

From: Ty Seufer
(303) 419-6782
45045 Us Highway 50
Canon City, CO 81212

Fremont County

OCT 01 2025

Planning & Zoning

October, 2025

To: Dan Victoria, Carrie McCool
Planning & Zoning Department
Fremont County
615 Macon Ave
Canon City, CO, 81212

Re: Sketch Plan Application – Royal Gorge Ranch & Resort PUD
Royal Gorge Ranch & Resort

Dear Dan, Carrie, and the Fremont County Planning & Zoning Department,

This cover letter introduces the new vision for Royal Gorge Ranch & Resort, a premier, eco-friendly community designed to set a new standard for conservation-oriented development in Fremont County. We have listened carefully to your feedback and are proud to submit a new plan that not only meets but significantly exceeds county residential PUD open space requirements through an innovative and enforceable model.

Please see enclosed a brand-new and complete **Sketch Plan Application for the Royal Gorge Ranch & Resort PUD.**

Our commitment to the county: We pledge to permanently and legally preserve over 80% of the 772-acre property as open space.

This is achieved through a two-tiered, legally binding framework:

- 1. HOA-Enforced Lot Restrictions:** Each of the 152 lots of minimum three acres will have a deeded covenant limiting the developable "building envelope" to maximum one acre. The remaining two-plus acres per lot will be legally protected as natural, private open space.
- 2. Dedicated Community Open Space:** All land not allocated to residential lots, including trails, parks, natural areas, and amenities, will be held and maintained by the HOA as open space for the benefit of the entire community.

This results in a total of 620 acres (80.3%) of the property being preserved in its natural state, a figure that surpasses the county's 75% open space standard for Planned Unit Developments.

Key Project Highlights:

- **Economic Revitalization:** Our region desperately lacks both vacation homeowners *and* the economic boost generated by the type of responsible homeowners that the Royal Gorge Ranch & Resort project will attract. Unlike neighboring Chaffee County, where vacation homes drive tourism and generate millions in revenue, Fremont County is effectively “dying on the vine” and has missed out on economic revitalization driven by increased recreation.
- **Sustainable, Low-Impact Living:** We envision Colorado's first net-zero energy community, with eco-conscious homes powered by renewable energy – meaning no strain will be put on local infrastructure.
- **Private, Gated Community:** The Royal Gorge Ranch & Resort PUD includes HOA-owned and maintained roads, infrastructure, and world-class amenities including an incline, via ferrata, and trail system.
- **Environmental Stewardship:** Our design prioritizes the preservation of wildlife corridors, native vegetation, and the iconic views that define this remarkable landscape – we wouldn’t change them for the world.

The attached Development Report and application materials detail how this proposal directly addresses the comments raised in the County’s previous review letters, specifically regarding overall buildability, functional open space, and long-term conservation.

We are confident that this revised plan represents a win-win-win scenario for our community, for future residents, and for the natural environment of Fremont County.

We request placement on the earliest possible Planning Commission agenda to present this compelling vision. We are available to meet at your convenience to discuss the details further.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ty Seuffer', with a long horizontal flourish extending to the right.

Ty Seuffer
Royal Gorge Ranch & Resort



Fremont County Department of Planning and Zoning Roadway Impact Analysis Form

This form shall be used in conjunction with any applications submitted in accordance with Section 8 of the Fremont County Zoning Resolution and or Section VI of the Fremont County Subdivision Regulations. This form is considered a minimum application submittal item and shall be required to be provided at the time of application submittal. This form is intended to provide the minimum items that must be addressed in the roadway impact analysis. The form can be expanded or attachments can be made to further address the roadway impact of the proposed use. If the estimated average daily traffic increase is less than thirty (30) vehicle trips per day (one trip to be considered as a single or one-direction vehicle movement with either the origin or the destination [exiting or entering] inside the subject property) as per the Institute of Transportation Engineers, Trip Generation Handbook, Second Edition or subsequent editions for the entire development, as estimated by the project engineer, then a Roadway Impact Analysis will not be required to be completed by an engineer. In such situations other minimum items shall be addressed by the applicant.

1. Project Name: Royal Gorge Ranch & Resort

2. Type of Application:

- | | |
|--|---|
| ☐ Zone Change #1 | ☐ Special Review Use Permit |
| ☐ Zone Change #2 – Use Designation Plan | ☐ Conditional Use Permit |
| ☐ Zone Change #2 – Final Development Plan | ☐ Temporary Use Permit |
| ☐ Commercial Development Plan | ☒ Change of Use of Property |
| ☐ Commercial Development Modification | ☐ Subdivision Preliminary Plan |
| ☐ Expansion of existing Business/Industrial Use | |

3. Engineer: Jeffrey C. Hodsdon, P.E.
City: Colorado Springs
Telephone #: (719) 633-2868

Address: 2504 E Pikes Peak Ave, Suite 304
State: Colorado Zip Code: 80909
Email: jeff@lsctrans.com

4. Provide a detailed description of the proposed use:

Approximately 138 3-acre (min) recreational homesites (for vacation or permanent homes) are proposed for the gated, eco-adventure community, which will be designed as a recreational retreat. Two hundred and one acres of open space will provide hiking, mountain biking, disc golf, pickleball, volleyball and basketball courts, and other amenities are planned for residents.

5. Provide the estimated average daily traffic to be generated by the proposed use(s), using the Institute of Transportation Engineers, Trip Generation Handbook, Second Edition or subsequent editions. The estimated volumes of traffic to be generated by the proposed use(s) shall include, as a minimum, the average weekday traffic volume and the peak-hour (*morning and afternoon*) traffic volumes. Specify the number of trips in each category. (*One trip to be considered as a single or one-direction vehicle movement with either the origin or the destination [exiting or entering] inside the subject property*)

- | | |
|--|---|
| ☒ Residential: | <u>490</u> daily, <u>31</u> AM peak hour, <u>41</u> PM peak hour |
| ☐ Employer: | <u> </u> daily, <u> </u> AM peak hour, <u> </u> PM peak hour |
| ☐ Customer: | <u> </u> daily, <u> </u> AM peak hour, <u> </u> PM peak hour |
| ☐ Trucks generated by proposed use: | <u> </u> daily, <u> </u> AM peak hour, <u> </u> PM peak hour |
| ☐ Delivery required by use: | <u> </u> daily, <u> </u> AM peak hour, <u> </u> PM peak hour |

☐ Total vehicle trips: 490 daily, 31 AM peak hour, 41 PM peak hour

I certify that based on the proposed use(s) the total vehicle trips using the Institute of Transportation Engineers, Trip Generation Handbook, Second Edition or subsequent editions will average less than thirty (30) trips per day based on any fourteen (14) day time frame.

Date _____ Seal

Colorado Licensed Professional Engineer

If the above has been certified, then the applicant can complete the form and acknowledge it. If completed by the applicant only the questions marked by asterisk () are required to be answered.*

NOTE: If the additional information provided warrants improvements to the roadway system, even though the traffic generated by the proposed use is less than thirty (30) trips per day, such improvements will be required. If in the future the use exceeds an average of thirty (30) trips per day a complete analysis could be required.

6. *What is the general location of the subject property?

Generally west of County Road 3A approximately one mile south of US Highway 50A

7. *What are the names and/or the numbers of the public roadways that serve the site?

County Road 3A will directly serve the site. Other roads include County Road 61 (emergency access only) and US Highway 50A (about a mile to the north).

Provide a site plan drawing that shows the subject property, its proposed access points, and all public roadways within a one-half (1/2) mile radius of the subject property, marked as Exhibit 7.1.

☒ Exhibit 7.1 has been attached (two-pages – Part 1 is the vicinity map and Part 2 is the site plan)

8. *What is the classification, according to the Fremont County Master Plan, of the roadway from which the project site will gain access to the public transportation system?

CR 3A ☐ Expressway or Freeway ☐ Major Arterial ☒ Arterial ☐ Collector ☐ Local

9. *Do the roadways in question lie within a three (3) mile radius of any incorporated town or city limits or the boundary of another County?

☐ Yes ☒ No

If yes, provide the name(s) of the jurisdiction(s):

N/A

In addition, if a new roadway is to be constructed, how will it comply with the transportation plan in effect for the municipality?

N/A

10. *Will this project require a Fremont County Driveway Access Permit or a Colorado Department of Transportation (CDOT) State Highway Access Permit?

☒ Yes ☐ No

Please explain:

The site will access Fremont County Road 3A, with County Road 61 providing emergency access only. The project will access the County Road(s), and not the state highway (SH 50A) directly (located about a mile to the north). However, the projected site-generated trips would increase existing volume on CR 3A south of SH 50A by more than 20 percent. Therefore, an access permit will be required per the Access Code.

11. *Will the project require construction of, or improvement to, any CDOT-maintained roadway?
☐ Yes ☒ No
If yes, will the proposed construction or improvement comply with CDOT's "5-Year Transportation Plan"?
☐ Yes ☐ No
Please explain: N/A
Has CDOT required that the applicant provide a traffic study? ☐ Yes ☒ No
If yes, a copy of the study shall be attached to this application, marked as Exhibit 11.1. However, given the percent increase in traffic from Item No. 10, an access permit is required per the Access Code. Therefore, CDOT will need a TIS. LSC suggests submittal of this form as the TIS submittal. CDOT recently completed a lane restriping project at the intersection of SH 50A and CR 3A. This project removed the extraneous third and fourth through lanes through this area and appears to have maximized auxiliary lane lengths.
12. *Will the project require construction of, or improvement to any roadway currently maintained or proposed to be maintained by the County? ☐ Yes ☒ No
If yes, what would be the social, economic, land use, safety and environmental impacts and effects of the new roadway on the existing transportation system and neighborhood?
N/A
13. *Are any roadways proposed to be vacated or closed in conjunction with the proposed project?
☐ Yes ☒ No
If yes, please explain:
N/A
14. *Is the proposed project site adjacent to or viewable from any portion of the Gold Belt Tour Scenic Byway or other scenic corridor designated by the Master Plan?
☐ Yes ☒ No
If yes, identify the byway and or scenic corridor:
N/A
If yes, explain how the scenic quality will be affected by the proposed project:
N/A
If yes, what measures will be taken to not have a negative impact on the byway and or scenic corridor?
N/A
15. *Will the proposed project gain access to the public transportation system via 3rd, 9th, K, and/or R Streets in the Penrose-Beaver Park Area of the County?
☐ Yes ☒ No
16. *Does the subject property have frontage on a public roadway?
☒ Yes ☐ No
If answered no, then documentation evidencing a "right of access" to the subject property for the proposed use shall be attached marked as Exhibit 16.1.
N/A
If answered no, then please explain what the right of access consists of:
N/A
17. *What is the right-of-way width of the public roadway(s) that serve the site?

CR 3A has a ROW width of 60 feet.

18. *What is the surface type of the public roadway(s) that serve the site?

County Road 3A is paved, while County Road 61 has a gravel surface. Note: Site-access connections to CR 61 are for emergency use only.

19. *What is the surface width of the public roadway(s) that serve the site?

CR 3A is 23-24 feet wide between US 50 and the furthest south site-access point on CR 3A. CR 61 (Emergency Use Only Access to the site) has a total width of 18-20 feet.

20. *What are the existing drainage facilities for the public roadway(s) that serve the site?

Roadside ditch sections

21. *Does the public roadway(s) that serves the site have curb and gutter?

☐ Yes ☒ No

If answered yes, what is the type of curb and gutter?

N/A

22. *Does the public roadway(s) that serves the site have adjacent sidewalks or other pedestrian ways?

☐ Yes ☒ No

If answered yes, what is the width(s) and surface type(s)?

N/A

23. *How many access points will the subject property have to public roadways?

Five access points on County Road 3A and two emergency-only access points on County Road 61

24. *Will the proposed roadways that access the public roadways intersect the public roadways other than at perpendicular?

☒ Yes ☐ No

If yes, please explain:

Access 2 has a minor skew but the majority of turning movements will have an oblique angle. There is a flare to accommodate eastbound right-turning traffic. Access 3 has a wide opening, which could be defined as a 90-degree angle. The historic access point (to the former Buckskin Joe's) is at a significant skew angle. Just north of Access 4 is the historic access with a wide opening and a significant skew angle. This is not shown as an access on the site plan. Access 4 has a minor skew angle and a wide flare for the southbound right turn into the site. Access 5 is at a significant skew angle with the oblique angle for turns to/from the south on CR 3A and a wide flare for the southbound right turn into the site. The site plan shows use of the existing access points previously used to access Buckskin Joe's business. However, at Access 3, the former driveway with the straight north/south alignment is not part of the development roadway network defined by bold lines on the site plan.

25. *What are the sight distances, in all directions, from the subject property access point(s) along the public roadway that serves the site?

☐ Northerly, sight distance See Exhibit 27.1

☐ Southerly, sight distance _____

☐ Easterly, sight distance _____

☐ Westerly, sight distance _____

26. *What are the distances from the subject property access point(s), in all directions, to the nearest intersection with another public roadway along the public roadway that serves the site?
- ☐ Northerly, sight distance See Exhibit 27.1 ☐ Southerly, sight distance _____
- ☐ Easterly, sight distance _____ ☐ Westerly, sight distance _____
27. *What are the distances from the subject property access point(s), in all directions, to the nearest driveway(s) along the public roadway that serves the site?
- ☐ Northerly, sight distance See Exhibit 27.1 ☐ Southerly, sight distance _____
- ☐ Easterly, sight distance _____ ☐ Westerly, sight distance _____
28. *What are the distances from the subject property access point(s), in all directions, to the nearest blind curve(s) along the public roadway that serves the site?
- ☐ Northerly, sight distance See Exhibit 27.1 ☐ Southerly, sight distance _____
- ☐ Easterly, sight distance _____ ☐ Westerly, sight distance _____
29. *What are the distances from the subject property access point(s), in all directions, to the nearest blind hill(s) along the public roadway that serves the site?
- ☐ Northerly, sight distance See Exhibit 27.1 ☐ Southerly, sight distance _____
- ☐ Easterly, sight distance _____ ☐ Westerly, sight distance _____
30. *Identify any and all hazardous conditions with regard to the public roadway(s) that provide access to the subject property in the general area of the subject property:
- A small section of pavement on the west side adjacent to Access #1 on CR 3A was in need of repair at the time of the site visit. This may have been repaired.

If the public roadway(s) that currently serve the subject property have any hazardous conditions, then recommendations shall be made for improvements that will decrease the hazardous conditions on the public roadway(s):

- 1) Repair of the damaged pavement along the west side of the roadway within a limited section along CR 3A (southbound) adjacent to Access #1 is recommended if this has not already been repaired.
- 2) The fence along the curve of CR 3A, between Access 3 and Access 4: if this fence is within the roadway clear zone, and not a "breakaway" design per the AASHTO design guide, the fence should be relocated out of the clear zone or removed.

31. *Explain what effect the proposed use will have on the existing traffic in the neighborhood. If no change is expected, please explain why no change is expected:
- Small businesses on CR 3A will benefit from the development of the resort and the new area residents.

32. *Will the proposed use, due to the increase in traffic or the type of vehicle traffic generated by the proposed use, change the level and or type of required maintenance for the public roadway(s) that serve the site?
- ☐ Yes ☒ No
- Please explain:
- The trip generation of this development will be significantly lower than the historic commercial uses, with fewer heavy truck and bus trips generated. The vehicle trips to be generated will be predominantly passenger vehicles (cars, SUVs, pickup trucks, and motorcycles), which have significantly lower impact on roadway pavement.

If the proposed use, due to the increase in traffic or the type of vehicle traffic generated by the proposed use, changes the level and or type of required maintenance for the public roadway(s) that serve the site, then recommendations shall be made that would lessen the maintenance impact for the entity in control of maintenance of the public roadway(s):

N/A

Note: If improvements are required, it may be mandatory that such improvement be installed prior to final approval of the application.

33. *Are new roadways proposed to be constructed, on or off site, in association with the proposed project?

☐ Yes ☒ No

If yes, provide evidence that the roadways will be constructed to conform to natural contours in order to minimize soil disturbance, cut and fills, protect drainageways and not create unstable slopes.

N/A

34. Provide an analysis of the existing traffic volumes on the adjacent roadway system, including the average weekday traffic (vehicles per day) and the weekday peak-hour traffic (vehicles per hour –am and pm), showing the dates and times of traffic counts or source utilized for traffic volume counts. Determine the existing level of service or percentage of roadway capacity currently in use.

Roadway name US Highway 50 Average weekday traffic See attached Exhibit 34.1
Weekday peak-hour traffic _____ AM, _____ dates, _____ times
Weekday peak-hour traffic _____ PM, _____ dates, _____ times
Current level of service - % of roadway in use All turns LOS C or better (see attached Exhibits for LOS)

Roadway name County Road 3A Average weekday traffic See attached Exhibit 34.1
Weekday peak-hour traffic _____ AM, _____ dates, _____ times
Weekday peak-hour traffic _____ PM, _____ dates, _____ times
Current level of service - % of roadway in use All turns LOS A (see attached Exhibits for LOS)

Roadway name _____ Average weekday traffic _____
Weekday peak-hour traffic _____ AM, _____ dates, _____ times
Weekday peak-hour traffic _____ PM, _____ dates, _____ times
Current level of service - % of roadway in use _____

35. Provide an estimate of the probable traffic directional distribution from and to the subject property based on the proposed use(s) and assignment of the estimated traffic volumes to the adjacent roadway network. Estimate the future background and resulting total traffic volumes (including the estimated generated traffic due to the proposed use) on the adjacent roadway system for a twenty (20) year design period, showing volumes for both left and right turn movements as well as through traffic.

Exhibit 35.1 (attached) shows the directional-distribution estimate of 90% to/from the east of CR 3A on US 50, 9% to/from the west of CR 3A on US 50, and 1% to/from the south towards Royal Gorge Park. Exhibit 35.2 (attached) presents the projected site-generated traffic volumes. Exhibit 35.3 (attached) shows the resulting total traffic volumes. Long-term 2044 background traffic volumes are attached in Exhibit 35.4, while long-term total 2044 volumes (2044 background + site) are shown in Exhibit 35.5).

36. Determine the projected future levels of service or percentage of roadway capacity to be in use at the subject property's access points and key adjacent intersections. Provide recommendations for street and access improvements if any portions of the roadways do not have the capacity to accept the additional estimated traffic volumes. All necessary improvements will be required to be designed, completed and accepted by the County prior to any final action regarding the application.

All individual turning movements and approaches are projected to operate at LOS C or better through the 20-year horizon at all access intersections with CR 3A and US 50. Based on projected site-generated traffic volumes and CDOT NR-B turn-lane design criteria, auxiliary left- and right-turn deceleration lanes are not required at any access point. See attached Exhibits for LOS summary.

37. Please provide any additional information considered by the Certifying Engineer to be pertinent to the roadway impact in association with the proposed project:

The access-point intersections should be stop-sign-controlled. If stop signs are not already installed, they should be added. Some may require relocation and resetting of the signposts. LSC recommends the open-access frontage previously used for the former tourist business north of Access 3 be physically closed off and the roadway striping should be modified to close any gaps in the centerline or edge stripes. LSC recommends modification of Access 3 to limit the access opening to about 30 to 40 feet wide (exclusive of radii), at a location that maintains good sight distance in both directions, and with an alignment perpendicular to CR 3A for at least 50 feet back from the end of the radii. Other than this recommended, defined access opening, the remaining paved access frontage previously used for the former tourist businesses should be physically closed off and the roadway striping should be modified to close any gaps in the centerline or edge stripes. Closure of the previously used, wide access openings will allow significant land area to be utilized for other purposes. Potentially, a right-in-only access could be considered and some of the existing pavement could be repurposed as a southbound right-turn lane, even though not required for the turning volume. Please refer to Exhibits 37.1 and 37.2. The east access - no 5 should be modified as shown in Exhibits 37.1.

I hereby certify that the foregoing information was prepared by myself or under my direct supervision and is true and correct to the best of my knowledge and belief.



Jeffrey C. Hodsdon Date 4/30/25 Seal
Colorado Licensed Professional Engineer

If not completed by an Engineer, then the following acknowledgement shall be signed by the applicant and/or owner.

By signing this Application, the Applicant, or the agent/representative acting with due authorization on behalf of the Applicant, hereby certifies that all information contained in the application and any attachments to the Application, is true and correct to the best of Applicant's knowledge and belief.

Applicant understands that any required private or public improvements imposed as a contingency for approval of the application may be required as a part of the approval process.

Fremont County hereby advises Applicant that if any material information contained herein is determined to be misleading, inaccurate or false, the Board of Commissioners may take any and all reasonable and appropriate steps to declare actions of the Board regarding the Application to be null and void.

Signing this Application is a declaration by the Applicant to conform to all plans, drawings, and commitments submitted with or contained within this Application, provided that the same is in conformance with the Fremont County Zoning Resolution.

Applicant Printed Name

Signature

Date

Owner Printed Name

Signature

Date

Exhibits



Trip Generation Estimate

Trip Generation Estimate

Royal Gorge Ranch and Resort

ITE Land Use		Value	Units ¹	Trip Generation Rates ²						Trips Generated					
Code	Description			Average		A.M. Peak		P.M. Peak		Average		A.M. Peak		P.M. Peak	
				Weekday	Weekend	In	Out	In	Out	In	Out	In	Out	In	Out
260	Recreational Homes	138	DU	3.47		0.13	0.09	0.11	0.17	479		18	14	16	23
¹ DU = dwelling units															
² Source: Trip Generation, 11th Edition (2021) by the Institute of Transportation Engineers (ITE)															
Trip generation rates are in terms of trips per day per dwelling unit, or trips per hour per dwelling unit (for the peak hours)															
Trips generated are in terms of trips per day, or trips per hour (for the peak hours)															
Updated: 03/11/2024															

¹ DU = dwelling units

² Source: Trip Generation, 11th Edition (2021) by the Institute of Transportation Engineers (ITE)

Trip generation rates are in terms of trips per day per dwelling unit, or trips per hour per dwelling unit (for the peak hours)

Updated: 03/11/2024



Not to
scale

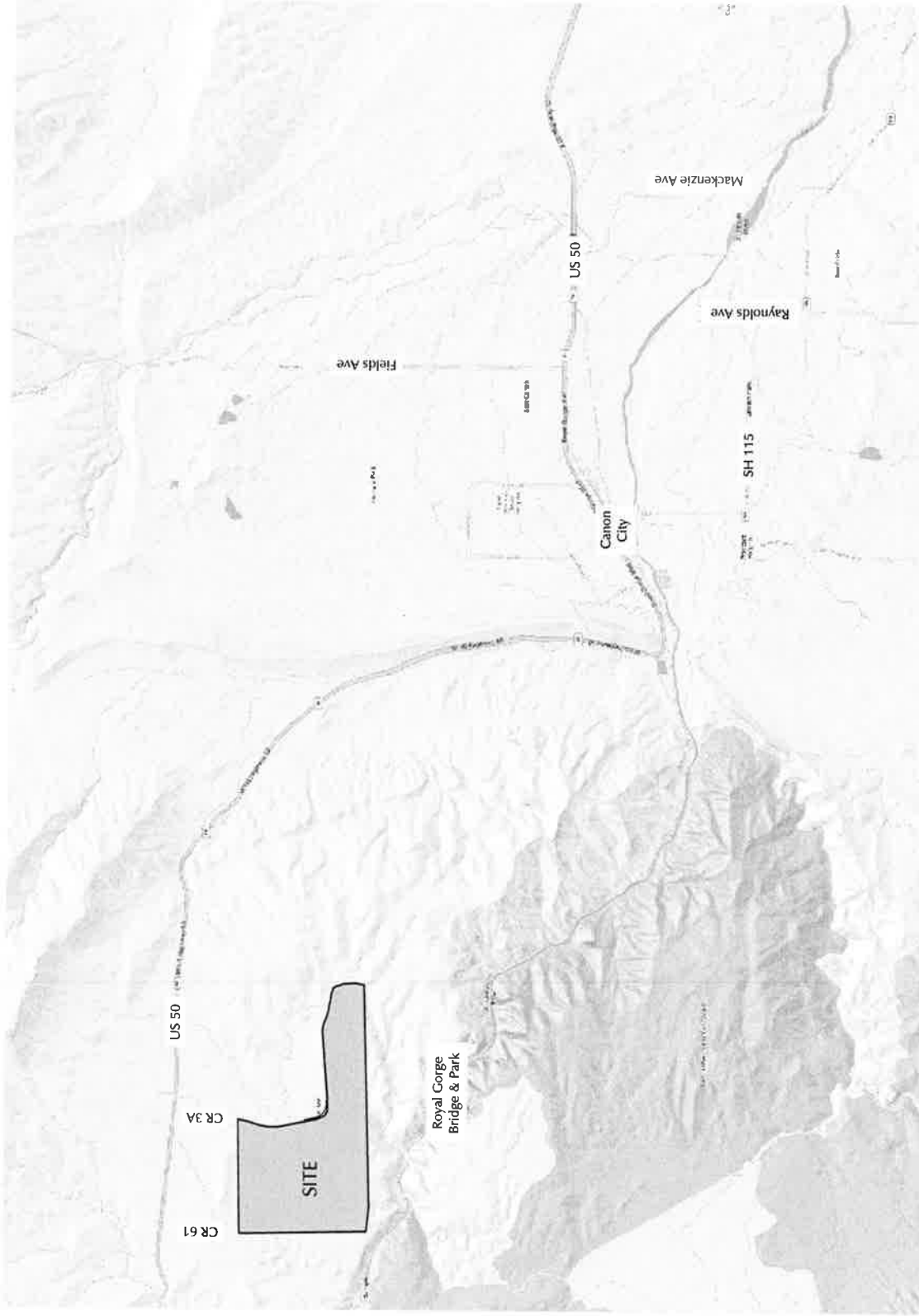


Exhibit 7.1 (Part 1)

Vicinity Map

Royal Gorge Ranch and Resort (LSC# 194171)



3,830 feet (0.73 miles) from Access 1 to the centerline of US Highway 50
(to the north, off the page). See Exhibit 7.1 (part 1) for reference.

Gated Access
(Emergency Only)

Gated Access
(Emergency Only)



Approximate
Scale
1" = 1,500'

See Next Page for the
Latest Version

Exhibit 7.1 (Part 2)

Site Plan

Royal Gorge Ranch and Resort (LSC# 194171)



PROPOSED LOTS:

138 RESIDENTIAL LOTS =
INCLUDING ROADWAY EASEMENTS

5 BUSINESS LOTS = 47.37
3 OUTLOT = 13.58 ACRES

OPEN SPACE = 201.06 AC
NOT INCLUDING ROADWAY

NOTES:

MIN. FRONT SETBACKS
SIDE: 10' MIN.
REAR: 10' MIN.
LOT SIZE 3 ACRE MIN

ALL ROADS ARE PRIVATE
AND UTILITY EASEMENT

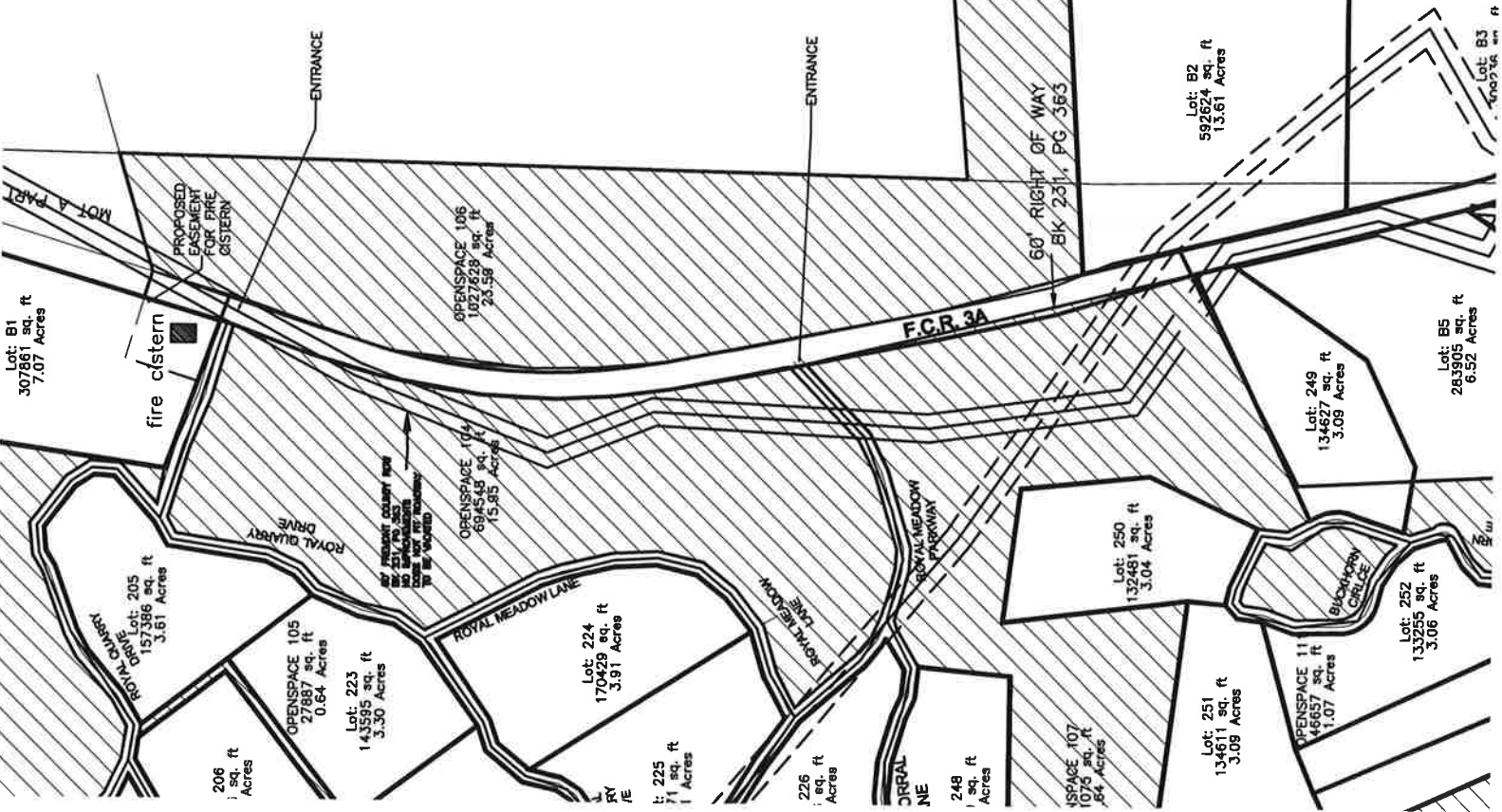
PHASING: 1 PHASE

PHASE 1, 134 HOMES

ALL HOUSES WILL HAVE
NO HOMES WILL BE PLACED
SLOPES GREATER THAN 10%



Scale 1" = 400'





Not to
scale

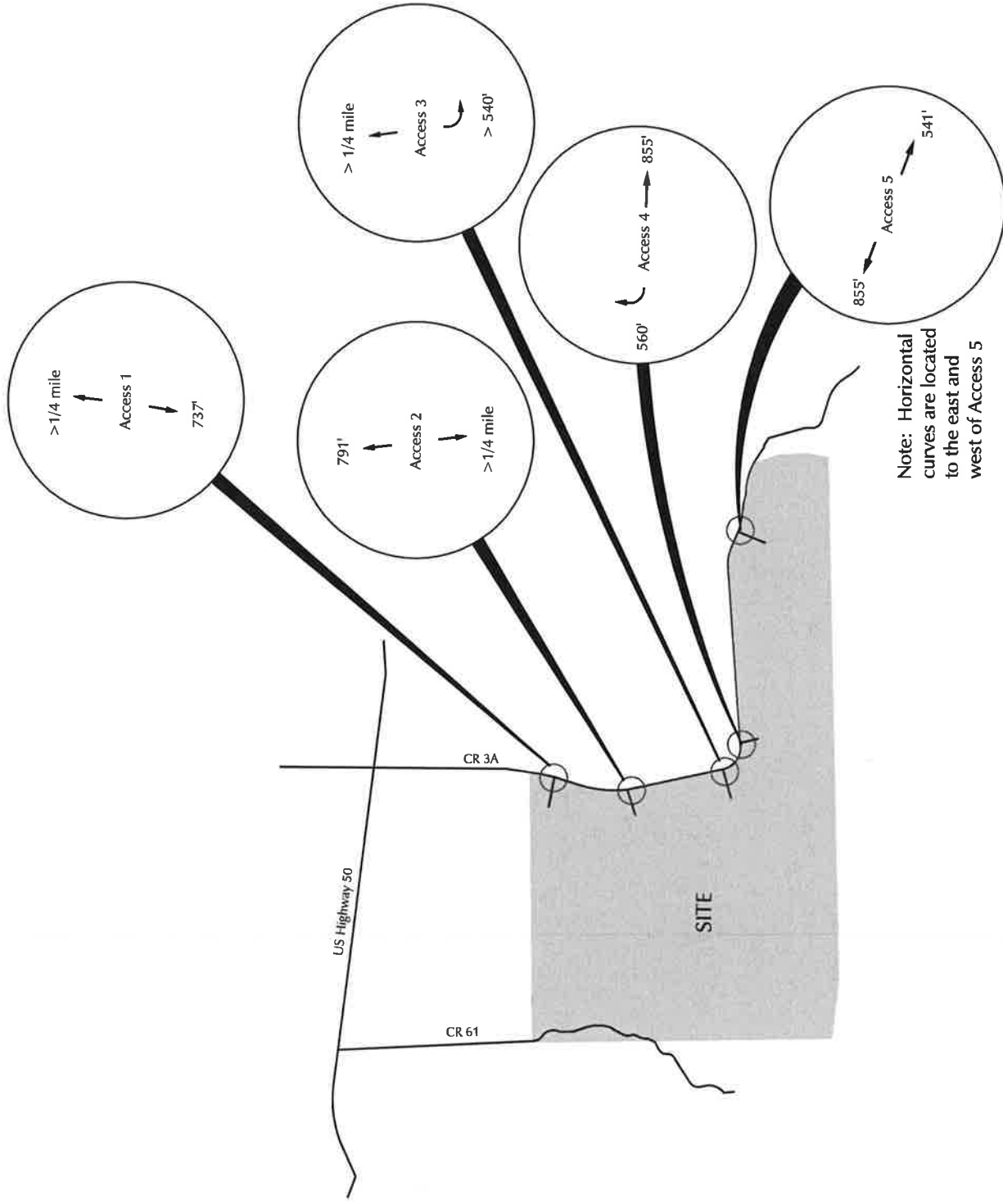


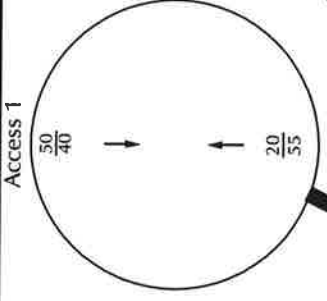
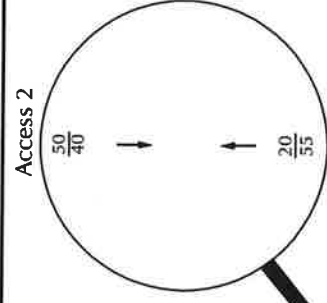
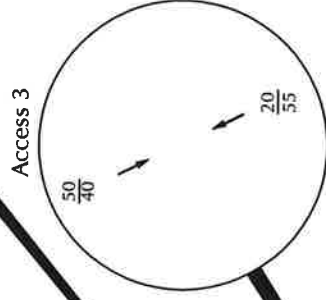
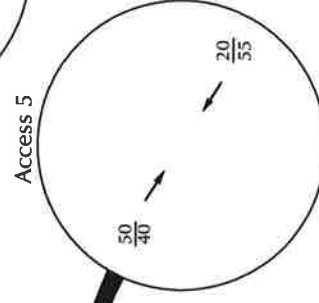
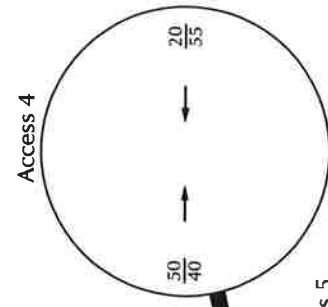
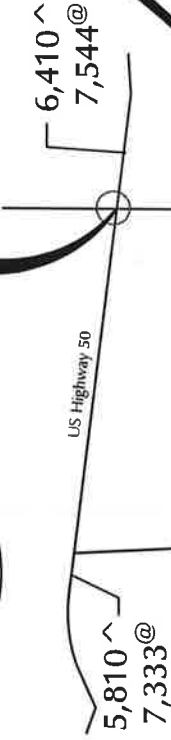
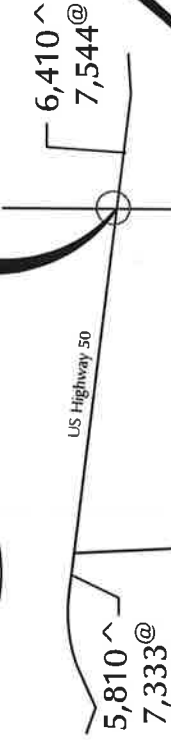
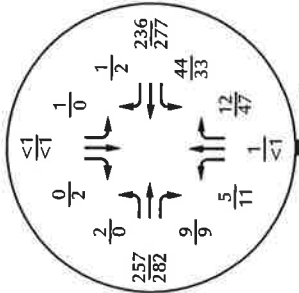
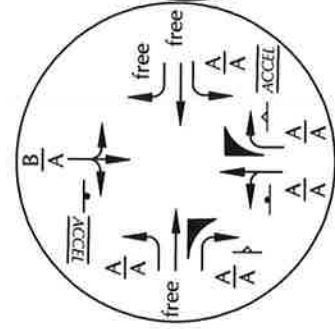
Exhibit 27.1

Sight Distances

Royal Gorge Ranch and Resort (LSC# 194171)

XXX' Field-measured lines of sight along CR 3A from the site access points

Based on counts by LSC
(08/23/2023)



Note: Traffic volumes are estimates by LSC, except where noted

^ AADT from CDOT (2022)

@ ADT from MS2 data (2023)

— = Yield Sign

— = Stop Sign

XX = Weekday AM Peak-Hour Traffic (veh/hr)

XX = Weekday PM Peak-Hour Traffic (veh/hr)

X,XXX = Average Weekday Traffic (vehicles per day)

Exhibit 34.1

Baseline Traffic, Lane Geometry, and Traffic Control

Royal Gorge Ranch and Resort (LSC# 194171)





XX% = Percent Trip Distribution

Estimated Directional Distribution

Exhibit 35.1
Royal Gorge Ranch and Resort (LSC# 194171)

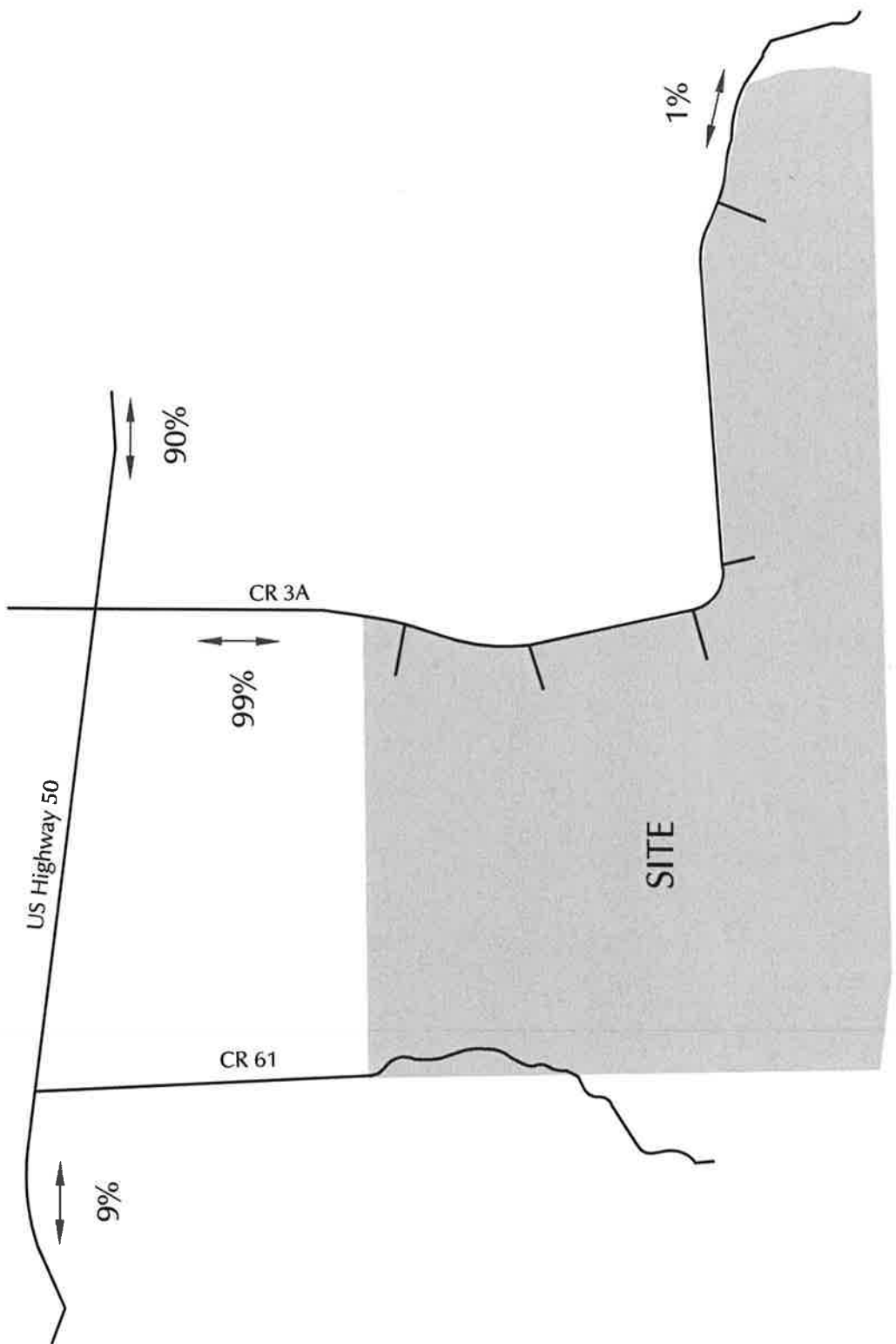
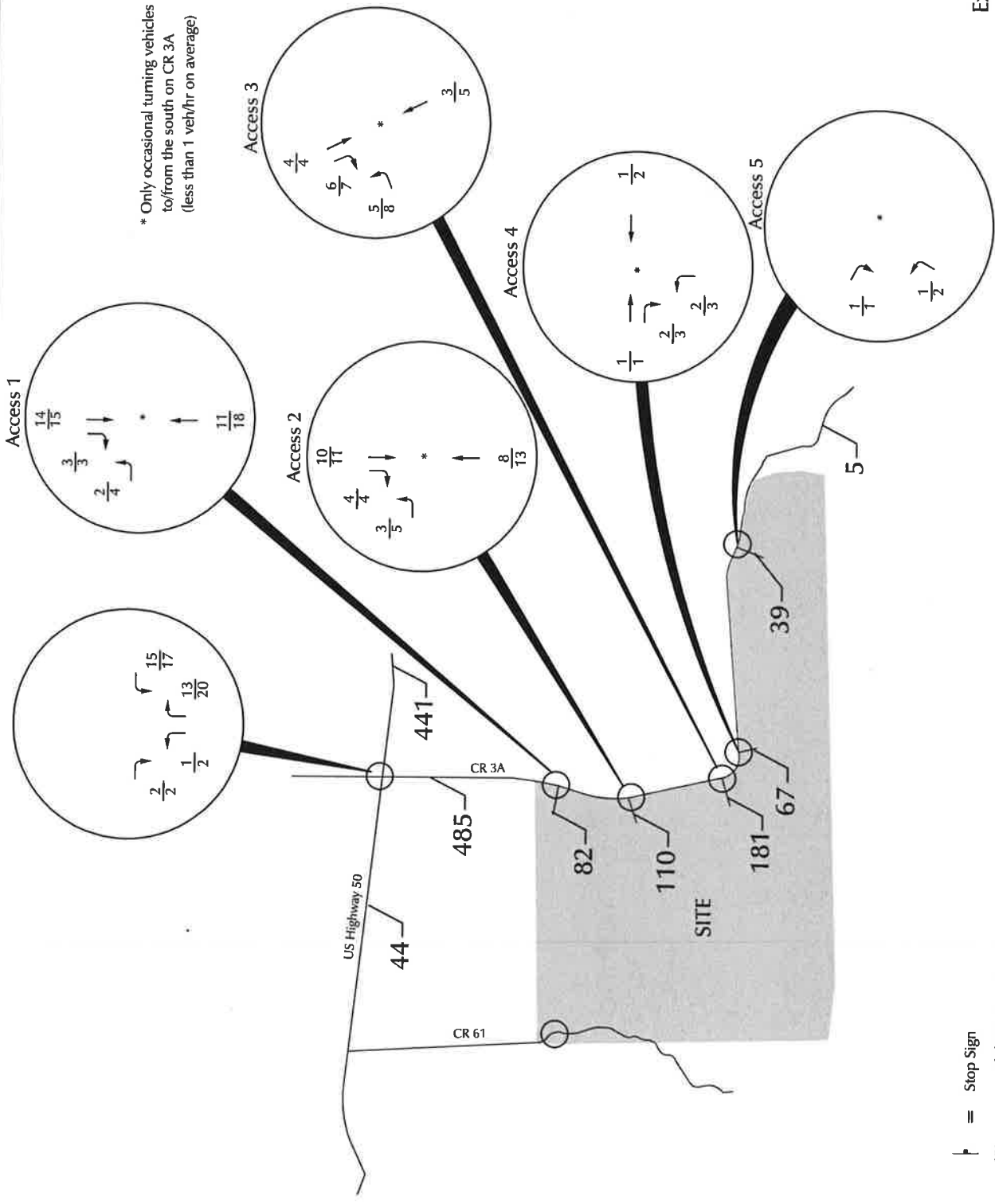


Exhibit 35.2 Site-Generated Traffic Royal Gorge Ranch and Resort (LSC# 194171)



* Only occasional turning vehicles to/from the south on CR 3A (less than 1 veh/hr on average)

Not to scale

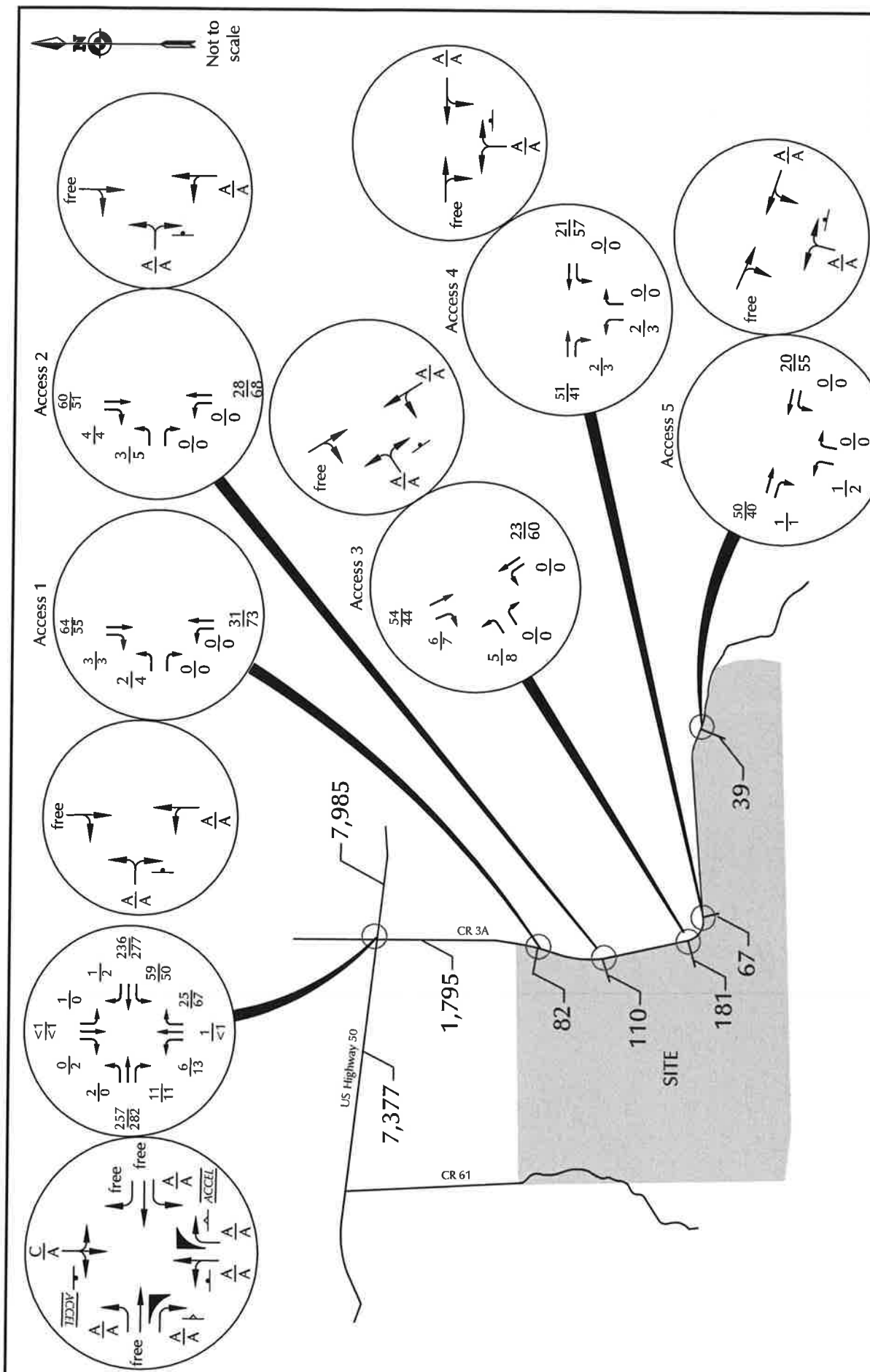


- Yield Sign
- Stop Sign
- Weekday AM Peak-Hour Traffic (veh/hr)
- Weekday PM Peak-Hour Traffic (veh/hr)
- Average Weekday Traffic (vehicles per day)

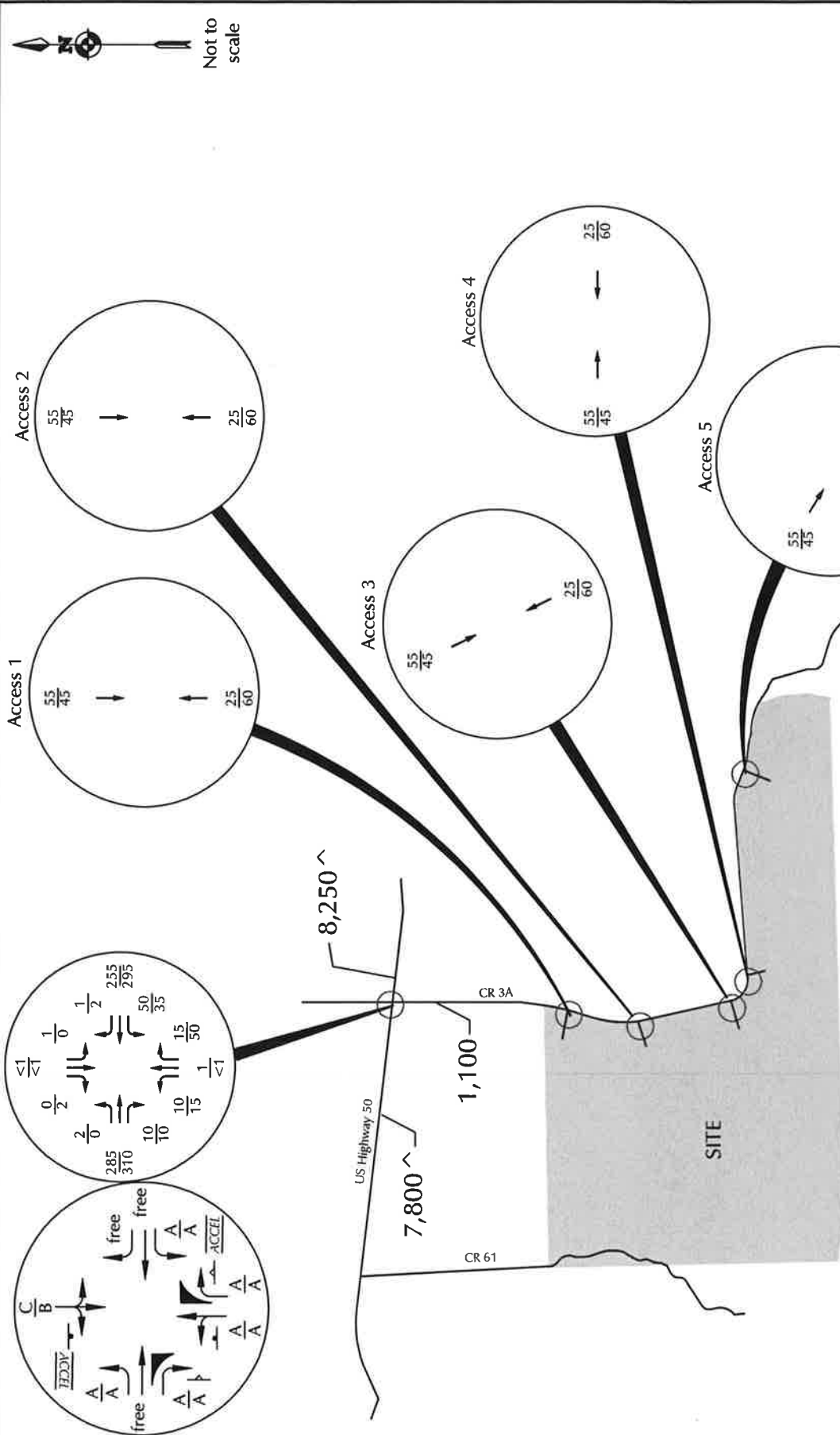
Exhibit 35.3

Baseline Plus Site-Generated Traffic, Lane Geometry, and Traffic Control

Royal Gorge Ranch and Resort (LSC# 194171)



X,XXX



^ AADT from CDOT (2044)

Exhibit 35.4

2044 Background Traffic, Lane Geometry, and Traffic Control

Royal Gorge Ranch and Resort (LSC# 194171)

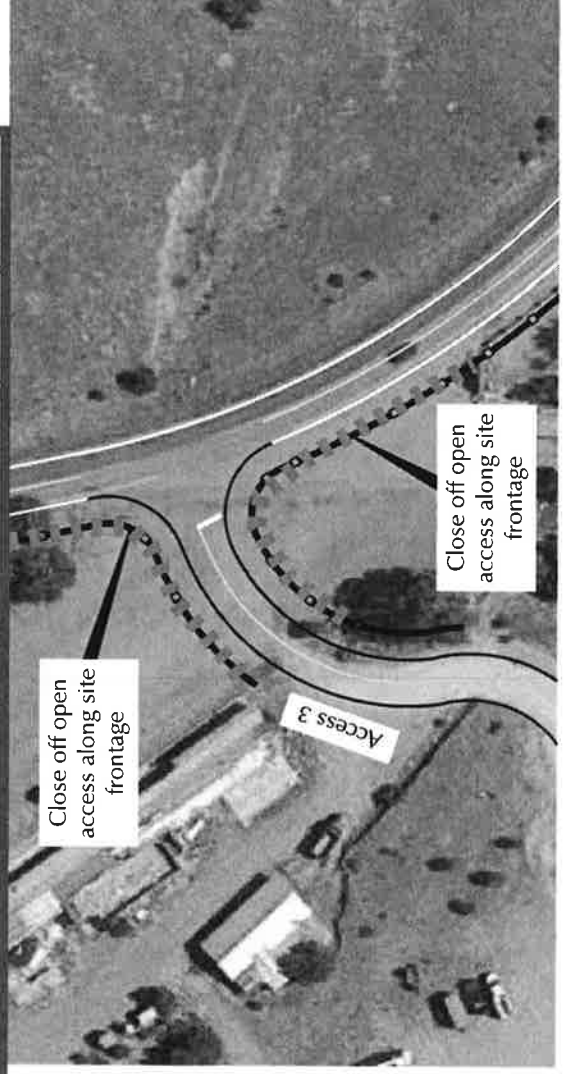


Access 5 Recommended Modifications



1" = 100'
scale

Access 3 Recommended Access Drive Alignment and Closure of Open Frontage to CR 3A



Close off open
access along site
frontage

Close off open
access along site
frontage

Exhibit 37.1 Recommended Access Modifications (Part 1)

Royal Gorge Ranch and Resort (LSC# 194171)

Closure of Open Access Along the Site Frontage North of Access 3

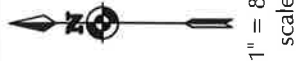
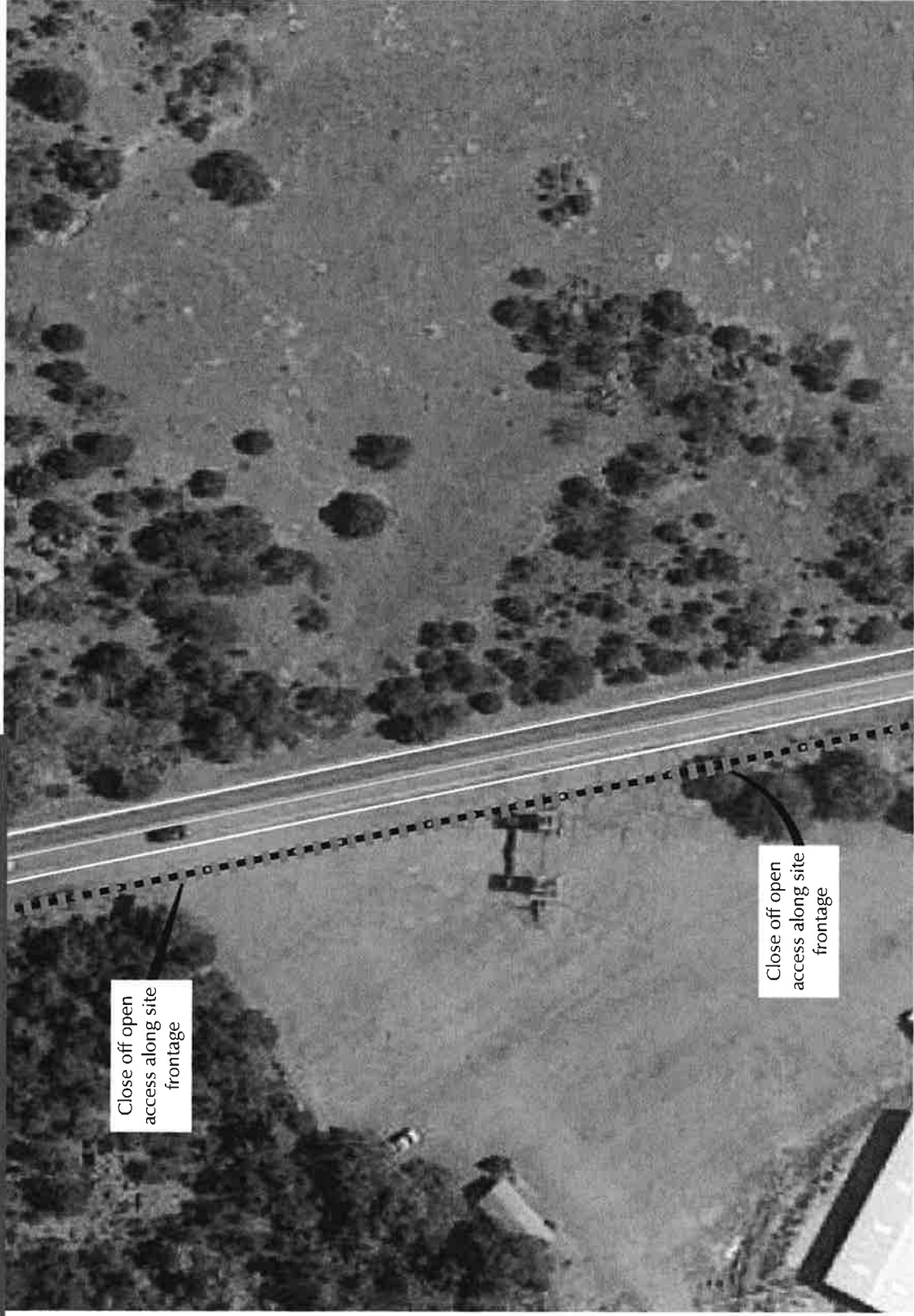


Exhibit 37.2

Recommended Access Modifications (Part 2)

Royal Gorge Ranch and Resort (LSC# 194171)



Potential Right-In-Only Option with Closure of Open Access Along the Site Frontage North of Access 3

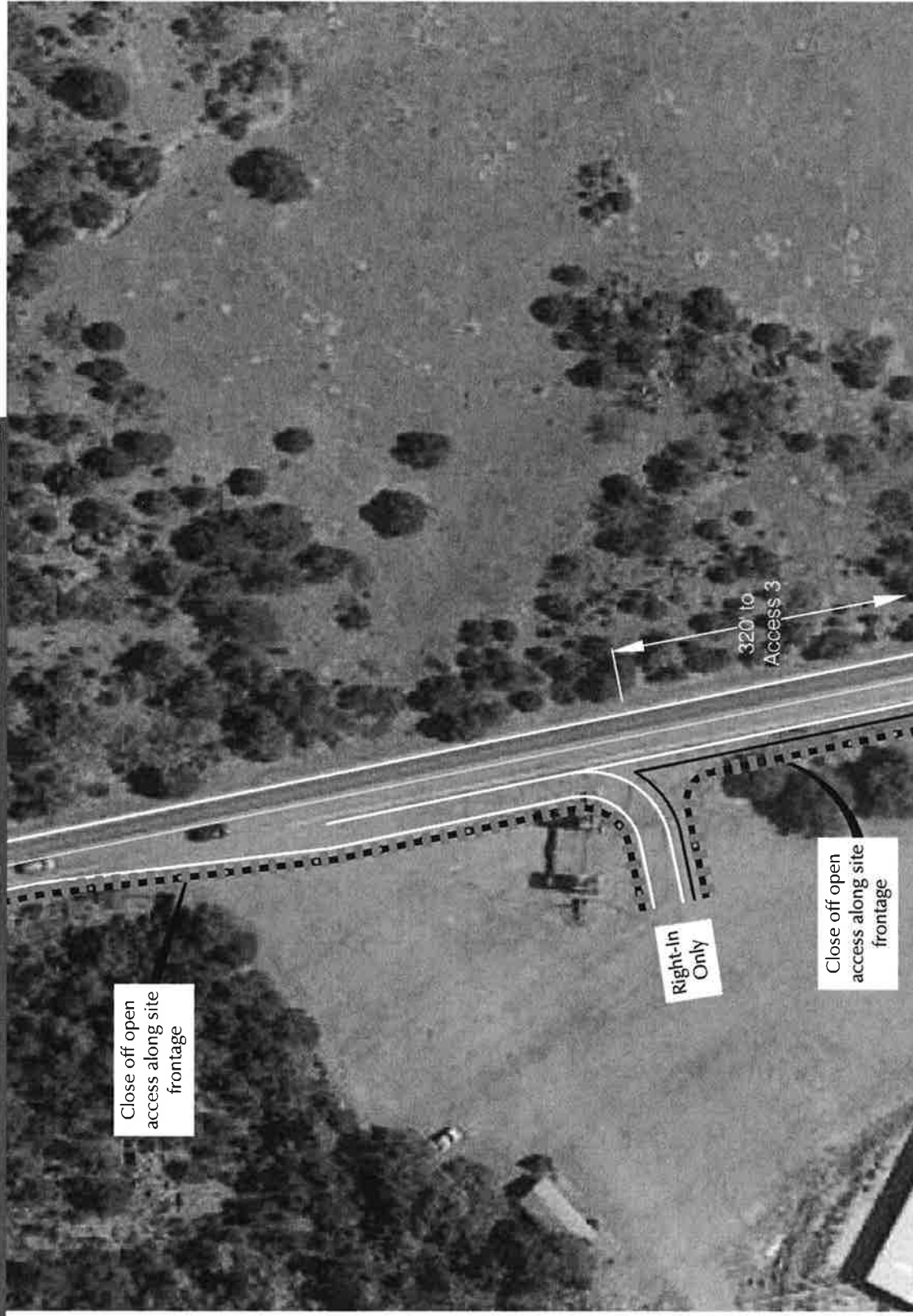


Exhibit 37.3

Recommended Access Modifications (Part 3)

Royal Gorge Ranch and Resort (LSC# 194171)



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : CR 3A - Hwy 50 AM 8-23

Site Code : 194170

Start Date : 8/23/2023

Page No : 1

Groups Printed- Unshifted

Start Time	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	1	22	0	0	23	32
07:35	0	0	0	0	0	0	11	2	0	13	2	0	0	0	2	0	13	0	0	13	28
07:40	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	29	0	0	29	39
07:45	0	0	0	0	0	0	17	3	0	20	3	0	0	0	3	0	16	0	0	16	39
07:50	0	0	0	0	0	1	18	1	0	20	0	0	0	0	0	1	24	0	0	25	45
07:55	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	0	10	0	0	10	27
Total	0	0	0	0	0	1	77	8	0	86	8	0	0	0	8	2	114	0	0	116	210
08:00	0	0	0	0	0	0	21	6	0	27	0	0	0	0	0	0	16	0	0	16	43
08:05	0	0	0	0	0	0	23	6	0	29	1	0	0	0	1	1	13	0	0	14	44
08:10	0	0	0	0	0	0	24	5	0	29	1	0	0	0	1	1	28	0	0	29	59
08:15	0	0	0	0	0	0	20	2	0	22	2	0	0	0	2	0	11	0	0	11	35
08:20	0	0	0	0	0	0	23	2	0	25	1	0	0	0	1	0	6	0	0	6	32
08:25	0	0	0	0	0	1	12	2	0	15	0	0	0	0	0	0	26	0	0	26	41
08:30	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	0	16	0	0	16	41
08:35	0	0	0	0	0	0	18	3	0	21	1	0	0	0	1	1	18	0	0	19	41
08:40	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	2	24	0	0	26	44
08:45	0	0	0	0	0	0	18	4	0	22	0	0	0	0	0	0	20	0	0	20	42
08:50	0	0	0	0	0	0	18	5	0	23	0	0	0	0	0	1	15	0	0	16	39
08:55	0	0	0	0	0	0	21	6	0	27	3	0	2	0	5	1	30	0	0	31	63
Total	0	0	0	0	0	1	236	45	0	282	10	0	2	0	12	7	223	0	0	230	524
09:00	0	0	0	0	0	0	18	5	0	23	0	0	0	0	0	0	19	0	0	19	42
09:05	0	0	1	0	1	1	14	1	0	16	1	0	1	0	2	0	15	0	0	15	34
09:10	0	0	0	0	0	0	30	4	0	34	1	1	0	0	2	0	27	0	0	27	63
09:15	0	0	0	0	0	0	22	2	0	24	4	0	1	0	5	1	30	1	0	32	61
09:20	0	0	0	0	0	0	15	4	0	19	0	0	0	0	0	1	18	1	0	20	39
09:25	0	0	0	0	0	0	24	6	0	30	1	0	1	0	2	2	25	0	0	27	59
Grand Total	0	0	1	0	1	3	436	75	0	514	25	1	5	0	31	13	471	2	0	486	1032
Apprch %	0	0	100	0		0.6	84.8	14.6	0		80.6	3.2	16.1	0		2.7	96.9	0.4	0		
Total %	0	0	0.1	0	0.1	0.3	42.2	7.3	0	49.8	2.4	0.1	0.5	0	3	1.3	45.6	0.2	0	47.1	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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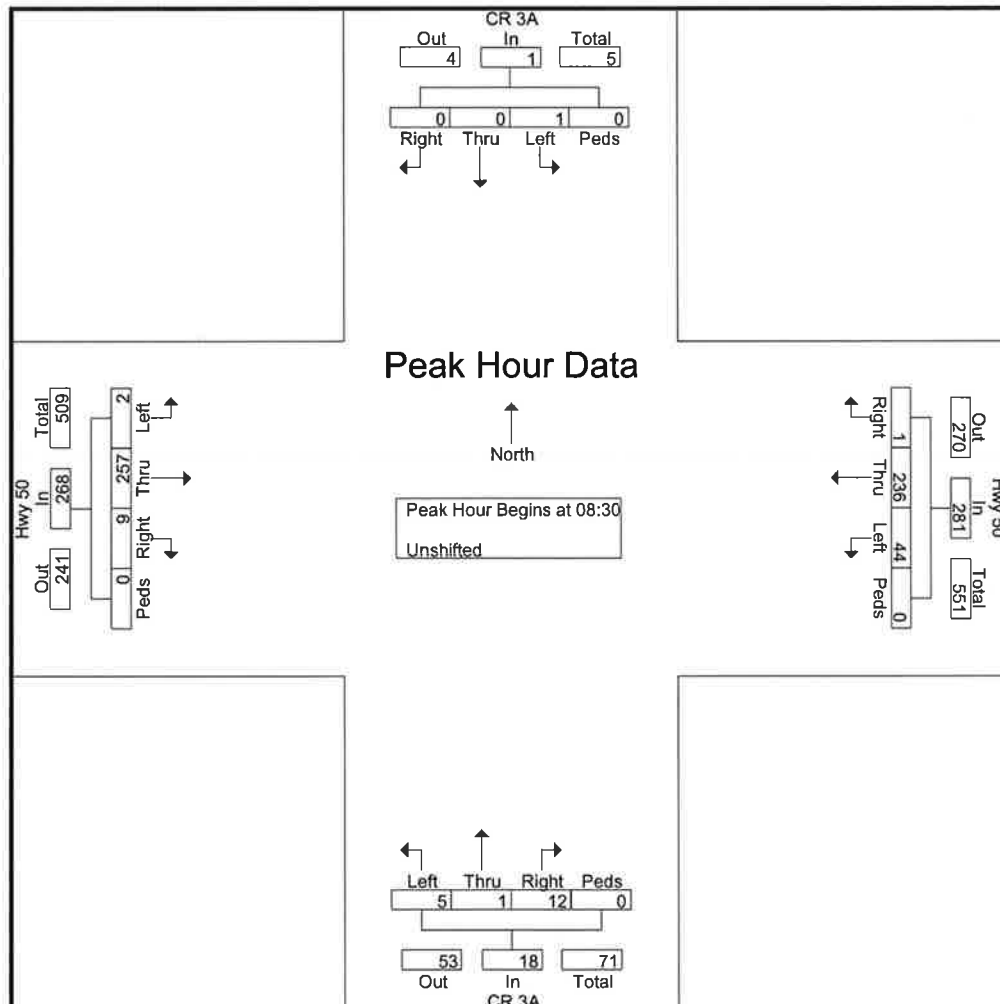
File Name : CR 3A - Hwy 50 AM 8-23

Site Code : 194170

Start Date : 8/23/2023

Page No : 2

	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	0	16	0	0	16	41
08:35	0	0	0	0	0	0	18	3	0	21	1	0	0	0	1	1	18	0	0	19	41
08:40	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	2	24	0	0	26	44
08:45	0	0	0	0	0	0	18	4	0	22	0	0	0	0	0	0	20	0	0	20	42
08:50	0	0	0	0	0	0	18	5	0	23	0	0	0	0	0	1	15	0	0	16	39
08:55	0	0	0	0	0	0	21	6	0	27	3	0	2	0	5	1	30	0	0	31	63
09:00	0	0	0	0	0	0	18	5	0	23	0	0	0	0	0	0	19	0	0	19	42
09:05	0	0	1	0	1	1	14	1	0	16	1	0	1	0	2	0	15	0	0	15	34
09:10	0	0	0	0	0	0	30	4	0	34	1	1	0	0	2	0	27	0	0	27	63
09:15	0	0	0	0	0	0	22	2	0	24	4	0	1	0	5	1	30	1	0	32	61
09:20	0	0	0	0	0	0	15	4	0	19	0	0	0	0	0	1	18	1	0	20	39
09:25	0	0	0	0	0	0	24	6	0	30	1	0	1	0	2	2	25	0	0	27	59
Total Volume	0	0	1	0	1	1	236	44	0	281	12	1	5	0	18	9	257	2	0	268	568
% App. Total	0	0	100	0		0.4	84	15.7	0		66.7	5.6	27.8	0		3.4	95.9	0.7	0		
PHF	.000	.000	.083	.000	.083	.083	.656	.611	.000	.689	.250	.083	.208	.000	.300	.375	.714	.167	.000	.698	.751



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2504 E. Pikes Peak Ave, Suite 304
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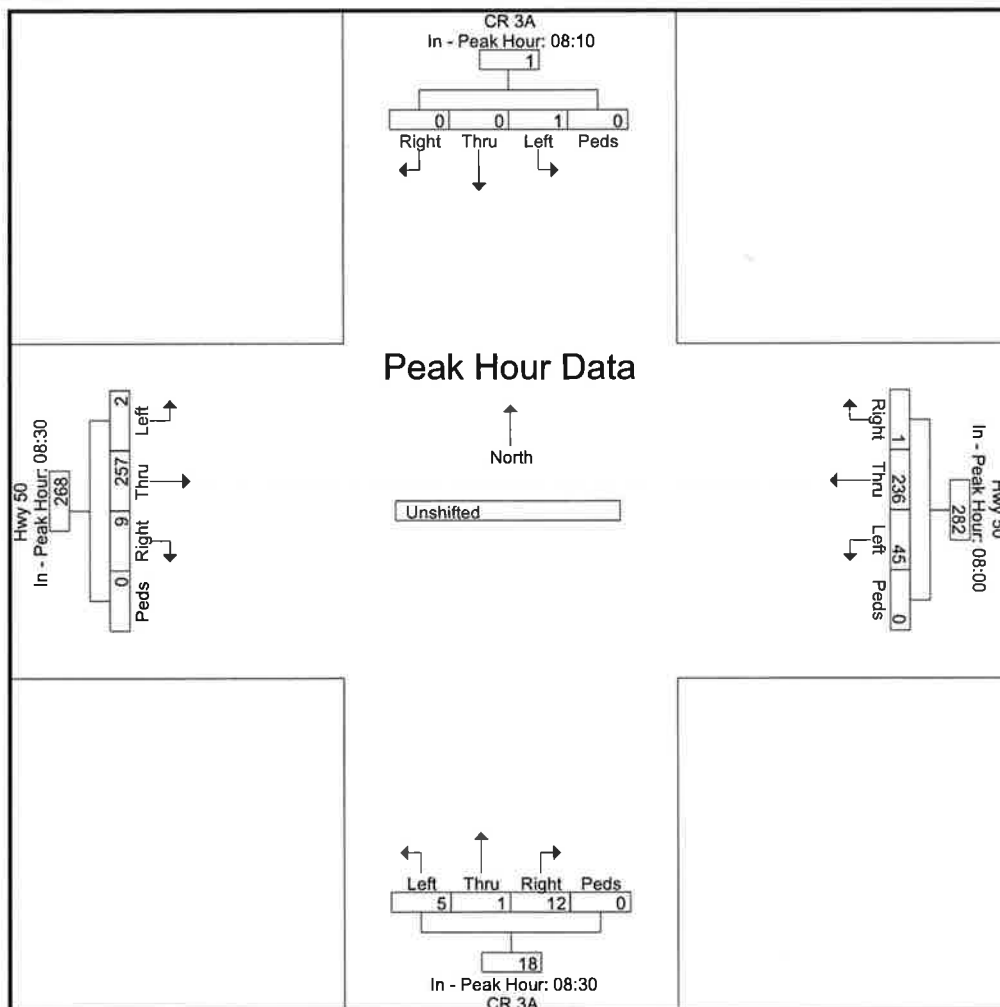
File Name : CR 3A - Hwy 50 AM 8-23

Site Code : 194170

Start Date : 8/23/2023

Page No : 3

	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:10					08:00					08:30					08:30					
+0 mins.	0	0	0	0	0	0	21	6	0	27	0	0	0	0	0	0	16	0	0	16	
+5 mins.	0	0	0	0	0	0	23	6	0	29	1	0	0	0	1	1	18	0	0	19	
+10 mins.	0	0	0	0	0	0	24	5	0	29	1	0	0	0	1	2	24	0	0	26	
+15 mins.	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	0	20	0	0	20	
+20 mins.	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	1	15	0	0	16	
+25 mins.	0	0	0	0	0	1	12	2	0	15	3	0	2	0	5	1	30	0	0	31	
+30 mins.	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	0	19	0	0	19	
+35 mins.	0	0	0	0	0	0	18	3	0	21	1	0	1	0	2	0	15	0	0	15	
+40 mins.	0	0	0	0	0	0	16	1	0	17	1	1	0	0	2	0	27	0	0	27	
+45 mins.	0	0	0	0	0	0	18	4	0	22	4	0	1	0	5	1	30	1	0	32	
+50 mins.	0	0	0	0	0	0	18	5	0	23	0	0	0	0	0	1	18	1	0	20	
+55 mins.	0	0	1	0	1	0	21	6	0	27	1	0	1	0	2	2	25	0	0	27	
Total Volume	0	0	1	0	1	1	236	45	0	282	12	1	5	0	18	9	257	2	0	268	
% App. Total	0	0	100	0		0.4	83.7	16	0		66.7	5.6	27.8	0		3.4	95.9	0.7	0		
PHF	.000	.000	.083	.000	.083	.083	.819	.625	.000	.810	.250	.083	.208	.000	.300	.375	.714	.167	.000	.698	



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719-633-2868

File Name : CR 3A - Hwy 50 PM 8-23

Site Code : 194170

Start Date : 8/23/2023

Page No : 1

Groups Printed- Unshifted

Start Time	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
15:00	0	0	0	0	0	0	14	6	0	20	8	0	2	0	10	0	17	0	0	17	47
15:05	0	0	0	0	0	0	17	1	0	18	8	0	0	0	8	1	29	0	0	30	56
15:10	0	0	0	0	0	0	19	3	0	22	2	0	1	0	3	1	20	0	0	21	46
15:15	0	0	0	0	0	0	20	1	0	21	5	0	3	0	8	1	20	0	0	21	50
15:20	0	0	0	0	0	0	24	4	0	28	2	0	0	0	2	1	22	0	0	23	53
15:25	0	0	0	0	0	0	20	4	0	25	5	0	0	0	5	0	29	0	0	29	59
15:30	0	0	0	0	0	0	27	4	0	31	5	0	0	0	5	2	33	0	0	35	71
15:35	0	0	0	0	0	0	20	2	0	22	11	0	1	0	12	1	13	0	0	14	48
15:40	0	0	0	0	0	0	31	1	0	32	6	0	5	0	11	0	21	0	0	21	64
15:45	0	0	0	0	0	0	13	2	0	15	2	0	0	0	2	0	23	0	0	23	40
15:50	0	0	0	0	0	0	19	2	0	22	1	0	0	0	1	0	24	0	0	24	47
15:55	0	0	0	0	0	0	28	3	0	31	5	0	0	0	5	1	18	0	0	19	55
Total	0	0	0	0	0	2	252	33	0	287	60	0	12	0	72	8	269	0	0	277	636
16:00	0	0	0	0	0	0	29	2	0	31	5	0	0	0	5	1	26	0	0	27	63
16:05	0	0	0	0	0	0	20	4	0	24	1	0	1	0	2	1	28	0	0	29	55
16:10	1	0	0	0	1	0	22	2	0	24	2	0	1	0	3	2	22	0	0	24	52
16:15	1	0	0	0	1	0	24	3	0	27	2	0	3	0	5	0	23	0	0	23	56
16:20	0	0	0	0	0	0	23	2	0	25	2	0	2	0	4	0	17	0	0	17	46
16:25	0	0	0	0	0	0	15	5	0	20	5	0	3	0	8	1	13	1	0	15	43
16:30	0	0	0	0	0	0	15	2	0	17	2	0	0	0	2	2	20	0	0	22	41
16:35	0	0	0	0	0	0	15	2	0	17	2	0	4	0	6	2	20	0	0	22	45
16:40	0	0	0	0	0	0	20	3	0	23	9	0	1	0	10	3	24	0	0	27	60
16:45	0	0	0	0	0	0	20	1	0	21	2	0	0	0	2	0	15	0	0	15	38
16:50	0	0	0	0	0	0	25	3	0	28	5	0	2	0	7	0	18	0	0	18	53
16:55	0	0	2	0	2	0	17	1	0	18	7	0	4	0	11	0	19	0	0	19	50
Total	2	0	2	0	4	0	245	30	0	275	44	0	21	0	65	12	245	1	0	258	602
17:00	0	1	0	0	1	0	20	1	0	21	6	0	1	0	7	1	9	0	0	10	39
17:05	0	0	0	0	0	0	23	1	0	24	3	0	0	0	3	0	18	0	0	18	45
17:10	0	1	1	0	2	0	25	0	0	25	2	0	3	0	5	0	22	0	0	22	54
17:15	0	0	0	0	0	0	22	1	0	23	1	0	2	0	3	1	11	0	0	12	38
17:20	0	0	0	0	0	1	23	1	0	25	4	0	1	0	5	0	20	0	0	20	50
17:25	0	0	0	0	0	0	16	2	0	18	2	0	0	0	2	0	11	0	0	11	31
Grand Total	2	2	3	0	7	3	626	69	0	698	122	0	40	0	162	22	605	1	0	628	1495
Apprch %	28.6	28.6	42.9	0		0.4	89.7	9.9	0		75.3	0	24.7	0		3.5	96.3	0.2	0		
Total %	0.1	0.1	0.2	0	0.5	0.2	41.9	4.6	0	46.7	8.2	0	2.7	0	10.8	1.5	40.5	0.1	0	42	

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2504 E. Pikes Peak Ave, Suite 304
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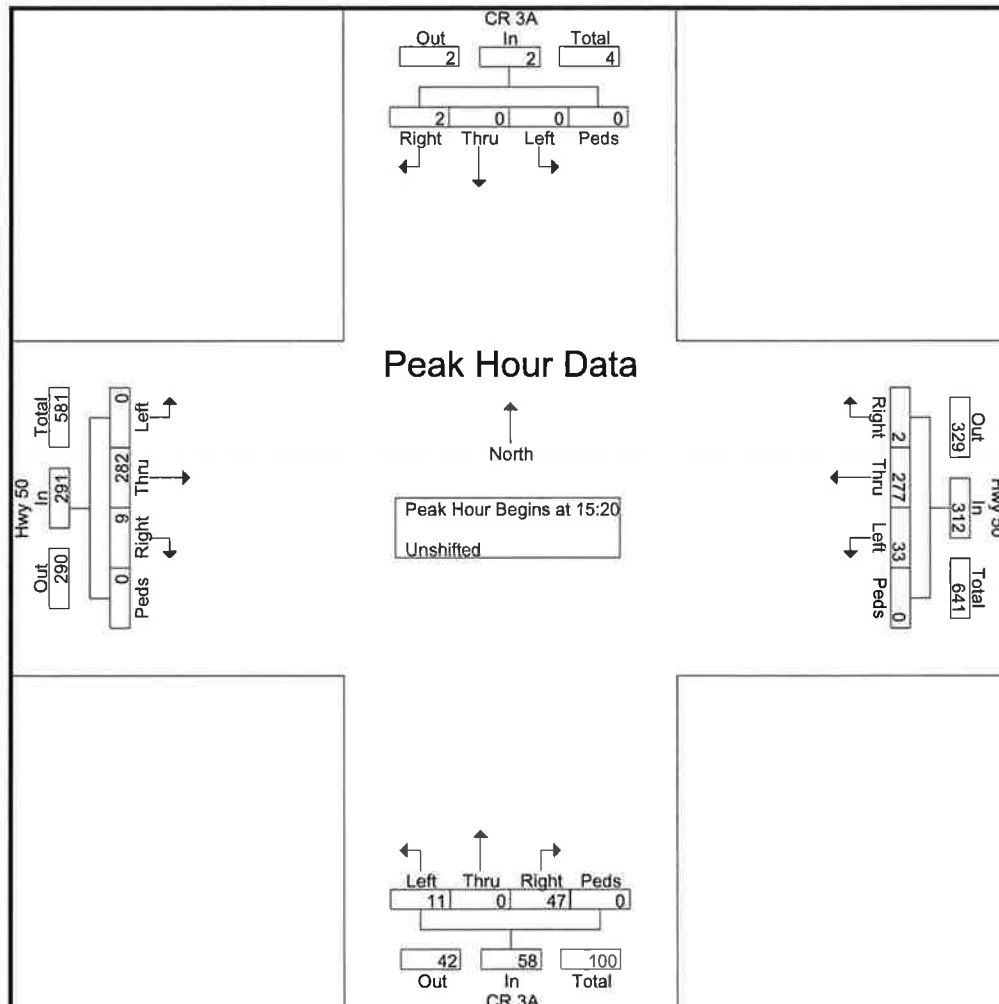
File Name : CR 3A - Hwy 50 PM 8-23

Site Code : 194170

Start Date : 8/23/2023

Page No : 2

	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 17:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:20																					
15:20	0	0	0	0	0	0	24	4	0	28	2	0	0	0	2	1	22	0	0	23	53
15:25	0	0	0	0	0	1	20	4	0	25	5	0	0	0	5	0	29	0	0	29	59
15:30	0	0	0	0	0	0	27	4	0	31	5	0	0	0	5	2	33	0	0	35	71
15:35	0	0	0	0	0	0	20	2	0	22	11	0	1	0	12	1	13	0	0	14	48
15:40	0	0	0	0	0	0	31	1	0	32	6	0	5	0	11	0	21	0	0	21	64
15:45	0	0	0	0	0	0	13	2	0	15	2	0	0	0	2	0	23	0	0	23	40
15:50	0	0	0	0	0	1	19	2	0	22	1	0	0	0	1	0	24	0	0	24	47
15:55	0	0	0	0	0	0	28	3	0	31	5	0	0	0	5	1	18	0	0	19	55
16:00	0	0	0	0	0	0	29	2	0	31	5	0	0	0	5	1	26	0	0	27	63
16:05	0	0	0	0	0	0	20	4	0	24	1	0	1	0	2	1	28	0	0	29	55
16:10	1	0	0	0	1	0	22	2	0	24	2	0	1	0	3	2	22	0	0	24	52
16:15	1	0	0	0	1	0	24	3	0	27	2	0	3	0	5	0	23	0	0	23	56
Total Volume	2	0	0	0	2	2	277	33	0	312	47	0	11	0	58	9	282	0	0	291	663
% App. Total	100	0	0	0		0.6	88.8	10.6	0		81	0	19	0		3.1	96.9	0	0		
PHF	.167	.000	.000	.000	.167	.167	.745	.688	.000	.813	.356	.000	.183	.000	.403	.375	.712	.000	.000	.693	.778



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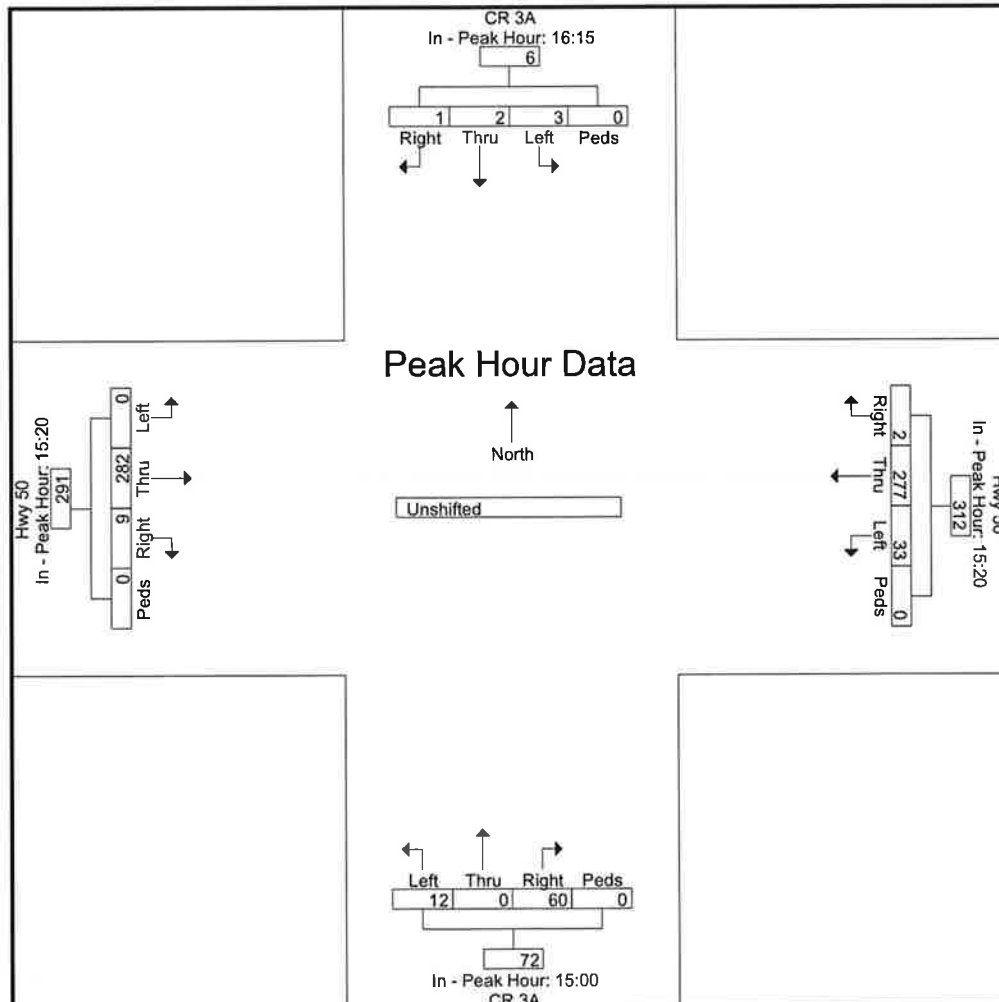
File Name : CR 3A - Hwy 50 PM 8-23

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Page No : 3

	CR 3A Southbound					Hwy 50 Westbound					CR 3A Northbound					Hwy 50 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 17:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					15:20					15:00					15:20					
+0 mins.	1	0	0	0	1	0	24	4	0	28	8	0	2	0	10	1	22	0	0	23	
+5 mins.	0	0	0	0	0	1	20	4	0	25	8	0	0	0	8	0	29	0	0	29	
+10 mins.	0	0	0	0	0	0	27	4	0	31	2	0	1	0	3	2	33	0	0	35	
+15 mins.	0	0	0	0	0	0	20	2	0	22	5	0	3	0	8	1	13	0	0	14	
+20 mins.	0	0	0	0	0	0	31	1	0	32	2	0	0	0	2	0	21	0	0	21	
+25 mins.	0	0	0	0	0	0	13	2	0	15	5	0	0	0	5	0	23	0	0	23	
+30 mins.	0	0	0	0	0	1	19	2	0	22	5	0	0	0	5	0	24	0	0	24	
+35 mins.	0	0	0	0	0	0	28	3	0	31	11	0	1	0	12	1	18	0	0	19	
+40 mins.	0	0	2	0	2	0	29	2	0	31	6	0	5	0	11	1	26	0	0	27	
+45 mins.	0	1	0	0	1	0	20	4	0	24	2	0	0	0	2	1	28	0	0	29	
+50 mins.	0	0	0	0	0	0	22	2	0	24	1	0	0	0	1	2	22	0	0	24	
+55 mins.	0	1	1	0	2	0	24	3	0	27	5	0	0	0	5	0	23	0	0	23	
Total Volume	1	2	3	0	6	2	277	33	0	312	60	0	12	0	72	9	282	0	0	291	
% App. Total	16.7	33.3	50	0		0.6	88.8	10.6	0		83.3	0	16.7	0		3.1	96.9	0	0		
PHF	.083	.167	.125	.000	.250	.167	.745	.688	.000	.813	.455	.000	.200	.000	.500	.375	.712	.000	.000	.693	



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↑	↘		↕			↕	
Traffic Vol, veh/h	2	257	9	44	236	1	5	1	12	1	0	0
Future Vol, veh/h	2	257	9	44	236	1	5	1	12	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	279	10	48	257	1	6	1	15	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	279	0	0	637	637	279	637	636	257
Stage 1	-	-	-	-	-	-	283	283	-	353	353	-
Stage 2	-	-	-	-	-	-	354	354	-	284	283	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1307	-	-	1284	-	-	390	395	760	390	395	782
Stage 1	-	-	-	-	-	-	724	677	-	664	631	-
Stage 2	-	-	-	-	-	-	663	630	-	723	677	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1307	-	-	1284	-	-	378	380	760	370	380	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	380	-	370	380	-
Stage 1	-	-	-	-	-	-	723	676	-	663	608	-
Stage 2	-	-	-	-	-	-	638	607	-	706	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.2	8.2	14.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1135	1307	-	-	1284	-	-	370
HCM Lane V/C Ratio	0.02	0.002	-	-	0.037	-	-	0.003
HCM Control Delay (s)	8.2	7.8	-	-	7.9	-	-	14.8
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱		↕			↕	
Traffic Vol, veh/h	0	282	9	33	277	2	11	0	47	0	0	2
Future Vol, veh/h	0	282	9	33	277	2	11	0	47	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	307	10	36	301	2	13	0	57	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	307	0	0	681	682	307	680	680	301
Stage 1	-	-	-	-	-	-	307	307	-	373	373	-
Stage 2	-	-	-	-	-	-	374	375	-	307	307	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1258	-	-	1254	-	-	364	372	733	365	373	739
Stage 1	-	-	-	-	-	-	703	661	-	648	618	-
Stage 2	-	-	-	-	-	-	647	617	-	703	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1258	-	-	1254	-	-	355	361	733	330	362	739
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	361	-	330	362	-
Stage 1	-	-	-	-	-	-	703	661	-	648	600	-
Stage 2	-	-	-	-	-	-	626	599	-	649	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	9.3	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	905	1258	-	-	1254	-	-	739
HCM Lane V/C Ratio	0.077	-	-	-	0.029	-	-	0.003
HCM Control Delay (s)	9.3	0	-	-	8	-	-	9.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	257	11	59	236	1	6	1	25	1	0	0
Future Vol, veh/h	2	257	11	59	236	1	6	1	25	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	279	12	64	257	1	8	1	32	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	279	0	0	669	669	279	669	668	257
Stage 1	-	-	-	-	-	-	283	283	-	385	385	-
Stage 2	-	-	-	-	-	-	386	386	-	284	283	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1307	-	-	1284	-	-	371	379	760	371	379	782
Stage 1	-	-	-	-	-	-	724	677	-	638	611	-
Stage 2	-	-	-	-	-	-	637	610	-	723	677	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1307	-	-	1284	-	-	357	359	760	341	359	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	359	-	341	359	-
Stage 1	-	-	-	-	-	-	723	676	-	637	580	-
Stage 2	-	-	-	-	-	-	605	580	-	690	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	8.9	15.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	973	1307	-	-	1284	-	-	341
HCM Lane V/C Ratio	0.042	0.002	-	-	0.05	-	-	0.004
HCM Control Delay (s)	8.9	7.8	-	-	8	-	-	15.6
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	2	0	0	31	64	3
Future Vol, veh/h	2	0	0	31	64	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	40	77	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	119	79	81
Stage 1	79	-	-
Stage 2	40	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	877	981	1517
Stage 1	944	-	-
Stage 2	982	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	877	981	1517
Mov Cap-2 Maneuver	877	-	-
Stage 1	944	-	-
Stage 2	982	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	877	-
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	0	-	9.1	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	3	0	0	28	60	4
Future Vol, veh/h	3	0	0	28	60	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	36	72	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	111	75	77	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	886	986	1522	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	886	986	1522	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	886	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
4: CR 3A & Access 3

Existing + Site
AM

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	23	54	7
Future Vol, veh/h	5	0	0	23	54	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	0	29	65	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	98	69	73
Stage 1	69	-	-
Stage 2	29	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	901	994	1527
Stage 1	954	-	-
Stage 2	994	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	901	994	1527
Mov Cap-2 Maneuver	901	-	-
Stage 1	954	-	-
Stage 2	994	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1527	-	901	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	51	2	0	21	2	0
Future Vol, veh/h	51	2	0	21	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	2	0	27	3	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	63
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1540
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1540
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	1540	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	50	1	0	20	1	0
Future Vol, veh/h	50	1	0	20	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1	0	26	1	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	61
Stage 1	-	-	61
Stage 2	-	-	26
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1542	914
Stage 1	-	-	962
Stage 2	-	-	997
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1542	914
Mov Cap-2 Maneuver	-	-	914
Stage 1	-	-	962
Stage 2	-	-	997

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	914	-	-	1542	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↕			↕	
Traffic Vol, veh/h	0	282	11	50	277	2	13	0	67	0	0	2
Future Vol, veh/h	0	282	11	50	277	2	13	0	67	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	307	12	54	301	2	16	0	81	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	307	0	0	717	718	307	716	716	301
Stage 1	-	-	-	-	-	-	307	307	-	409	409	-
Stage 2	-	-	-	-	-	-	410	411	-	307	307	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1258	-	-	1254	-	-	345	355	733	345	356	739
Stage 1	-	-	-	-	-	-	703	661	-	619	596	-
Stage 2	-	-	-	-	-	-	619	595	-	703	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1258	-	-	1254	-	-	333	340	733	297	341	739
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	340	-	297	341	-
Stage 1	-	-	-	-	-	-	703	661	-	619	570	-
Stage 2	-	-	-	-	-	-	590	569	-	626	661	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			9.6			9.9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	875	1258	-	-	1254	-	-	739
HCM Lane V/C Ratio	0.11	-	-	-	0.043	-	-	0.003
HCM Control Delay (s)	9.6	0	-	-	8	-	-	9.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	4	0	0	73	55	3
Future Vol, veh/h	4	0	0	73	55	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	88	66	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	156	68	70
Stage 1	68	-	-
Stage 2	88	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	835	995	1531
Stage 1	955	-	-
Stage 2	935	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	835	995	1531
Mov Cap-2 Maneuver	835	-	-
Stage 1	955	-	-
Stage 2	935	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	835	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	0	68	51	4
Future Vol, veh/h	5	0	0	68	51	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	0	82	61	5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	146	64	66	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	846	1000	1536	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	1000	1536	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1536	-	846	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
4: CR 3A & Access 3

Existing + Site
PM

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	60	44	7
Future Vol, veh/h	8	0	0	60	44	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	72	53	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	129	57	61
Stage 1	57	-	-
Stage 2	72	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	865	1009	1542
Stage 1	966	-	-
Stage 2	951	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	865	1009	1542
Mov Cap-2 Maneuver	865	-	-
Stage 1	966	-	-
Stage 2	951	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1542	-	865	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	41	3	0	57	3	0
Future Vol, veh/h	41	3	0	57	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	4	0	69	4	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	57
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1547	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1547	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1547	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	40	1	0	55	2	0
Future Vol, veh/h	40	1	0	55	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	0	66	3	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	52
Stage 1	-	-	52
Stage 2	-	-	66
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1554	878
Stage 1	-	-	970
Stage 2	-	-	957
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1554	878
Mov Cap-2 Maneuver	-	-	878
Stage 1	-	-	970
Stage 2	-	-	957

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	878	-	-	1554	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	285	10	50	255	1	10	1	15	1	0	0
Future Vol, veh/h	2	285	10	50	255	1	10	1	15	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	310	11	54	277	1	13	1	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	278	0	0	310	0	0	700	700	310	700	699	277
Stage 1	-	-	-	-	-	-	314	314	-	385	385	-
Stage 2	-	-	-	-	-	-	386	386	-	315	314	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1285	-	-	1250	-	-	354	363	730	354	364	762
Stage 1	-	-	-	-	-	-	697	656	-	638	611	-
Stage 2	-	-	-	-	-	-	637	610	-	696	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1285	-	-	1250	-	-	342	347	730	332	348	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	347	-	332	348	-
Stage 1	-	-	-	-	-	-	696	655	-	637	585	-
Stage 2	-	-	-	-	-	-	609	584	-	675	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.3	9.6	15.9
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	809	1285	-	-	1250	-	-	332
HCM Lane V/C Ratio	0.041	0.002	-	-	0.043	-	-	0.004
HCM Control Delay (s)	9.6	7.8	-	-	8	-	-	15.9
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↕			↕	
Traffic Vol, veh/h	0	310	10	35	295	2	15	0	50	0	0	2
Future Vol, veh/h	0	310	10	35	295	2	15	0	50	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	337	11	38	321	2	18	0	60	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	337	0	0	735	736	337	734	734	321
Stage 1	-	-	-	-	-	-	337	337	-	397	397	-
Stage 2	-	-	-	-	-	-	398	399	-	337	337	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1237	-	-	1222	-	-	335	346	705	336	347	720
Stage 1	-	-	-	-	-	-	677	641	-	629	603	-
Stage 2	-	-	-	-	-	-	628	602	-	677	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1237	-	-	1222	-	-	326	335	705	300	336	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	335	-	300	336	-
Stage 1	-	-	-	-	-	-	677	641	-	629	584	-
Stage 2	-	-	-	-	-	-	606	583	-	619	641	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			9.3			10		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	917	1237	-	-	1222	-	-	720
HCM Lane V/C Ratio	0.085	-	-	-	0.031	-	-	0.004
HCM Control Delay (s)	9.3	0	-	-	8	-	-	10
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↕	↕	
Traffic Vol, veh/h	12	0	187	0	76	9
Future Vol, veh/h	12	0	187	0	76	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	215	0	92	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	528	98	103
Stage 1	98	-	-
Stage 2	430	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	511	958	1489
Stage 1	926	-	-
Stage 2	656	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	437	958	1489
Mov Cap-2 Maneuver	437	-	-
Stage 1	793	-	-
Stage 2	656	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	7.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	437	-	-
HCM Lane V/C Ratio	0.144	-	0.035	-	-
HCM Control Delay (s)	7.8	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.1	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY			↑	↑	
Traffic Vol, veh/h	16	0	0	171	65	11
Future Vol, veh/h	16	0	0	171	65	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	0	197	78	13

Major/Minor

	Minor2	Major1	Major2
Conflicting Flow All	282	85	91
Stage 1	85	-	-
Stage 2	197	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	708	974	1504
Stage 1	938	-	-
Stage 2	836	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	708	974	1504
Mov Cap-2 Maneuver	708	-	-
Stage 1	938	-	-
Stage 2	836	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	708	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	9	0	0	142	44	6
Future Vol, veh/h	9	0	0	142	44	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	0	163	53	7

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	220	57	60	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	768	1009	1544	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	1009	1544	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1544	-	768	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱ ↲	↲	
Traffic Vol, veh/h	38	6	0	134	8	0
Future Vol, veh/h	38	6	0	134	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	8	0	154	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	57
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1547
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1547
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	781	-	-	1547	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	35	3	0	130	4	0
Future Vol, veh/h	35	3	0	130	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	4	0	149	5	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	49
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1558
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1558
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1558	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	285	12	65	255	1	11	1	28	1	0	0
Future Vol, veh/h	2	285	12	65	255	1	11	1	28	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	310	13	71	277	1	14	1	36	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	278	0	0	310	0	0	734	734	310	734	733	277
Stage 1	-	-	-	-	-	-	314	314	-	419	419	-
Stage 2	-	-	-	-	-	-	420	420	-	315	314	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1285	-	-	1250	-	-	336	347	730	336	348	762
Stage 1	-	-	-	-	-	-	697	656	-	612	590	-
Stage 2	-	-	-	-	-	-	611	589	-	696	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1285	-	-	1250	-	-	321	327	730	304	327	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	327	-	304	327	-
Stage 1	-	-	-	-	-	-	696	655	-	611	556	-
Stage 2	-	-	-	-	-	-	576	555	-	659	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	8.6	16.9
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1043	1285	-	-	1250	-	-	304
HCM Lane V/C Ratio	0.049	0.002	-	-	0.057	-	-	0.004
HCM Control Delay (s)	8.6	7.8	-	-	8.1	-	-	16.9
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕			↕	↕	
Traffic Vol, veh/h	2	0	0	36	69	3
Future Vol, veh/h	2	0	0	36	69	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	46	83	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	131	85	87	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	863	974	1509	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	974	1509	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1509	-	863	-	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Control Delay (s)	0	-	9.2	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	33	65	4
Future Vol, veh/h	3	0	0	33	65	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	42	78	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	123	81	83
Stage 1	81	-	-
Stage 2	42	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	872	979	1514
Stage 1	942	-	-
Stage 2	980	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	872	979	1514
Mov Cap-2 Maneuver	872	-	-
Stage 1	942	-	-
Stage 2	980	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	872	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	0	0	28	59	6
Future Vol, veh/h	5	0	0	28	59	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	0	36	71	7

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	111	75	78	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	886	986	1520	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	886	986	1520	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1520	-	886	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Vol, veh/h	56	2	0	26	2	0
Future Vol, veh/h	56	2	0	26	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	2	0	33	3	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	69
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1532
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1532
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1532	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↖	↗
Traffic Vol, veh/h	55	1	0	25	1	0
Future Vol, veh/h	55	1	0	25	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	1	0	32	1	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	67
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1535
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1535
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	900	-	-	1535	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↕			↕	
Traffic Vol, veh/h	0	310	12	52	295	2	17	0	70	0	0	2
Future Vol, veh/h	0	310	12	52	295	2	17	0	70	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Stop
Storage Length	545	-	165	365	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	337	13	57	321	2	20	0	84	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	337	0	0	773	774	337	772	772	321
Stage 1	-	-	-	-	-	-	337	337	-	435	435	-
Stage 2	-	-	-	-	-	-	436	437	-	337	337	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1237	-	-	1222	-	-	316	329	705	317	330	720
Stage 1	-	-	-	-	-	-	677	641	-	600	580	-
Stage 2	-	-	-	-	-	-	599	579	-	677	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1237	-	-	1222	-	-	304	314	705	269	314	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	314	-	269	314	-
Stage 1	-	-	-	-	-	-	677	641	-	600	553	-
Stage 2	-	-	-	-	-	-	569	552	-	596	641	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			9.7			10		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	876	1237	-	-	1222	-	-	720
HCM Lane V/C Ratio	0.12	-	-	-	0.046	-	-	0.004
HCM Control Delay (s)	9.7	0	-	-	8.1	-	-	10
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	4	0	0	78	60	3
Future Vol, veh/h	4	0	0	78	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	94	77	4

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	173	79	81	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	817	981	1517	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	817	981	1517	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1517	-	817	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	0	73	56	4
Future Vol, veh/h	5	0	0	73	56	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	0	88	72	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	163	75	77
Stage 1	75	-	-
Stage 2	88	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	828	986	1522
Stage 1	948	-	-
Stage 2	935	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	828	986	1522
Mov Cap-2 Maneuver	828	-	-
Stage 1	948	-	-
Stage 2	935	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	828	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	8	0	0	65	49	7
Future Vol, veh/h	8	0	0	65	49	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	78	59	8

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	141	63	67	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	852	1002	1535	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	852	1002	1535	-	-	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1535	-	852	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	46	3	0	62	3	0
Future Vol, veh/h	46	3	0	62	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	4	0	75	4	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	63
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1540
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1540
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	857	-	-	1540	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	45	1	0	60	2	0
Future Vol, veh/h	45	1	0	60	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	1	0	72	3	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	59
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1545
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1545
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	863	-	-	1545	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



FREMONT COUNTY SKETCH PLAN APPLICATION

1. Project Name: Royal Gorge Ranch & Resort
2. Name: TY SEUFER
Mailing Address: 4505 W U.S. 50
Telephone Number: 303-419-6782 Facsimile Number: N/A
Email Address: tyseufer@gmail.com
3. Name: _____
Mailing Address: _____
Telephone Number: _____ Facsimile Number: _____
Email Address: _____
4. Name: _____
Mailing Address: _____
Telephone Number: _____ Facsimile Number: _____
Email Address: _____
5. What is the proposed Subdivision name? Royal Gorge Ranch & Resort
6. What is the total acreage of the property? 772 acres
7. What is the total number of proposed lots? 152
8. What is the proposed average lot size, excluding outlots and roads? Minimum 3 acres
9. How many phases of development are proposed with this subdivision? One phase (Minor additions: Road signs, dumpsters, mailboxes, etc.)
10. What are the proposed general time frames for development of each phase? One month
11. What is the acreage of each proposed phase? Full property
12. How many different land uses are proposed with this subdivision? 1
13. What type of land uses are proposed with this subdivision? _____
152 Residential lots; Open space
14. What is the acreage proposed to be devoted to each land use? _____
Residential = 152 acres; Open space = 620 acres;
15. What is the current land use of the property? Primarily vacant. (2 unoccupied residential buildings w/ valid permits are on-site; 1 active residential home.)
16. Will this request be a vacation and replat of an existing subdivision? Yes ☐ No ☒ Existing subdivision name _____
17. Does the property currently have improvements (i.e. structures, roads, sewer & water lines, wells, septic systems, driveways, irrigation ditches, public utilities, etc)? Yes ☒ No ☐ Provide a brief description of the improvements, also stating which will be removed and which will stay and which will be relocated: Please see Exhibit 17.1

18. Does the property contain natural features, including geologic hazards (i.e. bluffs, cliffs, debris fans, flood plains, dry gulches, drainages, ponds, lakes, streams, oil & gas deposits, mineral deposits, fault lines, etc)? Yes ☒ No ☐ Provide a brief description of the features and how they effect the proposed subdivision: Please see Exhibit 18.1 for detailed information
19. Does the property contain easements of record or not of record? Yes ☒ No ☐ Provide a brief description of the easements and how they effect the proposed subdivision: Easements of record include power lines, roads, and recreational trails. All details can be seen on the included plat. (See Exhibit 35 for plat details and easement locations)
20. What is the potable water source for the proposed subdivision? Wells - see Exhibit 20.1
21. What is the sewage disposal source for the proposed subdivision? Septic
22. What is the physical access for the proposed subdivision? Fremont County Road 3A (main access) See Exhibit 22.1
County Road 61 (secondary/emergency access)
23. Does the property currently have irrigation rights? Yes ☐ No ☒ Is the property traversed by an irrigation ditch, easement or right-of-way? Yes ☐ No ☒
The name of the irrigation company is: N/A
Will irrigation rights be retained with the property? Yes ☐ No ☒
24. Is the property located within a Fire Protection District? Yes ☒ No ☐ Please see Exhibit 24.1
25. Provide a statement evaluating the potential wildfire hazard as related to the proposed land use, explaining what the hazard is or why it does not exist: Please see Exhibit 25.1 for wildfire analysis.
Note that propane use will be banned in the subdivision (all units will be run on electricity), open fires will be banned, and wildfire mitigation will be required on each lot.
26. Provide a statement evaluating the potential radiation hazard as related to the proposed land use, explaining what the hazard is or why it does not exist: There is not believed to be an unusual hazard from naturally occurring sources of radioactivity at the site. Please see Exhibit 26.1 for detailed information.
27. Provide a statement evaluating the potential wildlife impacts as related to the proposed future land use: The Royal Gorge Ranch & Resort will be a gated community with minimal ecological impact, with no hunting allowed and no trespassing. There will be very minimal impact to any native wildlife - please see Exhibit 27.1.1 and the full draft of HOA Covenants at Appendix I.
28. What is the existing zoning of the property? R3 + RHB. Please see Exhibit 28.1
29. What is the proposed zoning of the property? R1 - We are happy to submit a Zone Change application when requested/appropriate.
30. Will all proposed lots conform to the minimum zoning standards required in the proposed zone district (i.e. size, width, etc)? Yes ☐ No ☒
31. Will all design standards of the Fremont County Subdivision Regulations, Appendix I and II be met by this proposal? Yes ☐ No ☒ If no, a list of requested waivers shall be attached, noting design standards from Appendix I and II, and the proposals made by this application, and be marked as Exhibit 31.1.

32. Based on the real estate records of the county, which include the records of the County Assessor, and “requests for notification” filed by a mineral estate owner in the records of the County Clerk and Recorder, have the mineral interests of the subject property been severed? Yes ☒ No ☐ If yes, name of mineral interest owner VanBuskirk (deceased) and Tabuteau

As per the FCSR Section IV., C., 14., a notice of the proposed subdivision shall be sent (*certified mail return receipt requested*) to the severed mineral interest owner(s) not less than thirty (30) days before the date of the Commission meeting at which the application is anticipated to be heard. See Subdivision – Mineral Interest Owner Notification Form. Evidence of said notice and mail receipt shall be attached to this application marked as Exhibit 32.1. ☒ An exhibit has been attached.

33. Information describing topographic and soils conditions of the total property, sufficient to show the usability of the lots proposed, shall be provided with this application, and be marked as Exhibit 33.1. ☒ An exhibit has been attached.

34. A copy of the most current deed of record is attached to this application, marked as Exhibit 34.1, and can be found recorded in the Fremont County Clerk and Recorder’s Office as follows:

In Book _____ at Page _____ and under Reception Number 966504

☒ An exhibit has been attached.

34. A copy of the Sketch Plan drawing shall be attached indicating, by dimension, the size and location of all improvements (*i.e. roadways, rights-of-way, driveways, sewer lines, water lines, wells, septic systems, irrigation ditches, buildings, structures, public utilities, etc.*) natural physical features (*i.e. bluffs, cliffs, debris fans, flood plains, watercourses, lakes, live streams, dry gulches, drainages, oil - gas & mineral deposits, soil type boundaries, etc.*) and easements labeled to use (*all easements and rights-of-way*). More than one (1) copy can be used.

35. A minimum of three (3) full size copies and three (3) reduced copies of a Sketch Plan drawing, drawn in accordance with Section IV., B. and C. of the Fremont County Subdivision Regulations shall accompany this submittal.

36. A submittal fee of \$ _____ is attached. Check number _____ Cash _____

All questions must be answered and all attachments must be included in this submittal packet or the submittal will not be accepted for review or placement on the Fremont County Planning Commission agenda.

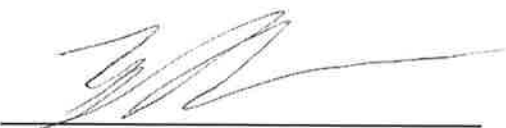
By signing this Application, the Applicant, or the agent/representative acting with due authorization on behalf of the Applicant, hereby certifies that all information contained in the application and any attachments to the Application, is true and correct to the best of Applicant’s knowledge and belief.

Applicant understands that any required private or public improvements imposed as a contingency for approval of the application may be required as a part of the approval process.

Fremont County hereby advises Applicant that if any material information contained herein is determined to be misleading, inaccurate or false, the Board of Commissioners may take any and all reasonable and appropriate steps to declare actions of the Board regarding the Application to be null and void.

Signing this Application is a declaration by the Applicant to conform to all plans, drawings, and commitments submitted with or contained within this Application, provided that the same is in conformance with the Fremont County Zoning Resolution.

Applicant Printed Name	Signature	Date
------------------------	-----------	------

Ty Seufer		October 01, 2025
Owner Printed Name	Signature	Date

DEVELOPMENT REPORT

FOR

ROYAL GORGE RANCH & RESORT

OCTOBER 2025

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Executive Summary

The Royal Gorge Ranch & Resort Planned Unit Development (PUD) proposes a 152-lot residential community emphasizing low-density living, natural open space preservation, and sustainable infrastructure. The project is located at 1337 County Road 3a, Canon City, Colorado, and includes approximately 772 acres.

The goal of this Development Report is to demonstrate full and willing compliance with Fremont County's Zoning Resolution, Subdivision Regulations, and 2015 Master Plan.

Specifically, this Development Report will address project goals, site features, soil and geological conditions, water supply and sanitation, environmental resource preservation, storm drainage, fire control, and infrastructure requirements.

Key features of the development include:

- 152 individual lots with a minimum acreage of at least 3 acres;
- Over 620 acres of preserved open space and recreational amenities achieved through enforceable HOA covenants that limit the construction envelope to a maximum of one acre per lot;
- Individual wells and septic systems with cisterns for potable water reliability;
- Installation of fire cisterns and wildfire mitigation strategies;
- Private road system designed to County standards and maintained by the HOA;
- Protection of wildlife corridors and critical habitat areas.

Through thoughtful planning and careful compliance with County regulations, Royal Gorge Ranch & Resort is designed to enhance Fremont County's rural character, and provide an economic boost through sustainable outdoor recreation and long-term residential investments, while providing a high-quality living environment for future residents.

1. Introduction

Royal Gorge Ranch & Resort proposes a 152-lot Residential Planned Unit Development (RPUD) located at 1337 County Road 3a, Cañon City, CO 81212.

- **Existing Zoning:** Residential Three (R3) and Rural Highway Business (RHB)
- **Proposed Zoning:** Residential One (R1)
- **Purpose:** Establish a low-density, legitimately eco-friendly residential community with ample open space, recreation amenities, and conservation areas, consistent with Fremont County's Master Plan goals.

2. Property Features

Key Takeaways:

- Mountains, Rolling hills, cliffs, bluffs, dry gulches, and native vegetation identified
- Significant natural features mapped on Sketch Plan, meeting requirements of Subdivision Regulations Section IV(E)02.
- 620 acres of dedicated open space, legally enforced by the HOA, preserves critical natural habitat.

Further Description:

1. **Rugged Terrain.** The property features significant elevation changes and natural contours that are consistent with mountain landscapes
2. **Natural Beauty.** The site offers stunning views of the surrounding mountains and the Royal Gorge, making it an ideal space for lot owners to appreciate the natural features and terrain from the comfort of their own homes
3. **Environmental Sensitivity.** The development plan prioritizes the preservation of natural features, including 620 acres of open space, which aligns with the intent of minimizing environmental impact. By having a low density of homes, and no commercial activity, our community will produce a negligible amount of light pollution. Thus, our PUD will contribute to such environmental causes as Dark Sky communities.

3. PUD Project Goals

Our proposed PUD project includes the following measures to ensure the retention of natural resources and environmental integrity:

1. **Open Space Preservation** - Approximately 620 acres of open space will be permanently preserved, protecting wildlife habitats, native vegetation, and scenic views
2. **Sustainable Land Management** - The project incorporates sustainable practices, such as water conservation, energy-efficient homes, and low-impact infrastructure, to minimize disruption to the natural landscape

Economic and Community Benefits

Our PUD offers significant benefits to Fremont County, including:

1. **Economic Growth.** The Royal Gorge Ranch & Resort will attract recreational enthusiasts and support local businesses, while also encouraging new community members to call Fremont County “home.”
2. **Recreational Opportunities.** Our PUD includes world-class amenities such as hiking trails, climbing routes, and outdoor recreation areas, enhancing the quality of life for residents and visitors.
3. **Sustainable Living.** We envision our project serving as a model for sustainable development, aligning with the county’s long-term goals for environmental conservation and responsible growth.

Fremont County is Our Home

The Royal Gorge Ranch & Resort team has a proven track record of successful business operations in Fremont County, including outdoor recreation businesses that have balanced environmental preservation with community needs.

Ty Seufer, property owner and Royal Gorge Ranch & Resort visionary, is a true Canon City native – from his first days in kindergarten, through completing high school in the city, all the way to the modern-day where he has made his home and raised his children right here in Canon City, Colorado.

Ty’s passion for his community and for access to outdoor recreation is genuine and true. He is committed to following the specifications of the PUD process and delivering a project that meets the highest standards of quality and compliance.

4. Soil and Geologic Characteristics

- A revised **Geologic Hazard, Mineral, and Resource Report** has been prepared (see Exhibit 18.1)
- Soil types are predominantly sandy loam and fractured sandstone.
- Site-specific mitigation measures (e.g., foundation designs) will comply with Fremont County Subdivision Regulations, Appendix I, Sections D and E .

5. Water Supply and Sanitation Systems

- **Water source:** Individual on-site wells, supplemented by 500-gallon cisterns. Individual wells will be the responsibility of each lot owner.
- **Water Resource Report (BBA Water Consultants)** evaluated under Fremont County’s 1041 Regulations (see Exhibit 20.1)

- Sanitation: Individual septic systems per lot; designed per Fremont County Subdivision Regulations, Appendix I, Section C.

6. Radiation Hazards

- No known uranium or radioactive mineral occurrences – see **the Geologic Hazard, Mineral, and Resource Report** (Exhibit 18.1)
- Baseline radon screening will be conducted prior to issuance of building permits.
- Complies with Subdivision Regulations, Appendix I, Section G.

7. Environmental Resources and Mitigation

- Open space designed per Master Plan Chapter 4, Category K (Open Space & Recreation)
- Wildlife corridors preserved and integrated with trail systems.
- Vegetative buffer zones to be maintained along drainageways and ridgelines
- Wildfire mitigation plan required and being prepared

8. Storm Drainage and Flood Control

- Drainage plan under development following standards of Appendix I, Section F of the Subdivision Regulations .
- Natural swales and dry gulches maintained wherever possible.

9. Fire Control

- Fire cisterns installed on four entryway access points of property.
- Defensible space standards enforced for all residential lots per Wildfire Hazard Mitigation Guidelines
- Emergency access roads designed with minimum 20-foot width.
- Please see Exhibits 24.1.1-24.1.3 for further documentation

10. Road Improvements

- Roads to be privately maintained by HOA

- Design standards met or requested waived per Subdivision Regulations Section IV(D) and Appendix II.
- Street names assigned per County specifications

11. Available Service Facilities

- Electric: Black Hills Energy. All lots already have access to electricity via the Black Hills Energy infrastructure running throughout the greater property.
- Emergency Services: Fremont County Sheriff's Office, local fire protection districts

12. Remedial Measures for Hazards

- Slope stabilization measures for construction on steep lots.
- Erosion control best practices (e.g., silt fencing, reseeding disturbed areas) during and after development .
- Passive radon mitigation techniques incorporated in residential construction if necessary.

13. Estimated Costs, Financing, and Construction Schedule

- **Road and utility infrastructure:** 100% completed, \$0 remaining.
- **Financing:** Future maintenance funded through HOA dues.
- **Construction Phasing:** Anticipated one (1) month remaining, from date of approval.

Funding and Maintenance Summary

I. Funding Structure

The HOA will be funded through mandatory annual assessments levied against all lot owners.

- Each residential lot within the Royal Gorge Ranch & Resort subdivision will be subject to mandatory annual assessments.
- Annual assessments will fund:
 - Private road maintenance and snow removal
 - Fire suppression infrastructure maintenance (e.g., community cisterns)
 - Stormwater facilities maintenance
 - Open space and recreational amenity maintenance
 - Insurance, legal, and administrative costs
- A **reserve fund** will be established for future major repairs and replacements.

- The Developer will make an **initial contribution** to the reserve fund to provide financial stability prior to turnover of HOA operations to lot owners.
- Special assessments may be levied, subject to owner vote, in the event of unexpected major repairs or emergencies.

II. Construction Responsibilities

- The Developer has already constructed all private roads, drainage infrastructure, and fire suppression improvements (cisterns), and electrical infrastructure.
- Any additional improvements will be built exactly to County-approved engineering standards.
- The Developer will fund initial construction without reliance on HOA assessments.

III. Maintenance Responsibilities Following turnover of HOA control to the lot owners:

- The HOA will be solely responsible for:
 - Private road maintenance (including snow removal and resurfacing)
 - Fire cistern and fire mitigation infrastructure upkeep
 - Stormwater drainage systems and detention structures
 - Maintenance and preservation of open spaces and recreational amenities
 - Administration and general community upkeep

IV. Lot Owner Obligations

- Lot owners will be responsible for:
 - Timely payment of HOA assessments
 - Compliance with defensible space and wildfire mitigation standards
 - Adherence to all recorded guidelines
 - Participation in governance through voting rights in the HOA

For further details, please see the HOA Declaration of Covenants (Appendix I).

14. Maintenance and Performance Guarantees

- HOA responsible for road, out lot, open space, trails, and cistern maintenance
- Trash collection, gate maintenance, security, and general property cleanup will be responsibility of the HOA.
- The HOA's enforceable 1-acre usable restriction per lot ensures 81.3% of the property remains permanently undeveloped – exceeding the County's 75% requirement and providing superior conservation outcomes compared to other PUD precedents

To further strengthen and provide additional documentation in support of our project proposal, a **Funding and Maintenance Summary** has been prepared below to outline the HOA's financial structure, infrastructure maintenance obligations, and lot owner responsibilities associated with the Royal Gorge Ranch & Resort project. For full details, please see the **HOA covenants draft at Appendix I.**

15. PUD Standards Compliance Per Subdivision Regulations of Fremont County

15.1 Section (C) Standards For Approval

Per Section XXII(C) ("Standards for Approval" under "Planned Unit Developments" of the Subdivision Regulations of Fremont County), please find below detailed explanations of how the Royal Gorge Ranch & Resort project complies with numbers 1-5.

For reference, text copied from Section XXII of the Fremont County Subdivision Regulations:

C. STANDARDS FOR APPROVAL: A P.U.D. may include variations in lot area, lot width, yard and building height requirements and off-street parking provisions if the following features exist:

- 1. The tract or parcel of land involved is either in one ownership or the subject of an application filed jointly by the owners of all property included.*
- 2. The development includes common open space preserved in its natural character for public and/or private use and enjoyment. A homeowner's or other association must be established to perpetually maintain the open space for the mutual benefit of the owners or residents of the P.U.D. The ownership of the Common Open Space will be determined by the Board on a case by case basis, depending upon the perceived community benefit. The provision of recreation opportunities, landscaping, preservation and/or enhancement of natural features, view corridors and environmentally sensitive areas are some of the goals for the common open space.*
- 3. The project is designed to provide variety and diversity, so that maximum long-range benefit may be gained and the unique features of the development or site preserved and enhanced.*
- 4. The project is in harmony with the surrounding neighborhood.*
- 5. The overall density of the P.U.D. does not exceed the normal requirements of the zoning district in which the P.U.D. is located.*

15.1.1 Unified Ownership

- The entire project area is under the ownership and control of Ty Seufer. The Sketch Plan PUD application has been filed by the sole owner, satisfying the requirement for unified ownership.

15.1.2 Common Open Space with Perpetual Maintenance

- Over 620 acres of natural open space are preserved within the PUD layout.
- A Homeowners' Association (HOA) will be established and documented through covenants and declarations to perpetually maintain these open spaces for the mutual benefit of all property owners.

- The open space includes preserved wildlife corridors, recreational amenities such as trails and climbing areas, scenic view protection, and protection of natural drainage features.

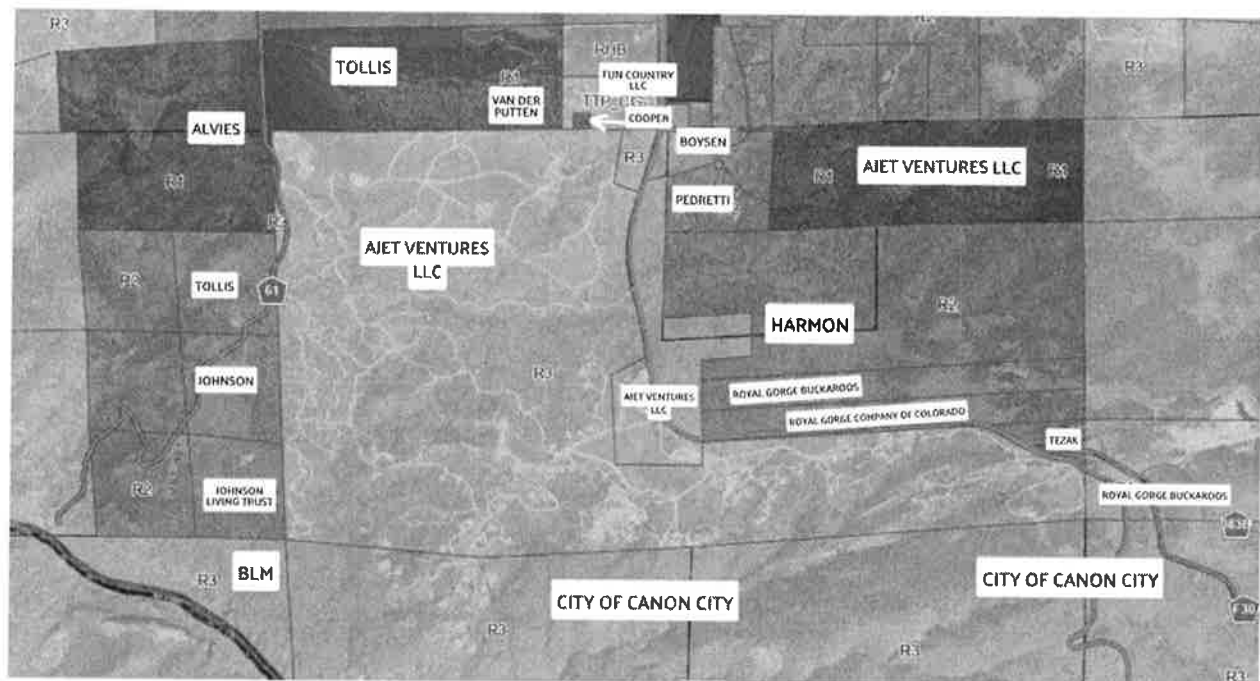
15.1.3 *Variety, Diversity, and Preservation of Unique Features*

- The project layout offers a variety of lot sizes and building sites while protecting and enhancing natural features such as bluffs, dry gulches, native vegetation, and significant viewsheds.
- Recreational amenities including mountain bike trails, a climbing area, and fitness nodes are incorporated to diversify community offerings while respecting and preserving the natural terrain.

15.1.4 *Harmony with Surrounding Neighborhood*

- The project is surrounded primarily by large-lot rural residential and open land uses.
- Proposed lot sizes (minimum of 3 acres) and preservation of open space are compatible with the existing rural, mountainous character of the land.
- No significant visual, traffic, or utility service impacts are expected to adjoining properties.
- Should a list of neighboring property owners and mailing addresses be required at a further date, here we are providing a current list as of September 2025:
 - Starting clockwise from Top Left of property map (see below image; screenshot taken September 2025 from fremontgis.com)
 - **Northernmost section:**
 - Tollis Gene P & Loretta M (424 W Player Dr, Pueblo, Co, 810071839) (*Zone designation R1*)
 - Vander Putten Paul J (185 County Road 365a, Canon City, Co, 812129734) (*Zone Designation R1*)
 - Fun Country LLC (P O Box 528, Canon City, Co, 812150528) (*Zone Designation TTP_CG*)
 - Cooper F Allen (1502 Park Ave, Canon City, Co, 812124337) (*Zone Designation R1*)
 - **North-eastern section:**
 - Boysen Dale A & Donna (P O Box 1262, Canon City, Co, 812151262) (*Zone Designation RHB*)
 - Pedretti Robert (15398 Eagle Ridge Rd, Ferryville, Wi, 546288170) (*Zone Designation R2*)
 - Harmon Stanley G & Stacia L (12928 Champlain Dr, Manassas, Va, 201125552) (*Zone Designation R2*)
 - Royal Gorge Buckaroos LLC (P O Box 549, Canon City, Co, 812150549) (*Zone Designation R2*)
 - Royal Gorge Company Of Colorado (P O Box 549, Canon City, Co, 812120549) (*Zone Designation R2*)
 - **Easternmost section:**
 - Tezak Melodi L (P O Box 110, Coaldale, Co, 812220110) (*Zone Designation R2*)
 - Royal Gorge Buckaroos LLC (P O Box 549, Canon City, Co, 812150549) (*Zone Designation R3*)

- **Southern section**
 - City Of Canon City (P O Box 1460, Canon City, Co, 812151460) (Zone Designation R3)
- **Southwestern corner:**
 - BLM (3028 E Main St, Canon City, Co, 812122731) (Zone Designation R3)
- **Western section:**
 - Johnson Living Trust (P O Box 1038, Canon City, Co, 812151038) (Zone Designation R2)
 - Johnson Alan L & Lee A (1434 Fre Co Rd 61, Canon City, Co, 812129783) (Zone Designation R2)
 - Tollis Ernie P & Donna L (1111 County Road 61, Canon City, Co, 812129703) (Zone Designation R2)
 - Alvies Diane R (465 Co Rd 61, Canon City, Co, 812129764) (Zone Designation R1)



15.1.5 Density Compliance

- The overall density proposed (152 lots) does not exceed the allowable density of the underlying Residential One (R1) zoning district under Planned Unit Developments (1 lot per minimum lot size of 3 acres).
- The Sketch Plan reflects compliance by maintaining appropriate lot sizes and distributing development in a manner consistent with zoning limitations.
- Screenshot for reference from the Fremont County Zoning Resolution (Dated Nov. 2024, page 104):

Section 4.17 PLANNED UNIT DEVELOPMENTS (PUD)

To promote more efficient use of land to preserve and enhance the natural characteristics and unique features of a development; to improve the design, character, and quality of new development; to encourage integrated planning to achieve the objectives of the Fremont County Master Plan; to preserve open areas; to facilitate the adequate and economical provision of streets and utilities, and to reduce the burden on existing streets and utilities by more efficient development; and to conserve the value of land.

Minimum Lot Size/Area	Minimum Lot Width	Set Back Requirements Principal/Accessory			Max Building Height	Maximum Lot Coverage
		Front	Side	Rear		
3 Acres	Per Underlying Zone District	Per Underlying Zone District	Per Underlying Zone District	Per Underlying Zone District	Per Underlying Zone District	Varies

All Uses				
Use	Definition	Requirements	Parking	Special Requirements
Uses by right, commercial development plans, conditional uses, and special review uses of the zone districts associated with the Zone Districts of the PUD.				

15.2 Section (E) Sketch Plan Submittal

Per Section XXII(E) ("Sketch Plan Submittal" under "Planned Unit Developments" of the Subdivision Regulations of Fremont County), please find below detailed explanations of how the Royal Gorge Ranch & Resort project complies with numbers 1-6.

15.2.1 – Description of the Type of Development and Surrounding Land Uses

Royal Gorge Ranch & Resort is a mountainous residential Planned Unit Development with spaced-out homesites (lots) and small amenities designed to fit the natural terrain.

Surrounding land uses include established commercial recreation businesses such as the KOA and other visitor-serving enterprises, the Royal Gorge Bridge & Park nearby, and extensive BLM open space and Canon-City-owned rural large-lot lands that provide a low-intensity backdrop.

15.2.2 Accessibility of the Site

All residential lots within the Royal Gorge Ranch & Resort PUD will be accessed exclusively via the five designated entry points along Fremont County Road 3A. These five access points are the only approved means of ingress and egress for RGRR residents, guests, and service providers.

The existing gravel county road located along the far western edge of the property will not be used for any regular access and is reserved solely for emergency access.

This access plan is consistent with Fremont County Subdivision Regulations regarding controlled lot access and safety standards.

15.2.3 Density of the Development

Our Royal Gorge Ranch & Resort PUD consists of 772 total acres, with only 152 lots (each lot with a minimum of 3 acres each). Therefore, 152 lots into 772 acres comes out to a **development density of just 0.196 units per acre.**

15.2.4 General Statement of Expected Financing

Please see Section 12 above, for a detailed look at expected costs, financing, and construction schedule (including a funding & maintenance summary).

15.2.5 General Locations

The proposed Royal Gorge Ranch & Resort PUD is located 1 mile off Highway 50, immediately adjacent to the Royal Gorge Bridge & recreation area. **For a complete legal description of our land parcel:** please see pages 2-3 of the General Warranty Deed in this application (Exhibit 34.1).

15.2.6 Area of Ground Coverage

On each minimum 3-acre lot (130,680 sq ft minimum), total building coverage is capped at under 3,000 sq ft (e.g., up to two 608-sq-ft structures plus a bike garage up to 500 sq. ft), which is just under **2.3%** per lot – leaving roughly **97.7%** of each lot undeveloped/open.

16. PUD Approval Criteria

Per the Fremont County Zoning Resolution, adopted November 2024, Section 6.23 “Approval Criteria,” sub-section (c) “Planned Unit Developments,” please see below a Compliance Summary table we have prepared.

Our goal with this table is to clearly demonstrate our willing compliance with the Zoning Regulations. Should any of our explanations be unclear, we’d be happy to clarify further upon request.

PUD Approval Criteria (FCZR \u00a76.23(c))	Compliance Summary	Reference Section
(1) Fully complies with zoning and subdivision regulations	The Sketch Plan complies with R1 dimensional standards under PUD allowances. All minimum requirements	Sketch Plan PUD Drawings

	for lot size, frontage, open space, and access have been satisfied.	
(2) Protects common open space with HOA covenants	Spaces totaling approximately 620 acres are reserved as permanent open space, protected by covenants through the Royal Gorge Ranch & Resort HOA.	Appendix I
(3) Compatible with surrounding area	The proposed 3-acre minimum lot sizes and subsequent 0.196 unit density, maintain rural character and preserve scenic views, matching existing development patterns in the surrounding vicinity.	This Development Report; Harmony Within Surrounding Area
(4) In accordance with Fremont County Master Plan	The project supports the Master Plan's goals for preserving rural character, protecting open space, and promoting managed growth near existing transportation corridors.	This Development Report
(5) Will not result in over-intensive land use	Low density (3-acre minimum lots, 0.196 unit density) ensures land use intensity remains appropriate per the PUD requirements.	This Development Report; Density of the Development
(6) No material adverse effect on community capital improvement programs	Roads, drainage, and open space will be privately owned and maintained by the HOA, minimizing burden on County infrastructure.	
(7) Will not require a greater level of community facilities and services	Development will provide its own internal water storage (cisterns), on-lot septic, and private road maintenance through HOA. No new County facilities are required.	
(8) Will not result in undue traffic congestion or traffic hazards	The project provides adequate access to U.S. Highway 50 via multiple private roadway connections. Traffic generation is minimal due to low density.	Appendix II – Roadway Impact Form
(9) Will not cause significant air, water, or noise pollution	Low residential densities, eco-friendly structures, natural buffers, and wildfire mitigation measures ensure no significant pollution impacts.	

(10) Adequately landscaped, buffered, and screened	Existing natural topography, vegetation, and large lot sizes provide substantial natural screening between lots and from public viewpoints.	
(11) Not detrimental to health, safety, or welfare	Fire mitigation, adequate water storage for fire suppression, and strict building standards ensure protection of future residents and neighbors.	Fire Protection District Documentation, Wildfire Hazard Review, Radiation
(12) Unified development control	Entire development will be governed by a single HOA responsible for maintaining roads, infrastructure, and common spaces.	Appendix I – HOA Covenants
(13) Maximum preservation of natural or cultural features	Significant geological, visual, and environmental features are preserved through over 80% open space designation and thoughtful lot layout avoiding sensitive areas.	
(14) Maximum preservation and utilization of agricultural lands	The site has limited historic agricultural use. Suitable open areas will be maintained for low-impact recreational or passive uses.	
(15) No significant negative impacts on surrounding agricultural land	Large buffer lots and open spaces separate the project from any adjacent agricultural uses, minimizing interface conflicts.	
(16) Board may impose conditions to ensure compliance	Applicant agrees to reasonable conditions to ensure full compliance with PUD approval standards.	
(17) Written consent of all landowners	Application already bears signatures and consent of sole property owner involved in the project.	
(18) Concurrent Development Agreement if needed	Applicant is willing to execute a Development Agreement concurrent with final PUD approval if required by the County.	

17. Land Use Summary Table

We'd like the opportunity to provide a Land Use Summary Table that includes the acreage and square footages devoted to each proposed land use, including ownership/maintenance responsibilities.

Qty. Acres	Total Percentage	Land Use	Ownership/Maintenance
620	82.4%	Open space	HOA
152	19.6%	Residential Use/Development	Individual Future Lot Owners
TBD	TBD	Roadways	HOA
TBD	TBD	Trails & Recreation (included within "Open Space" designation above)	HOA

18. Project Team

- **Applicant:** Ty Seufer
- **Surveyor:** Matt Koch, Cornerstone Land Surveying, LLC
- **Water Consultant:** BBA Water Consultants, Inc.

19. Conclusion

The Royal Gorge Ranch & Resort PUD is committed to complying with and upholding the Fremont County Subdivision Regulations, the Fremont County Zoning Resolution adopted November 2024, and the Fremont County 2015 Master Plan goals.

Our project protects natural resources, provides sustainable infrastructure, and supports rural residential living consistent with the County's long-term vision. Approval of this Sketch Plan PUD will ensure responsible, phased growth aligned with Fremont County priorities, and we look forward to collaborating on this epic project together.

Thank you for your consideration!

Exhibit 17.1 – Improvements

#17: Does the property currently have improvements? **Yes.**

Provide a brief description of the improvements, also stating which will be removed and which will stay and which will be relocated:

This Exhibit 17.1 lists all existing improvements within the Royal Gorge Ranch & Resort PUD boundary, identified using Fremont County permitting titles and shown with a simple status. No removals or relocations are proposed at the Sketch Plan stage; all items are **Existing – To Remain** unless otherwise noted.

Category	Facility Type / Improvement	Permitting Title Used	Permit/ Approval No.	Status	Notes / Location
Access & Infrastructure	Gated Entry (CR 3A) – 5 total	Access / Gate (existing)		Existing – To Remain	Primary entrances on County Road 3A
Access & Infrastructure	Emergency Access Gate (CR 61) – 2 total	Access / Gate (existing)		Existing – To Remain	Emergency access only on County Road 61
Access & Infrastructure	Parking Lot – 3 total	Parking Area (existing)		Existing – To Remain	Near main entrance
Access & Infrastructure	Septic System	On-site Wastewater Treatment System	S22-085	Existing – To Remain	Recently built, inspected, approved by County
Access & Infrastructure	Septic System	On-site Wastewater Treatment System	S21-235	Existing – To Remain	Recently built, inspected, approved by County
Access & Infrastructure	Septic System	On-site Wastewater Treatment System	S22-086	Existing – To Remain	Recently built, inspected, approved by County
Access & Infrastructure	Septic System (legacy) – 1	On-site Wastewater Treatment System	(Legacy, 1960s – unknown)	Existing – To Remain	Pre-acquisition; install date estimated 1960s

Category	Facility Type / Improvement	Permitting Title Used	Permit/ Approval No.	Status	Notes / Location
Access & Infrastructure	Septic System (legacy) – 1	On-site Wastewater Treatment System	(Legacy, 1960s – unknown)	Existing – To Remain	Pre-acquisition; install date estimated 1960s
Access & Infrastructure	Well – 1	Well		Existing – To Remain	
Access & Infrastructure	Well – 1	Well		Existing – To Remain	
Access & Infrastructure	Fire Cistern – 31,000 gal	Fire Protection Cistern	Cañon City FD approvals on file	Existing – To Remain	4 total; tested/approved
Access & Infrastructure	Private Roadways (~14 mi)	Private HOA-Maintained Gravel Roads		Existing – To Remain	Internal network maintained by HOA
Utilities	Electric Distribution (in easements)	Public Utility – Electric		Existing – To Remain	Black Hills Energy within recorded easements
Structures & Buildings	Manufactured Home – 1	Manufactured Home	24-647 (Issued 12/04/2024)	Existing – To Remain	
Structures & Buildings	Accessory Dwelling Unit – 1	Accessory Dwelling Unit	24-006 (Issued 01/09/2025)	Existing – To Remain	
Structures & Buildings	Community Clubhouse – 1	Community Clubhouse		Existing – To Remain	“Gunslingers” (common name)
Structures & Buildings	Storage (Garage) – 1	Storage		Existing – To Remain	“Royal Garage,” E. Meadow Loop
Structures & Buildings	Storage (Garage) – 1	Storage		Existing – To Remain	“Bad Ass Garage,” Buckskin Joe Pkwy

Category	Facility Type / Improvement	Permitting Title Used	Permit/ Approval No.	Status	Notes / Location
Structures & Buildings	Storage (Bike Garage) – 1	Storage		Existing – To Remain	Near clubhouse
Structures & Buildings	Playhouse – 1	Accessory Structure		Existing – To Remain	“Kids Playhouse” + adjacent basketball & volleyball court
Structures & Buildings	Trapper Unit – 1	Accessory Structure / Cabin		Existing – To Remain	Bridgeview Circle
Structures & Buildings	Trapper Unit – 1	Accessory Structure / Cabin		Existing – To Remain	Panoramic Ridge
Recreational & Trail Amenities	Bike Park – 1	Recreational Amenity		Existing – To Remain	Near main entrance
Recreational & Trail Amenities	Bike Park – 1	Recreational Amenity		Existing – To Remain	Near main entrance
Recreational & Trail Amenities	Multi-Use Trail Network	Trail		Existing – To Remain	“Point Alta Vista Trail,” integrated with HOA-maintained roadway system

Notes:

1. Informal/common names shown in quotation marks (e.g., “Gunslingers,” “Royal Garage”) are for identification only; the **permitting title** in the “Permitting Title Used” column controls
2. Where a permit number is not listed, the item is either a legacy improvement with unknown historical permit data or an improvement not requiring a building permit (e.g., internal gravel roads); supporting documentation and approvals (e.g., Cañon City Fire Department cistern testing) are on file and available upon request
3. Public utilities (Black Hills Energy) are located within recorded easements
4. Quantities and locations are based on current survey and may be refined at later entitlement stages without changing the improvement types or status

GEOLOGIC HAZARD, MINERAL, AND RESOURCE REPORT

FOR THE PROPERTY AT:

Royal Gorge Ranch and Resort
Fremont County, Colorado

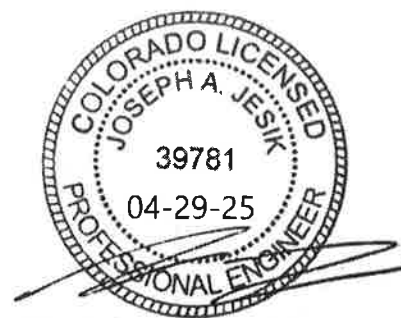
PREPARED FOR:

Royal Gorge Ranch and Resort
Fremont County, Colorado

PREPARED BY:

Jesik Consulting
Project Number: 19-8156
Revised April 29, 2025

Caleb Lewis
Geologist



Joseph A. Jesik, P.E.
Chief Engineer

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1. PROJECT DESCRIPTION

The scope of this study includes a geologic analysis of the site utilizing published geologic data and site-specific mapping of major visual geologic features, identification of minerals and geologic hazards with respect to the proposed development and recommended mitigation techniques.

A residential subdivision is being proposed in lots encompassing about 1.28 square miles. The parcel is currently zoned Agricultural Forestry and Rural Highway Business, but a proposal has been filed to change it to Business. The proposed residential building complex is thus consistent with the proposed zoning. The proposed site plan is enclosed in Appendix A.

A large, expansive residential building complex is proposed within an open space area. No structures are located near the site. Generally, the proposed project is appropriate in size and use for the area.

Land-surface elevation on the site ranges from approximately 6,000 to 6,452 feet, as determined by GIS measurements. The climate of the region is semi-arid and averages a mean annual precipitation of 13.5 inches.

Vegetation observed from satellite, ground imagery, and field reconnaissance included native trees, grasses and weeds at the site, with the neighboring areas containing similar vegetation.

2. LOCATION

The site is located just south of the intersection of Hwy 50 and Hwy 9 in Sections 15, 16, 21, and 22, Township 16 South, Range 71 West of the 6th Principal Meridian. A site location map is shown in Appendix A.

The site has an address of 45045 Hwy 50, Canon City, Colorado. The site encompasses multiple parcels.

3. STUDY AREA GEOLOGY, GEOLOGIC RESOURCES, AND MINERAL RESOURCES

The property is located about 28 miles southwest of the Pikes Peak Batholith and 0.6 miles northwest of the Royal Gorge Canyon. According to the Colorado Geological Survey (CGS) area map, the site is underlain by Precambrian age granodiorite, quartz diorite, and migmatitic gneiss rocks, as well as Morrison Formation sedimentary rocks in the northern most portion (though none of the latter were observed in the field). The Precambrian rocks extend west, south, and east of the site, and the Morrison Formation extends further north. Overlying these rocks are sandstone-clast sandy loam to clay loam colluvium in the northernmost portion, and the rest is overlain by

crystalline-clast grus. Therefore, soil development is likely minimal in this area. The slope is broadly 3.8% to the southwest.

A Jesik geologist completed a site visit to the property on December 7th and 9th, 2019. The dominant rock type observed during field reconnaissance was phaneritic to pegmatitic granite composed of potassium feldspar, muscovite mica, and milky quartz. This rock type comprised an estimate of more than 95% of the rocks observed on site. Localized outcroppings of metamorphic sphalerite were observed in minor amounts in three places in the southeastern portion of the site.

On-site mapping indicates that the site is dominated by csk (see below), with abundant granitic rock outcrops and rocky soil. Locally steep slopes occur in places. Two mini mansion building sites (located near 38° 28.571'N, 105° 18.606'W) were observed to be in or very near drainage areas, structures founded in these areas should be located well above flood elevations and protected from erosion. Three other building sites (located near 38° 29.123'N, 105° 20.393'W) were located immediately next to a steep slope on fill. This undocumented fill should be tested and may require over-excavation, moisture conditioning, and proper compaction if structures are supported by the fill material. Generally, fill for lightly loaded structures such as a mini mansion should be compacted to within 95-percent of the maximum dry density and within 2-percent of the optimum moisture content (OMC) when determined by the standard proctor test (ASTM D698) for sandier soils. For clayey soils the moisture content may range from plus or minus 3-percent of the OMC.

Small outcroppings of sphalerite (the primary ore rock for Zinc) bearing rocks occur in places but are not likely to be in economically important amounts. No outcroppings of any Copper bearing ore minerals were observed, nor were any other economically important minerals. THE USGS Mineral Resources Online Spatial Data does not show any critical minerals in the project area. Mines in the project limits report ore of beryl, microcline, muscovite, magnetite, and quartz.

Site and area geology were evaluated from site observations and the Reconnaissance Geologic Map of the Royal Gorge Quadrangle, Fremont and Custer Counties, Colorado by Taylor et al (1975). Also, the surficial geology is derived from the Generalized Surficial Geologic Map of the Pueblo 1-degree X 2-degree quadrangle, Colorado, by Moore et al (2002). The geologic maps for this site are in Appendix B.

Jmr - Morrison And Ralston Creek Formations (Upper Jurassic) - Total thickness about 470 feet (142.5 m) Morrison Formation — varicolored gray, maroon, and green siltstone and claystone and thin beds of sandstone, limestone, and conglomerate. About 320 feet (97 m) thick Ralston Creek Formation - Arkosic conglomerate, siltstone, gypsum, sandstone, and beds of limestone containing red jasper grains. Locally overlies Precambrian rocks. As mapped, locally includes parts of the Triassic(?) and

Permian Lykins Formation, such as the crinkled Forelle Limestone Member, which are too thin to be mapped separately. About 150 feet (45.5 m) thick.

Xgd - Granodiorite (Precambrian X1) - Gray, light-gray to pinkish-gray massive to foliated medium- to coarse-grained granodiorite and lesser amounts of quartz monzonite and quartz diorite. Correlates with Boulder Creek Granodiorite. Forms pinions whose margins are well foliated and are generally concordant or subconcordant to structure of enclosing gneisses. Interiors of plutons are less well foliated or are massive. Chiefly made up of oligoclase-andesine, microcline, hornblende and (or) biotite, and quartz

Xqd - Quartz Diorite (Precambrian X) - Dark- to medium-gray massive to well-foliated quartz diorite. Correlates with Boulder Creek Granodiorite. Grades into granodiorite (Xgd) or may be intruded by it; generally found as mafic shell at outer margin of major granodiorite plutons, but may form small independent plutons. Composed of oligoclase and hornblende and lesser amounts of biotite, microcline, quartz, and iron oxides. The Xqd and Xgd intrusive units have been dated by Rb/Sr isochron and have an age of about 1,720 My (million years)

Xgn - MIGMATITIC GNEISS (PRECAMBRIAN X) - Layered gneisses, chiefly feldspathic biotite quartz-plagioclase gneiss with minor amounts of hornblende gneiss, calc-silicate gneiss, and garnetiferous and sillimanitic varieties. Characteristically gray, brownish-gray, or pinkish medium- to fine-grained well-foliated and well-layered rock. Compositional banding generally is parallel to foliation and ranges in thickness from a fraction of an inch to several tens of feet. Variably migmatitic; salmon-pink to white stringers, veinlets, or small tabular masses of quartz-plagioclase-microcline-biotite pegmatite characteristically cut the gneiss or occur as subconformable layers. The association of the sillimanite-microcline pair in rocks of appropriate composition indicates that the high-grade metamorphism reached the uppermost part of the amphibolite metamorphic facies. Late poikiloblastic muscovite indicates local retrograde metamorphism. Unit interpreted as formed from a sedimentary and volcanic sequence principally containing rhyodacitic to intermediate flows and tuffs, together with sedimentary interlayers containing volcanic detritus mixed with other clastic debris.

SURFICIAL MAP:

csk – Grus, crystalline-clast colluvium, alluvium, and rock outcrop.

cgg – Sandstone-clast sandy loam to clay loam colluvium.

Soils observed were generally thin and consisted of a silty loam with abundant gravel.

4. SUBSURFACE SITE EVALUATION

Subsurface conditions were not evaluated for this report. Subsurface conditions should be evaluated for each structure to determine site specific conditions prior to construction.

5. RECORDS REVIEW

Colorado Geological Society records, records on file with Fremont County, and the Fremont County online GIS system were reviewed to determine if the site is located within the following hazard zones:

- Expansive soil – Does not fall within zone
- Landslide area – Does not fall within zone.
- Rockfall area – Some areas do fall within zone.
- Subsidence and abandoned mine - Does not fall within zone.
- Collapsible soil - Does not fall within zone.
- Minor drainage areas – Limited number of proposed sites do fall within area (per Google Earth satellite imagery and field reconnaissance).
- Floodplain – Does not fall within zone.

6. GEOLOGIC HAZARDS, CONSTRAINTS AND MITIGATION

Geologic hazards and constraints recognized on this site include: 1) potentially expansive soil, 2) landslides, 4) radiation, 5) erosion, and 6) earthquakes. Each of these hazards are discussed in the following sections:

6.1 Expansive / Collapsible Soil

Laboratory swell tests were not conducted at this time. Isolated areas of shallow non to moderately expansive or collapsible soils may be located at the project. A typical geotechnical site investigation for areas where structures will be constructed likely will identify these soils.

Mitigation:

There are several options to build on expansive or collapsible soils such as over-excavation, moisture condition and proper compaction of on-site soils, minimum dead load footings and slabs, or drilled piers with a structural floor. These foundation systems are common and cost more than a conventional spread footing and slab foundation but are economically feasible alternatives. An open excavation observation should be completed when the foundation excavation is dug and prior to concrete placement. This observation provides a second opportunity to identify expansive or collapsible soils, if encountered. If expansive or collapsible soils are observed during the excavation observation, mitigation measures that may be recommended include over-excavation and replacement or over-excavation, moisture condition, and compaction of on-site soils, changing the

foundation type from footings to minimum dead load footings, helical piers, drilled piers, or micropiles.

6.2 Landslides and Rockfall

The Colorado Landslide Susceptibility Map shows no recent landslide features. There were no signs of instability observed at the site, but a map on file with Fremont County Planning and Zoning showed the entire area in a rockfall zone. Several areas of potential rockfall were observed in the field, though most (not all) building sites were not within these areas.

Mitigation:

For structures that are built in rockfall zones, loose rocks uphill of the structure should be removed, if they can't be removed, they may be stabilized with shotcrete, blasting, or iron mesh protection methods.

6.3 Dipping Bedrock

Expansive soils and landslides are known to occur within, though are not exclusive to, dipping bedrock zones. No dipping bedrock was observed on site.

6.4 Radiation

There is not believed to be an unusual hazard from naturally occurring sources of radioactivity at the site. Most counties in Colorado have home radon levels measured above the U.S. EPA recommended "action level" of 4 picoCuries per liter of air (pCi/l). Fremont County averages 6.2 pCi/l. Results of a 1987-1988 EPA-supported radon study for Colorado indicate that granitic rock, in particular, can have an elevated level of uranium. These rocks have the potential of producing higher than average radon gas levels in homes.

Mitigation:

Providing increased ventilation in basements and crawlspaces and sealing of joints may reduce the build-up of radon gas. If such measures prove unsatisfactory, the installation of a radon reduction system may be necessary.

6.5 Erosion

There are no signs of significant erosion at the site, except in ephemeral stream areas. The slopes are covered with recent colluvium. Development of the site may increase erosion problems when vegetation is stripped, natural water drainage altered, and flow concentrated from impervious surfaces. Two mini mansion building sites (located near 38° 28.571'N, 105° 18.606'W) were observed to be in or very near drainage areas. Two sites where the road is in danger of washout were also observed at 38° 28.553'N, 105° 18.921'W and 38° 28.932'N, 105° 19.841'W.

Mines are located just north of the area, with water drainage to the south and into the building area.

Mitigation:

Concentrations of surface water should be diverted away from the steep slopes on the property as well as the backfill behind any retaining walls. Surface water control and revegetation is necessary to prevent excessive erosion. We understand that a drainage plan is being prepared by a licensed Colorado Professional Engineer.

Groundwater and surficial runoff should be chemically tested for possible contaminants from runoff from the mines just north of the building area.

It is recommended that no mini mansions be built within 50 feet of either side of the dominant ephemeral stream that cuts through the middle of the site.

6.6 Earthquakes

The area is subject to a degree of seismic activity. The area is crisscrossed by a myriad of Precambrian age faults. Geologic evidence indicates that movement along faults northeast of Cotopaxi, Colorado produced earthquakes in 2008. The Colorado Geological Society has assigned a probability of 0.6 – 0.7 for an earthquake for this area.

Mitigation:

Design and construction of the foundation and framing systems should take into consideration the seismic zone.

7. CONCLUSION AND RECOMMENDATIONS

Generally, the site is suitable for the intended land use provided mitigation measures are taken to reduce or minimize the identified conditions. Conditions that exist on the site are relatively common. Mitigation should be in the form of proper planning, design and construction practices. Recommendations contained in this and other project reports should be incorporated into the project plans, designs, specifications and construction.

Retaining walls should be design with a minimum 1 foot of free draining gravel fill extending from the top to bottom of the wall to prevent hydrostatic pressure buildup.

It is recommended that no mini mansions be built within 50 feet of either side of the dominant ephemeral stream that cuts through the middle of the site.

Mini mansion building sites located near 38° 28.571'N, 105° 18.606'W, 38° 28.553'N, 105° 18.921'W, and 38° 28.932'N, 105° 19.841'W should either be moved or mitigation

steps taken (see above) to alleviate hazards associated with those build sites (see also above).

Groundwater and surficial runoff should be tested for possible contaminants from the mines just north of the building area if existing data does not exist or shows possible contamination.

A site-specific geotechnical engineering report should be prepared by a qualified professional engineer for each structure. This report did not evaluate subsurface conditions.

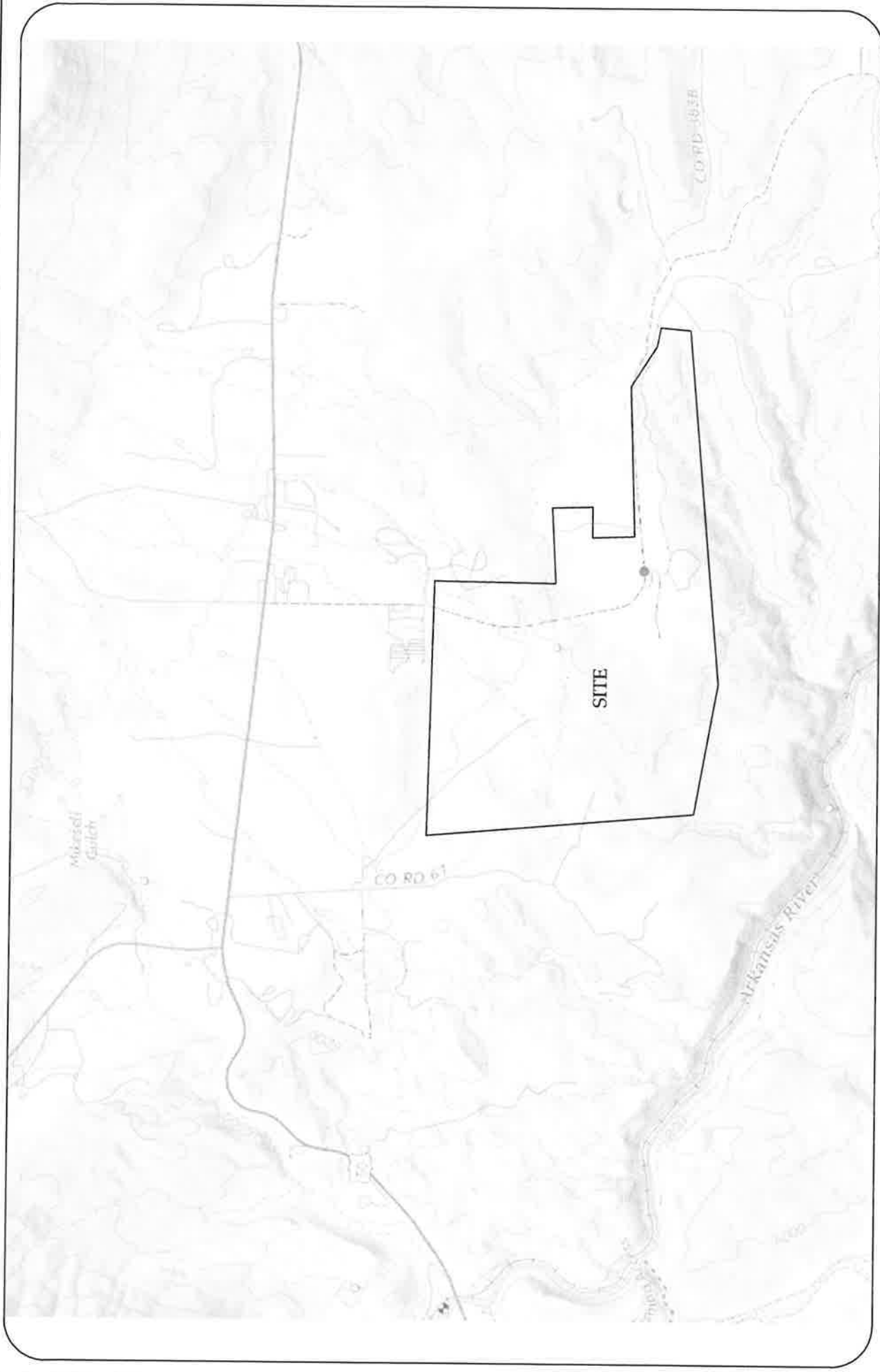
8. LIMITATIONS

In any surficial investigation, limited data is available from which to formulate soil descriptions, mineral and geologic resource descriptions, hazard reports, and generate recommendations for building and foundations and related construction components. The observations made are indicative of the surface conditions at the time and at the location the observations were made. Precipitation, seasonal changes, and excavating are just a few, but not all, of the factors that may create changes in the composition and condition of the site. If conditions are encountered which are significantly different from those described in this report, contact this office before proceeding.

By acceptance of this report all parties agree that the purpose of this report is to provide planning level geological and geotechnical data only and does not address nor was intended to address any environmental issues, hazardous materials, mold issues, toxic waste issues or other subsurface situations or conditions other than those described within this report. This report is intended for the sole use of the above-named client and their approved agents. This office cannot be responsible for any conclusions or recommendations made by other parties based upon the data contained herein.

No warranty, expressed or implied, is made.

APPENDIX A: SITE LOCATION MAP



PROJECT NUMBER: 19-8156		SHEET: SP-1
DATE:	12/13/2019	
SCALE: 1" = 2500'		

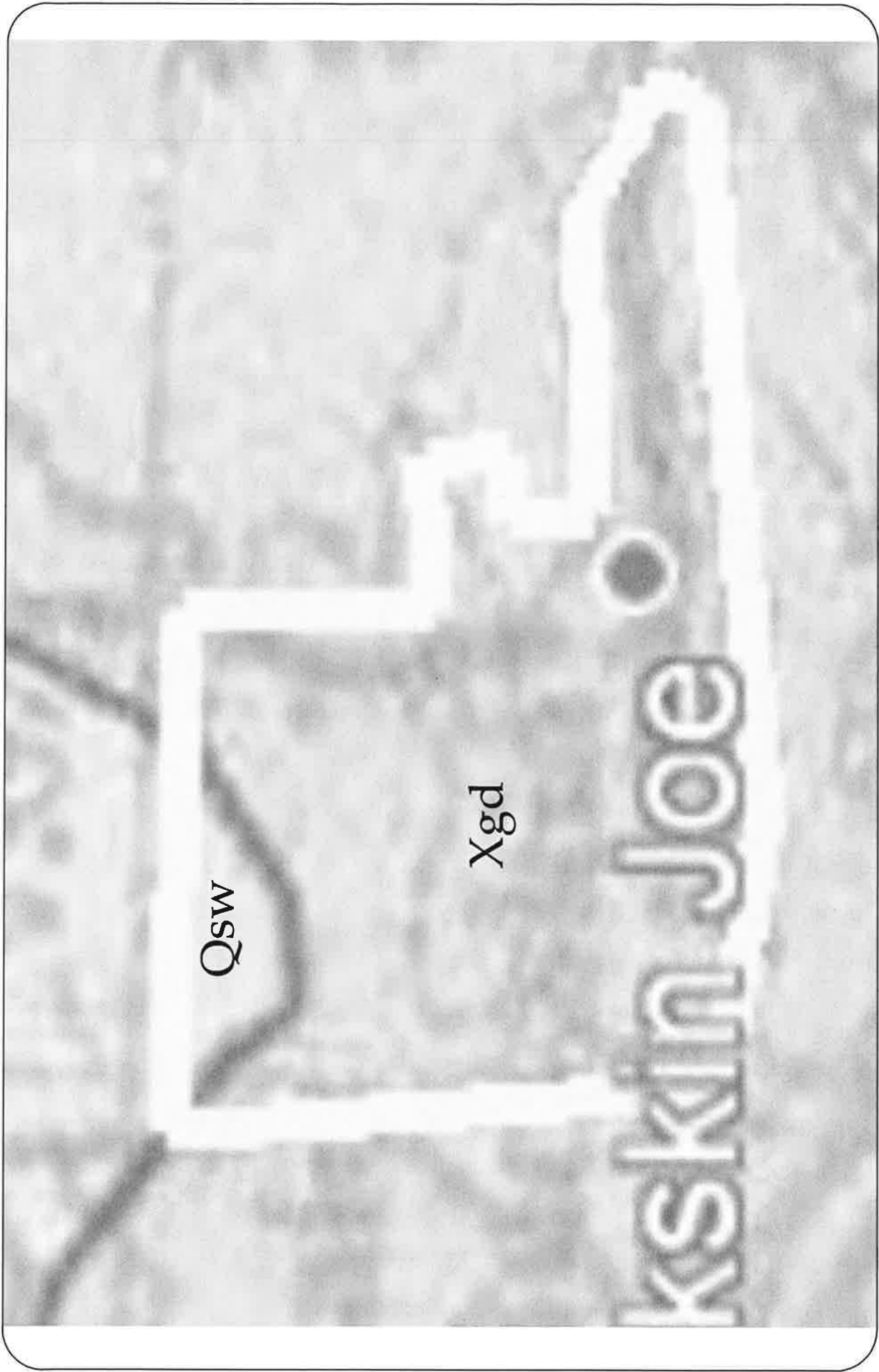
SITE LOCATION
ROYAL GORGE RANCH & RESORT
FREMONT COUNTY, COLORADO



Jesik
 102-D Oneida Street
 Pueblo, Colorado 81003
 (719) 582-5588
 www.jesik.us

GENERAL NOTES								
USGS TOPOGRAPHICAL MAP BOUNDARIES ARE APPROXIMATE								
 1" = 2500'		<table border="1"> <tr> <th>No.</th> <th>Revision/Issue</th> <th>Date</th> </tr> <tr> <td>1</td> <td>Rev. 0</td> <td>12/19</td> </tr> </table>	No.	Revision/Issue	Date	1	Rev. 0	12/19
No.	Revision/Issue	Date						
1	Rev. 0	12/19						

APPENDIX B: GEOLOGY MAPS



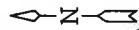
Qsw

Xgd

Skin Joe

GENERAL NOTES

FROM THE GENERALIZED SURFICIAL GEOLOGIC MAP OF
THE PUEBLO 1-DEGREE X 2-DEGREE QUADRANGLE, BY
MOORE (2002)



JL	Rev. 0	12/19
No.	Revision/Issue	Date



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(719) 582-5588
www.jesik.us

ROYAL GORGE RANCH & RESORT

CANON CITY
FREMONT COUNTY, COLORADO

PROJECT NUMBER:
19-8156

DATE: 12/13/2019

SCALE:

1" = 1250'

SHEET:

GE-1



October 1, 2025

AJET Ventures, LLC
c/o Ty Seuffer
41746 US Hwy 50
Cañon City, CO 81212

RE: Royal Gorge Ranch and Resort Subdivision Water Resources Report

Dear Ty:

This letter report provides the Water Resources Report for Individual Water Systems for the Royal Gorge Ranch and Resort Subdivision ("Royal Gorge R&R") in accordance with the Subdivision Regulations of Fremont County, Colorado § VI.F, §§ 29-20-303 and 304 C.R.S., and § 30-28-133(3)(d) C.R.S.

To prepare this letter report we have reviewed the development plans for Royal Gorge R&R, evaluated water demands, reviewed local hydrogeologic conditions, evaluated well test data, and reviewed Upper Arkansas Water Conservancy District's ("UAWCD") water rights supplies available for the project.

Documents referred to in this report are available at the following ftp site:

<ftp.bbawater.com>
username: RoyalGorgeRR
password: Fremont

1. Project Overview

Royal Gorge R&R is located west of Cañon City. Royal Gorge R&R consists of approximately 772 acres, 552 acres of which will be used to develop up to 152 3.00 to 5.28-acre eco-villa lots shown in **Figure 1** and **Attachment A**.¹ The remaining 220 acres will be reserved as open space.

¹ Figure 1 does not include open space areas east of County Road 3A.

Each eco-villa will be up to 1,300 square-feet. Each eco-villa lot can be served by an individual water well. Well water use at each eco-villa will be limited to in-house and minor incidental outdoor water uses.

There will be no water uses on the open space. The “Ponds” identified on the site plan are stormwater detention ponds.

Water demands for the Royal Gorge R&R are estimated based on full-time occupancy; however, the eco-villas are marketed and expected to be occupied as vacation homes.

Individual water supply wells will be augmented pursuant to the UAWCD’s “umbrella augmentation plan” approved by the decree entered in Case No. 18CW3076, Water Division 2, (the “18CW3076 Decree”) following the procedures to add structures outlined in that decree.

2. Residential Water Demand Analysis

Water demands for the Royal Gorge R&R were estimated considering Royal Gorge R&R’s requirements for water efficient development. Pursuant to the proposed Declaration and anticipated Rules and Regulations for Royal Gorge R&R, each eco-villa must be equipped with low flow fixtures and appliances and outdoor well water use will be metered and strictly limited as described herein.

Per-lot eco-villa water demand is estimated at 0.205 acre-foot per year (AF/yr) based upon 175 gallons per day (gpd) (0.196 AF/yr) indoor use and an additional 244 gallons per month (0.009 AF/yr) of minor incidental outdoor use. While 175 gpd indoor use water demand is lower than typical historical per-residence water demand estimates, it is supported by a fixture analysis, actual water use data from a similar community, and water demand analyses by Colorado municipal water providers, summarized below.

2.1. Fixture Analysis

A fixture analysis was developed to estimate future indoor water demands for individual residences at Royal Gorge R&R after taking into account water conservation measures that will be implemented. Each eco-villa will be equipped with U.S. Environmental Protection Agency WaterSense certified fixtures and EnergyStar certified appliances.

For the purposes of determining the maximum potential water demand at Royal Gorge R&R, the fixture analysis utilized conservatively high values. For example, a WaterSense certified toilet utilizes 1.28 gallons per flush; however, the fixture analysis utilized 1.6 gallons per flush.

In addition to conservative fixture water use, it was also assumed that each unit would have 2.5 residents year-round. Year-round occupancy is conservative given that Royal Gorge R&R units are marketed and expected to be primarily occupied as vacation homes. Additionally, 2.5 people per unit is conservatively high given that the 2016-2022 Census data reports an average of 2.3 persons per household in Fremont County and the smaller

square footage of the proposed eco-villas will result in a lesser number of persons per household.

Based on the conservative assumptions described above, the estimated indoor water usage is 0.15 AF/yr/unit as shown in **Table 1**.

2.2. Forest Glen water demands

The decree entered in Case No. 16CW3127, Water Division 1, on January 2, 2019 (the “16CW3127 Decree”) approved a plan for augmentation for the Forest Glen Sports Association (“Forest Glen”). The Forest Glen service area is comprised of 93 acres with 69 lots. Similar to Royal Gorge R&R, Forest Glen water use is primarily indoor. (16CW3127 Decree, ¶6 at 2).

The engineering analysis supporting the water court application included a letter dated August 19, 2016 from BBA Water Consultants, Inc. with a detailed analysis of water use across Forest Glen from 2000 to 2015, which showed an average water use of 59 gpd per residence and a maximum monthly water use of 74 gpd per residence. A conservatively high water demand of 106 gpd per residence was adopted for the 16CW3127 Decree. (16CW3127 Decree, ¶10 at 3).

Both Denver Water and the Headwater Authority of the South Platte stipulated to the 106 gpd per residence water use rate that was used to determine replacement obligation for the plan for augmentation, equal to 0.82 AF/yr (106 gpd per residence x 365 days x 69 lots x 10% consumption). (16CW3127 Decree, ¶11 at 3).

The 106 gpd per residence water use rate included in the 16CW3127 Decree would result in a demand of 0.12 AF/yr per residence as shown in **Table 2**.

2.3. 2016 Boulder Water Efficiency Plan

The 2016 Boulder Water Efficiency Plan reports a residential indoor use rate of 48 gallons per capita per day (gpcd) from 2012 through 2015. Indoor use specific to single family homes is 61 gpcd and multi-family indoor use is 38 gpcd. (2016 Boulder Water Efficiency Plan, Table 5-2 at 34).

Boulder’s Efficiency Plan projects full conversion to water efficient fixtures by 2050 at which time, Boulder projects an indoor water use rate of 39 gpcd. (2016 Boulder Water Efficiency Plan at 35).

Taking the highest reported indoor water use rate (61 gpcd) applied to 2.5 persons per residence year-round at the Royal Gorge R&R results in 153 gpd per residence demand and an annual water demand of 0.17 AF/yr, as shown in **Table 2**.

2.4. 2017 Denver Water Efficiency Plan

The 2017 Denver Water Efficiency Plan reports a single family residential indoor use rate of 50 gpcd. (2017 Denver Water Efficiency Plan at 12). Assuming 2.5 persons per

residence year-round at the Royal Gorge R&R, this rate results in 125 gpd per residence demand and an annual water demand of 0.14 AF/yr as shown in **Table 2**.

2.5. 2021 Pueblo Water Efficiency Plan

The 2021 Pueblo Water Efficiency Plan reports a residential indoor use rate of 54.7 gpcd for 2015-2019. (2019 Pueblo Water Efficiency Plan, § 2.5.4 at 21). Assuming 2.5 persons per residence year-round at the Royal Gorge R&R, this rate results in 137 gpd per residence demand and an annual water demand of 0.15 AF/yr as shown in **Table 2**.

3. **Total Water Demands and Net Aquifer Depletions**

Based on the above analysis and research of decreed and documented water use in Colorado, 0.196 AF/yr/residence is a conservatively high indoor use water demand for Royal Gorge R&R. While outdoor water use will be discouraged at the Royal Gorge R&R, accommodation is made for minor incidental outdoor water use such as bicycle and window washing at 244 gallons per month (0.009 AF/yr) per eco-villa. Collectively, total eco-villa water use is estimated at 183 gpd per lot as shown in **Table 3**, Column [9].

Across the up to 152 planned eco-villas, 0.196 AF/yr indoor use and 0.009 AF/yr outdoor use results in 31.16 AF/yr total water demand as shown in **Table 3**, Column [6].

Net aquifer and stream depletion (a.k.a. “consumptive use” or “augmentation requirement”) is the difference between well pumping to meet water demand and return flows back to the aquifer from domestic water use that partially offsets well pumping.

Net aquifer depletion is based upon UAWCD 18CW3076 Decree findings that: (i) 90% of in-house domestic water use will return to the aquifer and stream from wastewater treatment via non-evaporative individual sewage disposal systems, which are proposed for the Royal Gorge R&R and (ii) other “fully consumptive uses” such as the minor incidental outdoor water uses that do not have a return flow component. (18CW3076 Decree, ¶12.c.ii at 18 and ¶12.j at 21).

Proposed water demands on each eco-villa lot will result in a total of 0.0286 AF/yr of net aquifer depletion and 4.35 AF/yr in total for up to 152 lots, summarized in **Table 3**, Columns [15] and [16].

4. **Ground Water Supply for Individual Wells**

Water supply for Royal Gorge R&R lots will be obtained from individual onsite wells not to exceed 15 gpm included in UAWCD’s umbrella augmentation plan. As addressed in the subsections below: (i) Royal Gorge R&R is underlain primarily by crystalline bedrock; (ii) well yields are expected to be relatively low, but adequate for 183 gpd eco-villa water demand; (iii) the aquifer supply is sustainable because groundwater precipitation recharge greatly exceeds water demand and net depletion to the aquifer; (iv) “dry holes” encountered due to variable underlying geology can likely be remedied by drilling at a new location on the 3.00 to 5.28-acre lots; (v) pump testing of two Royal Gorge R&R wells confirms water supply adequacy; and (vi) water quality.

4.1. Geology

The Royal Gorge R&R is underlain by Jurassic and Precambrian-age bedrock as shown in **Figure 2**. Light green (Jmr) represents Jurassic age Morrison formation sedimentary siltstone and claystone and thin beds of sandstone, limestone, and conglomerate and Jurassic age Ralston Creek formation sedimentary conglomerate, siltstone, gypsum, sandstone, and limestone. Pink (Xgd) represents Precambrian crystalline medium to coarse grained granodiorite, with lesser amounts of quartz monzonite and quartz diorite. Purple (Xqd) represents Precambrian crystalline quartz diorite. Light pink (Xgn) represents Precambrian crystalline migmatitic gneiss.

4.2. Hydrogeology and aquifer sustainability

There is limited primary permeability in the geologic bedrock formations underlying the Royal Gorge R&R. Instead, groundwater flow occurs through naturally occurring fractures and faults that are recharged through precipitation infiltration and overlying drainages.

Annual recharge greatly exceeds projected Royal Gorge R&R water demand and net aquifer depletion. Median precipitation at Cañon City is approximately 12-inches per year. (USC00051294, Cañon City Weather Station). At least 1-inch per year of precipitation infiltrates the bedrock aquifer. (Snow, 1972 at 23). Assuming approximately 8% precipitation infiltration to groundwater of 1-inch per year over the approximately 772-ac Royal Gorge R&R, annual recharge is approximately 64.3 AF/yr, or more than two times the 31.16 AF/yr projected annual water demand and more than 14 times the projected 4.35 AF/yr annual net aquifer depletion.

Since aquifer recharge greatly exceeds both projected water demand and net aquifer depletion, groundwater withdrawal from the Royal Gorge R&R will not deplete aquifer storage nor affect neighboring wells.

4.3. Well depth, depth to water, and yield

Per-lot water demand is conservatively estimated at 183 gpd for eco-villa lots (0.13 gpm), summarized in **Table 3**, Columns [7] and [9]. Accordingly, even very low yielding water wells can support Royal Gorge R&R water demands.

Groundwater wells in the vicinity of the Royal Gorge R&R are shown on **Figure 2** and summarized in **Table 4**. Median well depth is 160 feet and maximum well depth is 580 feet. Median depth to water is approximately 40 feet and maximum depth to water is 235 feet. Median well yield is 1.0 gallons per minute (gpm) based on well construction reports and 3.0 gpm based on pump installation and test reports. Wells constructed at the Royal Gorge R&R are expected to have depths and yields within the ranges presented in **Table 4**.

Well yields at the Royal Gorge R&R are expected to be relatively low but adequate for the eco-villa water demands. At least 500 gallons of cistern storage is recommended for each lot to maximize aquifer production and meet peak day water demands.

Some well boreholes may not encounter productive fractures during drilling resulting in “dry holes,” which is a risk in a crystalline bedrock geologic environment. Well permit no. 114084-A included in **Table 4** is an example of a “dry hole” that produces only 0.067 gpm (96 gallons per day). However, the 3.00 to 5.28-acre lot size accommodates room for lot owners to drill at a new location if a dry hole is encountered.

4.4. Royal Gorge R&R well test

A well test was completed to evaluate adequacy of wells constructed at Royal Gorge R&R for eco-villa water demands. To perform the well test, well permit nos. 69725-A and 82123 were both pumped for three days to determine the repeatable daily yield in gallons per day.

Well Permit nos. 69725-A and 82123 were selected because the wells are located near the center of the Royal Gorge R&R, identified in **Figure 2**, and are representative of the relatively low expected well yields. Well permit nos. 69725-A and 82123 are constructed to depths of 540 feet and 225 feet, respectively, and are located approximately 460 feet apart.

As shown in **Table 5**, the repeatable daily groundwater withdrawal was at least 400 gpd for well permit no. 69725-A and at least 500 gpd for well permit no. 82123, which is more than 2-times the estimated 183 gpd eco-villa water demand.

4.5. Well water quality

Numerous domestic wells are constructed in the bedrock aquifer that underlies the Royal Gorge R&R. Due to the fractured rock aquifer environment that provides limited natural filtration of groundwater, we recommend that lot owners have water quality tested upon well construction, which can be completed by the Colorado Department of Public Health and Environment or by a private laboratory for a minor fee. If needed, affordable whole-house or under-sink filtration technologies can be installed to address any water quality concerns.

5. **Upper Arkansas Water Conservancy District Water Umbrella Plan for Augmentation**

The Royal Gorge R&R is within the UAWCD boundary. The 18CW3076 Decree approves an UAWCD plan for augmentation of individual water supply wells within the Royal Gorge R&R.² New augmented structures, including the individual Royal Gorge R&R wells, can be added to the UAWCD plan for augmentation by the process prescribed in ¶18 of the 18CW3076 Decree.

Generally, that process includes: (i) application to UAWCD for augmentation service; (ii) UAWCD notice to add augmented structures to the Colorado Division of Water Resources Division 2 Engineer, certain parties, and newspaper publication; and (iii) determination by

² The Royal Gorge R&R is located within “Area I” where UAWCD can provide augmentation water year-round. (18CW3076 Decree, ¶9.b.i at 7).

the Colorado Division of Water Resources Division 2 Engineer pursuant to a new well permit application. (18CW3076 Decree, ¶18 at 28-30).

5.1. Augmented depletions

The 18CW3076 Decree includes a presumptive augmentation requirement for in-house only uses with wastewater treatment via non-evaporative individual sewage disposal systems at 0.031 AF/yr per residence. (18CW3076 Decree, ¶12.c.ii at 18). That augmentation requirement is based on 280 gpd per residence, which is 1.6 times the 175 gpd estimated per-residence in-house water demand for the Royal Gorge R&R eco-villas.

To provide additional conservatism and accommodate minor incidental outdoor use, UAWCD will provide an additional 0.009 AF/yr of augmentation water per eco-villa (244 gallons per month), with any such uses assumed to be fully consumptive. UAWCD will require separate metering to verify outdoor use. (18CW3076 Decree, ¶12.j at 21). Such requirements will be enforced by the Association for the Royal Gorge R&R by the requirements set forth in the Declaration and in the Rules and Regulations for the community.

Collectively, UAWCD will provide 0.04 AF/yr augmentation water for each Royal Gorge R&R eco-villa lot, which is the sum of 0.031 AF/yr for in-house use and 0.009 AF/yr for minor incidental outdoor use. Actual per-lot stream depletion is estimated at 0.0286 AF/yr for eco-villa lots, summarized in **Table 3**, Column [15]. Accordingly, Royal Gorge R&R is providing 1.4-times the necessary augmentation water to ensure that senior water rights are protected.

5.2. Location and timing of stream depletions to be augmented

Each of the Royal Gorge R&R wells will be used for residential use, withdraw far less than 3 AF/yr, and almost all of the Royal Gorge R&R lots are located more than 2,000 feet from the Arkansas River. By these criteria, the stream depletions are defined as “steady-state” and occur at a constant rate year-round in compliance with the 18CW3076 Decree.³

Portions of eight lots (lots 40, 41, 52, 53, 54, 55, 56, and 57) in the southwest corner of the Royal Gorge R&R are located within 2,000 feet of the Arkansas River where the 18CW3076 Decree requires an AWAS Glover Method analysis to determine the amount and timing of stream depletions, shown in **Figure 3**. Those eight lots are located in Transmissivity zone T7 (identified in Table 3 at 22 of the 18CW3076 Decree) and will be constructed in Crystalline Bedrock (identified in Table 5 at 23 of the 18CW3076 Decree). Aquifer characteristics prescribed by the 18CW3076 Decree include a transmissivity of 1,090 gpd/ft and a storativity of 1.03×10^{-3} .

³ Most of Royal Gorge R&R is located in the “Steady State Zone” identified in Exhibit E to the 18CW3076 Decree. (18CW3076 Decree, ¶13.b at 21).

As a practical matter, all of the wells constructed on the Royal Gorge R&R will deplete the Arkansas River at a constant rate because water demands from in-house and minor incidental outdoor use will occur at a relatively constant rate year-round. To the extent that any Royal Gorge R&R wells are constructed within 2,000 feet of the Arkansas River, the 18CW3076 Decree prescribes a routine analysis method to determine the amount and timing of stream depletions when those wells are included in UAWCD's plan for augmentation.

5.3. UAWCD augmentation water rights

UAWCD's water rights supplies approved for augmentation use pursuant to the 18CW3076 Decree include Twin Lakes Reservoir transmountain water rights, water rights stored in the North Fork Reservoir, water rights stored in O'Haver Reservoir, water rights leased from the Board of Water Works of Pueblo, Colorado, the HBL water rights, Friend Ranch water rights, and other water rights decreed for augmentation use. (18CW3076 Decree, ¶10 at 8-17).

5.4. Augmentation supply adequacy and non-injury

The Division 2 Water Court has already found that the UAWCD augmentation water rights supplies are sufficient for the plan for augmentation approved by the 18CW3016 Decree:

...the [UAWCD] plan for augmentation...will not injuriously affect the owners of or persons entitled to use water under a vested water right or a decreed conditional water right. (18CW3076 Decree, ¶43.b at 45-46).

The description of the Augmentation Water and the methodology for determining out of priority depletions provided above has allowed the Court to consider the depletions from UAWCD's proposed uses of water, in quantity and in time, the amount and timing of augmentation water that would be provided by UAWCD, and the terms necessary to prevent injury to any owner of or persons entitled to use water under a vested water right or a decreed conditional water right, in accordance with C.R.S. § 37-92-305(8)(a). (18CW3076 Decree, ¶43.c at 46).

5.5. UAWCD commitment

Upon application and payment of applicable fees, UAWCD can provide augmentation services pursuant to the 18CW3076 Decree.

The initial one-time costs for the required augmentation certificate from the UAWCD will be paid by the Declarant for the community, which includes an application fee, 1st year storage and maintenance fee, and an augmentation fee. Annual costs from that point forward payable to the UAWCD shall be assessed against the individual lots under § 38-33.3-315, C.R.S.

6. Colorado Division of Water Resources Form No. GWS-76

Based upon the information included in **Table 3, Attachment B** includes Division of Water Resources Form No. GWS-76 "Water Supply Information Summary" for up to 152 residential lots.

7. Summary of Information Required by the Subdivision Regulations of Fremont County, Colorado § VI.F

1. *The expected water requirements of the subdivision now and at full development, including various water uses to be permitted. See also §§ 29-20-304(1)(a) and (d), C.R.S.*

See § 3, above, and Table 3.

2. *The estimated consumptive use of water by the subdivision. See also § 29-20-304(1)(a), C.R.S.*

See § 3, above, and Table 3.

3. *The source of water for the subdivision and the dependability of this source. See also §§ 29-20-304(1)(b), (c) and (d), C.R.S.,*

See § 4, above.

4. *Evidence of ownership or right of acquisition of, or use of existing and proposed water rights. See also § 30-28-133 (3)(d)(I), C.R.S.*

See § 5, above.

5. *Historic use and estimated yield of claimed water rights. See also § 30-28-133 (3)(d)(II), C.R.S.*

The UAWCD water rights used for augmentation are approved by the Division 2 Water Court for augmentation use. *See § 5.3, above.*

6. *Amenability of existing rights to a change in use. See also § 30-28-133 (3)(d)(III), C.R.S.*

The UAWCD water rights used for augmentation are approved by the Division 2 Water Court for augmentation use. *See § 5.3, above.*

7. *The dependability of claimed water rights for use as a subdivision water supply. See also § 30-28-133(3)(d), C.R.S.*

The Division 2 Water Court has confirmed that adequate augmentation water rights supplies are available for the plan for augmentation approved by the 18CW3076 Decree. *See § 5.4, above.*

8. *An evaluation of the potential for material injury to existing water rights as a result of the subdivision including the cumulative effect of on-lot exempt domestic wells. See also § 29-20-304(1)(f), C.R.S.*

The Division 2 Water Court has confirmed that plan for augmentation approved by the 18CW3076 Decree will not cause injury. *See* § 5.4, above.

9. *A plan augmentation or plan of exchange whereby any material injury to existing water rights is prevented. See also § 29-20-304(1)(f), C.R.S.*

The Division 2 Water Court has confirmed that plan for augmentation approved by the 18CW3076 Decree will not cause injury. *See* § 5.4, above.

10. *Evidence that public or private water owners can and will supply water to the proposed subdivision stating the amount of water available for use within the subdivision and the feasibility of extending service to that area. See also § 30-28-133 (3)(d)(IV), C.R.S.*

See § 5.5, above.

11. *Evidence concerning the potability of the proposed water supply for the subdivision. See also § 30-28-133 (3)(d)(V), C.R.S.*

See § 4.5, above.

12. *A completed "WATER SUPPLY INFORMATION SUMMARY" form, as provided by the Office of the State Engineer of the State of Colorado. See also § 29-20-305(1)(b), C.R.S.*

See Attachment B.

13. *Additional Fremont County Requirements under § 29-20-304(1)(f), C.R.S.:*

- a. *The probability of success of wells or on-site supply systems through the proposed subdivision.*

Well yields are expected to be low but adequate for the low Royal Gorge R&R water demand of 183 gpd per eco-villa lot. If dry holes are encountered, lot sizes are large enough to accommodate additional drilling. *See* §4.3, above.

- b. *The expected long-term yield of such wells or systems.*

The aquifer groundwater supply to wells is sustainable because natural precipitation recharge is more than two times annual water demand and 14 times annual aquifer depletion from projected Royal Gorge R&R water use. *See* § 4.2, above.

c. *The expected depth to usable water.*

Median depth to water is expected to be approximately 40 feet and maximum depth to water is expected to be approximately 235 feet. See § 4.3, above.

d. *The expected quality of the anticipated water.*

Individual lot owners should submit water quality samples for a domestic drinking water suite following well construction. Affordable individual treatment systems are available if any issues are encountered. See § 4.5, above.

e. *Any expected significant problems of long-term supply, pollution or long-term maintenance of such wells or systems.*

No significant long-term water supply problems, pollution, or maintenance issues are expected for the Royal Gorge R&R wells beyond those identified in this report.

If you, Freemont County or the Colorado Division of Water Resources have any questions, they are welcome to contact us.

Very truly yours,

BBA Water Consultants, Inc.



Daniel O. Niemela, C.P.G.
Principal - Hydrogeologist



Lauren Tiedemann Loob, P.E.
Water Resources Engineer

DON/LTL/jeb
Enclosures
2239.00

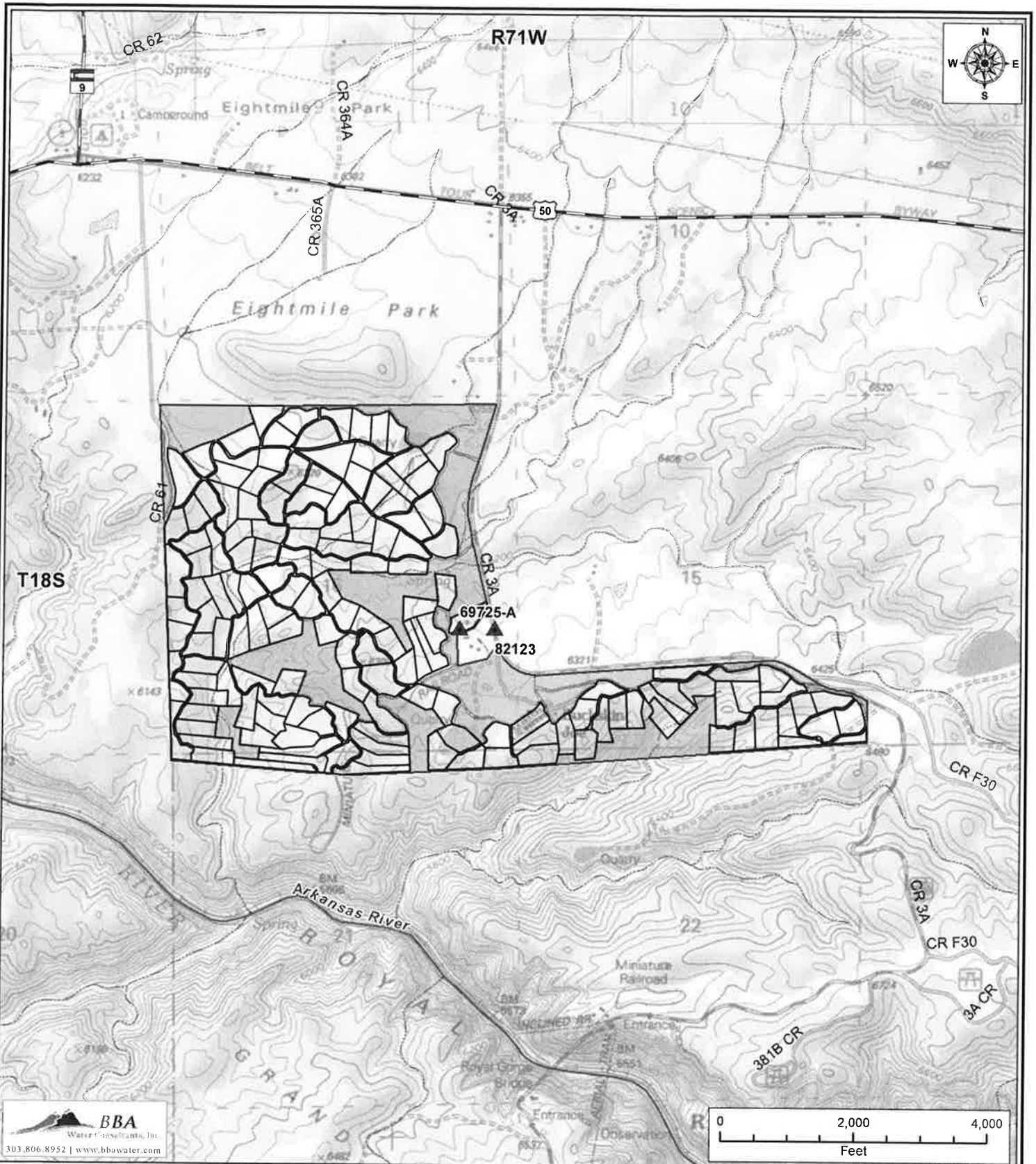


Figure 1
Royal Gorge R & R
General Location Map

Date: 10/1/2025 | Job No. 2239.00

Legend

- ▲ Well Location
- Property Boundary (Approx.)
- Residential Lot
- Open Space

Data Source: CDSS, CDOT, BLM, USGS

COLORADO



Table 1
Royal Gorge Ranch and Resort
Fixture Water Demand Analysis

Fixture / Appliance	Indoor Water Demand		
	Gallons per Minute	Minutes per Day	Gallons per Day
Kitchen Faucet	2.2	10	22
Bathroom Faucet	2.2	10	22
Shower Faucet	2.5	20	50
Fixture / Appliance	Gallon Per Flush or Load	Flush or Load Per Day	Gallons per Day
Toilet	1.6	13	20.8
Clothes Washer (5 loads/wk)	19	0.71	13.49
Dish Washer	4.5	1	4.5
Fluid Intake	Gallons per Person per Day	Persons	Gallons per Day
Potable Water Fluid Intake	1	2.5	2.5
Estimated Water Use per Residence (gal/day/unit):			135.29
Estimated Water per Residence (gal/yr/unit):			49,381
Estimated Water per Residence (AF/yr/unit):			0.15

Notes:

- Assumes low flow rate, WaterSense certified fixtures and Energy Star certified appliances. Values increased from certification standards to be conservative.
- Assumes 2.5 persons per household, increased from 2016-2022 reported United States Census Bureau Fremont County persons per household of 2.3.

Table 2
Royal Gorge Ranch and Resort
Comparison of Water Use Rates

Parameter	Fixture Analysis (Table 1)	Case No. 16CW3127, Division 1	2016 City of Boulder Water Efficiency Plan	2017 Denver Water Efficiency Plan	2021 Pueblo Water Efficiency Plan
Reported Indoor Water Use (gal/person/day)	-	-	61	50	54.7
Equivalent Royal Gorge Ranch and Resort Water Demand at 2.5 Persons per Unit					
Estimated Indoor Water Use (gal/day/unit)	135.3	106.0	152.5	125.0	136.8
Estimated Indoor Water Use (gal/yr/unit)	49,381	38,690	55,663	45,625	49,914
Estimated Indoor Water Use (AF/yr/unit)	0.15	0.12	0.17	0.14	0.15

Notes:

- 16CW3127 water use based on decreed single family home indoor water use.
- City of Boulder water use equal to reported single family home indoor water use rate for 2012-2015.
- Denver Water water use equal to reported single family residential indoor use.
- Pueblo Water water use equal to reported average residential indoor use.

Table 3
Royal Gorge Ranch and Resort
Demand, Net Aquifer Depletion, and Consumptive Use

Water Demands (152 units)										
Month	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	Indoor Water Demand (AF)		Incidental Outdoor Water Demand (AF)		Total Water Demand (AF)		Total Water Demand (gpm)		Total Demand (gpd)	
	Per Lot	Total	Per Lot	Total	Per Lot	Total	Per Lot	Total	Per Lot	Total
Jan	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Feb	0.0150	2.29	0.0007	0.11	0.0158	2.40	0.128	19.39	184	27,925
Mar	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Apr	0.0161	2.45	0.0007	0.11	0.0169	2.56	0.127	19.33	183	27,836
May	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Jun	0.0161	2.45	0.0007	0.11	0.0169	2.56	0.127	19.33	183	27,836
Jul	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Aug	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Sep	0.0161	2.45	0.0007	0.11	0.0169	2.56	0.127	19.33	183	27,836
Oct	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Nov	0.0161	2.45	0.0007	0.11	0.0169	2.56	0.127	19.33	183	27,836
Dec	0.0166	2.53	0.0007	0.11	0.0174	2.64	0.127	19.30	183	27,796
Annual	0.1960	29.79	0.0090	1.37	0.2050	31.16	0.127	19.30	183	27,799

Net Aquifer Depletion and Consumptive Use (152 units)										
Month	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]
	Indoor Consumptive Use (AF)		Incidental Outdoor Consumptive Use (AF)		Total Consumptive Use (AF)		Total Consumptive Use (gpm)		Total Consumptive Use (gpd)	
	Per Lot	Total	Per Lot	Total	Per Lot	Total	Per Lot	Total	Per Lot	Total
Jan	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Feb	0.0015	0.23	0.0007	0.11	0.0023	0.34	0.018	2.77	26	3,985
Mar	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Apr	0.0016	0.24	0.0007	0.11	0.0024	0.36	0.018	2.71	26	3,896
May	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Jun	0.0016	0.24	0.0007	0.11	0.0024	0.36	0.018	2.71	26	3,896
Jul	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Aug	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Sep	0.0016	0.24	0.0007	0.11	0.0024	0.36	0.018	2.71	26	3,896
Oct	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Nov	0.0016	0.24	0.0007	0.11	0.0024	0.36	0.018	2.71	26	3,896
Dec	0.0017	0.25	0.0007	0.11	0.0024	0.37	0.018	2.68	25	3,856
Annual	0.0196	2.98	0.0090	1.37	0.0286	4.35	0.018	2.69	26	3,878

Notes:

Annual amounts are calculated and are not sums of monthly values to avoid rounding errors.

- [1] Equal to 175 gallons per day per lot.
- [2] Equal to [1] * 152 dwellings.
- [3] Equal to 244 gallons per month per lot.
- [4] Equal to [3] * 152 dwellings.
- [5] Equal to sum of [1] and [3].
- [6] Equal to sum of [2] and [4].
- [7] Equal to [5] converted to gallons per minute.
- [8] Equal to [6] converted to gallons per minute.
- [9] Equal to [7] times 1440 minutes/day.
- [10] Equal to [8] times 1440 minutes/day.
- [11] Equal to [1] * 10% for non-evaporative onsite wastewater treatment system.
- [12] Equal to [2] * 10% for non-evaporative onsite wastewater treatment system.
- [13] Equal to [3] * 100% for incidental outdoor use (e.g. window and bike washing).
- [14] Equal to [4] * 100% for incidental outdoor use (e.g. window and bike washing).
- [15] Equal to sum of [11] and [13].
- [16] Equal to sum of [12] and [14].
- [17] Equal to [15] converted to gallons per minute.
- [18] Equal to [16] converted to gallons per minute.
- [19] Equal to [17] times 1440 minutes/day.
- [20] Equal to [18] times 1440 minutes/day.

Table 4
Royal Gorge Ranch and Resort
Summary of Nearby Wells

Permit Number	Well depth (ft)	WCTR SWL (ft)	PITR SWL (ft)	WCTR Yield (gpm)	PITR Yield (gpm)	Top and bottom screen depth (ft)	Total screen (ft)	Status
12347	56	40		10		30-56	26	Well constructed
42735	160	35	35	0.17	0.17	100-160	60	Well constructed
50025	41	30	30	3	3	21-41	20	Well constructed
63907	75	40		0.5		35-75	40	Well constructed
64149	100	30		1		20-40, 60-100	60	Well constructed
67077	100	50	60	0.75	10	60-100	40	Well constructed
68274	120	35		0.5		40-60, 80-120	60	Well constructed
69725	148	50		1		48-68, 88-148	80	Well constructed
69725-A	540			0.05		460-540	80	Well constructed
78124	200	42		0.75		38-48, 175-200	35	Well constructed
82123	225	50		2		65-85, 100-225	45	Well constructed
84809	170	80	28	0.5	4.36			Well constructed
90330	140	35	35	1.5	1.5	80-140	60	Well abandoned
103176	80	30	30	4	4	50-80	30	Well constructed
144365	120	70	7 ¹	30	15	60-120	60	Well constructed
155379	158	25		3-4		20-40, 60-80, 120-158	78	Well constructed
168370	300	120	120	2	2	255-295	40	Well constructed
170083	100	30		1				Well constructed
174707	200	41	41	1	1			Well constructed
213831	550	200	180	4	5	470-490, 510-530	40	Well constructed
239138	300	200	20	1	15	220-300	80	Well constructed
260181	580	230	235	20	10	500-580	80	Well constructed
269113	360	110	110	3	3	280-360	80	Well constructed
269192	500	50	40	0.5	8	420-500	80	Well constructed
290267	400	45		1		320-400	80	Well constructed
293414	300							Well constructed
317074	80	13						Well constructed
112351-A	42	12		3		22-42	20	Well constructed
114084-A	250	101	105	Dry	0.067			Well constructed
117041-A	160	30		1.5		60-160	100	Well constructed
198382-A	200	80		1.5		80-100, 160-200	60	Well constructed
278599 ²	300							Permit canceled
314982 ³	80	13						Permit canceled
50025-A	193	22	22	1.25	1.25			Well constructed
90330-A	140	20	20	0.5	0.5	60-140	80	Well constructed
Average	203.1	61.2	69.4	3.3	4.9			
Median	160.0	40.5	37.5	1.0	3.0			
Max	580	230	235	30	15			
Min	20	12	20	0.05	0.067			

1. Potential typo on the pump installation report.

2. Permit canceled and new permit is 293414.

3. Changes/expands place of use of permit no. 317074.

SWL = static water level

gpm = gallons per minute

WCTR = well construction and testing report

PITR = pump installation and testing report

ft = feet

Table 5
Royal Gorge Ranch and Resort
Individual Well Test

Well Permit No. 69725-A			Well Permit No. 82123		
Date and Time	Meter Reading (gal)	Rate (gpd)	Date and Time	Meter Reading (gal)	Rate (gpd)
3/30/2023 12:00	67890		3/30/2023 12:00	88233	
4/3/2023 10:41	70255	599	4/3/2023 10:41	90605	601
4/4/2023 10:41	70717	462	4/4/2023 10:41	91172	567
4/5/2023 10:41	71161	444	4/5/2023 10:41	91728	556

Notes:

Well test performed by Ricks Pump Service, Inc. Wells were pumped to waste using a pumpsaver. Each well would cycle on and off, each time drawing the pumping water level down to the pump intake.



ATTACHMENT A

200.23 ACRES DESIGNATED

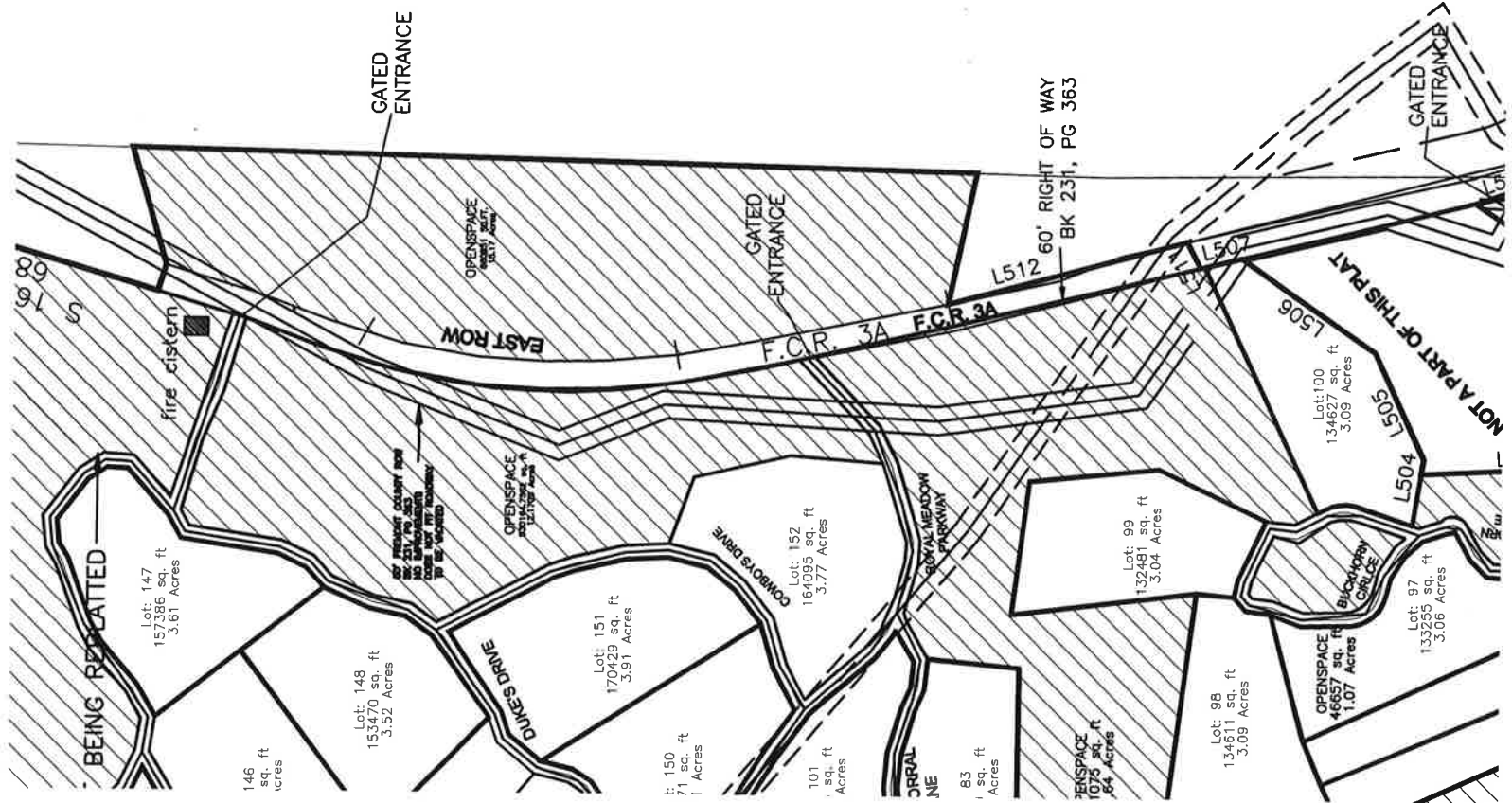
ALL HOUSES WILL HAVE
NO HOMES WILL BE PE
SLOPES GREATER THEN



Scale 1" = 400'

100' EASEMENT
SOUTHERN COLO. POWER CO.
BK 418, PG 90
REC. NO. 332395

10' MOUNTAIN STATES TELE





ATTACHMENT B

Attachment B

FORM NO. GWS-76 05/2011	WATER SUPPLY INFORMATION SUMMARY STATE OF COLORADO, OFFICE OF THE STATE ENGINEER 1313 Sherman St., Room 821, Denver, CO 80203 Main (303) 866-3581 dwr.colorado.gov		
Section 30-28-133,(d), C.R.S. requires that the applicant submit to the County, "Adequate evidence that a water supply that is sufficient in terms of quantity, quality, and dependability will be available to ensure an adequate supply of water."			
1. NAME OF DEVELOPMENT AS PROPOSED: AJET Ventures LLC			
2. LAND USE ACTION: Major Subdivision			
3. NAME OF EXISTING PARCEL AS RECORDED: SUBDIVISION: Royal Gorge Ranch and Resort , FILING (UNIT) _____, BLOCK _____, LOT _____			
4. TOTAL ACREAGE: 772		5. NUMBER OF LOTS PROPOSED 152 PLAT MAP ENCLOSED? ☒ YES or ☐ NO	
6. PARCEL HISTORY – Please attach copies of deeds, plats, or other evidence or documentation. A. Was parcel recorded with county prior to June 1, 1972? ☐ YES or ☐ NO B. Has the parcel ever been part of a division of land action since June 1, 1972? ☐ YES or ☐ NO If yes, describe the previous action: _____			
7. LOCATION OF PARCEL – Include a map delineating the project area and tie to a section corner. _____ 1/4 of the _____ 1/4, Section _____, Township _____ ☐ N or ☐ S, Range _____ ☐ E or ☐ W See Attachment A Principal Meridian (choose only one): ☐ Sixth ☐ New Mexico ☐ Ute ☐ Costilla Optional GPS Location: GPS Unit must use the following settings: Format must be UTM , Units must be meters , Datum must be NAD83 , Unit must be set to true N , ☐ Zone 12 or ☐ Zone 13 Easting: _____ Northing: _____			
8. PLAT – Location of all wells on property must be plotted and permit numbers provided. Surveyor's Plat: ☒ YES or ☐ NO If not, scaled hand drawn sketch: ☐ YES or ☐ NO See Attachment A			
9. ESTIMATED WATER REQUIREMENTS		10. WATER SUPPLY SOURCE	
USE	WATER REQUIREMENTS		☒ NEW WELLS -
	Gallons per Day	Acre-Feet per Year	PROPOSED AQUIFERS – (CHECK ONE)
HOUSEHOLD USE # 152 of units	<u>175 gal/d</u>	<u>0.196 AF/yr</u>	☐ ALLUVIAL ☐ UPPER ARAPAHOE
COMMERCIAL USE # _____ of G-F-	_____	_____	☐ UPPER DAWSON ☐ LOWER ARAPAHOE
IRRIGATION # 0 of acres	_____	_____	☐ LOWER DAWSON ☐ LARAMIE FOX HILLS
STOCK WATERING # 0 of head	_____	_____	☐ DENVER ☐ DAKOTA
OTHER: Minor Outdoor	<u>244 gal/m</u>	<u>0.009 AF/yr</u>	☒ OTHER Crystalline Bedrock
TOTAL	<u>27,796 gal/d</u>	<u>31.16 AF/yr</u>	WATER COURT DECREE CASE
152 household units + minor outdoor			NUMBERS: 18CW3076, Division 2
See Water Resources Report.			propose 0.04 AF/yr
			augmentation per lot
11. WAS AN ENGINEER'S WATER SUPPLY REPORT DEVELOPED? ☒ YES or ☐ NO IF YES, PLEASE FORWARD WITH THIS FORM. (This may be required before our review is completed.)			
12. TYPE OF SEWAGE DISPOSAL SYSTEM			
☒ SEPTIC TANK/LEACH FIELD		☐ CENTRAL SYSTEM	
☐ LAGOON		DISTRICT NAME: _____	
☐ ENGINEERED SYSTEM (Attach a copy of engineering design.)		☐ VAULT	
		LOCATION SEWAGE HAULED TO: _____	
		☐ OTHER: _____	

Exhibit 20.1 – Water Source Documentation

Potable Water Source Clarification

The proposed potable water source for the Royal Gorge Ranch & Resort PUD remains **individual on-site wells for each lot.**

Following project modifications, the **total number of lots has been reduced** to 152 across 772 acres, resulting in a corresponding **decrease in overall water demand** compared to earlier designs. Wells will be supplemented by cistern systems to maximize aquifer sustainability and meet peak day water needs.

This approach, supported by the updated **Water Resources Report and Hydrology Study** by BBA Water Consultants, Inc. (see Exhibit 20.1.1), ensures a sustainable potable water supply while reducing the overall burden on the aquifer. The drainage design, as separately documented, remains more than adequate for the revised lot configuration and **supports the project's long-term viability.**

We appreciate the County's concerns regarding long-term water reliability and fire protection – please know **we are committed to ongoing coordination to ensure that an adequate, safe, and sustainable water supply is achieved.**

Exhibit 22.1 – Physical Access for Proposed Subdivision

All residential lots within the Royal Gorge Ranch & Resort PUD will be accessed exclusively via the five designated entry points along Fremont County Road 3A. These five access points are the only approved means of ingress and egress for RGRR residents, guests, and service providers.

The existing gravel county road located along the far western edge of the property will **not** be used for any regular access and is reserved solely for emergency response purposes.

This access plan is consistent with Fremont County Subdivision Regulations regarding controlled lot access and safety standards.

A detailed Roadway Impact Form (Appendix II), prepared by a licensed Colorado transportation engineer, is included with this submittal and provides further analysis of the proposed access design and its alignment with county regulations and public safety considerations.

Royal Gorge Ranch & Resort – Interior Roadway Names

- Duke's Drive
- Royal Meadow Drive
- Royal Meadow Parkway
- Royal View Drive
- Razor Ridge Drive
- Redtail Drive
- Royal Quarry Drive
- Royal Meadow Lane
- Sangre de Cristo Lane
- Old Corral Lane
- Claret Cup Trail
- Gorge Creek Lane
- Point Alta Vista Drive
- Buckhorn Circle
- Trestle Lane
- Bridge View Circle
- Panoramic Ridge
- John Wayne Parkway
- Royal Amphitheater Drive
- Epic View Circle
- Buckskin Joe Parkway
- Club House Drive
- Red Cedar Circle
- Red Quartz Circle
- Inspiration Point Circle
- East Meadow Loop



CAÑON CITY AREA FIRE PROTECTION DISTRICT

1475 North 15th Street
Cañon City, Colorado 81212
(719) 275-8666

11 March 2025

Ty Seufer
Royal Gorge Ranch and Resort
45045 Hwy 50
Cañon City, CO 81212

Royal Gorge Ranch and Resort development review

On 6 March 2025, we met with the development owner to understand the changes in the proposal. After understanding and reviewing these changes, we are prepared to reissue previous comments for the development. These requirements are either already in place (i.e. water supply cisterns, accessible roads, etc.) or are planned to be in place (i.e. Knox gate access, labeled roads and addresses, etc.)

This document now reads as a 6 page document, capturing the previously issued comments for the project over the years. These comments remain in place and are expectations to meet for project completion.

We appreciate your commitment and trust.

Austin Breuninger
Life Safety Officer



CAÑON CITY AREA FIRE PROTECTION DISTRICT

1475 North 15th Street
Cañon City, Colorado 81212
(719) 275-8666

November 23, 2021

Ty Seuffer
Royal Gorge Ranch and Resort
1 Buckskin Joe Parkway
Canon City, CO 81212

Ty,

Per your request, this letter shall serve as guidance for use of the Fire Protection Cisterns within the Royal Gorge Ranch and Resort. This letter does not replace or alter any requirements previously stated in earlier correspondence regarding this matter. The owner and fire district agree to the following maintenance and use responsibilities.

Royal Gorge Ranch and Resort agrees:

1. The water in the cisterns is for fire protection use only. Any other use shall be reviewed prior to use, and approved solely by the Canon City Area Fire Protection District.
2. To keep each cistern full of water, to the maximum capacity of that cistern, at all times.
3. To inspect and maintain the cistern tanks, valving, adjacent areas, vehicle accessibility, and water level of each cistern monthly; and keep this record on file for inspection.
4. That any maintenance and expense required to keep the cisterns in a full ready state, as originally accepted, is the full responsibility of the Royal Gorge Ranch and Resort.
5. To grant the Canon City Area Fire Protection District to use the water contained in the cisterns for any fire protection or suppression use and manner they see fit. This includes use of the water on properties other than the Royal Gorge Ranch and Resort.

Canon City Area Fire Protection District agrees:

1. That any water taken from the cistern(s), used for any off-property fire protection, or suppression of any fire, that does not pose a threat to the Royal Gorge Ranch and Resort property, shall be replenished by the fire district at their cost.
2. Periodically inspect the cisterns and their maintenance records for compliance with acceptance terms.

If I can be of further assistance, or if I can answer any questions please feel free to contact me.

Very truly yours,

Scott Johnson
Assistant Chief
Canon City Area Fire Protection District
719-275-8666

3-2-2019

Ty Seufer
Royal Gorge Resort
45045 Hwy. 50
Canon City, Co. 81212

Ty;

I have reviewed the plan for the proposed Royal Gorge Resort, Fremont County Road 3A Canon City, Colorado. Requirements as noted:

- Fire apparatus access roads to have an unobstructed width of 16'. Existing and proposed gravel roadways must be maintained for fire apparatus access. Roadways, bridges, culverts must be capable of supporting 50,000 lb. fire apparatus in all weather conditions and comply with Fremont County compaction requirements. (See Fremont County Road Specifications). Roadways must be less than 10% grade. A vertical clearance of 13' 6" must be maintained above the required width of all roadways.
- Road names, Road signs, addressing and posting of addresses must be submitted for approval
- Documentation of home sizes, construction materials must be submitted for cistern sizing. Additional cisterns may be required in the commercial/business zoned area as construction takes place. The north three cisterns on CR 3A are recommended to be a minimum of 30,000 gallons, which will aid in the ISO rating for the commercial zone and surrounding areas. Permits, fees and submittal of cistern plans will be required before construction of cisterns. Cisterns must be in place and usable before homes are moved on site.
- Fire mitigation work will be required around each home site and along roadways. Mitigation along roadways will ensure escape routes.
- An additional direct roadway entrance will be required at the current Royal Gorge Railway
- Locked or electric gates will require Fire Department key boxes or switches. Gates must be a minimum of 20' in width and no less than 30' from the intersection. Gates must swing inward toward the subdivision.
- Permit fee of \$210.00 for plan review and inspections.
- Impact fee of \$304.00 will be assessed on each site when a home is moved in

If I can be of further assistance, or if I can answer any questions, please feel free to contact me.

Sincerely,

Joel Foster
Battalion Chief



CAÑON CITY AREA FIRE PROTECTION DISTRICT

1475 North 15th Street
Cañon City, Colorado 81212
(719) 275-8666

06-14-2021

Ty Seufer
Royal Gorge Ranch and Resort
1 Buckskin Joe Parkway
Canon City, CO 81212

Ty,

Per your request, this letter shall serve as our official acceptance of the Fire Protection Cisterns for the Residential development within the Royal Gorge Ranch and Resort.

- You have provided and installed 4 separate fire cisterns with the required fittings. These cisterns have all been flow tested and all 4 meet the minimum flow requirements of 1000 GPM.
- The approximate locations of these cisterns are:
 - The north western end of your property on County Road 61.
 - At the north eastern most entrance where Royal Quarry Drive meets County Road 3A.
 - Near the main entry, Buckskin Joe Parkway and County Road 3A.
 - At the east end of Buckskin Joe Parkway near where it meets County Road 3A.
- To remain compliant these cisterns must remain full at all times, and are required to be checked at least once per month.

Keep in mind that these cisterns are calculated for Fire Protection water for the residences. Any future commercial development will require recalculation and additional cisterns at that time.

If I can be of further assistance, or if I can answer any questions please feel free to contact me.

Sincerely,

Ron A Cook

Ron Cook
Life Safety Officer



CAÑON CITY AREA FIRE PROTECTION DISTRICT

1475 North 15th Street
Cañon City, Colorado 81212
(719) 275-8666

08-24-2020

Ty Seufer
Royal Gorge Ranch and Resort
1 Buckskin Joe Parkway
Canon City, CO 81212

Ty,

Per our conversations, and at your request, this letter will hopefully answer questions in regards to the roads within the residential development within the Royal Gorge Ranch and Resort.

- In a January 27, 2020 letter I identified some street names that were possibly in conflict. After further review the only perceived conflict was Grand View Circle. This has been renamed Epic View Circle and that is acceptable to us.
- In a March 2nd, 2019 letter from Battalion Chief Foster, it addressed road construction guidelines. Myself and Chief DelVecchio have made several trips to the ranch, the most recent time was 07-16-2020. I'm glad to say that the roads are developing nicely and with the future culvert improvements and finishing of them with class 6 road base they should meet our access requirements. Our understanding is that some of these will be designated as one way roads, and all roadways shall be designated as no parking on the roadways. We will still need to come look at the roads after all utility work is completed to make a final assessment.

If I can be of further assistance, or if I can answer any questions please feel free to contact me.

Sincerely,

Ron A Cook

Ron Cook
Life Safety Officer