

RIA - Road Engineering Requirements to CR120 Improvements

This communication is to clearly express that after numerous meetings with GCC, sections of GCC's proposed Road Improvement Agreement (RIA) do not reflect the feedback from the set residents on CR120N impacted.

Impacted residents are as follows: Karen Hunzeker, Frank and Julie McCue, Paula Mathais (including the other 5 property owners in Cougar Mesa Estates), Mark and Angela Schultz (including the other 17 property owners in Hidden Ridge Ranch).

RIA Changes:

The proposed CR120N RIA by GCC includes explicit items that residents do not want to occur and implicit impacts based on these explicit statements.

1. **Truck Convoy** –
 - a. This idea was rejected in 2015 with the result that GCC stopped this practice. The RIA again proposes this idea, and again rejected in numerous communications to GCC by the affected residents on CR120N.
 - b. **Proposed RIA update:** Eliminate all Truck Convoy references.
2. **Phase 1 Asphalt** -
 - a. The residents identified above on CR120N do want temporary asphalt applied in Phase 1.
 - b. **Proposed RIA update:** Designate the asphalt applied in Phase 1 as “**Temporary**”. This “Temporary” status will allow the removal of the asphalt to achieve the included proposed Phase 2 recommendations.
3. **Phase 1 Sound Buffering** -
 - a. The RIA proposes this idea, yet the affected CR120N residents have rejected this idea in numerous communications to GCCE. Reasons include health and safety issues, a lack of incorporating other options, as being intrusive into current residential area, not being compatible with a rural setting, and implicitly the “**Long Term Solution**”.
 - b. **Proposed RIA update:** Specify that sound buffering will be addressed in Phase 2 based on the included proposed recommendations.
4. **Right of Way (ROW) Efforts:**
 - a. “Phase 1 Asphalt” and “Phase 1 Sound Buffering” potentially are contingent on ROW acquisition. If ROW acquisition is used for “Phase 1 Asphalt” and “Phase 1 Sound Buffering” efforts, the result would limit what is done in Phase 2.
 - b. **Proposed RIA update:** Insert language into the RIA that all ROW work will be excluded as part of Phase 1. That ROW work will be done

as part of the Phase 2 work. This will give the flexibility to incorporate the included proposed recommendations.

Situational Requirements – Residents

1. **Karen Hunzeker residence** - impact and proposed solution
 - a. **Phase 1** -the road needs to be moved north. The current plan to build a wall is incompatible for several reasons. First and foremost, the plan submitted by GCC is hazardous and not harmonious to the neighbors. The resident would not be able to safely see when pulling out on the road. With the amount of coal traffic this wall is very dangerous indeed.
 - b. **Phase 2** – engage outside road experts to come up with solutions that minimize the noise, dust, etc. and maximize the safety of Karen Hunzeker’s residence.
2. **Frank and Julie McCue, Paula Mathais (including the other 5 property owners in Cougar Mesa Estates), Mark and Angela Schultz (including the other 17 property owners in Hidden Ridge Ranch) residences** – impact and proposed solution



Road Engineering Requirements

Here is why there needs to deeper understanding of how following the current road flow and applying the proposed 60 foot ROW width standard does not address the reality of how this will affect entrances to CR120. Included is a solution to address these realities.

Noise and Dust Issue:

- 1) McCue's:
 - a) Current - impact of nose and dust is well known
 - b) Proposed ROW impact-will be much worse after applying the 60 feet right of way that results in taking more of their frontage (about 20-40 feet).

Health Issue- Schultz's:

- 1) Current – “Water Well” is currently 20-25 feet from the edge of current road.
- 2) Proposed ROW impact–
 - a) “Water Well” will be 5 feet from edge of the road. **High possibility of the “Water Well” being contaminated.**
 - b) High probability of “Water Well” being hit by a truck.

Safety Issue:

- 1) Hidden Ridge Ranch (HRR) – 18 property owners
 - a) Current -
 - i) Steep non-county standard grade – when this sub-division was built the county allowed the developer to create this entrance road with a 14% plus grade. The result is that this is a dangerous road in the wintertime with people sliding down the hill (literally) and sometimes into the road.
 - ii) Entrance buffer - This is important since this buffer is used as:
 - (1) Safety buffer for people sliding down the hill and not into CR120.
 - (2) Mail, paper and garbage services.
 - (3) Temporary parking when there are high snowfalls and people cannot make it up the hill.
 - iii) HRR entrance - Limited visibility to the west and east.
 - b) Proposed ROW impact:
 - i) Higher incidence of HRR residents sliding into CR120
 - ii) Greater probability of accidents
 - (1) No area to place for mail, paper and garbage services.
 - (2) Parking of cars on CR120 since there is no temporary parking space available when there are high snowfalls and people cannot make it up the hill.
 - iii) **Visibility will decrease – Higher probability of accidents**
- 2) McCue's
 - a) Proposed ROW impact:
 - i) **Visibility will decrease – Higher probability of accidents**
- 3) Cougar Mesa Estates -6 property owners:

Road Engineering Requirements

- a) Proposed ROW impact:
 - i) **Visibility will decrease – Higher probability of accidents**

Proposed solution:

Define a ROW easement to the south of CR120 starting up the hill past (east) the McCue's as far as possible. Extend this easement ½ mile west past the entrance to HRR (will connect to the current curve beyond the HRR entrance).



Pros: Straightening CR120 road –

1) GCC trucks:

- i) Trucks will have an easier time going up the hill since it is a much straighter shot from a traction and momentum standpoint.
- ii) Safety will be increased since this should reduce the trucks that cross the center of road as they go around the current two road curves.

Road Engineering Requirements

2) McCue's:

- i) This will reduce the current curve into the McCue's space (potentially by 50 feet).
- ii) This will allow a large tree and scrub buffer to be built that can incorporate a sound wall in front of the McCue's residence. This should help with noise, dust, etc.

3) Schultz's

- a) Ensures that their "Water Well" will not be contaminated or hit by a truck.

4) HRR:

- i) Safety: This will dramatically increase the visibility looking west out of HRR.
- ii) Create a larger buffer for HRR that will make it safer for winter related problems.

- 5) **Fire hazard elimination** – currently there is a broken down building on the south side of the road that is a fire and safety hazard that would be removed. Part of this effort can also eliminate a small shack on the north side of the road between the McCue's and the HRR entrance.

+++++ ADDENDUM +++++

Key Topics to be addressed: Health Issue, Impact to water wells and Road Engineering

Here are key health and water well issues: If the road is extended closer to a McCue's, Schultz's and other resident's property, then:

1. Salt (sodium chloride) – most likely will be used to deal with ice on the asphalt. This salt can leech down to well water resulting in potentially contaminating the water supply.
2. Property improvement impact: The ROW comes very close to current water wells. The Schultz's well is behind the block wall at the entrance to the HRR subdivision. **(The well reflects a significant improvement to this property. It has been in place for 13 years)**. It currently is 15-20 feet from the road. If the road extends to the edge of ROW that touches my property, then the well will be 5 feet from the road. Resulting in a loss of property value.
3. Water well damage by coal trucks: La Plata County must consider that the McCue's and Schultz's water wells are very close to the north edge of the right-of-way. Widening the road to the north will unduly bring the driving lanes even closer to these wells. Trucks and other traffic descending the hill, which is steeper than county specifications permit, would pass extremely close to those wellheads. The wells are on the outside of a curve at the bottom of the overly-steep hill. The truck wheels routinely exceed the edge of the road and sometimes trucks go into the ditch (refer to the number of times Derek Synder has had to repair his fences). Widening the driving lanes even closer to the wells could result in destruction of the wells.