



Planning Division  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012  
303.739.7250

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June 18, 2020

Mark Witkiewicz  
Westside Investment Partners  
4100 E Mississippi Ave, Suite 500  
Denver, CO 80246

**Re: Initial Submission Review – Aurora Crossroads Infrastructure Site Plan – ISP**  
Application Number: **DA-2231-01**  
Case Numbers: **2020-6021-01**

Dear Mr. Witkiewicz:

Thank you for your initial submission, which we started to process on Friday, May 22, 2020. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before Friday, July 10, 2020.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

Your estimated Administrative Decision date is still set for August 19, 2020. Please remember that all abutter notices for the Administrative Decision must be sent and the site notices must be posted at least 10 days prior to the Administrative Decision date. These notifications are your responsibility and the lack of proper notification will cause the decision date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

As always, if you have any comments or concerns, please let me know. I may be reached at (303) 739-7184 or [hlanboy@auroragov.org](mailto:hlanboy@auroragov.org).

Sincerely,

Heather L. Lamboy, AICP  
Planning Supervisor  
City of Aurora Planning Department

cc: Allison Wenlund, Norris Design, 1101 Bannock St, Denver, CO 80204  
Scott Campbell, Neighborhood Liaison  
Jacob Cox, ODA  
Filed: K:\SDA\2231-01rev1



## *Initial Submission Review*

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- Additional discussion will be required regarding the design of the roundabout (see Traffic comments).
- Additional discussion will be required regarding landscaping associated with this plan. We may want to identify an approach that addresses the whole corridor and provide additional detail at a Master Plan level in order to provide for flexibility as the area develops.
- Issue (see Item 3)

### **PLANNING DEPARTMENT COMMENTS**

#### **1. Community Questions, Comments and Concerns**

- 1A. No comments were received from the community.

#### **2. Completeness and Clarity of the Application**

- 2A. Please change the title “Aurora Crossroads Infrastructure Site Plan” to “Aurora Crossroads Gun Club/Colfax Preliminary Plat.” This aligns with the new naming convention associated with the UDO.
- 2B. If the proposed uses are updated associated with the Master Plan changes, please ensure all updates to roadway and utility design are incorporated here. Ensure recommendations made with the Master Plan Public Improvement Plan are reflected in the design of this Site Plan.

#### **3. Zoning and Land Use Comments**

- 3A. Based on potential changes in proposed land uses, there may be the need for adjustments in this plan. Hopefully that can be addressed quickly in order to help you proceed with the sale of the land that needs to be accomplished quickly.

#### **4. Streets and Pedestrian Issues**

- 4A. There will be additional discussion regarding pedestrian and bicycle circulation as the plans are further developed.

4B.

#### **5. Landscaping Issues** (Kelly Bish / 303-739-7189 / [kbish@auroragov.org](mailto:kbish@auroragov.org) / Comments in bright teal)

- 5A. The letter of introduction acknowledges that a landscape plan would be provided once the Master Plan for Cross Roads is further along. Please provide a landscape plan by second submittal so that the overall review process for the project is not delayed.

#### **6. Addressing** (Phil Turner / 303-739-7357 / [pcturner@auroragov.org](mailto:pcturner@auroragov.org))

- 6A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

### **REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

#### **7. Civil Engineering** (Kristin Tanabe / 303-739-7306 / [KTanabe@auroragov.org](mailto:KTanabe@auroragov.org) / Comments in green)

##### *Site Plan*

- 7A. Please see comments in the PIP regarding the street sections.
- 7B. On the roadway phasing, will transitions also be identified with subsequent submittals?
- 7C. Indicate intersections identified in the traffic study as future signals.
- 7D. Reduced speed signage needs to be included since the radius of Gun Club Road at the southwest portion of the site does not meet the COA standards for an arterial roadway.



- 7E. Label slopes including street slopes (not cross slopes), typical where noted.
- 7F. 25' lot corner radius required (where noted).
- 7G. Label curb return radius (where noted).

**8. Traffic Engineering** (Brianna Medema / 303-739-7336 / [bmedema@auroragov.org](mailto:bmedema@auroragov.org) / Comments in amber)

- 8A. Third Party roundabout review comments are shown below in blue. CAD file and PDF of comments will be emailed, and hopefully the designer will be made available to walk through as per the suggestion below.
  - 1. West Roundabout (sheet 5)
    - Overall the layouts are not acceptable. They are radial design which bring in path overlap and poor speed control, each of which are shown to be crash-prone. Let offset design is essential for multilane roundabouts. It sometimes results in smaller circles
      - SB approach and entry lane have poor deflection and speed control
      - WB approach- Potentially introduce more left offset to assist with deflection and entry angle.
      - Lane widths at 16.25ft are not acceptable.
    - As you noted, the bike lane is striped through the circle which is very undesirable. The bike lanes should be merged into traffic or given the option to divert to the boulevard in a shared use path. This is entrenched in national guidelines (NCHRP 672, chapter 6), so the design for bikes needs complete revision.
    - The channelized right-turn lane (west to north) is poorly configured, creating a merge crash problem where it joins the traffic exiting the circle to go northbound.
  - 2. East Roundabout (sheet 7)
    - The alignments of approach roadways set up a nearly perfect 'Y' so that angles between arms can be 120 degrees. This would afford a more compact circle and better speed control, though it's counterintuitive.
    - The north exit has path overlap
    - There is a lane continuity flaw – there only needs to be one lane circulating in front of the north and south legs, unless there are southbound dual lefts. The east leg feeds in only one lane, so only one lane circulating is needed.
    - Single lane approach - deflection and the entry angle could use some adjustments
    - Again, designating a bike lane in the circle is unsafe.
  - 3. General
    - The circulating lanes are 16-ft wide creating a decent amount of path overlap
    - Striping and Lane configuration on approaches and several exits are uneven and are not concentric
- 8B. If the consultant is willing, we can provide some sketches of improved design layouts, without having to go into great detail. Otherwise, I'd be pleased to give telephone support to their designer to correct the fatal flaws in these layouts.
- 8C. Seven-foot (7') bike lanes are required on the Main Street Four Lane Arterials.
- 8D. On the Main Street Four Lane Arterial with Raised Median w/ Right Turn Lane, a minimum of 12' right turn lane (14' preferred) should be provided.
- 8E. Crosswalk markings need to align with ramp locations. Shift median nose per COA STD S2.4, and adjust striping.
- 8F. Adjust curb where noted on Sheet 5.
- 8G. Third Party comments relate to the roundabout illustrations - see text above. Anticipate a meeting with designer of this roundabout, City & Mark Lenter's team.
- 8H. Add receiving ramp & connection to other ramps/crossings on the roundabouts.
- 8I. Edge of curb needs to direct to crossing on the roundabouts.
- 8J. Bike lane cannot continue through roundabouts. Add slip ramps to end bike lanes. Bikes may either choose to take the lane or use sidewalk.
- 8K. Example of bike ramp is noted on Sheet 5.



- 8L. Show future signalized intersection. Concerns with parking and needed auxiliary lanes for this known location (as identified in the MTIS).
- 8M. What happened to the bypass lane on the Gun Club Road section on Sheet 6?
- 8N. Update to chevron where noted on Sheet 7.
- 8O. Update will be required for R4-4, and appropriate striping. (Sheet 7)
- 8P. Parking lane cannot start at intersection but would be created ~50-75' away from crosswalk based on taper rate. Start bike lane at intersection. (Sheet 7)

**9. Fire / Life Safety** (Mark Apodaca / 303-739-7656 / [mapodaca@auroragov.org](mailto:mapodaca@auroragov.org) / Comments in blue)

Sheet 1 of 7 / Cover

- 9A. See note for addressing.

Sheet 3 of 7 / Colfax Plan

- 9B. See comments for fire hydrant spacing.

Sheet 4 of 7 / Colfax Plan

- 9C. See comments for fire hydrant spacing.

Sheet 5 of 7 / Gun Club Plan

- 9D. See comments for fire hydrant spacing.
- 9E. See comment for show existing fire hydrant.

Sheet 6 of 7 / Gun Club Plan

- 9F. See comment for show existing fire hydrant.
- 9G. See comment for signs not needed.

Sheet 7 of 7 / Gun Club Plan

- 9H. See comment for show existing fire hydrant.
- 9I. See comment for signs not needed.

**10. Aurora Water** (Tony Tran / 303-739-7376 / [atran@auroragov.org](mailto:atran@auroragov.org) / Comments in red)

- 10A. Please note that the MUS must be approved prior to the ISP being approved.
- 10B. What are the lines noted on Sheet 2?
- 10C. Show the utility easement for the water line.
- 10D. Provide the north arrow and scale on Sheet 2.
- 10E. Show and label first creek centerline and existing floodplain.
- 10F. How will this WL be looped? (SEC of the site)
- 10G. Add notes on Sanitary sewer. Also, a sanitary sewer outfall must be provided with phase I to the First Creek interceptor.

**11. PROS** (Michelle Teller / 303-739-7437 / [mteller@auroragov.org](mailto:mteller@auroragov.org) / Comments in mauve)

- 11A. Please note that per PROS standards, medians within minor arterial roadways as you are showing are not eligible for PROS maintenance. Please provide a note which states the private maintenance responsibility.
- 11B. Relabel per comments in the Master Plan (detention ponds and open space at northern portion of the site).
- 11C. In order to provide a strong connection between all of the regional trails within this area, please provide a wider sidewalk which will meander within an open space corridor on the south side of Gun Club. Please coordinate with PROS and public works on the section and refer to comments in the Master Plan.

**12. Real Property** (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)

- 12A. There was some discussion about dedicating the Gun Club Road as a Road Way easement, thus change the name of the road on the ISP to match the easement name. All the objects (water lines, sidewalk, etc.) in the Road Way easement boundary need to be dedicated by separate document and shown on the ISP.
- 12B. Please provide a Monumented Field Survey for the boundary of the ISP that matches the graphic of the R.O.W.'s shown herein. And provide a closure sheet for said description.
- 12C. Check the "Undeveloped Adams County" information on Sheet 2.
- 12D. Correct description in title to state "Northwest Quarter" instead of "West Half."



- 12E. Add the tic marks for the change of directions or different curve data changes (where noted in redlines on various sheets).
- 12F. The R.O.W. and additional easements need to be dedicated by separate documents. Contact Andy Niquette ([aniquett@auroragov.org](mailto:aniquett@auroragov.org)) for the easement concerns and contact Grace Gray ([ggray@auroragov.org](mailto:ggray@auroragov.org)) for the License Agreement concerns. Confirm with our Engineering Dept. the things that need to add to a License Agreement, if any.
- 12G. Match the description and the boundary shown herein (Sheet 3, 4).
- 12H. As a general, the road name may change, because it will be dedicated as an easement - please check.
- 12I. Show and label the easement line at the R.O.W. line.
- 12J. Label the monument found here (noted on Sheet 5).
- 12K. The R.O.W. and additional easements need to be dedicated by separate documents. Contact Andy Niquette ([aniquett@auroragov.org](mailto:aniquett@auroragov.org)) for the easement concerns and contact Grace Gray ([ggray@auroragov.org](mailto:ggray@auroragov.org)) for the License Agreement concerns. Confirm with our Engineering Dept. the things that need to add to a License Agreement, if any.
- 12L. Is this the actual name of this existing easement noted on Sheet 5? Add Rec. No.
- 12M. Dedicate the sidewalk easement by separate document (where noted in redlines on various sheets).
- 12N. Dedicate a Utility easement by separate document for the water lines (where noted in redlines on various sheets).

**13. Public Service Co of Colorado dba Xcel Energy** (Donna George / 303-571-3306 / [donna.l.george@xcelenergy.org](mailto:donna.l.george@xcelenergy.org))

- 13A. Please be aware PSCo owns and operates existing underground electric distribution facilities within the subject property. Should the infrastructure project require any modification to the existing facilities, the property owner/developer/contractor must complete the application process via [xcelenergy.com/InstallAndConnect](http://xcelenergy.com/InstallAndConnect). For additional detail, please see attached letter.

**14. Mile High Flood District** (Teresa Patterson / 303-455-6277 / [submittals@udfcd.org](mailto:submittals@udfcd.org))

- 14A. In general, the District has no specific issue with the design as proposed thus far. We will likely have an interest in reviewing the detention pond, pond spillway and outfall, and impacts to First Creek.
- 14B. The letter of introduction references Third Creek. This site is adjacent to First Creek.
- 14C. For additional detail, please see attached letter.

**15. CDOT Region 1** (Marilyn Cross / 303-512-4266 / [marilyn.cross@state.co.us](mailto:marilyn.cross@state.co.us))

- 15A. Please see the attached letter.



**Right of Way & Permits**

1123 West 3<sup>rd</sup> Avenue  
Denver, Colorado 80223  
Telephone: **303.571.3306**  
Facsimile: 303. 571. 3284  
donna.l.george@xcelenergy.com

June 10, 2020

City of Aurora Planning and Development Services  
15151 E. Alameda Parkway, 2<sup>nd</sup> Floor  
Aurora, CO 80012

Attn: Heather Lamboy

**Re: Aurora Crossroads Infrastructure Site Plan, Case # DA-2231-01**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the infrastructure site plan for **Aurora Crossroads**. Please be aware PSCo owns and operates existing underground electric distribution facilities within the subject property. The property owner/developer/contractor is reminded to call the Utility Notification Center by dialing 811 for utility locates prior to construction, use caution when excavating within 18-inches of each side of the marked facilities, and to be aware that all risk and responsibility for this request are unilaterally that of the Applicant/Requestor. PSCo also requests that ground cover shall not be modified from original depths.

Should the infrastructure project require any modification to the existing facilities, the property owner/developer/contractor must complete the application process via [xcelenergy.com/InstallAndConnect](http://xcelenergy.com/InstallAndConnect).

Donna George  
Right of Way and Permits  
Public Service Company of Colorado dba Xcel Energy  
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

## MAINTENANCE ELIGIBILITY PROGRAM (MEP)

### MHFD Referral Review Comments

For Internal MHFD Use Only.	
MEP ID:	106325
Submittal ID:	10004813
MEP Phase:	Referral

**Date:** June 1, 2020  
**To:** Heather Lamboy  
*Via Aurora's Website*  
**RE:** MHFD Referral Review Comments

<b>Project Name:</b>	Aurora Crossroads – Infrastructure Site Plan (RSN 1452927)
<b>Location:</b>	Southeast of I-70 and Gun Club Road
<b>Drainageway:</b>	First Creek

This letter is in response to the request for our comments concerning the referenced project. We have reviewed this proposal only as it relates to maintenance eligibility of major drainage features, in this case:

- Entire detention pond, if regional
- Pipe outfall and Emergency Spillway to First Creek

We have the following comments to offer:

- 1) The letter of introduction references Third Creek. This site is adjacent to First Creek.
- 2) In general, the District has no specific issue with the design as proposed thus far. We will likely have an interest in reviewing the detention pond, pond spillway and outfall, and impacts to First Creek.
- 3) We would like to see future reviews of this project.

We appreciate the opportunity to review this proposal. Please feel free to contact me with any questions or concerns.

Sincerely,



Teresa Patterson, P.E., CFM  
Project Manager, Watershed Services  
Mile High Flood District



# STATE OF COLORADO

## Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



**COLORADO**  
Department of Transportation

Project Name: **Aurora Crossroads**

Print Date: 6/12/2020

Highway:

070

Mile Marker:

### Drainage Comments:

needs one more week for a review please

Samer 6-15

### Traffic Comments:

SM 6/15/2020

The followings should be accounted for in the traffic impact study, particularly in the existing, short-term (build-out) and long-term traffic:

- A couple new interchanges are planned to be built close to the project site: I-70/Picadilly and I-70/Harvest.
- Gun Club Road to be removed upon completion of I-70/E-470 system ramps.
- The approved travel demand model for CDOT is DRCOG. NEATs can be used as a supplemental model such as for sensitivity analysis.
- Trip distribution will change significantly with the new interchanges, removal of a Gun Club Road, the completion of I-70/E-470, etc.

Therefore, this TIS is misleading. Further review will be done, after TIS has been revised.

Note: E-470 is not a CDOT facility.

### Right of Way Comments:

SDH - 06/16/2020 - Regarding the ROW, the only CDOT roads in the immediate vicinity are I-70 and Colfax Ave (I-70 Frontage Road). I have uploaded the ROW plans from Project I-70-4(62) from 1972 which show the A-lines.

The older ROW plans from 1956 show A-lines along the entire CDOT ROW east of Gun Club Rd, but the subsequent ROW plans from 1964 and then 1972 do not show A-lines for the first line course (heading northeast from Gun Club toward Colfax), but then does depict A-lines for the rest of the ROW as you move east along Colfax to Powhaton.

### Permits Comments:

Request a resubmittal to review. Need to see the I-70 Frontage Road and PA's under consideration - that lend understanding to phasing. Secondly, need to see where CDOT RoW exist, apart from E-470. This is relevant to permitting, authority and standards. Beware, an Access Control Line (A-line) will exist along both limited access highways. None of the above was shown in the infrastructure plans.

RS- 06-09-20

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When CDOT received the referral for the Crossroad Infrastructure Master Plan in May, we were provided infrastructure improvement plans that had no context, in terms of land use and phasing. later we received the master TIS, and other zoning documents. Not all CDOT specialty units have completed their review.

RoW plans show extent of E-470 influence and authority, including most of the I-70 Frontage Road. Any work in CDOT RoW is by permit.

Signs oriented to the interstate must adhere to the State Rules for Outdoor Advertising.



## **Master TIS**

Pages 4-5

Incorrect statement that E-470 is a CDOT facility. The E-470 Authority is its own taxing entity. The limited access Tollway is not subject to CDOT access code, and we believe it is not classified as an NR-A facility.

The I-70 Frontage Road is for the most part, a CDOT facility and is classified as F-R. This roadway has much longer connectivity than stated extending east to the Monahan-Airpark interchange and also connects to the Powhatan Road overpass. Much of the Frontage Road flanking the Crossroads property is within ROW owned by E-470 who would have permitting authority.

### **Interchange status**

Peculiar that the master TIS does not acknowledge the major System Level Study associated with the interchanges of Harvest and Powhatan interchanges. The E. A. refresh that accompanies these Interchange Access Request (IAR) and State 1601 process also includes the new braided ramp system to improve the system-to-system I-70/E-470 interchange. Upon completion of the Harvest and Powhatan interchanges, the existing diamond interchange at Gun Club Road & I-70 is to be decommissioned and removed. Currently, this diamond interchange is the closest access to the interstate system and the Master TIS appears to overlook its relevance in the short term. We have noted that a hospital is under consideration to locate on this property under phase 1 but it is not stated if it is to be a trauma center. In the near term, assuming both new interchanges advance to construction, access to Crossroads from the interstate will be more out-of-direction than what currently exist. We noted that Crossroads assumes full buildout by 2030.

Traffic distribution and patterns illustrated in figures 8A & 9A clearly show high volumes of traffic coming and going from Gun Club Road north of the realigned Colfax. We are unclear why this master TIS overlooks/omits the existing I-70/Gun Club Rd diamond interchange immediately north of the property. We noted the study assumes three hotels and significant commercial in addition to the hospital use. Once the diamond interchange is removed, we believe much of that traffic will seek alternate access to and from the freeway. The master TIS does not appear to take this into account.

RS 06-10-20

# INTERCHANGE AT GUN CLUB ROAD

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
8	COLORADO	170-4(62) Sec. I	3	

REVISIONS	
Rev.	Para. No. 1, 2, 3, 4, 5, 6, 7 & 8

**RIGHT OF WAY**  
Jct. US 40 to Air Park

S.W. 1/4, Sec. 31  
T.3S., R.65W.

7  
8  
Claude C. Craig  
Shirley Craig  
Rt. 3, Box 343  
Aurora, Colorado

ADAMS COUNTY

Scale 1" = 100'



S.E. 1/4, Sec. 36  
T.3S., R.66W.

5  
Sidney Davidson  
Duane M. Weiss  
2224 So. Dahlia  
Denver, Colorado

6  
Koer Truck &  
Equipment, Inc.  
1901 31st St.  
Denver, Colorado

ARAPAHOE COUNTY

1  
3  
J. W. Ringsby  
3500 Belcaro Dr.  
Denver, Colorado 80209

N.E. 1/4, Sec. 1  
T.4 S., R.66W.

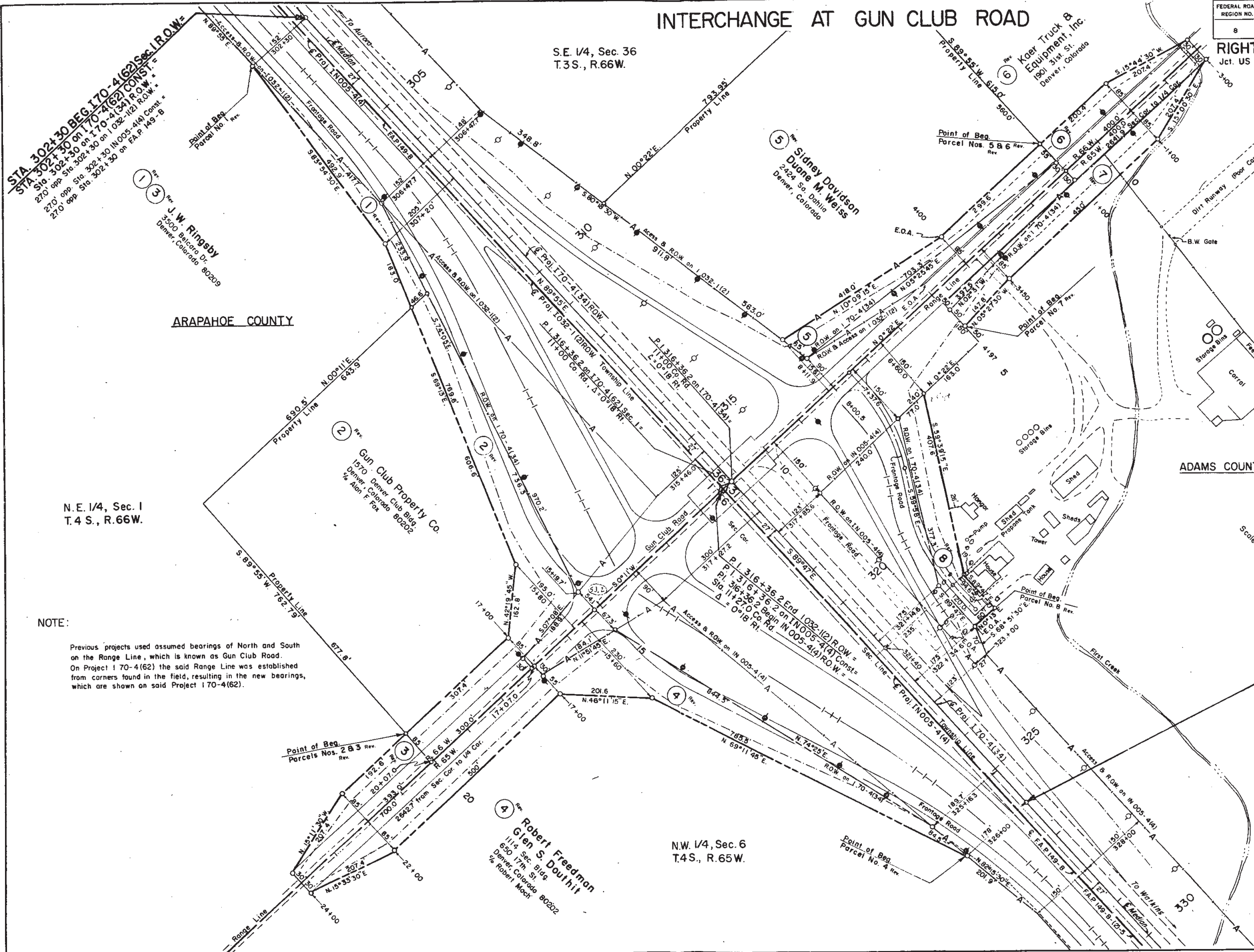
2  
Gun Club Property Co.  
1570 Denver Club Bldg  
Denver, Colorado 80202  
1/2 Alan F. Fox

4  
Robert Freedman  
Glen S. Douthitt  
1114 Sec. Bldg  
630 17th St.  
Denver, Colorado 80202  
1/2 Robert Moch

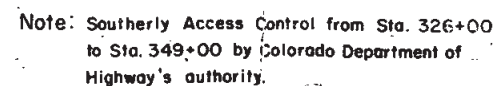
N.W. 1/4, Sec. 6  
T.4S., R.65W.

NOTE:  
Previous projects used assumed bearings of North and South on the Range Line, which is known as Gun Club Road. On Project 170-4(62) the said Range Line was established from corners found in the field, resulting in the new bearings, which are shown on said Project 170-4(62).

STA 326+00 END 170-4(62) Sec. I R.O.W. =  
STA 326+00 on 170-4(62) CONST. =  
270' opp. Sta. 326+00 on IN 005-4(4) R.O.W. & Const. =  
270' opp. of Sta. 326+00 on F.A.P. 149-B (25)  
270' opp. of Sta. 326+00 on F.A.P. 149-B (25)



REVISIONS		
2-5-75	Added Underground Cable	D.
4-29-75	Added Access Control Note	K.



ARAPAHOE COUNTY

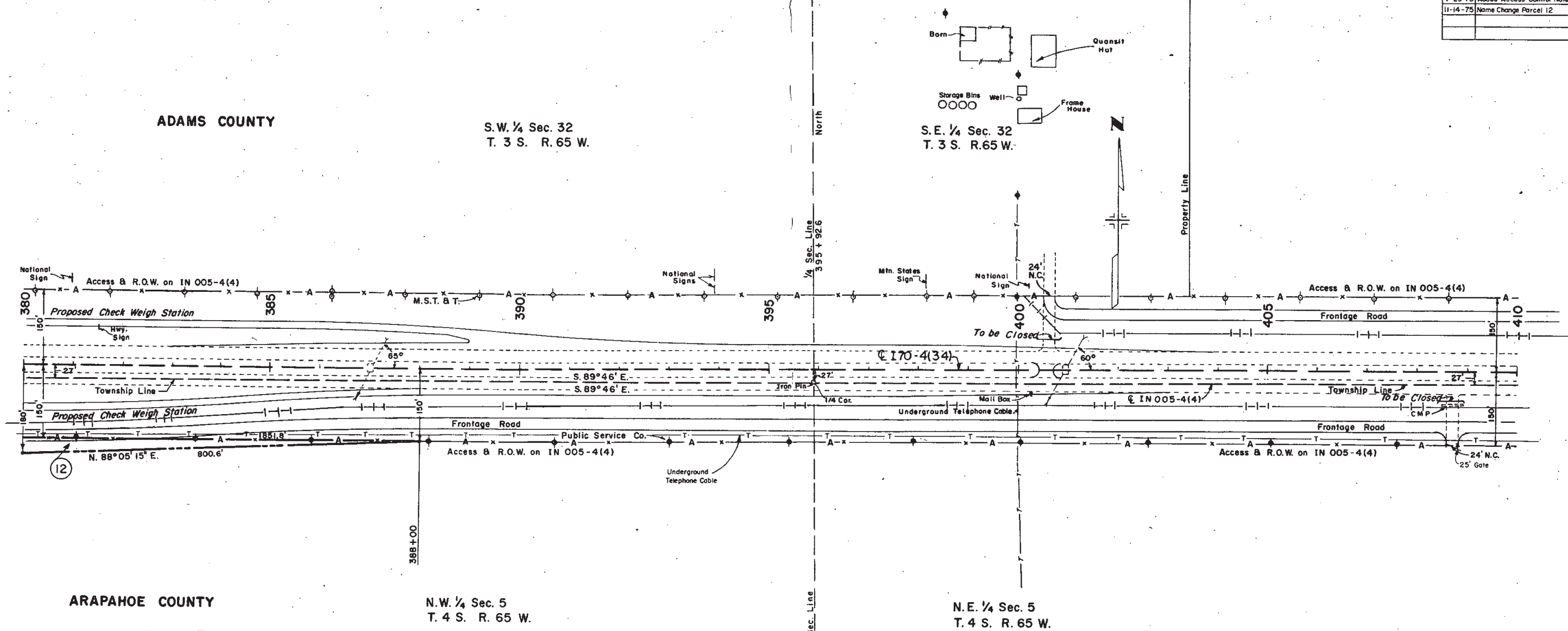
N. E.  $\frac{1}{4}$  Sec. 6  
T. 4 S. R. 65 W.



FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-4(62) Sec. 2	5	

RIGHT OF WAY-  
Jct. U.S. 40 to Air Park

REVISIONS		
2-5-75	Added Underground Cable	D.J.F.
3-4-75	Name Change Parcel 12	J.B.
4-29-75	Added Access Control Note	K.C.
11-14-75	Name Change Parcel 12	D.J.F.



(12) Ruth F. Miller, Helen Murray & Irene O. Reed as Co-Executrixes of the Estate of H. A. Flader (Deceased)

NOTE: Southerly Access Control from Sta. 360+00 to Sta. 448+83.0 by Colorado Department of Highways authority.



FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
XIII	COLORADO	I 70-4(62) Sec. 2	6	

RIGHT OF WAY  
Jct. U.S. 40 to Air Park

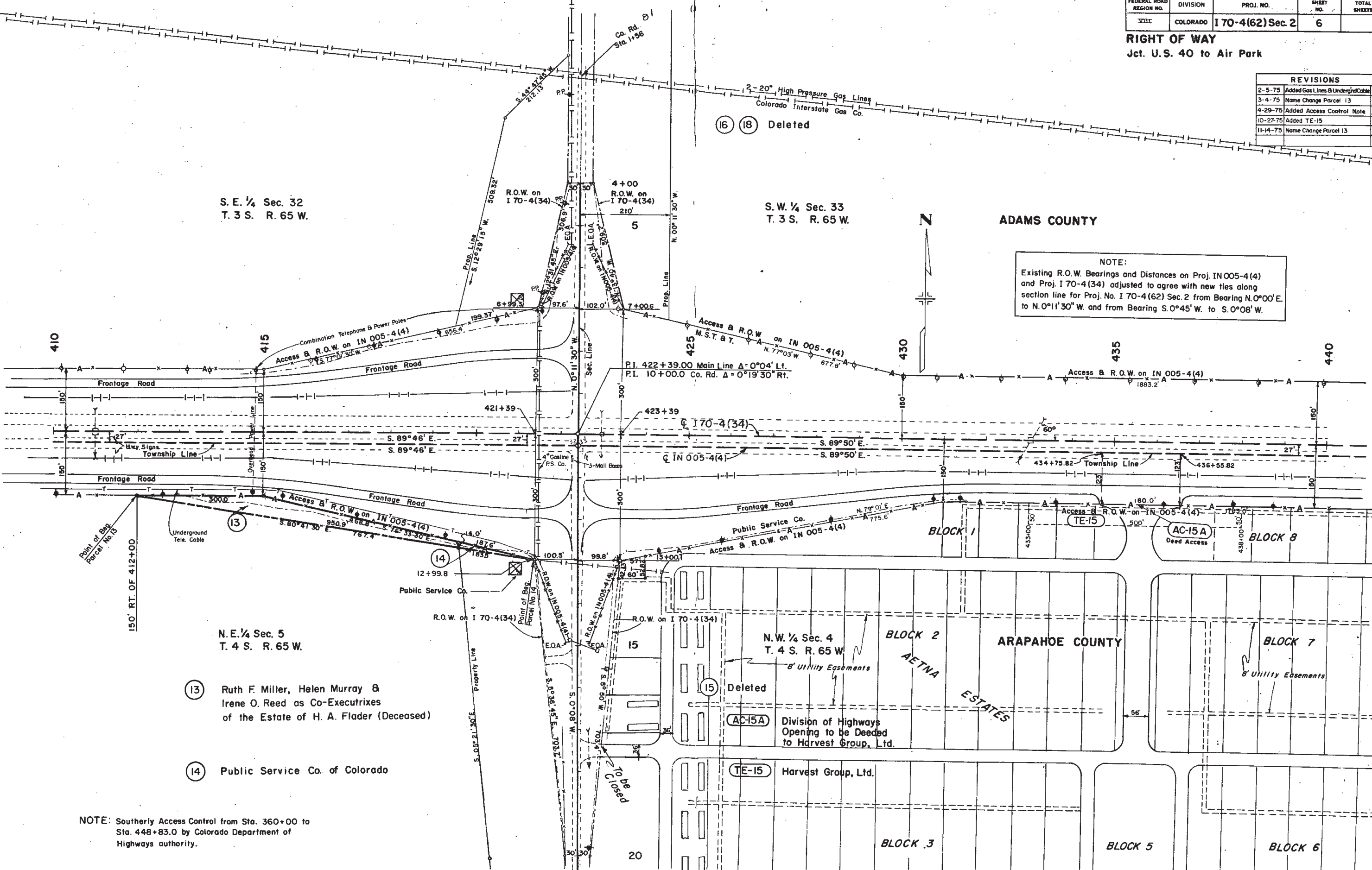
REVISIONS		
2-5-75	Added Gas Lines & Underground Cable	D.J.F.
3-4-75	Name Change Parcel 13	J.B.
4-29-75	Added Access Control Note	K.C.
10-27-75	Added TE-15	J.B.
11-14-75	Name Change Parcel 13	D.J.F.

S.E. ¼ Sec. 32  
T. 3 S. R. 65 W.

S.W. ¼ Sec. 33  
T. 3 S. R. 65 W.

ADAMS COUNTY

NOTE:  
Existing R.O.W. Bearings and Distances on Proj. IN 005-4(4) and Proj. I 70-4(34) adjusted to agree with new ties along section line for Proj. No. I 70-4(62) Sec. 2 from Bearing N.0°00'E. to N.0°11'30" W. and from Bearing S.0°45' W. to S.0°08' W.



13 Ruth F. Miller, Helen Murray & Irene O. Reed as Co-Executrixes of the Estate of H. A. Flader (Deceased)

14 Public Service Co. of Colorado

NOTE: Southerly Access Control from Sta. 360+00 to Sta. 448+83.0 by Colorado Department of Highways authority.