
c	Unclassified Excavation & Haul-Off (Assumes 10" Depth)	13	CY	\$ 100.00	\$ 1,317.28
d	Unclassified Embankment (Roadway Platform Regrading - Assumes 2" Depth)	10	CY	\$ 100.00	\$ 987.96
e	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	485	SF	\$ 0.50	\$ 242.50
f	Install 4" Thick Concrete Sidewalk (5.0' Width) w/ Sinta 19 Fibers	485	SF	\$ 20.00	\$ 9,700.00
g	Install Class 6 Road Base (4" Depth Under Concrete) - (Complete-In-Place)	13	TONS	\$ 110.00	\$ 1,430.00
h	Install Metal Railing (42" Tall) For ADA Seating Area Above Amphitheatre	85	LF	\$ 150.00	\$ 12,750.00
i	Landscaping Repairs	1	LS	\$ 3,000.00	\$ 3,000.00
Subtotal - Site Construction					\$ 37,777.75
TOTAL - General Conditions					\$ 6,930.00
TOTAL - Construction Costs					\$ 37,777.75
Contingency (10%)					\$ 3,777.77
OVERALL TOTAL - Construction Costs					\$ 48,485.52

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NO.	DATE	REVISION	BY

Inter-Mountain
ENGINEERS & Surveyors
Civil Engineers & Surveyors
3015 E. 10th Avenue, Suite 100
P.O. Box 1000007, Fort Collins, CO 80501-0007
PH: (970)492-0071 FAX: (970)492-0071

CLIENT: TOWN OF MINTURN

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ROADWAY CROSS SECTIONS-2

MINTURN FLAP GRANT PROJECT
TOWN OF MINTURN
EAGLE COUNTY, COLORADO

DESIGNED BY:	BPS
DRAWN BY:	BPS
CHECKED BY:	JMS
DATE ISSUED:	7/24/26
PROJECT NO.	24-0001
SHEET NO.	C-4

Minturn Planning Department
Minturn Town Center
302 Pine Street
Minturn, Colorado 81645



**Minturn Historic Preservation
Commission**
Chair – Ken Halliday
Tracy Andersen
Robert Creasy
Lynn Teach
Kelly Toon

To: Town Council
From: Madison Harris, Senior Planner
Date: July 31, 2026
Re: Historic Preservation Commission Appointments

Request

Council is asked to approve Resolution 41 - Series 2026 appointing one Historic Preservation Commission Member to the Historic Preservation Commission (“HPC”).

Introduction

The HPC is a five member commission appointed with “three year staggered terms...” - Minturn Municipal Code (“MMC”) Sec. 19-2-30 (1). Sec. 19-2-20 of the MMC states that “At least 3 of the voting members shall be full time Residents, Property or business Owners, or designated representatives of Property or business Owners within the Town” and that “At least 2 of the voting members shall be professionals or shall have extensive expertise in a preservation-related discipline, including but not limited to History, Architecture, Landscape Architecture, American Studies, American Civilization, Construction and Building Trades; Cultural Geography, Cultural Anthropology, Environmental Expertise, Planning, Real Estate, or Archeology. The Town Council may waive this requirement on a determination that there are not eligible prospective members who meet these criteria.” There are no term limits, only that public review and appointment take place.

Staff has advertised the openings of the HPC and received one application, who is qualified to serve. Council is asked to appoint one applicant to the open three year term.

Applicants:

- Daniel Benson Brown - 802 Chickadee Ln., Gypsum

The applicant will have time to answer questions from the Council. Ballots will be provided to the Council.

Analysis

Meetings are held once a month on the third Tuesday, with the ability to add more should the occasion call for it. Of the four HPC members still appointed, three are full time residents and all have the experience necessary for their posts.

Community Input

Candidates were solicited through public notice via e-blast, the Town’s website, and public notices in the Vail Daily.

Budget/Staff Impact:

TBD.

Strategic Plan Alignment

The Town Council's review and approval of the resolution aligns with the following key strategies:

- Integrity
- Transparency
- Collaboration

Recommended Action or Proposed Motion

"I make a motion to approve Resolution 41 - Series 2026 appointing _____ to serve on the Minturn Historic Preservation Commission through July 31, 2029."

Attachments

- Resolution 41 - Series 2026
- HPC Application

Historic Preservation Commission Application

Application for appointment as a voting member

Applicant Information

Board/Commission	Historic Preservation Commission	Name	Daniel Brown
Mailing Address	Po Box 496 Gypsum CO _____	Residence Address	802 Chickadee Lane Gypsum CO _____
Phone	478-456-9181 _____	Email	thetrueseas@gmail.com _____
Length of Residency	_____ N/A _____	Over 18?	Yes
Registered Minturn Voter?	_____ N/A _____	Occupation / Employer	Building Official / Town of Eagle

1. Tell us briefly about yourself, why you are interested in being appointed, and what experience or education would you bring to this Commission?

I currently serve as the Building Official for the Town of Eagle, where I oversee building code administration, plan review, inspections, and permitting for residential and commercial construction. I hold a bachelor's degree in Historic Preservation and am a Certified Building Official with numerous International Code Council certifications. Throughout my career, I have worked with historic buildings and communities while balancing preservation goals with modern safety and building-code requirements.

Having served on Minturn's Historic Preservation Commission in an advisory capacity, I have developed an even greater appreciation for the Town's history and architectural character. I am seeking appointment as a voting member because I believe my preservation education, technical experience, and collaborative approach can help the Commission make thoughtful and consistent decisions that protect Minturn's identity while supporting responsible use and rehabilitation of its historic resources.

2. Why do you wish to be appointed or reappointed to this Commission?

Serving on the Commission has been a rewarding experience, and I would appreciate the opportunity to continue contributing as a voting member. I enjoy working with fellow commissioners, staff, property owners, and applicants to find practical solutions that respect the Town's history while recognizing the needs of the people who live and invest here.

Historic preservation is not about preventing change; it is about guiding change thoughtfully so future generations can still recognize and appreciate the community we chose to protect.

3. Are you aware of the time commitment, and do you have the personal time to devote to this Commission?

Yes. I understand the commitment involved, including attending meetings, reviewing application materials, preparing for discussions, and participating in site visits when appropriate. I have the time available and am committed to being prepared, engaged, and dependable.

4. What other Boards have you served on?

I currently serve on the Town of Minturn Historic Preservation Commission in an advisory capacity. Throughout my professional career, I have also worked closely with planning commissions, historic preservation commissions, elected officials, and municipal boards in Colorado and Georgia, providing technical guidance on development, building codes, historic preservation, and land-use matters.

Applicant Questions - Continued

5. If appointed, what would you like to accomplish on the Commission while you are involved?

I would like to help preserve the historic character that makes Minturn unique while ensuring the preservation process remains fair, consistent, and understandable for property owners. I believe the Commission should be viewed as a partner in preserving the community's heritage, not simply as a regulatory body.

I would also like to encourage continued investment in historic buildings by promoting thoughtful rehabilitation, practical preservation solutions, and clear communication with applicants. My goal would be for each decision to reflect both respect for Minturn's past and confidence in its future.

6. What do you believe could be a concern or issue facing this Commission?

One of the greatest challenges is balancing preservation with the pressures of growth, redevelopment, housing costs, and the practical expense of maintaining older buildings. Property owners should feel that preservation standards are applied consistently and with an understanding of both technical requirements and real-world limitations. As Minturn continues to evolve, the Commission must protect the Town's unique identity while allowing thoughtful improvements that keep historic properties useful, occupied, and cared for.

7. What do you think the Town's responsibility is in overseeing and regulating residential and commercial development?

The Town has a responsibility to protect the health, safety, and welfare of the community while preserving the qualities that make Minturn a unique mountain town. Regulations should establish clear expectations, be applied fairly and consistently, and encourage development that respects the Town's history, scale, and character.

Good local government protects community values while working collaboratively with residents, business owners, and applicants to reach practical and lasting solutions. Historic preservation should help guide quality development, not discourage it.

Certification

I certify and affirm that the information contained in this application is true, complete, and correct to the best of my knowledge.

Applicant Signature

Date

D. Benson Brown

07/30/2026 1:36 PM

**TOWN OF MINTURN, COLORADO
RESOLUTION NO. 41 – SERIES 2026**

**A RESOLUTION APPOINTING HISTORIC PRESERVATION COMMISSION
MEMBERS**

WHEREAS, The Minturn Historic Preservation Commission (“HPC”) Members are appointed by the Town Council pursuant to Minturn Municipal Code Section 19-2-10; and

WHEREAS, pursuant to Minturn Municipal Code Section 19-2-30(1), the HPC is required to be appointed to staggered three year terms; and

WHEREAS, the Town Council recognizes and appreciates the service and commitment of the HPC members.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO THAT THE FOLLOWING INDIVIDUAL IS HEREBY APPOINTED AS INDICATED:

NAME

TERM

July 31, 2029 – 3yr

**INTRODUCED, READ, APPROVED, ADOPTED AND RESOLVED this 5th DAY
OF AUGUST, 2026.**

TOWN OF MINTURN

By: _____
Eric Gotthelf, Mayor

ATTEST:

Jay Brunvand, Town Clerk

August 2, 2026

TO: MINTURN TOWN COUNCIL

FROM: TOWN ATTORNEY

RE: WATER CONSERVATION AND OPERATIONS UNDER TOWN PLAN FOR AUGMENTATION

The Town of Minturn benefits from water rights that are relatively senior in the Colorado River basin. The two main water rights that provide water for use in the Town are the Minturn Water System Ditch with a 1916 priority (Administration No. 24052) and the Minturn Well Nos. 1 and 2 with a 1972 priority (Administration No. 41150). While both water rights are relatively senior, they are junior to two controlling water rights on the Colorado River – the Cameo Irrigation System near Grand Junction with Administration No. 22729 and the Shoshone Hydropower water right with Administration No. 20427.

Normally, the operation of the Minturn Water System Ditch and the Minturn Well Nos. 1 and 2 is unaffected by the Cameo and Shoshone water rights because the Town's water rights are beneficiaries of the Historic User Pool in Green Mountain Reservoir ("HUP"). The HUP provides augmentation water releases in the amount of 66,000 acre-feet for certain water rights placed to beneficial use prior to July 1977. Due to this year's drought, the HUP only filled to about 60% of its normal capacity. Releases from the HUP are expected to be exhausted in early August meaning that HUP beneficiary water rights (including the Town's water rights) will be administered and curtailed. Currently, there is a call in place for the senior Cameo water right – the senior Shoshone water right was relaxed due to maintenance of the power plant.

The Town has a plan for augmentation decreed 07CW225. Under the plan for augmentation, the Town can divert water for municipal use and augment senior water rights (such as the Cameo and Shoshone water rights) with contract water supplied by the Colorado River Water Conservation District. The Town has 75 acre-feet of contract augmentation water. This is

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Glenwood Springs
201 14th Street, Suite 200
P.O. Drawer 2030
Glenwood Springs, CO 81602

Aspen
0133 Prospector Road
Suite 4102-J
Aspen, CO 81611

Basalt
200 Basalt Center
Suite 200
Basalt, CO 81621

Ridgway
565 Sherman Street
Suite 6
Ridgway, CO 81432

adequate to allow the Town to continue providing water at current levels through the end of the water year in November. By using the Town's augmentation supplies and operating under the plan for augmentation, the Town's water rights will not be curtailed due to the Cameo and Shoshone water right calls.

The option exists for the Town to have its water rights augmented in a modified manner through a Substitute Water Supply Plan obtained by the Colorado River Water Conservation District (the "SWSP"). Under the SWSP, the Colorado River Water Conservation District has agreed to provide free augmentation water from its supplies for municipal water suppliers on the West Slope. The "catch" is that the municipal water supplier must agree to limit outdoor irrigation to 1 day a week throughout Town. This would be a major change from current operations by Minturn's water users. Further, as noted above, the Town has sufficient contract augmentation water to allow for continued water uses under the plan for augmentation. As such, Staff does not recommend using the SWSP for the remainder of the water year.

The Town does need to focus on water conservation as a general matter. The following water conservation requirements are contained in the utility code § 13-2-130(4):

Permanent Water Use Regulation. No water shall be used for purposes outside the water-using unit, including, but not limited to, outdoor landscape irrigation, washing vehicles, washing impervious outdoor surfaces, filling pools and other water features, except as follows:

- a. Water-using units with even-numbered addresses may use water for outdoor purposes on Sundays, Wednesdays and Fridays.
- b. Water-using units with odd-numbered addresses may use water for outdoor purposes on Tuesdays, Thursdays and Saturdays.
- c. For new landscaping installations, a permit shall be available from the Town for a term of one (1) year that allows outdoor water use for irrigation purposes on any day of the week, subject to any emergency water use restrictions.

- d. Annuals and vegetables may be watered any day by means of a hand-held hose or low-volume non-spray irrigation.
- e. No outside irrigation shall occur between the hours of 10:00 a.m. and 5:00 p.m.
- f. Swimming pools will be limited to one (1) filling per calendar year, unless draining for repairs is necessary. Hot tubs and jacuzzis will be limited to four (4) fillings per calendar year.
- g. No irrigation shall be permitted at any time by use of free-running hose without nozzle or sprinkler.
- h. Washing of impervious surfaces on days not authorized by this Section shall be allowed for the preservation of public health.
- i. Irrigation systems may be operated on days not authorized by this Section during maintenance and repair of such system.
- j. At locations other than commercial car washes, residents may wash their personal vehicles using only a bucket or a hand-held hose equipped with an automatic shutoff nozzle.

Staff recommends that a door hanger be distributed to all water users in early August reminding water users of these requirements. Staff also recommends directing the Town's code enforcement to concentrate on enforcing the water conservation measures by first issuing a warning for a violation and then citing persons in violation of the Code into municipal court. Staff believes a direction from the Council to this effect is important to underscore the need for all water users to follow the water conservation requirements.



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FUTURE MEETING AGENDA ITEMS

Below reflects proposed topics to be scheduled at future Town Council meetings and is informational only. Dates and topics are subject to change.

August 5, 2026

- Resolution Authorizing an Application for a Federal Lands Access Program Grant Application for Cemetery Rd. and Cemetery Bridge.
- Resolution 34 – Tennessee Pass Rail Corridor Preservation
- Executive Session - Minturn Battle North WTP Expansion

August 19, 2026

- Special Presentation – Aging Well Roadmap (Eagle County Public Health Aging Well Program)
- Special Presentation – Beyond Lawn (Eagle County Conservation District)
- Discussion / Direction regarding the Town's current landscaping requirements, and updating this to align with water shortages
-

September 2, 2026

- Executive Session – ECSO Contract Review / Amendment

September 16, 2026:

- Joint Meeting with Eagle County Commissioners
- Ordinance __ (First Reading) - An Ordinance Adopting the 2024 Model Traffic Code (with Amendments and Updated Court Fines / Fees Schedule) – Legal/Krieg & Brunvand
-

Dates to be Determined / Long Term Scheduling:

- Discussion / Direction regarding the Town's water moratorium and long-term water supply (Sept/Oct)
- Flavored Tobacco Ban Discussion (Discussion / Direction)
- Minturn Forward Zoning and Subdivision Code Adoption