

FINAL PLAN APPLICATION

**Proposed Silver Cloud Lodge/PUD
Shelbyville Lode USMS No. 18168 et al
Mill Creek near Chattanooga on Highway 550
San Juan County, Colorado**

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Prepared by Engineer Mountain Inc.

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Prepared by Engineer Mountain Inc.

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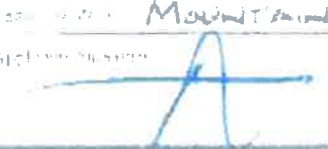
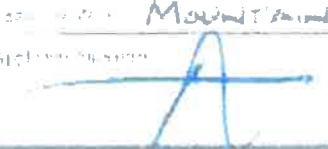
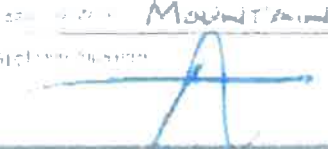
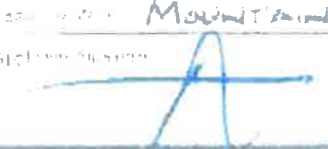
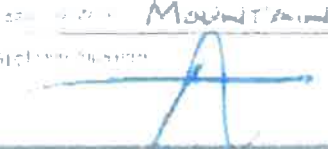
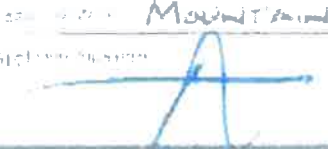
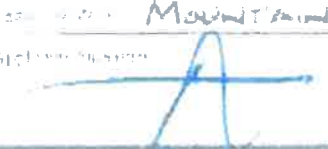
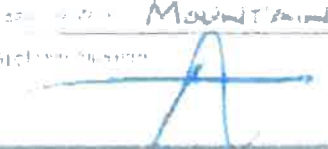
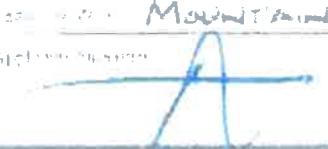
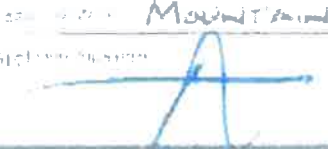
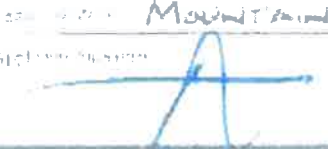
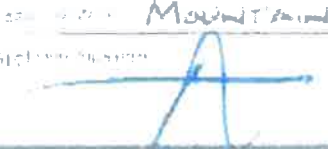
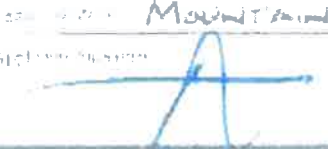
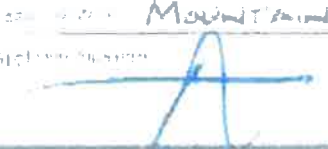
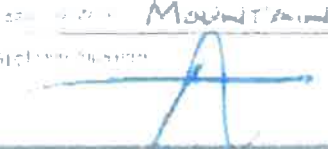
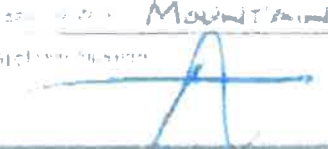
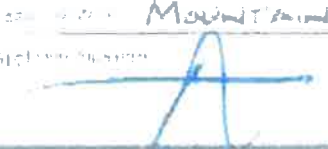
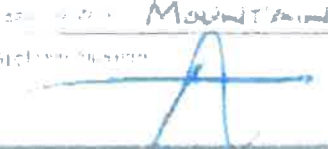
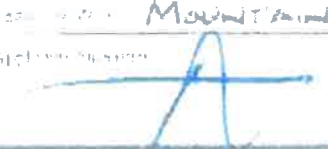
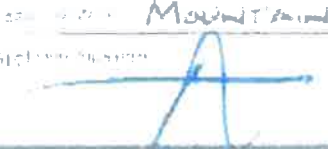
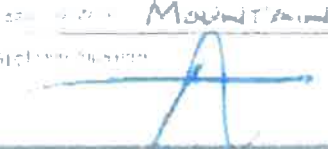
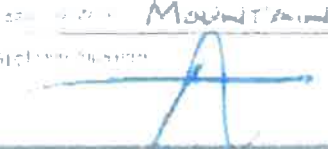
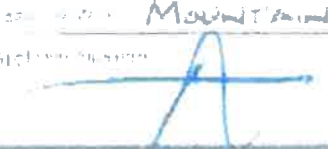
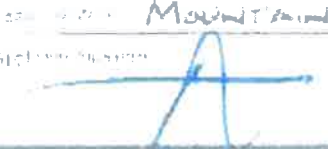
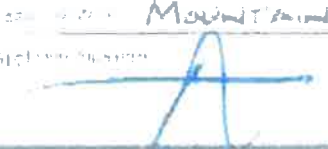
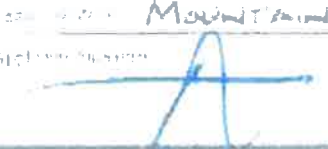
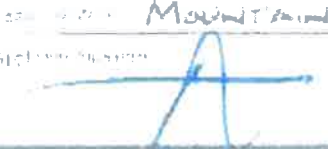
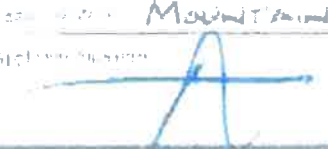
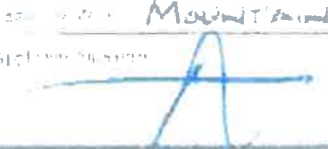
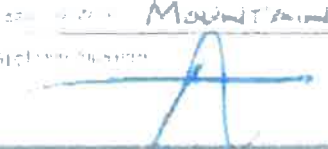
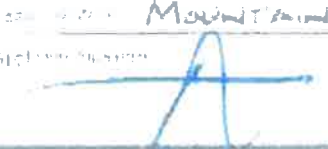
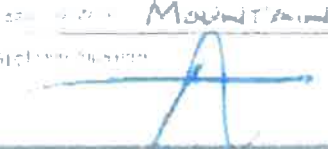
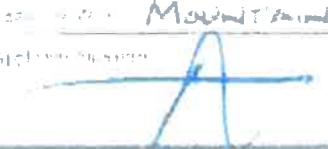
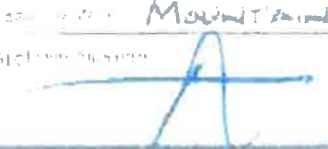
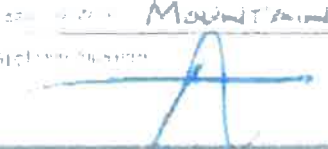
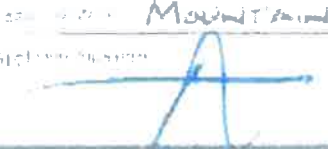
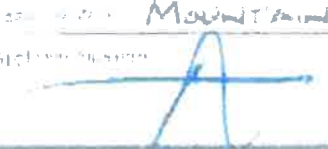
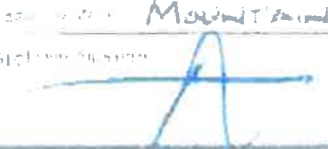
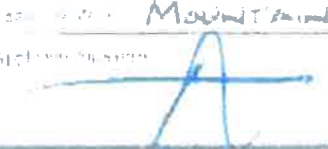
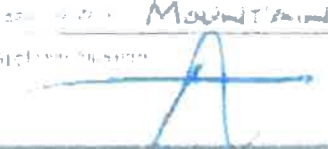
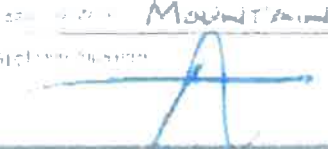
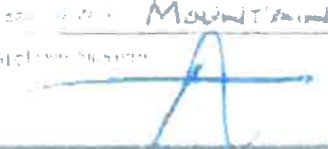
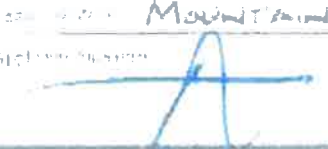
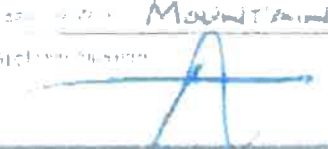
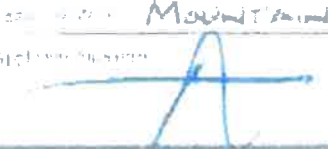
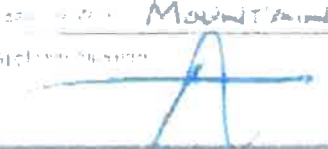
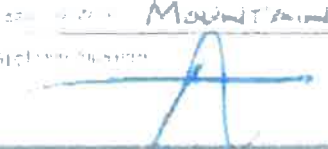
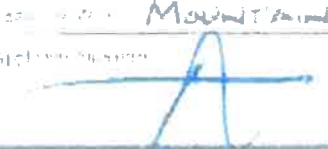
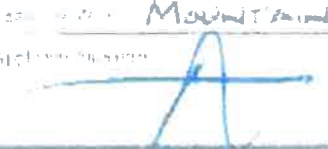
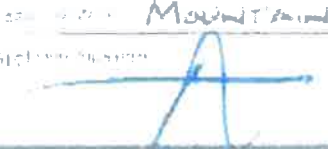
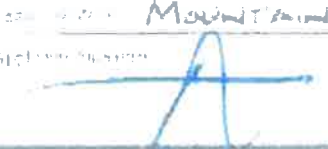
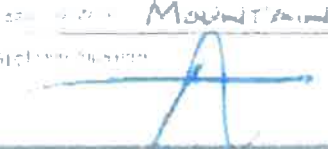
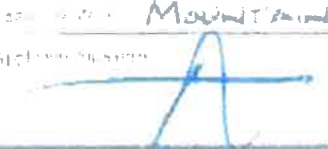
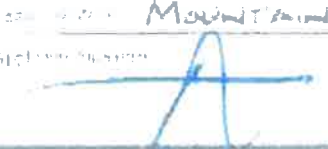
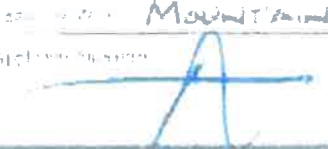
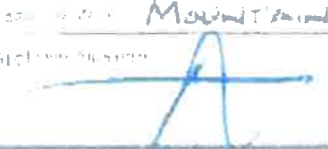
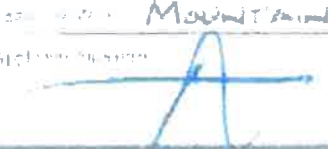
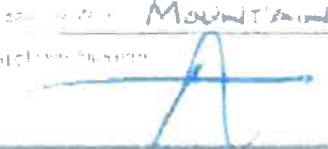
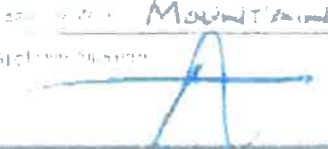
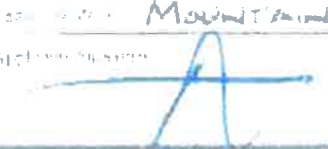
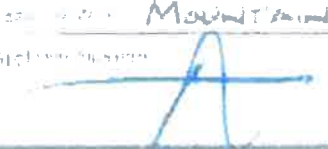
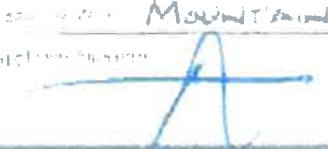
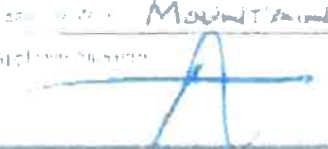
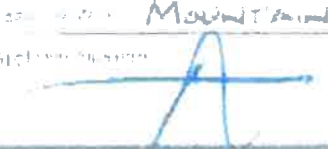
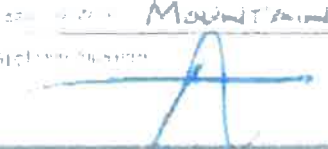
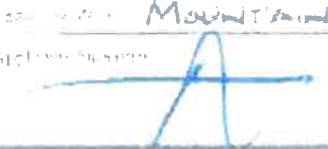
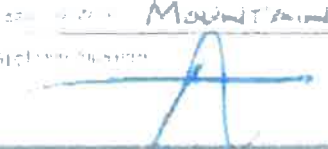
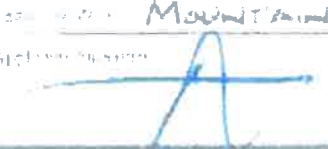
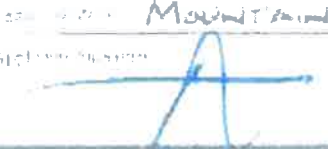
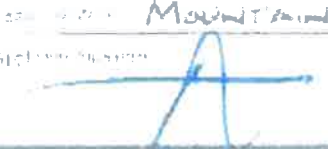
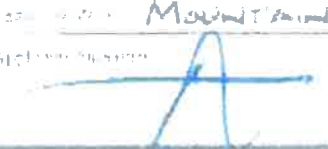
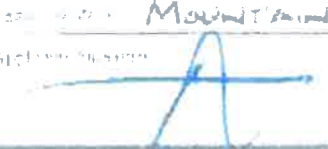
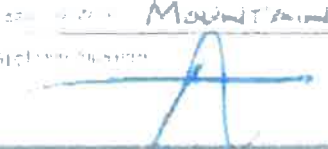
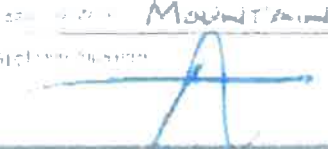
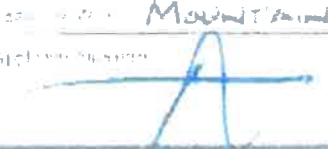
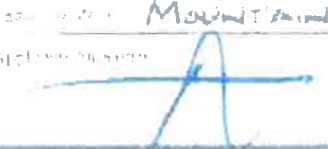
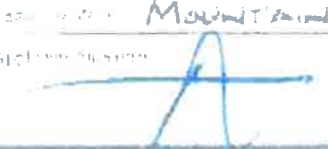
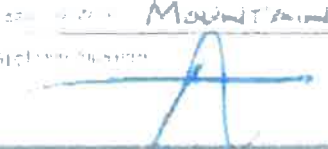
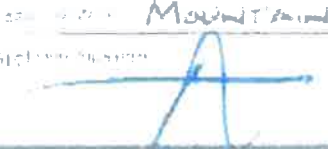
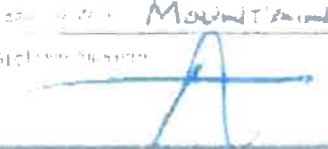
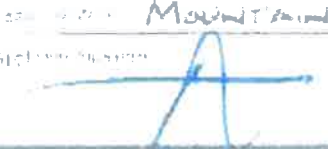
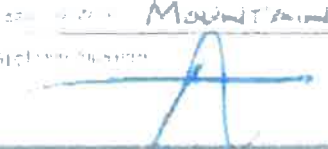
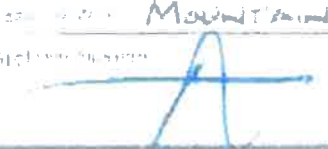
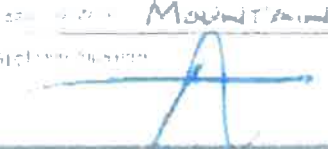
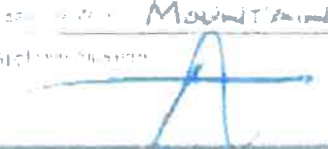
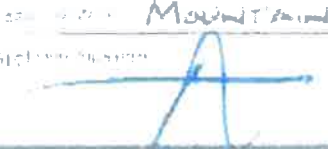
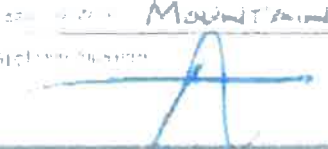
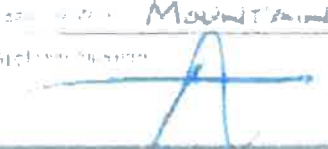
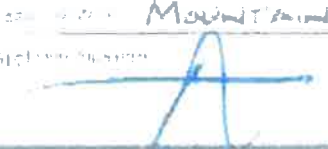
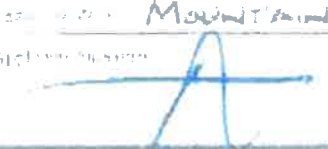
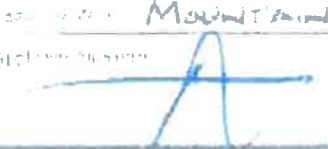
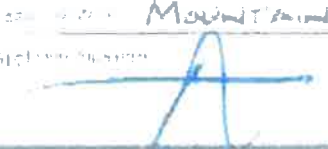
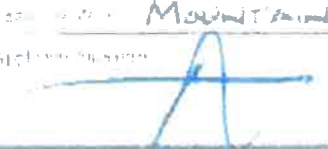
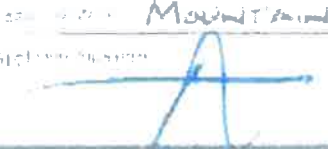
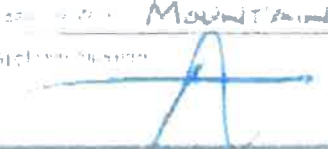
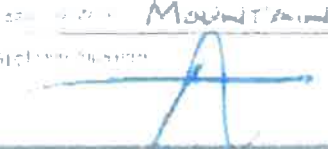
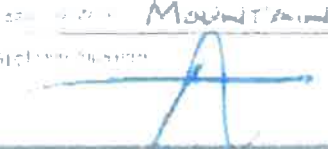
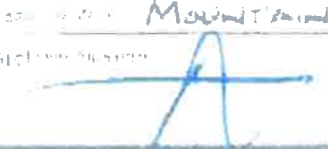
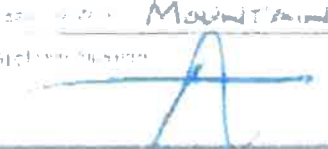
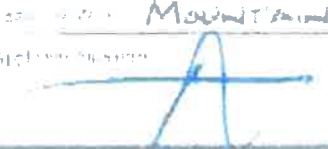
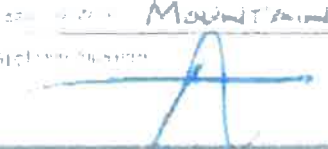
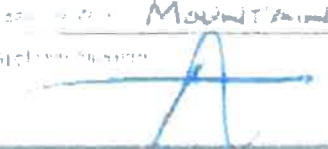
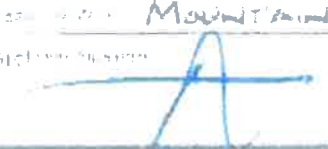
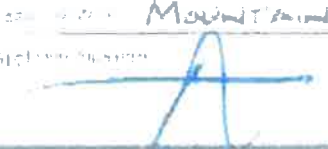
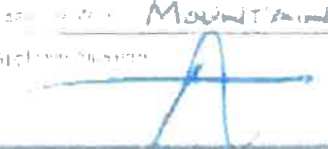
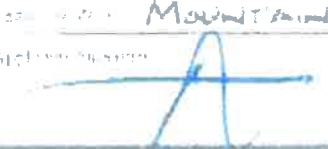
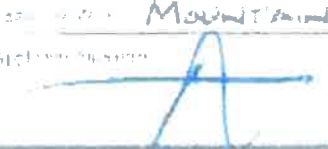
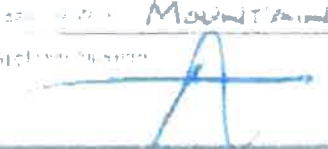
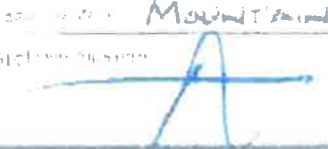
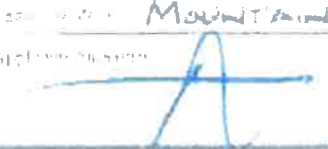
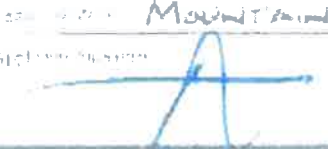
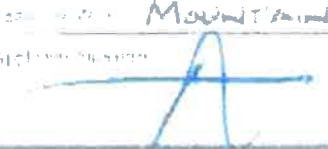
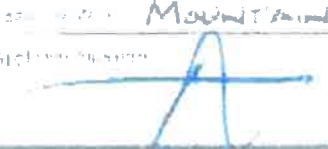
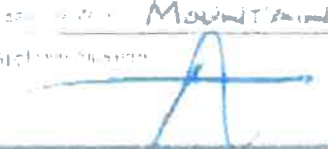
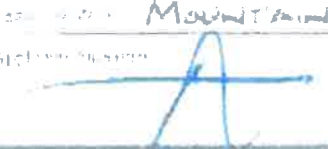
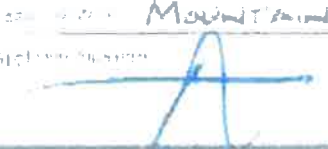
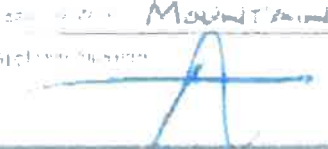
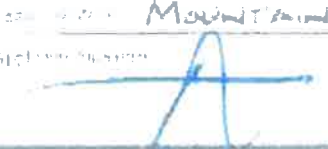
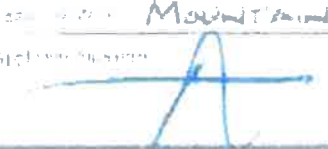
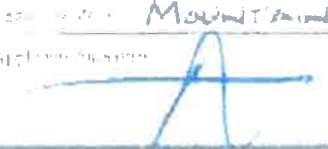
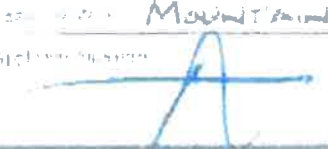
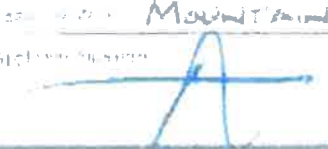
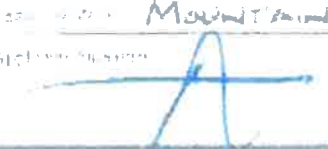
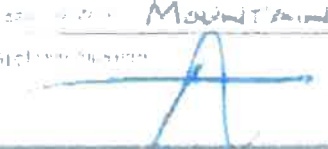
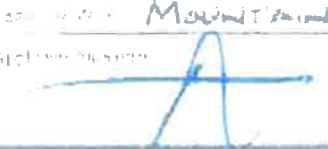
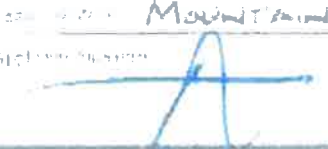
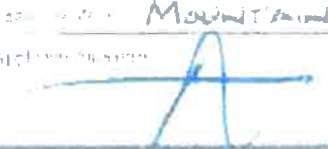
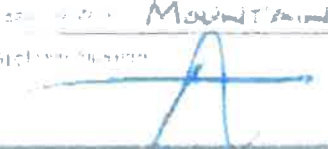
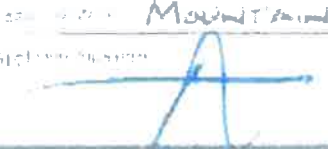
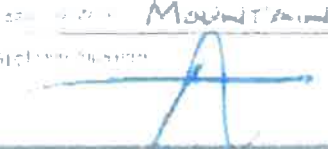
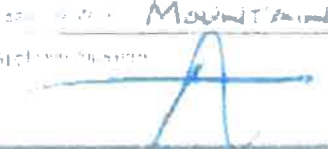
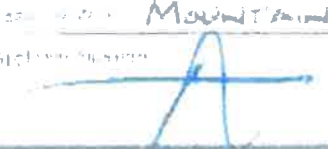
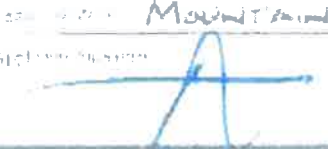
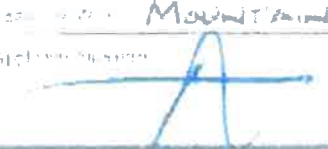
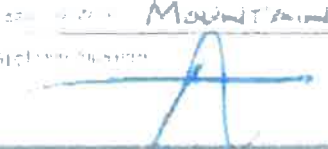
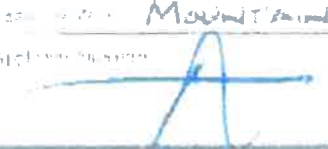
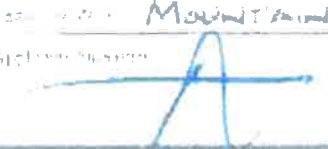
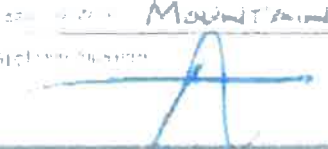
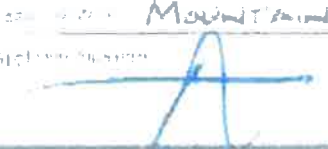
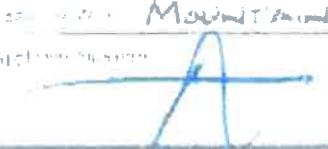
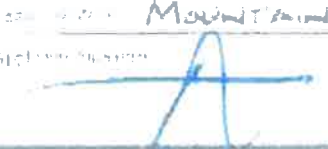
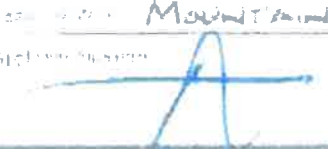
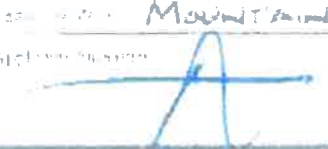
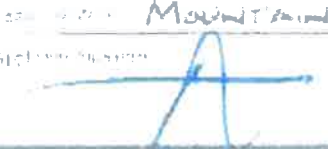
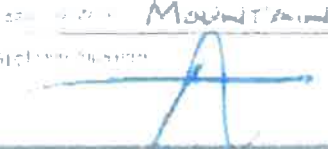
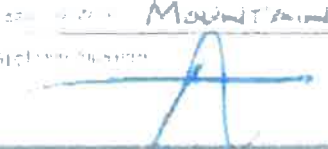
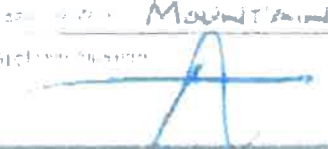
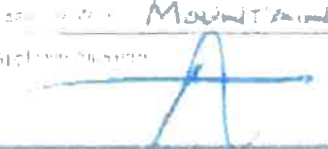
(List of the Attached 11x17 Final Plan Sheets, Continued.)

Sheet C 503	Details - Septic Tanks
Sheet C 503A	Details - Septic Tanks
Sheet C 503B	Details - Small Cabin Septic Tank
Sheet C 504	Details - Silver Cloud Lodge Dosing/Pump Basin
Sheet C 505	Details - Silver Cloud Drainfield
Sheet C 506A	Details - Bonanza Boy Mill Site Leachfield
Sheet C 506B	Details - Artist Cabin Leachfield
Sheet C 506C	Details - Bonanza Boy Mill Site Septic System
Sheet C 506D	Details - Bonanza Boy Mill Site Lift Station
Sheet C 507	Details - Bonanza Boy Mill Site Drainfield

11x17 Plan Sheets Prepared by the Licensed Architects

Sheet A 1.0	Architectural Plans Title Sheet
Sheet A 1.1	Silver Cloud Lodge - Mine Context and Historic Buildings
Sheet A 1.2	Silver Cloud Lodge - Conceptual Images and Renderings
Sheet A 1.3	Bonanza Boy Mill Site - Conceptual Renderings
Sheet A 1.7	Bonanza Boy Mill Site and Artist Cabin Property - Updated Site Plan
Sheet A 1.20	CDOT Howitzer Operations
Sheet A 2.1	Silver Cloud Lodge - Conceptual Site Development Plan
Sheet A 2.2	Silver Cloud Lodge - Enlarged Conceptual Site and Grading Plan
Sheet A 2.3	Silver Cloud Lodge - Conceptual Main Level Plan
Sheet A 2.4	Silver Cloud Lodge - Conceptual Roof Plan
Sheet A 2.5	Silver Cloud Lodge - Conceptual Elevations 1
Sheet A 2.6	Silver Cloud Lodge - Conceptual Elevations 2
Sheet A 2.7	Silver Cloud Lodge - Conceptual Underground Improvements
Sheet A 2.8	Silver Cloud Lodge - Mill Creek Conceptual Camping and Trails
Sheet A 3.2	Bonanza Boy Mill Site - Building Plans
Sheet A 3.3	Bonanza Boy Mill Site - Building Elevations

Application for Improvement Permit

APPROVAL CHECKLIST		Initial	Date
Applicant	Name BONANZA BOYLL / COLBY BARRETT	Land Use Administrator	
	Address PO BOX 992	Membership of Boards	
	MONTEZUMA CO #1402 (202) 904-8003	Membership of Advisory	
Owner	Name SAME	Visiting Map	
	Address	Proposed Survey Map	
	Phone	Engineering Notes	
Consultant	Name TBD	Health Plan Map	
	Address	Plans and Drawings	
	Phone	Final Review for Compliance	
Project Description: SHELBYVILLE LODGE USMS No. 18168 AND ADJACENT CLAIMS, AND BONANZA BOY MILL SITE USMS No. 166772, MILL CREEK AND CHITTANAGITA AREA, HIGHWAY 950, SAN JUAN COUNTY, CO		County Council Review	
Location: 42° 42' 00" N 108° 08' 00" W 27 AND 28		State Agency Review	
Project Description: PROPOSED SILVERCLOUD P.W.D. PROPOSED LODGE AND ACCESSORY STRUCTURES, PROPOSED GARAGE AND EMPLOYEE HOUSING STRUCTURE, AND ASSOCIATED UTILITIES/IMPROVEMENTS		Other Department	
Site: MOUNTAIN		Water Review	
Site Plan: 		Grading Review	
Site Plan: 		Fire Review	
Site Plan: 		Other Department Review	
Site Plan: 		Other Department Review	
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*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

March 11, 2025

EXECUTIVE SUMMARY

This is an Executive Summary of the Project.

The project is called the **Proposed Silver Cloud Lodge and Planned Unit Development (PUD)**.

The project site is located **near Chattanooga on Highway 550** between Silverton and Ouray.

The project is designed as a proposed **mining heritage tourism and outdoor recreation** small resort facility. The proposed improvements consist of the following:

Phase 1: Voluntary Clean Up (VCUP) which was approved by the County in 2023, with the cleanup completed in 2024, including environmental remediation at an existing abandoned mine, and capping of an existing mine waste rock pile.

Phase 2: Proposed Silver Cloud Lodge Structure, and associated proposed accessory structures (sauna, greenhouse, underground hydroelectric system building), adjacent underground mine lodging rooms, and associated grading/utility improvements, to be located on the Shelbyville Lode and adjacent mining claims, on Mill Creek Road (County Road 15/USFS Road 821), accessed via the Highway 550 Muleshoe Curve, which is close to the area known as Chattanooga. The proposed Lodge structure is being designed to replicate the mining-related structures that existed on the site approximately 100 years ago.

Phase 3: Proposed Garage and Employee Housing Structure, proposed centralized parking area, and associated proposed grading/utility improvements, located on the vacant Bonanza Boy Mill Site, adjacent to the recently-purchased existing Artist Cabin vacation rental/property, accessed via Highway 550, at the former Townsite of Chattanooga.

Phase 4: Proposed Outdoor Recreation and Environmental Restoration Improvements, consisting of proposed summer-only tent-camping along Mill Creek, proposed improvements to existing pedestrian hiking trails, proposed rock/ice climbing routes, placement of some proposed cables for a "via ferrata" system of roped-in hiking trails, proposed stream restoration areas on Mill Creek, proposed wetlands restoration areas, and reestablishment of fish/wildlife habitat.

Additional Information: Vehicle parking for all uses will primarily occur on the site close to the existing Artist Cabin. A shuttle van and a snowcat will be utilized to shuttle lodge guests, campers, and employees from the parking area near the Artist Cabin up to the Lodge and camping/recreation facilities in Mill Creek. Avalanche mitigation for the facilities/access roads will be provided by Telluride Helitrax, working in coordination with CDOT avalanche mitigation staff. All uses at this proposed mining heritage/outdoor recreation small "resort" PUD are to be "guided," utilizing local employees/guides. A team of engineers/consultants has designed the proposed utilities for this project, and is currently working on obtaining all required permits.

The Applicant is requesting Final Plan approval from the San Juan County Colorado Board of County Commissioners for the Proposed Silver Cloud Lodge/PUD.

To the Board of County Commissioners and our neighbors in San Juan County;

We are the Barrett family: Colby, Leslie, Lachlan (17), Bridger (14), Vivian (12), and Remington (10) and we are excited to share our plans for our unique lodge with you.



The Barrett Family Enjoying a Dip in a Spring on the Property



Leslie and I were born and raised in Western Colorado. We met in first grade and grew up exploring the mountains and deserts of this amazing region with our families, and later, together. College, careers, and my service in the United States Marine Corps pulled us away from the Western Slope, but Leslie and I returned in 2008 to raise our family here. We've been part-time residents of the San Juan Mountains since 2010, and moved to Telluride full-time in 2020.

As a family, we love exploring the San Juans more than anywhere else in the world. We're active hikers, backpackers, skiers, rock and ice climbers, and amateur rockhounds. I'm also an avid paraglider, backcountry skier, and mountaineer and love seeing the San Juans from all angles using those access techniques.

While exploring as a family few years back, we found the subject property for sale in the Mill Creek Valley (near Chattanooga curve on highway 550). We think this is the most beautiful valley in all of Colorado, and we can ski or hike to it in less than a day from our home. Perfect!

After exploring the property for multiple seasons (by 4wd, on foot, on skis, and even flying through the valley on a paraglider) and talking with various San Juan County Residents about its history, we started to formulate a plan to share this wonderful valley with others, and to do so in a way that would rebuild and restore the historic buildings on the site as well as clean up the historic mining impacts that have degraded Mill Creek.

We are fully aware of the challenges inherent in building and operating in the San Juans, as well as the importance of making sure that everything we do is something that the residents of San Juan County would be proud of. We feel that their skills as a family are perfect for this endeavor. I am a geotechnical engineer with a background in landslide repair, rockfall mitigation, and civil construction in difficult-access terrain. Leslie has a PhD in technology and co-founded a Regenerative Organic fruit orchard in Delta County, an experience that has brought environmental stewardship to the forefront of both of our thinking. We intend to make this project a family affair as well, employing the kids to help build trail and plant trees, for example. We have also partnered with various agencies for input on design (especially for the stream restoration portion of the project), including the USFS, CDPHE, Trout Unlimited, and the Mountain Studies Institute.



Colby and Bridger Skiing a Chute near the property in June



Leslie discovering an old miner's trail (complete with "guardrail")

Our proposal to environmentally remediate the Silver Crown mine and repurpose it into a small off-grid backcountry lodge – with portions of the lodge built into the old mine – is highly unique, and has been many years in the making. Together with the stream restoration work that we're proposing on Mill Creek, It will likely take up to 5 years to finally complete construction, and many of the permits and permissions required to complete all the details of the project are also lengthy processes with certain permits dependent on other permits or approvals from various agencies.

The first step that we are completed was the cleanup of the Silver Crown mine through the Colorado Voluntary Cleanup and Redevelopment Program (VCUP) program. This program was created in 1994 to facilitate the redevelopment of contaminated properties like the Silver Crown mine. Recently, the Colorado State Legislature authorized additional credit funding for the program that was specifically earmarked for rural communities like San Juan County. Put another way, projects like the one we're proposing are exactly what the Legislature was intending to do with VCUP, both with the program itself and with the funding provided in recent legislative sessions.

The cleanup went great. The waste rock slope has been stabilized, and the mine adit drainage that used to flow through contaminated waste rock and into Mill Creek has been rerouted so that it will never again contact mine waste. The mine portal is open and stabilized, and we have surveyed the first 500' of the underground workings with geotechnical and rock mechanics experts.

Completing the VCUP was not a standalone operation – it made no sense without the ability to then construct the lodge. Similarly, the lodge can't be constructed on a pile of contaminated waste rock. For this reason, in the summer of 2023 we asked for and received the following from the County: 1. permission to begin the mine cleanup (VCUP) 2. sketch plan approval of the lodge concept. With those approvals, we began the time-critical VCUP work to meet the State's 2024 deadline. Later in 2024 we received preliminary approval for the Lodge.

As planned, the initial stages of the VCUP informed the detailed design of the underground portions of the lodge, much of which will be built into the old mine. Happily, the portal and tunnel are in excellent shape, and the rock quality is much better than anyone involved with project had expected. As you'll see in our plans, this has allowed us to move much of the lodge infrastructure underground into the old mine, which is both safer, more environmentally friendly, and less visually impactful.

Throughout the VCUP and lodge sketch plan approval process for the lodge, we received constructive feedback from the County. We have made multiple revisions to our plans based on this feedback, and remain very open to continue to make changes to satisfy County concerns and preferences.

We've also shared our plans with many of you in San Juan County and the feedback has been so positive and helpful. We look forward to being great neighbors with this project and welcome any additional ideas and feedback as we continue our mine cleanup efforts and lodge construction.

Respectfully,

Colby, Leslie, Lachlan, Bridger, Vivian, and Remington Barrett

PROJECT NARRATIVE
Final Plan Application for Proposed Silver Cloud Lodge/PUD

Shelbyville Lode USMS No. 18168 et al, Mill Creek, near Chattanooga on Highway 550
San Juan County, Colorado
Prepared by Applicant (3/10/2025)

Applicant/Owner:

Colby Barrett, Bonanza Boy LLC, PO Box 992, Montrose.

Type of Application:

This is a County "Final Plan" Application for a Planned Unit Development (PUD). The PUD is the Proposed Silver Cloud Lodge/PUD (named for a nearby mine). Phase 1 of the Proposed PUD was a 2023/2024 mining reclamation Voluntary Cleanup (VCUP) project, and this Phase application covers the development of a backcountry lodge on the VCUP remediated site.

Project Location:

The Shelbyville Lode USMS No. 18168 and adjacent mining claims (Valley Lode USMS No. 570, Mountain Chief Lode USMS No. 560, Wonderful Lode USMS No. 559, Pride Lode USMS No. 558), Mill Creek Road (located on County Road 15/US Forest Service Road 821 in Mill Creek); and the Bonanza Boy Mill Site USMS No. 16677B, and adjacent Mountain Chief Mill Site USMS No. 560B, located at Chattanooga on Highway 550, in San Juan County, Colorado.

Executive Summary:

The applicant is requesting the following from the County: Final Plan approval of the proposed lodge and PUD.

The proposed Silver Cloud Lodge structure will be a timber-frame building to be constructed on the approximate footprints of the old Silver Crown mine historic buildings that once occupied the site. The proposed Lodge is conceptually envisioned to consist of an approximately 7,000 total square footage, two-story main structure, with approximately 1,500 square feet footprint of attached/adjacent 1-story structures (including a small hydropower house), and a small earth-sheltered solar greenhouse and wood-fired sauna. The Lodge is being designed in a historically accurate manner to closely emulate the buildings that existed on the site approximately 100 years ago. The adjacent Silver Crown Mine will be reopened and internally stabilized to house some of the necessary infrastructure for the Lodge as well as 5 additional guest rooms, utilizing the old mine workings as well as some new tunnels/rooms/portals. The inert rock generated from the underground excavation/construction will be used to cap the existing historic mine waste rock piles as part of a Voluntary Cleanup (VCUP) mining reclamation project that has been permitted by the Colorado Department of Public Health and Environment (CDPHE). Conceptual plans for the lodge are included in this submittal. Phase 1 of this conceptual proposed PUD was the VCUP (2023-2024) and has already been approved. This Phase 2 covers the proposed lodge and a proposed garage/employee housing structure in the valley below. This development will also include habitat enhancement of Mill Creek, wetlands creation, reforestation efforts, and recreational improvement including trail building, interpretive sign installation, installation of primitive dispersed campsites, establishing rock and ice climbing routes, and a future via ferrata in the Mill Creek Gorge.

The future proposed garage/employee housing structure for the lodge will be in the valley below (near the Artist Cabin and close to the old Chattanooga townsite), envisioned to include a small parking area, a 2,000 square foot garage, with a 2,000 square foot employee housing unit above the garage (3 employee housing units). The applicant has also recently purchased the Artist Cabin, which will remain as a VRBO, with the secondary ~300 square foot historic cabin to be remodeled with a small (~600 square foot) addition as an additional VRBO Unit.

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

All of the future proposed buildings will be super-insulated, off-grid, and powered by a combination of solar and micro-hydro, with backup generators. Although the applicant plans to use a fossil fuel-based generator at times during construction and during emergencies, the main power systems will be designed to be maximize carbon-neutrality.

Over the years, the applicant proposes to improve the property trails, designate some primitive dispersed tent campsites, reforestation efforts, stream restoration, bolted rock and ice climbing routes, and a possible future via ferrata (fixed cable hiking trail) in the Mill Creek canyon. The restoration of the Mill Creek stream ecosystem will be designed in coordination with the USFS, Trout Unlimited, the US Army Corps of Engineers, and designed by Mountain Studies Institute, with the possibility of reintroducing native Cutthroat Trout into the area (in coordination with the Colorado Department of Wildlife). In addition, all site work will be designed to create a net gain of wetlands at the site. This project will provide some much-needed outdoor recreation and mining heritage tourism infrastructure, which can help alleviate the current impacts encountered since this area has been recently “discovered,” and in an area between Silverton and Ouray where no basic tourism infrastructure currently exists.

Property Description:

The applicant owns nearly all of the private land in the upper Mill Creek Valley through a Colorado LLC (Bonanza Boy, LLC). All of the proposed improvements will take place in two locations: 1. Near the Silver Crown Mine Portal on five contiguous claims (Shelbyville Lode USMS No. 18168, Valley Lode USMS No. 570, Mountain Chief Lode USMS No. 560, Wonderful Lode USMS No. 559, and Pride Lode USMS No. 558); 2. Down the valley near the Artist Cabin/old Chattanooga townsite (Bonanza Boy Mill Site USMS No. 16677B and Mountain Chief Mill site USMS No. 560B). Surface and Mineral Rights are in the possession of the applicant. There is one mining claim, the Silver Cloud Lode, located far up in the Mill Creek basin, where no development is proposed, which is only partly owned by the applicant.

Acreage:

The Applicant owns approximately 260 acres near Chattanooga.

Parcel Numbers:

Parcel Numbers 47770280040001 and 47770220040006. The Assessor property cards with the various Parcel Numbers for the project site and all of the adjacent claims have been submitted. Recently added is the Artist Cabin property which is the Mountain Chief Mill Site USMS No. 560B, Parcel Number 47770000040022; the deed and Assessor property card are attached.

Township Range Section:

Township 42 North, Range 8 West, Sections 27 and 22, NMPM.

Zoning:

Mountain Zoning District. Some of the applicant’s mining claims are also located in the Scenic Preservation Overlay District (which includes all lands located within 1500 feet of Highway 550).

Surrounding Area/Land Uses/Zoning:

US National Forest (and vacant private mining claims also owned by the applicant) borders the Silver Cloud Lodge/PUD project site mining claims; while the Bonanza Boy Mill Site is bordered by the Stern’s Artist Cabin Vacation Rental (recently purchased by the applicant), and several CDOT-owned mining claims (near the Silver Ledge loadout structure on Highway 550).

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

The first of the two future proposed aboveground structures is near the old Silver Crown Mine (approximate elevation 10,810 feet) in the Mountain Zoning District. It is not above 11,000 feet elevation, nor is it on Alpine Tundra, nor is it known to be in any of the County's Overlay Districts. The mine adit is currently draining about 20-30 gpm of water. As part of a Voluntary Cleanup (VCUP), this adit water will have been rerouted, so it no longer flows through the mine waste rock. Since the proposed adit drainage reroute impacted a very small area of non-jurisdictional wetlands, the work was coordinated with CDPHE and the US Army Corps of Engineers (USACE) to ensure Nationwide Permit and State compliance. During the ongoing VCUP the applicant is capping the on-site mining waste rock pile with inert rock and gravel produced as underground construction proceeds, permanently cleaning up the site for current and future generations.

The proposed accessory garage/employee housing structure on the Bonanza Boy Mill Site is located near the Artist Cabin vacation rental, in the Mountain Zoning District and the Scenic Preservation Overlay District. This area has some wetlands which are being delineated in coordination with the USACE. If there end up being any unavoidable wetlands impacts in the Chattanooga area, those impacts will be compensated with proposed wetlands mitigation as required by the USACE. The proposed wetlands creation typically required as part of the mitigation process will be part of an overall proposed ecological rehabilitation of the Mill Creek drainage and stream restoration, which is being designed by Mountain Studies Institute with input from additional agencies such as USFS, Trout Unlimited, and will include input from the Colorado Division of Wildlife (especially if CDOW deems it feasible to reintroduce Native Cutthroat Trout as part of the Mill Creek rehabilitation).

Proposed PUD:

This is a "Preliminary" application, for a proposed future Planned Unit Development (PUD), named after a nearby mine, called the Silver Cloud Lodge/PUD. The Applicant is requesting an approval from the County of the this proposed lodge/PUD (a County conceptual "Preliminary" proposed PUD approval).

Phase 1 - Proposed VCUP (construction during 2023-2024) (approved and complete):

Phase 1 of the Proposed PUD was a mining reclamation voluntary clean up (VCUP) project. The VCUP work started in the fall of 2023 and completed the fall of 2024. The Applicant is requesting a County Land Use Permit to construct a backcountry lodge on the site of the mining reclamation work, as well as associated employee housing and garage structures in the valley below. The 2023/2024 VCUP generally included: opening an existing draining mine adit, rerouting the surface drainage around the on-site mining waste rock pile, generating inert rock fill from within the mine, using the rock fill to cap the waste rock pile, stabilizing the edge of the waste rock pile using gabions (wire cage basket blocks filled with native rock), investigating/excavating parts of the underground existing mine, and proposed stream restoration/water quality improvements. The name of the mine is the Silver Crown Mine, and the portal is located on the Shelbyville Lode.

Current Phase:

The Applicant is requesting County approval for this proposed PUD which consist of the following concepts: A proposed lodge structure called the Silver Cloud Lodge, with some of the lodge facilities extending into the adjacent mine, outbuildings adjacent to the lodge structure, proposed grading/utilities for the lodge; a proposed garage/employee housing structure, proposed grading/utilities for the proposed garage/employee housing structure, some future proposed designated dispersed primitive tent camping spots (likely to require a basic water/sewer "bathhouse"), stream/wetlands restoration conducted in collaboration with local nonprofits/agencies, and additional future proposed recreational and mining heritage tourism non-structure improvements. The applicant would also continue the VRBO usage of the Artist Cabin, which will include the refurbishment and expansion of the second cabin on that site.

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

Proposed Lodge (tentatively scheduled for construction in 2025-2027):

The proposed PUD includes two main structures. The first would be the Silver Cloud Lodge structure, which would be located near the Silver Crown Mine portal on the Shelbyville Lode. The lodge will have approximately 7 guest rooms that will be housed inside one of the recreated historic buildings and 5 guest rooms that will be installed inside the Silver Cloud Mine. This concept is unique to North America but has been successfully implemented in the historic Sala Silver Mine in Sweden, as shown below.



Dining Room Inside Sala Silver Mine



Bedroom Inside Sala Silver Mine

Adjacent to the lodge will be a small earth-sheltered greenhouse. The lodge will be primarily powered by micro-hydro, with turbines situated in a small earth-sheltered turbine house in the valley below.

Proposed Garage/Employee Housing (tentatively scheduled for construction in 2026-2028): The second proposed future structure would be an equipment storage garage, with employee/caretaker housing, located adjacent to the Artist Cabin (once occupied by the Stern family but now a vacation rental unit) lower down the valley at Chattanooga. The garage/employee housing structure has been designed and will be sited on the Bonanza Boy Mill site.

Proposed Recreational Improvements and Stream Improvements (tentatively scheduled for construction in 2025-2030):

The applicant also proposes improvements to the outdoor recreational opportunities at the site which will include a trail network, a via ferrata, rock and ice climbing routes, and dispersed primitive tent campsites above the lodge, as well as Stream Enhancement of Mill Creek, which will include wetlands creation and the addition of approximately 8 wooden platform campsites.

The applicant intends to create a trail network throughout the property that will closely mirror the paths used by the early miners but will be constructed in accordance with USFS Trail design standards. Limited dispersed primitive campsites, accessible only by foot and not visible from the roads in the area may be created. In addition, multiple rock-climbing routes will be bolted, and limited ice-farming may be conducted during the winter. A via ferrata similar to those in Telluride and Ouray (in construction approach and appearance, not necessarily in size) will be built over the years in the Mill Creek Gorge. The intent of these improvements will be to provide more recreational opportunities to visitors of San Juan County. Note that most of these improvements would be accessible only to groups with qualified local mountain guides, with all guiding work being subcontracted to guides from San Juan, Ouray, or San Miguel Counties.

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Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)



An Historic Mining Trail on the Property – Damaged by Years of Neglect – that Could Be Restored as Part of a Trail/Via Ferrata Network

In the middle part of the valley the Applicant proposes a stream enhancement and wetlands creation project that will be designed by Mountain Studies Institute and executed in conjunction with Trout Unlimited, the USFS, and other agencies and local non-profits. This stream enhancement project will also involve the construction of 8 wooden platforms suitable for tent camping.

Proposed Addition on to Historic Cabin (tentatively scheduled for construction in 2026-2030): The Artist Cabin is currently a VRBO, we would continue that usage. The second, 300 sf historic cabin on the site would be refurbished (taking special care to preserve and honor the historic nature and look) with a bathroom added with an additional bedroom (approximately 600 sf addition). That second cabin would also serve as a VRBO unit.

Site Access:

Access to the VCUP site on the Shelbyville Lode is the following: CDOT State Highway 550, to the Chattanooga area to the tight hairpin curve called the Muleshoe Curve, to Mill Creek Road (US Forest Service Road 821/County Road 15). USFS Rd. 821/CR 15 crosses through the project site. The Applicant will comply with all requirements of the County Road and Bridge Department Supervisor and the US Forest Service. The applicant has met on site with the USFS and held a video conference about the VCUP operation and some proposed gate(s)/signs and a minor road realignment. CDOT and USFS Access Permits are being obtained for the proposed PUD. County "driveway permit" forms were submitted in 2023 to the County Road and Bridge Supervisor to obtain his comments/requirements. The Applicant is proposing to relocate a short stretch of CR 15/USFS Rd. 821 where it crosses through the Shelbyville Lode in order to create a wider turnaround radius. The gating concept and minor road realignment concepts are included in the attached. The US Forest Service will not require a commercial use permit for either the construction access for the VCUP or the lodge operations.

Access to the proposed future garage/employee housing structure is via State Highway 550 at Chattanooga. This structure will be located on a lot adjacent to the Artist Cabin (vacation rental owned by the applicant).

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Power, Solar, Water, Heat, Generator, Woodstove, Septic, Internet, Phone, Trash:

Power at this site is difficult, with the nearest grid-tie miles away and the valley shaded during much of the winter, with low stream flows during the winter as well. Power will be primarily produced in the spring, summer, and fall by a roof array of matte-finish, rust colored, low reflectivity building-integrated solar panels that will be custom-manufactured to look like a rusty metal roof (they will not be black, blue, or have the visual impact of "traditional" solar panels). Lodge power will also be generated from a Micro-Hydro system fed by a portion of Mill Creek and from the adit discharge of the Silver Crown Mine. During the winter, a propane generator will augment the dearth of solar and micro-hydro.

The following permits will be secured prior to construction of this hydropower system:

1. Individual discharge permit from CDPHE
2. Water rights application
3. CWCB Injury with Mitigation Approval
4. Lease and Management of Water Rights (Annually)

During the spring, summer, and fall, the solar and micro-hydro will be more than enough for the needs of the lodge. The excess will be used to charge a battery bank, then to heat a large thermal storage water tank. During the winter, when solar and hydro resources are scarce, the reverse cycle will occur as the thermal mass of the water and the batteries are utilized followed by a generator to produce both usable electricity and heat.

Heat for the lodge will be provided in a similar way the excess electricity from solar and hydro will be used to store heat, and the lodge will also utilize a high efficiency heat pump which will benefit from the massive heat sink that is available in the Silver Crown Mine (from historical reports, the mine is over 3,200 feet long and is at a constant temperature of around 50 degrees). Using the mine's constant temperature is a great way to allow for the operation of a super-efficient heat pump (which can sometimes struggle when input temperatures fall below freezing). The site will have a fossil fuel-powered generator for emergencies, as well as wood stoves. These multiple-redundant backup systems will ensure that our guests will be able to ride out any storm even in the case of multiple system failures.

The garage/employee housing will have much lower power demands. A simple solar array, with batteries and a backup generator will power that smaller structure.

Domestic water for the lodge will come from the mine adit itself, which flows around 30 gpm at quality levels that meet drinking water standards in almost all aspects. After minor treatment for potability, it will be used for domestic purposes after which it becomes wastewater which will enter/be treated by a septic treatment system that will be permitted by SJBPH. Reference the septic permit in the Attached. Excess water beyond the needs of the lodge will be fed into the micro-hydro system.

Water for the garage/employee housing will be from an infiltration well fed by Mill Creek, and waste will be treated and discharged. Reference the septic permit in the attachments. The Artist Cabin has its own water and power (solar) and septic, but that septic will be tied into the main septic for the employee housing.

Internet for all structures will be provided by Starlink. A satellite phone/Garmin Inreach and a CB radio will be available at both sites for emergency use. Trash will be internally stored in bear-proof facilities and periodically deposited at the waste transfer station in Silverton or Ouray.

Hydropower System Details:

The hydropower system will have two components: a small turbine that will be fed year-round by the excess water from the mine adit that is not needed for domestic purposes (approximately 20-30 gpm), and a

PROJECT NARRATIVE
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Prepared by Applicant 3/10/2025)

seasonal flow from Mill Creek. Both will flow from the area near the lodge in underground pipes to a small underground hydro generation house in the valley below.

The Mill Creek water will be diverted from Mill Creek at about elevation 10,840' using a weir constructed of natural boulders and concrete. A secondary wier may be constructed at 11,190'. This weir will be designed to only capture the flow of Mill Creek *above* 0.25 cfs (typical low flow levels) and then also not capture any water above 4.0 cfs (typical high flow levels). This graduation will prevent Mill Creek from going dry due to the hydro generation and also allows for normal high flow events as well which can be important for stream health (see stream habitat improvements section later in this document). This water will drive a turbine and return to the Mill Creek drainage at native velocity. The water from the adit will drive a separate turbine and will return to the Mill Creek drainage at native velocity. The entire turbine house will be buried into the hillside like a bunker, with a heavy steel door. This will not only prevent any turbine noise from becoming noticeable, it will also virtually eliminate the visibility of the structure and will make it impervious to even the largest of avalanches.

Water usage for this hydro project is considered non-consumptive as all the water is returned to the stream and there is no evaporative loss. After construction is complete this non-consumptive use will be transferred to the applicant and decreed as a water right in court. An injury with mitigation process will also be followed to ensure that the hydro system does not negatively affect Mill Creek along the subject reach.

The turbine will not be tied to the grid, which reduces the regulatory burden immensely, but the applicant has also taken the additional step of drafting an Individual Discharge Permit from the CDPHE. This allows for periodic monitoring to ensure that the hydro generation isn't introducing trace amounts of grease or oil into Mill Creek.

Ken Gardner has been contracted to design and install the hydropower system. Ken's company has completed numerous projects throughout Colorado (including in the drainage immediately to the South) and is on the State supplied list of hydropower contractors.

Woodstoves:

The Applicant plans to utilize the following wood stoves at the site. The number and type of wood stoves has been minimized to reduce impact to air quality in the valley, but still provide redundant heating in the event of power/heat system failures. Any/all woodburning devices installed at this site will comply with the County regulations requiring the use of EPA-approved models with chimney cap/spark arrestor.

Main Lodge:

- 1 Communal fireplace at the lodge in the main dining hall. Will allow for guests to stay warm in the communal area in during a shelter in place + power/heat outage event.
- 1 Woodburning cookstove in the lodge kitchen. Unlikely to be used very often, but will allow for meal preparation during a shelter in place + power/heat outage event.
- 1 Woodburning stove in the largest guest suite of the lodge. Will allow for at least one sleeping room in the lodge to be heated during a shelter in place + power/heat outage event.
- 1 Woodfired sauna stove in the proposed sauna accessory structure near the lodge.

Employee Housing/Garage:

- 1 Woodburning cookstove in each of the employee housing units (3 total). Will allow for employees to stay warm and prepare meals during a shelter in place + power/heat outage event.

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1 Woodburning stove in the reception/office area of the building. Will allow for this critical room, which also serves as the dispatch center for the entire valley, to be heated during a shelter in place + power/heat outage event.

The Artist Cabin has an existing woodstove which would remain.

Propane:

The Applicant plans to utilize propane for cooking and a backup heat and power system in the proposed future lodge. Propane will be kept in a buried permanent tank(s) due to avalanche hazard on portions of the site. A permanent propane tank is also expected for the proposed future garage/employee housing structure but will be above ground and screened.

Exterior Lighting:

For safety, a minimal amount of exterior lighting is proposed at each of the two proposed future structures. Exterior lighting will be in conformance with the requirements of San Juan County.

Refuse:

The Applicant will be responsible for bi-weekly trash disposal. According to County regulations, property owners are responsible for solid waste transportation and solid waste disposal fees. On-site trash will need to be contained within a structure at all times until removal to the Transfer Station. County applicants are required to sign up for Town of Silverton refuse billing upon approval of a County Permit.

Landscaping:

Landscaping is to consist of raking and removal of combustible ground cover near the structure, as recommended by the Colorado State Forest Service Firewise Practices, to develop adequate defensible space. Revegetation and screening will be provided by the Applicant in accordance with the requirements of San Juan County. Stream restoration including wetlands plantings, in conjunction with the Forest Service, CDOW and Trout Unlimited is proposed.

Screening:

For the required adequate screening of the proposed structures as viewed from any County Roads and the Highway, the applicant proposes the installation of imported evergreens at the lodge and willows at the garage/employee housing structure.

Surveying:

A survey plat for the Shelbyville Lode and adjacent mining claims was prepared by Colorado Licensed Professional Land Surveyor David Bulson of Telluride. A copy of the survey plat is included within this application for your review. Additional surveying has been completed as part of the wetlands delineation for the Bonanza Boy Mill Site.

Geology:

Subsurface conditions in this area generally consist of topsoil overlying gravel soil. Geology maps for the Chattanooga/Mill Creek area indicate the gravel soil is generally Qal (Quaternary) alluvium (water-deposited), as well as some fluvial (river fan and floodwater-deposited) areas, and colluvium (gravity-deposited) slopes (such as talus). Underlying the surface soil is Tig (Sultan Mountain stock granitic intrusive) and Tsj (San Juan Formation volcanoclastic deposits) bedrock.

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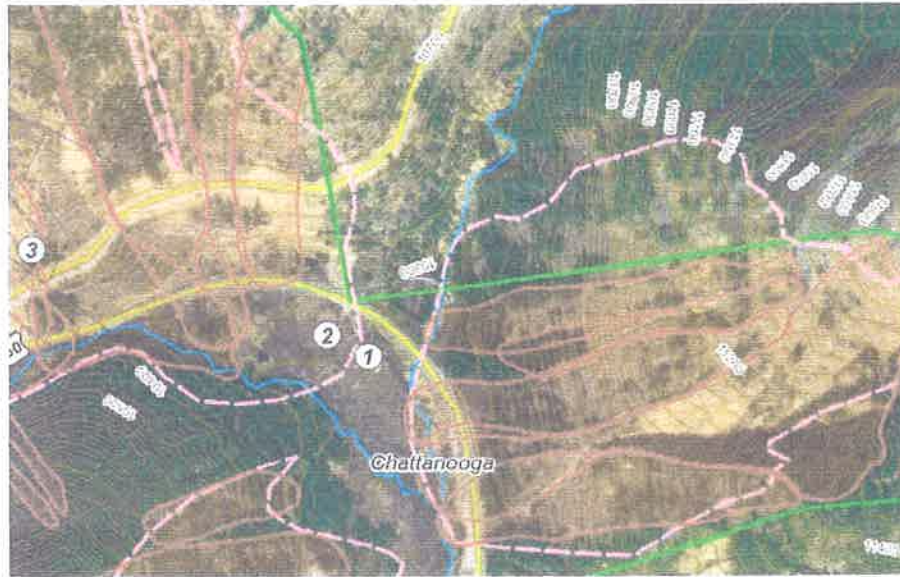
Avalanche:

The project site property boundaries have been overlaid onto the County Avalanche Hazard Maps. The plan sheet is included for your review. According to the County Avalanche Hazard Maps, portions of the property appear to be within a potential avalanche area. An avalanche study is included for your review. The report was prepared by Alan Jones, owner and Principal Consultant with Dynamic Avalanche Consulting Ltd. in Revelstoke, BC. Alan is a Professional Engineer and avalanche professional with 25 years of diverse avalanche and geotechnical engineering consulting experience. Alan has extensive experience in avalanche planning and operational projects in the transportation, mining, hydroelectric, and land development industries. He has worked on avalanche projects in the US (including Colorado), Canada, Argentina, Chile, Japan, and New Zealand. His experience includes highway avalanche safety, regional avalanche forecasting, and avalanche research.

The extensive avalanche study indicated that the Silver Crown mine portal area is one of the safest locations in the upper valley to build (which is likely why the old timers built there). The major named slide paths will not affect the site, but there is still some residual avalanche risk from shorter slide paths and generalized powder pressure at the site that can be mitigated through appropriate structural design. Notably, the rock berms built by the old miners will be restored, all windows and doors will be rated to withstand a category 4 hurricane (138mph wind/50 psf pressure), the main buildings will be built into the slope and protected by avalanche defense barriers. In addition, much of the infrastructure will be inside the old mine, which will further limit avalanche risk. While the structures themselves will be protected from avalanches, there is a generalized danger in the valley from multiple slide paths. While this is true of much of San Juan County (and most of Highway 550), our operational plan will put avalanche exposure reduction for our guests and for the public as the highest possible priority. Measures will include gating the road during avalanche season (if that ends up being allowed by the USFS, TBD when they prepare their 2027 Travel Management Plan), especially when we plow the road for access (to be permitted by USFS), ensuring that winter guests are guided by qualified and experienced local guides, and shutting the operation down during times of extreme avalanche hazard. A draft avalanche safety plan (ASP) with recommendations for active avalanche mitigation is included in the attachments and was prepared with input from CDOT, CAIC, and a local heli-skiing company that provides active mitigation.

Garage/Employee Housing Site: The lower site near the Artist Cabin is just inside the edge of the shaded zone of the INSTAAR avalanche map *below* (see pink line). However, the detailed avalanche study showed that this build site was not in an identified avalanche path and was buildable without mitigation. To be extra cautious, we will design the windows and doors of the structure to withstand generalized powder impacts of approximately 40 psf (or 123 mph winds, like those seen in a category 3 hurricane). Note that this kind of window/door is required in every house built in Florida within one mile of the coast, so these materials are readily available.

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Geohazards:

The project site property boundaries have been overlaid onto the County Geologic Hazard Maps. The plan sheet is included for your review. According to the County Geologic Hazard Maps, the proposed future lodge appears to be located in an area denoted as TS-talus slope (on the Shelbyville Lode), and the proposed future garage/employee housing structure in an area noted as CSM-colluvial slope.

Rockfall:

Neither of the sites are in the rockfall zones of the County Geologic Hazard map, but the lodge site near the Silver Crown mine portal does lie below a talus slope. To ensure that we were accounting for this possible hazard, the applicant (a licensed geotechnical engineer with over 15 years of relevant experience) had the rockfall hazard at the site modeled. The results indicate that any potential rockfall at the site will be contained by the avalanche defense berms and structures (see the previously submitted rockfall energy and bounce height analysis).

Flood:

Neither of the main build sites are in flood hazard areas.

Wildfire:

Although wildfire is a persistent risk in the San Juan Mountains, both build sites are in low-risk areas. The garage/employee housing site is over 150' from any trees, and the lodge site only has a sparse grove of trees to the North. Regardless, the applicant has contracted with a wildfire specialist to produce a fire safety plan that is included in the attachments. In general it is the overwhelming preference of the applicant to not fell any trees in the area unless absolutely necessary, and to actually add trees to the sites to continue the generalized reforestation of the Mill Creek valley that has naturally occurred since the Chattanooga townsite was abandoned in the early 20th century.

Wetlands:

There are wetlands in the Chattanooga area. The Applicant has delineated both build sites and is working with the Army Corps of Engineers to address wetlands issues and ensure compliance. At the lodge site, rerouting the mine adit drainage will dry up a small portion of non-jurisdictional wetlands, which was coordinated with CDPHE and USACE prior to VCUP construction commencing.

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The garage/employee housing at the Bonanza Boy Millsite location has multiple wetlands. The applicant plans to fill a very small portion of those wetlands but also create additional wetlands and also build in a way that minimizes impact to this important wetland habitat. This will be achieved by minimizing wetland filling, using native willow screenings, and installing low-profile pedestrian trail boardwalks to avoid one section of fill. All wetlands construction, including boardwalks, will be conducted with direction from the USACE and relevant local non-profits.

In addition, the stream enhancement planned by Mountain Studies Institute in the lower end of the valley will produce a large area of new wetlands, meaning that the overall project will produce a meaningful net gain of wetland acreage.

Emergency Services:

Emergency services are inherently limited in the backcountry, and the applicant acknowledges emergency services at this site may not be available in a timely manner and may not be available at all. However, prior planning can remove much of the risk associated with remoteness. Multiple forms of communication will be in place at both buildings (Starlink, Satellite Phone/Garmin Inreach, and CB radio) to contact emergency services. The future proposed garage/employee housing structure is close to Highway 550, making access relatively easy when the highway is open. When the highway is closed, the garage will house both vehicles that can travel by road and snowmobiles/snowcats that can transfer people from the lodge or the garage/employee housing to the road closure gate down valley. The lodge is 0.56 miles up USFS 821/CR 15 which presents more difficulty. However, during winter operations the road to the site may be used allowing for two means of transport: a vehicle (with a plow) and a snowcat/snowmobile. This redundancy will allow transport even if the road is inaccessible by transiting to the valley floor over the snow. In addition, both buildings will be equipped with appropriate fire suppression systems, and even the underground portions of the lodge will have a secondary emergency exit in case the main portal becomes impassable. Lodge personnel will be trained on the emergency services plan, which will include responses to various scenarios (skier becomes injured/buried while Highway 550 is closed, a fire occurs at one of the buildings, an underground accident occurs, etc.). This emergency response plan will also describe lodge operations and closures, required employee training/certifications and gear, guide policies, etc.

Guest will sign waivers acknowledging they will be in avalanche/geohazard areas, and the County will not be liable in the event that emergency services may not be timely/available if they have an emergency while in those areas.

If the County agrees, the applicant will also propose installing an emergency/first aid closet in the garage/employee housing that would be available for EMT and Search and Rescue personnel for any emergencies in the area (not just for those involving guests of the lodge). The applicant's goal with the emergency response plan/infrastructure will be not only to mitigate risk for guests, but also help elevate the overall emergency response capability in the immediate area.

A draft emergency response plan is attached. This plan has been shared with local agency/departments directors, including Jim Donovan, Tyler George, Gilbert Archuleta, and Bevan Harris, and will be finalized and periodically updated with input from their agencies.

Historic and Cultural Resources:

The Shelbyville Lode is the location of the proposed VCUP mining reclamation project as well as the proposed future lodge structure. The history of the site includes the Silver Crown Mine (with existing portal), existing mine waste rock pile, draining mine adit, and several wooden structures on the site which have been gone

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for at least 80 years. The applicant plans to recreate one of the previous structures which will be the proposed future lodge structure. The Army Corps of Engineers noted that the applicant will need to have a consultant prepare a Cultural Resource Survey for this project for submittal to and approval by SHPO (State Historical Preservation Office). Jon Horn of Alpine Archaeological Consultants, a part time resident of Silverton, has prepared that Cultural Resource Survey for submittal to SHPO. His results indicate that the avalanche berms on site are significant. These will not be destroyed during lodge construction (indeed, they are an integral part of our avalanche/rockfall defense system, as they were for the old miners). The waste rock pile itself is also significant and will not be removed as part of VCUP construction. However, the pile will be capped with native rock – thereby changing its appearance – so it will be thoroughly photographed and characterized prior to being capped as part of the VCUP process. Those “before” photographs will be incorporated into the lodge décor and website, but also included on the interpretive sign that will be installed near FSR 821/CR 15 on the way up to the lodge for all to see. There are no existing structures (buildings) on site, with the exception of a historic brick rectangular foundation remnant, which likely once supported a metal boiler (and another similar, smaller, nearby historic brick remnant). Mr. Horn’s work has indicated that the building area has been so disturbed over the years (especially in the 1940s) that no significant artifacts remain. Regardless, the lodge design will incorporate the brick boiler foundation into the proposed deck area as an educational mining heritage feature (again, with an interpretive sign). The Applicant has researched the Silver Crown Mine area and the Shelbyville Lode for a few years through work with the Archives and San Juan County Historical Society.

No historical relics/structures were observed on the Bonanza Boy Mill Site (adjacent to the Artist Cabin property), but Mr. Horn has surveyed that site as well. The original mineral surveys, which were previously submitted to the County, were used by Mr. Horn to evaluate what was once on-site when those were surveyed approximately 100 years ago. The railroad existed in the general Chattanooga area and the historic alignment is being researched at present. In viewing local historic photos (and books such as The Rainbow Route), there does not appear to be any former railroad lines/beds near any of the proposed improvements. As the request of the USFS, Mr. Horn also conducted a cultural resource survey of the entire road leading up to the Silver Crown mine/lodge site. All 3 of those cultural resource surveys are included as attachments.

The historic cabin near the Artist cabin would be remodeled with an addition, but the existing historic structure will remain.

Elevation at Structure:

The elevation at the VCUP site (and the proposed future lodge structure) is approximately 10,800 feet. That is below 11,000 feet elevation where the County has limits on cabin square footage. The garage/employee housing structure is at approximately 10,300 feet.

Build Site Selections:

One of the best ways to build resilient and safe structures in the mountains is to figure out where the old timers built and build on the same location (or, if possible, restore a historic structure). Those old timers didn’t have geologic hazard mapping, Lidar, or the complex 3-dimensional avalanche and rockfall modeling programs that we do today. But they had an extreme level of common sense, and they were in tune with what the environment was telling them (or warning them about).

Both of the proposed build sites meet this best practice. The upper buildings will be on nearly the same footprint as the old Silver Crown mine buildings, and the lower site near the Artist Cabin is close to where the old Chattanooga townsite was. This is not only a safer and more resilient way to choose a site location, it also limits additional disturbance to the environment.

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Lodge Building Envelope:

The building envelope for the proposed future lodge structure is located adjacent to the existing Silver Crown Mine portal on the Shelbyville Lode in Mill Creek. The design of the proposed lodge structure and its building envelope were selected to closely emulate the historic structure that was on the site a century ago. The structure location was also selected in conjunction with the avalanche expert. The back of the structure is proposed to be built up against/into the hillside. There are some existing avalanche berms at the back of the previous structure which will be maintained. Adjacent to the lodge structure is the Silver Crown Mine, and part of the proposed lodge is designed to extend into the mine, including some of the mechanical and water treatment facilities as well as five of the guest rooms.

Garage/Employee Housing Building Envelope:

The building envelope for the proposed future shed/employee housing structure is located near the existing "Artist Cabin" (Stern's vacation rental) accessed from Highway 550. This area includes some fragmented wetland habitat, with the wetlands being non-contiguous, interspersed with a series of upland "islands" that are buildable. The applicant and their wetlands consultant evaluated each of the possible build sites using a decision matrix, examining the cost to build, the distance of wetlands crossing, the visibility of the structure from the road, the impact on the views for people renting the Artist Cabin, and the ability to screen the structure. The build site on the Southwest corner of the lot, farthest from the road and also farthest from the Artist Cabin scored highest overall. Note that lower numbers are more favorable in this scoring matrix.

Build Site (Location in lot)	Cost to Build	Wetland Crossing Distance	Visibility from Road	Visibility from Artist Cabin	Screenability (with vegetation)	Parking Capacity	Total
#1 (N)	1	1	4	3	4	4	17
#2 (Center)	2	2	3	4	3	1	15
#3 (S)	3	3	2	2	2	1	13
#4 (SW)	4	4	1	1	1	1	12

A full wetlands delineation has been submitted to the USACE and the applicant and the Corps are discussing plans and options. Access using "permeable" road building techniques on the upland areas on the property will prevent unnecessary wetland filling, and also allows natural water flow so that no downstream wetlands are inadvertently dewatered.

Structure Sizes:

The proposed future lodge structure will emulate the historic structure that once existed on the Shelbyville Lode. The approximate footprint of the proposed future lodge structure is 30 feet x 180 feet. The proposed future garage/employee housing structure which will be located close to the Artist cabin, is currently being designed and has approximate footprint of 51 feet x 42 feet (2,142 square feet of footprint) with a total (two-story) square footage of less than 5,000 sf. The applicant will submit detailed plans to the County for further review this fall, and no construction of any proposed future structures will commence before 2025.

Structure Heights:

The height of the proposed future lodge structure (measured from the tallest part of structure to where the adjacent ground surface elevation will be the lowest, which yields the largest height measurement) is designed as 35 feet or less. The height of the proposed future shed/housing structure is also designed as 35 feet or less.

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Structure Styles:

The Applicant has been working for the past few years with a local architect – with advice from some members of the San Juan County Historical Society – to design the proposed future lodge structure to be close to the buildings that once existed on the Shelbyville Lode. The previous structure may have been sided with tar paper and batt wood strips. The applicant is proposing locally sourced, rough-sawn wood board siding instead of the historically accurate tar paper, along with rusted/corrugated metal and natural stone. The proposed garage/employee housing structure to be located at Chattanooga would be constructed of rough-sawn wood with rusted metal. Conceptual plans for both structures are included in this application, and detailed plans for both of the proposed future structures will be submitted to the County again at the Final PUD hearing and to the Building Department prior to construction. No structural construction is proposed prior to 2025.

Building Plans:

Draft building plans for the proposed future lodge and the proposed future garage/employee housing structure are included in this submittal for review. No structural details are proposed at this time; the Applicant plans to submit those plans at a later date for further County review.

Building Materials:

Photos of the proposed building materials provided by the Applicant and Architects were previously submitted. The conceptual building materials for the proposed future lodge structure and the proposed future shed/housing structure generally consist of the following: Exterior locally sourced rough-sawn wood boards, rusted metal and/or galvanized metal, building-integrated rusted metal colored low reflectivity roof mounted solar panels, and native stone.

Greenhouse:

The Applicant has a small 3-season greenhouse proposed in the future adjacent to the proposed future lodge structure for growing salad greens and culinary herbs for use at the Lodge. This building will have some glass but will be sited at the North end of the lodge complex and as such it is not expected to be at all visible from Hwy 550.

Sauna:

The Applicant has a small wood-fired sauna structure proposed attached to the proposed future lodge structure.

Underground Hydro House/Camping Restrooms:

The Applicant proposes a small structure to house the micro-hydro turbines as shown on the plans. This structure is approximately 1,200 feet to the East of the Lodge and will be built completely into the hillside adjacent to Mill Creek. As this area is prone to avalanche events, the only external wall will be constructed of reinforced concrete with a reinforced steel door and will resemble a “bunker.” The path to the hydro house will follow the historic road on the site, meaning that very little disturbance will be required to provide access (other than vegetation clearing). Half of this underground structure will house the hydro facilities, with the rest housing a mens and womens shower and restroom for the eight nearby camping pads. This restroom will only be operational in the late spring through early fall.

Additional Outbuildings:

A restroom and shower facility for use of the primitive campers will be installed adjacent to or nearby the garage/employee housing facility. Details of this structure are provided.

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Portal Improvements:

As part of the VCUP work, the Applicant plans to make a wood and metal entrance/door at the existing adit/portal of the Silver Crown mine on the Shelbyville Lode, using similar materials and methods as the old-time miners. The design will appear similar to a semicircular wooden barrel and will utilize timbers and repurposed steel sets sourced from a nearby mine. This portal will be integrated into the main dining room of the lodge, and will not be visible from the outside.

Underground Work and Safety:

The lodge facility at the Silver Crown mine will have multiple rooms that will be built into the old mine. As such, underground safety is of utmost importance. The underground design has been completed by Brian Briggs, P.E., former CEO of Ouray Silver Mines, and will be constructed by miners with decades of experience in the San Juans and beyond (most coming to work on this project from the Revenue-Virginus after they were laid off there). In addition, the applicant has been working with DRMS to permit the underground infrastructure as a "tourist mine." Although DRMS has taken the stance that this project is underground civil construction – not mining – we have mutually agreed that the safety procedures outlined in the DRMS "tourist mine" designation would be a conservative approach to underground safety for our guests.

During the VCUP project, the Silver Crown Mine portal has been reopened, with an entrance to be constructed using timber and steel. The mine will be used as the rock fill source for capping a portion of the existing mine waste rock pile and for fill for the wire gabion baskets to stabilize the slopes of the waste rock pile. The rock competency inside the mine has been investigated by a geotechnical engineer and is very suitable for the proposed construction. The Applicant plans to install five guest rooms that will face into the Mill Creek gorge, each having a glass wall to provide a view of the Mill Creek gorge and falls. That glass will be recessed into the cliff edge and will not be visible from Highway 550, any nearby County Roads, or any designated trails in use today.

Future Primitive Dispersed Camping:

Future proposed walk-in designated dispersed tent camping spots are shown on the conceptual PUD plans. The applicant assumes that the County would require at least a basic toilet/shower services/facility such as a "bathhouse." The campground host and the water/sewer service/bathhouse would conceptually be located near the future proposed garage/employee housing structure, as shown on the attached plans.

Recreation Improvements:

In the future the applicant would like to construct the following: a "via ferrata" fixed rope/cable system (hiking trail in a portion of Mill Creek for hikers on steep terrain to be clipped in), on-site trail improvements, and potentially guided hiking/ice climbing and a possible small ice park. Trail and via ferrata alignments are shown on the attached plans.

Gates:

The following gates are proposed as part of this project:

Avalanche safety gate: The Applicant and the Forest Service are discussing a proposed avalanche safety gate on USFS Rd. 821/CR 15 just off of Highway 550 which could be closed in the event of high avalanche hazard, allowing pedestrians/skiers to enter, but not passenger vehicles. If the Applicant plows FSR 821 (which is not currently plowed or accessible in the winter) then the Mill Creek area becomes more accessible to motorists in a way that it never has before. A gate close to Highway 550 could warn those in vehicles of high avalanche hazard while still permitting the normal pedestrian/ski traffic seen in the area. Based on USFS input, the

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installation of this gate would not be before their next travel management plan was studied, which will not occur before 2027.

Lodge driveway gates: gates are proposed where the lower driveway into the lodge starts off of FSR 821/CR 15 and where the upper driveway into the lodge turns off of FSR 821/CR 15. Neither of these 2 gates will prevent traffic on FSR 821/CR 15, they will only prevent public access to the lodge itself. These gates will be located at least 30 feet from the edge of the FSR 821/CR 15 driving surface and will not block access/turnaround and when a vehicle is parked to open/close the gate.

Temporary construction gate: A temporary gate and a sign describing the VCUP has been installed and kept closed during active VCUP construction. This gate is in the approximate location of the lower lodge gate. This gate will only be closed when construction is active and will be removed when the VCUP is completed in the fall of 2024.

No gates are proposed at the garage/employee housing site down in the valley near the Artist Cabin.

Details of the appearance of the gates are included in the attachments.

Signage:

The Applicant is working with the Forest Service to install a sign (and later a gate, as mentioned above) on the lower part of FSR 821/CR 15 which could be used to warn the public in the event of high avalanche hazard. If plowing occurs, then the Mill Creek area becomes more accessible thus a sign near the entrance of this road could warn those in vehicles of high avalanche hazard while still permitting pedestrian/ski traffic if a gate is not allowed. During VCUP construction (2023 and 2024) a sign has been installed near the temporary construction gate (at the turnaround area) describing the VCUP construction and timeline. Interpretive signs describing the history of the Silver Crown mine is also proposed at the upper turnaround location as well as an interpretive sign at the Bonanza Boy Mill Site describing the importance of the alpine wetland ecosystem. All proposed signs will be subject to sign permit applications processed through the County Building Department.

Future Proposed FSR/County Road Realignment:

Realignment of approximately 150' of FSR 821/CR 15 is shown in the USFS permit application. The applicant will comply with any requirements to grant the USFS and/or the County applicable road easements where the Forest Service Road 821/CR 15 crosses through the applicant's properties.

Summer Parking:

Summer parking will occur at the proposed future lodge structure, and at the proposed future garage/employee housing structure for those guests that do not arrive in a 4WD vehicle and need a 4WD shuttle to the lodge. Future summer campers may also additionally utilize the parking lot at the bottom of Mill Creek Road and possibly the parking lot between the entrance to FSR 821/CR 15 and the Bonanza Boy Mill Site (which is owned by the applicant). The aggregate parking capacity at these four sites will be more than enough to accommodate any possible summer demand.

Winter Parking:

Winter parking is expected to occur only at the proposed future garage/employee housing structure when avalanche season begins. The parking area will not be located in an avalanche area (as per the previously supplied maps included with the avalanche study). Although the capacity for parking at this lower location is

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smaller than the aggregate parking available in the summer, the operations of the lodge will be scaled down as well (no winter camping is contemplated, for example).

Snowcat/BV 206/4WD Shuttle:

A 4WD vehicle will shuttle guests in the winter to the lodge if the road is plowed and accessible. If the road is not plowed, the 4WD vehicle will shuttle the guests to the parking lot at the bottom of FSR 821/CR 15, where they will transfer to a snowcat or BV 206 personnel carrier the final way to the proposed future lodge structure. The snowcat/BV 206 would be stored at the lodge and/or the garage at the Bonanza Boy Mill Site and would be occasionally tracked down the shoulder of the Highway between the Bonanza Boy Mill Site and Mill Creek.



BV 206 Personnel Carrier

Plowing:

Conceptually, plowing could be utilized in the future to provide winter access to the proposed future lodge structure. Plowing of a County Road (such as USFS Rd. 821/CR 15) typically requires a San Juan County plowing permit. The USFS would also need to approve the plowing concept, which they are reviewing, and at times or alternately a snowcat/BV 206 could be used instead of/in addition to plowing.

Motorized/Nonmotorized:

Employees at the site may utilize ATVs and snowmobiles to access various portions of the property for maintenance, for hauling supplies, and for emergency purposes (like evacuating a guest when Highway 550 is closed). However, the Mill Creek Valley is small, steep, and relatively quiet (aside from Highway 550 traffic noise). The applicant aims to keep it that way and does not anticipate allowing guest use of ATVs or snowmobiles or other motorized vehicles. In addition, where feasible electric vehicles will be utilized due to their relatively quiet operation. Public use of FSR 821/CR 15 for dirt bikes, ATVs, OHVs, etc. will of course be allowed, but the applicant does not anticipate allowing any use of public motorized vehicles on private land and will discuss adding language to any proposed signage with the USFS and the County to encourage motorized vehicles to stay on designated roads only.

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Mine Tourism:

Conceptually, the PUD plans include that mining heritage tourists will be allowed inside the proposed mine if they would like to view the underground workings. This would require permitting and insurance similar to the Old Hundred Mine Tour. Since the mine portal is currently blocked, the extent of the workings (and the attractiveness as a mine heritage tour site) is unknown. However, the applicant has already worked with DRMS and will permit the mine as a “tourist mine” for safety and inspection purposes regardless of whether the underground workings are conducive to full-scale tours or not.

Architectural Design Concepts:

The photo below is from around 1912 of the mine buildings around the Silver Crown mine. Those buildings have been gone for decades (apparently, they were cannibalized, with anything remaining burned over the years). The applicant is excited to bring them back. They won’t be perfect replicas, but the photo below is the guiding light for design. While the interiors and the energy systems will leverage cutting edge technology, the exterior look and material selection will be something that miners from the 1910s would immediately recognize. In addition, much of the infrastructure for the lodge will be underground, which limits visual impact, energy use, and natural hazard risk.



For the lower structure near the Artist Cabin, historic photos of Chattanooga were the guide, in addition to making sure that the look fits with the historic ore bin across the road and the Artist Cabin adjacent.

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Chottonoogo Townsite



Silver Ledge Load Out Building

Tommy Hein, an architect based in Telluride, has developed a site plan and design for the structures. The lodge and the garage/employee housing will be timber-framed structures that will be constructed to match – as closely as possible – structures that existed on the sites in the past. Exterior materials will be materials that would have been familiar to the old-timers, including rusted and galvanized metal, rough-sawn wood, and natural stone. Conceptual building plans and ideas have been reviewed with the San Juan Historical Society for input, and the buildings will also be screened as much as practical using native vegetation. To the greatest possible extent, re-purposed and local materials (especially wood and stone) will be used in the construction. Windows and other materials will be low reflectivity in design. The sole exception to the use of historically accurate materials will be the roofs of the structures, which will be made up of low-profile, building-integrated solar panels that are colored to match a rusty metal look. Traditional black or blue solar panels would not fit the aesthetic of this site and will not be used. Thankfully, new technology from Europe allows for the installation of a completely solar roof without sacrificing aesthetics, and this technology will be used on both buildings. The photo below shows an installation of rusty orange solar panels on a historic

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Prepared by Applicant 3/10/2025)

structure in Europe. These panels can also be integrated into the roof itself to eliminate any gaps and look seamless, much like a rusty metal roof, which is how we would install them on the buildings at this site. Note that these panels would be over 2,200' away from Highway 550 in the case of the lodge and emplaced on the section of the roof facing away from Highway 550 in the case of the garage/employee housing, so the visual impact of the solar panels will be minimized even further.



Additional Portals/Openings/Visibility: The only other visible portions of the construction will be the portals of the mine, of which there will be eight: the main portal that will be inside the lodge dining room and not visible; two emergency escape doors that will again be made out of rusted steel (preferably a re-purposed door), and 5 “waterfall view” rooms that will have recessed glass facades and hinged rusty steel decks. The main mine portal will be hidden inside the dining/common room, but the other 7 openings will be tucked into the Mill Creek Gorge and not visible at all from any portion of Highway 550, FSR 821/CR 15, or any trails that currently exist in the area.



PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)



Waterfall Room Locations

Exterior lighting will only be employed to safely light entry doors and deck areas while the structures are occupied. Lighting will promote a dark sky environment and will comply with section 4-110.17 of the land use code.

Private and Public Access:

Access to the lodge will be via USFS Road 821/County Road 15, which goes directly to the site. The applicant has met with the USFS to confirm that no special permission is required to use this road (even for commercial purposes). However, upon the suggestion of the USFS, a road maintenance agreement has been submitted to the USFS allowing the applicant to conduct minor realignment, maintenance, plowing, and eventual safety gating of the road (see attached). During avalanche season (November-May) the applicant proposes to gate and close the road to vehicular traffic with the exception of authorized users (including federal, state, and county government agencies, EMS, etc.). The road is currently closed naturally by snow from November-May, so this plan (much like the way the Camp Bird Road to the Revenue-Virginus Mine is managed) will not reduce the current level of public access to the site, but *will* reduce the safety risk associated with enabling random vehicles to travel the road during avalanche season.

The driveway to the garage/employee housing will be constructed using local gravel to the greatest extent possible, and all minor disturbed areas will be reclaimed using native vegetation and seed.

No foot trails exist on the property save for portions of isolated paths constructed by the old miners that have long since been abandoned, and none of the activities of the applicant will restrict the use of USFS 821/CR 15 for public access to the Silver Cloud Mine. As an avid backcountry skier and hiker, the applicant will also endeavor to allow reasonable access by the public across their lands to hike or ski in the area but does not anticipate allowing public motorized access across private lands (in order to preserve the sensitive vegetation in the area).

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

Additional Voluntary Cleanup (VCUP) Details:

The first phase of this project is a Voluntary Cleanup (VCUP) of the mine waste rock pile at the Silver Crown Mine, which is currently about 30% complete. The VCUP will take one more construction season, and has the following components:

1. Rerouting of the mine adit discharge water away from the waste rock to prevent any waste rock contaminants from leaching into Mill Creek (complete);
2. Capping of the mine waste rock with inert native stone. Most of this native stone will be generated through the underground construction in the Silver Crown Mine. On the slopes of the waste rock pile, a reinforced slope consisting of geogrid-reinforced steel wire baskets filled with native rock will be placed (partially complete);
3. Prevention of mine waste rock from the upper waste rock pile from continuing to fall into Mill Creek (partially complete).

Stream Habitat Improvements:

The stretch of Mill Creek from the elevation of the lodge almost to the intersection of Highway 550 is fairly sterile for most of its length, with waste rock and waste rock drainage entering the creek in multiple locations. This section will undergo a stream restoration/enhancement process that will be designed by the Mountain Studies Institute and conducted in coordination with the USFS, Trout Unlimited, the USACE, and the Colorado Division of Wildlife and the US Fish and Wildlife Service to improve the quality of Mill Creek by:

1. adding sinuosity, pools, and J-hooks to the stream;
2. improving and expanding the wetlands and vegetation on the site;
3. more-than-fully mitigating any impacts of the micro-hydro generation;
4. minimizing mine waste rock from entering the creek; and
5. (hopefully) successfully re-introducing San-Juan lineage native cutthroat trout into the creek.

The goal of the applicant is that this project will not only improve the beauty of Mill Creek, it will also reintroduce species that were lost over a hundred years ago and make the stream more resilient to changing climactic conditions that have resulted in more extreme wet and dry periods in the area.

Below are initial notes from Trout Unlimited on the potential enhancement of Mill Creek. Much of the information needed to finalize will take years, perhaps, to gather, and some of the actual enhancement work will be based on conditions encountered in the field, but these initial notes should give the County a picture of the general concept:

"As shown in the screen shot below, the blue line represents approximately 900 linear feet of realignment that could occur. This alignment is approximate, but given the upstream bend and density of downstream vegetation, this seemed to work nicely.

- *The feasibility of something like this will need to be verified with LiDar, field survey, or any other elevation data you have available. The valley slope, and current slope of beginning and end tie in points, will determine how sinuous the proposed channel could be. For example, if up and downstream tie in reaches are fairly steep, longer meander bends would likely be short circuited before energy can be dissipated. This would be especially true if valley slope wouldn't support it. However, after walking up that portion of the floodplain, there is a noticeable change in slope.*
- *The idea with realigning the stream to the NW would be the current density of willows and other riparian vegetation. The current path through the toe of the scree slope doesn't offer much for habitat, shade, or planform.*
 - *This would also give a buffer from avalanches on that adjacent slope.*

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

- *An emphasis on vegetation through this reach will be paramount for long term stability. There is a healthy source of willows across the floodplain that could be transplanted and used in future restoration phases.*
- *The portion of Mill Creek upstream of the proposed realignment could use some large boulder structures to help step flow, create plunge pools, and create more step-pool properties. These larger structures might also help attenuate flows to allow for some of the proposed downstream measures, while also providing stability below the mine area.*
- *Consider excavating mine waste along Mill Creek at toe of slope and consolidating them within larger pile footprint. This would reduce long-term O&M and allow for more natural reveg along stream banks.*
- *Benthic studies should be completed along the reach prior to consideration of any fish stocking or introduction of native species. MMI and bug counts will let you know if the food source is there to support fish. Also, any future stream restoration would hopefully encourage that macroinvertebrate community.*
 - *Fish barriers need to be evaluated at the downstream end of the project. This could be natural chemical barrier like the discharging mine [note: the “discharging mine” mentioned is a mine near where Mill Creek gets close to Hwy 550 at the Chattanooga curve and is on USFS land], or installation of a structural barrier when stream restoration takes place.”*



Also attached is the proposal for remediation from Mountain Studies Institute which was built upon the concepts outlined by Trout Unlimited.

PROJECT NARRATIVE

Final Plan for Proposed Silver Cloud Lodge/PUD

Prepared by Applicant 3/10/2025)

Parcel Consolidation:

It is the policy of San Juan County to limit each property owner to one dwelling regardless of the acreage owned. This policy has historically been carried out via parcel consolidation. The applicant willingly accepts this restriction and will consolidate the six privately-owned parcels which have proposed improvements as part of this proposed PUD

Historic Impact:

One of the applicant's main goals with this project is to not only preserve but to rebuild some of the rich history of the area. In particular, the applicant plans to reopen the collapsed Silver Crown Mine portal, rebuild some of the structures at the site using historic photos for inspiration, and also educate their guests about the history of the area. At the applicant's request, a review of this project's impact to the nearby historic artifacts was completed prior to this application being filed. The Historic Society was also consulted about building design, material choices, and other details.

Health Impact:

Mining activity at the Silver Crown left behind a large waste rock pile and an adit that is producing water at a rate of 20-30 gpm that was draining through the waste rock into Mill Creek, with some of the waste rock also falling directly into the creek at times. The goal of the applicant is to develop this site in a way that not only prevents further destruction, but in a way that tangibly makes it better, cleaner, more beautiful, and more accessible to folks coming to San Juan County. The first step in this process was to engage with the CDPHE to institute a voluntary cleanup (VCUP) of the mine waste. Although this VCUP is the first stage of site development, it can't be considered without the overall site plan as a whole. For example, opening the mine and completing underground construction there – as well as digging retaining walls for the lodge – is the activity that will generate the clean fill material to cap the mine waste. Installing the water treatment for potable water inside the mine and rerouting the adit water for domestic use is the activity that will prevent the adit water from continuing to drain through the waste rock pile. Rehabilitating Mill Creek for the introduction of San Juan lineage native cutthroat trout will also include preventing more waste rock from polluting Mill Creek.

The applicant has taken every opportunity to engage with and seek approval from local, State, and Federal authorities and has received valuable insight and guidance throughout this multi-year planning process.

Road Impact:

The lodge is served by USFS 821/CR 15, and the applicant has submitted a permit to the USFS to maintain, plow, and slightly improve and reroute a portion that road (see attached permit). The garage/employee housing structure will require a new driveway.

Local Employment and Buy Local:

The construction process will employ multiple individuals from San Juan, Ouray, and San Miguel Counties. Notably, all of the underground work will be completed from miners that were laid off when the Revenue-Virginus Mine closed in 2021. When the lodge is operational, the applicant anticipates having a full-time manager/avalanche safety expert, a housekeeper, and a chef, all housed either the lodge, the garage/employee housing, or in Silverton. Guiding services will be subcontracted to local guide agencies in San Juan, Ouray, and San Miguel Counties. Depending on need, the guides will either come in for the day or be housed at the lodge and/or garage/employee housing for overnight programs. Food will be almost exclusively sourced from farms on the Western Slope, with some of the herbs and salad ingredients being grown on-site in the small solar greenhouse. All other services will be outsourced with a preference given to local service providers in San Juan, Ouray, and San Miguel Counties.

PROJECT NARRATIVE
Final Plan for Proposed Silver Cloud Lodge/PUD
Prepared by Applicant 3/10/2025)

Information regarding County Regulations for: 5-106 MINE AND MILL TAILINGS AND DUMPS

The information required for compliance with this section should be fully contained in the VCUP permit approved by CDPHE. If the County has additional questions, the applicant will be happy to provide any required information.

List of Experts and Authorities Consulted for this Project:

The applicant has met on site with the following Authorities/Experts:

Mark Rudolph, Colorado Department of Public Health and Environment
Kirsten Brown, Colorado Department of Reclamation, Mining, and Safety
Lew Sovocool, United States Forest Service (Previous Lands & Realty Specialist, San Juan National Forest, Columbine Ranger District)
Denise Kusnir, United States Forest Service (Previous Lands & Realty Specialist, San Juan National Forest, Columbine Ranger District)
Jason Willis, Colorado Abandoned Mine Lands Program Manager, Trout Unlimited, Inc.
Lucas West, Environmental Protection Specialist Minerals Program (DMME), Grand Junction Field Office

The applicant has met with the following Authorities/Experts in person or via video conference:

Fonda Apostolopoulos, P.E., Colorado Department of Public Health and Environment
Bev Rich, Chairman, San Juan County Historical Society
Fritz Klinke, San Juan County Historical Society
Rebecca Smith, Forest Lands Program Manager, San Juan National Forest
Erin Christensen, United States Forest Service
Cody Jones, Civil Engineering Technician, United States Forest Service, San Juan National Forest, Supervisors Office
Tucker Feyder, Regulatory Project Manager, Southern Colorado Branch, U.S. Army Corps of Engineers
Brandon Miller, United States Fish and Wildlife Service
Jim White, Colorado Parks and Wildlife

The following individuals and agencies will be kept informed of the project and provide peer review of the Mill Creek Stream Enhancement portion of the project:

Ty Churchwell, Bonita Peak Mining District Community Advisory Group

The following consultants have provided services to generate this application:

Lisa Adair, P.E., Engineering Mountain
Jeff Kurtz, Ph. D, GeoSyntec
Jon Horn, M.A., RPA, Alpine Archaeological Consultants, Inc.
Brian Briggs, P.E., BK Briggs and Associates
Mary Presecan, P.E., PMP, LRE Water
Courtney Shephard, J.D., Brownstein Hyatt Farber Schreck, LLP
Nicole Pieterse, J.D., Russell & Pieterse, LLC
Kurtis Duncan, P.E., Slopeside Energy
Ken Gardner, P.E., P.L.S, Gardner Hydro

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Prepared by Applicant 3/10/2025)

Dave Bulson, P.L.S., Bulson Surveying
Bill Coughlin, Western Stream Works
Jake Kurzweil, Mountain Studies Institute
Tommy Hein, Tommy Hein Architects



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

March 11, 2025

San Juan County
Attn: Willy Tookey
1557 Greene Street
Silverton, Colorado 81433

EMI Job No. 2023-101

Subject: **Variance Request, Proposed Silver Cloud Lodge/PUD**, Shelbyville Lode
USMS No. 18168 et al, Mill Creek, near Chattanooga, Highway 550, San Juan County,
Colorado.

Dear Willy and Commissioners:

The Applicant Colby Barrett of Bonanza Boy LLC is requesting that the Board of County Commissioners consider granting a variance.

The variance request is to allow the proposed underground water intake "infiltration gallery" to be located very close to/at the property corner of the Bonanza Boy Mill Site.

The required minimum setbacks from property lines in the County Zoning and Land Use Regulations is twenty feet where the adjacent property is public land.

Allowing the proposed underground water intake "infiltration gallery" to be located close to/at the Bonanza Boy Mill Site property corner, within the twenty feet property line setbacks, will place the proposed water intake as close as possible to Mill Creek, which will facilitate the creek water to enter the proposed water system. Granting the property line setback variance for the proposed underground water intake "infiltration gallery" is expected to reduce the amount of less-desirable ground surface runoff water infiltration, which could potentially include surface contaminants, for an anticipated resultant higher pre-treatment potable water quality.

The attached civil plans depict the proposed location of the proposed water intake underground "infiltration gallery," near the Bonanza Boy Mill Site property corner, associated with this County property line setback variance request.

Please contact the Applicant Colby Barrett or Engineer Mountain, Inc. if you have any questions.

Sincerely,

Lisa M. Adair, PE
Engineer Mountain, Inc.

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UNIVERSITY

On-Site Wastewater Treatment System (OWTS) Permit Application

Owner: Donna R. Smith, 1000 N. 10th St., Suite 100, Phoenix, AZ 85006 Phone: (602) 969-0689
Project Address (street, town/city, zip): 1000 N. 10th St., Suite 100, Phoenix, AZ 85006
Assessor's Parcel #* 477-030-0100 Subdivision: PHOENIX SUB Lot#: 11A
Lot Size: 2.10 (acres) # of Dwellings: 1 # of Bedrooms: 3 Water Supply: ADIT AND CREEK
List Commercial Uses (e.g., office, factory, event venue): 1700 S. PACKER RD. 1000E
Owner's Mailing Address: Donna R. Smith, 1000 N. 10th St., Suite 100, Phoenix, AZ 85006
Owner's Email Address: dsmith@phoenix.gov

For detailed parcel information please visit your county assessor's website or see your property tax statement

On-site Wastewater Treatment System (OWTS) Permit Types

Choose the most applicable permit type from the list below and check the box in upper-left corner

<input type="checkbox"/> New Construction - (\$1123.00) <i>For new OWTS and complete system replacement</i> <ul style="list-style-type: none">Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions.A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance.	<input type="checkbox"/> Alteration - (\$1068.00) <i>For changes/additions to existing permitted OWTS</i> <ul style="list-style-type: none">Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions.A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance.
<input type="checkbox"/> Change Of Use - (\$518.00) <i>For expanded use (e.g., bedroom count) of an existing permit without system modifications, OR new service connections (e.g., garages, shops) added to an existing permit</i> <ul style="list-style-type: none">For expanded use, provide a certification report from a Professional Engineer (PE) or system designer.For new service connections, provide a proposed site plan and describe scope of work below.Change of Use does NOT allow for connection of new uses (e.g., second dwellings, ADUs) unless the system was originally designed for it – use Alteration instead	<input type="checkbox"/> Minor Repair - (\$408.00) <i>For replacement of OWTS components with no change to permitted use</i> <ul style="list-style-type: none">Submit application with payment, transfer of title inspection report (if available) and a simple site plan showing location of repairs.List repairs/scope of work below (e.g. tank replacement, aerators, pipe repairs, etc.)A permit is NOT required for repair of components that do not provide treatment (e.g., fencing, tank lids, inspection ports)

Please describe in detail work to be completed: Install 12 inch PVC pipe to connect existing 12 inch PVC pipe to new 12 inch PVC pipe. Also install 12 inch PVC pipe to connect existing 12 inch PVC pipe to new 12 inch PVC pipe. Also install 12 inch PVC pipe to connect existing 12 inch PVC pipe to new 12 inch PVC pipe.

I acknowledge: (1) The information provided in this application is true and accurate to the best of my knowledge; (2) Submittal of this application does not constitute or guarantee approval of the requested permit or document; (3) Issuance of the requested permit or document does not assure that: (a) Final approval of the proposed system will be obtained upon inspection; or that (b) The permitted OWTS system will operate as intended; and that (4) I am responsible for the proper installation, repairs and maintenance of the OWTS system in accordance with the rules and regulations set forth in the dCPH regulations, as well as any specific conditions of approval that may be imposed on issuance of the requested permit or document.

Owner's Signature: _____ Date: _____

Submit completed application to eh@lpcgov.org or at our office location.

This is NOT a permit; this application does not authorize construction or repairs.
All OWTS construction/repair work must be performed by an installer licensed by O'h #

preventive health at its peak

On-Site Wastewater Treatment System (OWTS) Permit Application

Owner: Franklin, David C. & Susan M. Franklin Phone: (916) 467-6665
 Project Address (street, town/city, zip): 505 E. 1st St. #205, Yuba City, TX 75601
 Assessor's Parcel #* 9977 0200 0000 0000 Subdivision: 5th Addition PUD Lot#: 001
 Lot Size: 7.10 (acres) # of Dwellings: 1 # of Bedrooms: 3 Water Supply: ADULT CREEK
 List Commercial Uses (e.g., office, factory, event venue): None
 Owner's Mailing Address: Franklin, David C. & Susan M. Franklin, 505 E. 1st St. #205, Yuba City, TX 75601
 Owner's Email Address: eh@lpcgov.org

For detailed parcel information please visit your county assessor's website or see your property tax statement

On-site Wastewater Treatment System (OWTS) Permit Types

Choose the most applicable permit type from the list below and check the box in upper-left corner

<input checked="" type="checkbox"/> New Construction - (\$1123.00) <i>For new OWTS and complete system replacement</i> <ul style="list-style-type: none"> Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions. A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance. 	<input type="checkbox"/> Alteration - (\$1068.00) <i>For changes/additions to existing permitted OWTS</i> <ul style="list-style-type: none"> Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions. A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance.
<input type="checkbox"/> Change Of Use - (\$518.00) <i>For expanded use (e.g., bedroom count) of an existing permit without system modifications, OR new service connections (e.g., garages, shops) added to an existing permit</i> <ul style="list-style-type: none"> For expanded use, provide a certification report from a Professional Engineer (PE) or system designer. For new service connections, provide a proposed site plan and describe scope of work below. Change of Use does NOT allow for connection of new uses (e.g., second dwellings, ADUs) unless the system was originally designed for it – use Alteration instead 	<input type="checkbox"/> Minor Repair - (\$408.00) <i>For replacement of OWTS components with no change to permitted use</i> <ul style="list-style-type: none"> Submit application with payment, transfer of title inspection report (if available) and a simple site plan showing location of repairs. List repairs/scope of work below (e.g. tank replacement, aerators, pipe repairs, etc.) A permit is NOT required for repair of components that do not provide treatment (e.g., fencing, tank lids, inspection ports)

Please describe in detail work to be completed: Replace existing 1500 gallon tank with 2500 gallon tank. Replace existing 4 inch pipe with 6 inch pipe. Replace existing 1/2 inch pipe with 1 inch pipe. Replace existing 1/2 inch pipe with 1 inch pipe. Replace existing 1/2 inch pipe with 1 inch pipe.

I acknowledge: (1) The information provided in this application is true and accurate to the best of my knowledge; (2) Submittal of this application does not constitute or guarantee approval of the requested permit or document; (3) Issuance of the requested permit or document does not assure that: (a) Final approval of the proposed system will be obtained upon inspection; or that (b) The permitted OWTS system will operate as intended; and that (4) I am responsible for the proper installation, repairs and maintenance of the OWTS system in accordance with the rules and regulations set forth in the dCPH regulations, as well as any specific conditions of approval that may be imposed on issuance of the requested permit or document.

Owner's Signature: _____ Date: _____

Submit completed application to eh@lpcgov.org or at our office location.

This is NOT a permit; this application does not authorize construction or repairs.
 All OWTS construction/repair work must be performed by an installer licensed by O h # _____



San Juan County Public Health
1315 Snowden St
Silverton, CO 81433

On-Site Wastewater Treatment System (OWTS) Permit Application

Owner: Bonanza Boy LLC c/o Colby Barrett Phone: (303) 909-6083
Project Address (street, town/city, zip): Bonanza Boy MS 16677, 77201 HWY 550, San Juan County, CO
Assessor's Parcel #* 4777 0220 04 0006 Subdivision: Silver Cloud PUD Lot#: N/A
Lot Size: 3.98 (acres) # of Dwellings: 1 # of Bedrooms: 3 Water Supply: Adit+ Creek
List Commercial Uses (e.g., office, factory, event venue): Garage, Lodge Reception, Employee Housing
Owner's Mailing Address: Bonanza Boy LLC, PO Box 992, Montrose, CO 81402
Owner's Email Address: cbarrett17@gmail.com

For detailed parcel information please visit your county assessor's website or see your property tax statement

On-site Wastewater Treatment System (OWTS) Permit Types

Choose the most applicable permit type from the list below and check the box in upper-left corner

<input checked="checked" type="checkbox"/> New Construction - (\$1123.00) <i>For new OWTS and complete system replacement</i> <ul style="list-style-type: none">Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions.A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance.	<input type="checkbox"/> Alteration - (\$1068.00) <i>For changes/additions to existing permitted OWTS</i> <ul style="list-style-type: none">Contact Registered Soil Technician and/or Professional Engineer (PE) or system designer for analysis and design development. A PE may be required dependent on site and soil conditions.A design must be submitted to La Plata County (LPC). San Juan County (SJC) must have payment for LPC to review designs for permit issuance.
<input type="checkbox"/> Change Of Use - (\$518.00) <i>For expanded use (e.g., bedroom count) of an existing permit without system modifications, OR new service connections (e.g., garages, shops) added to an existing permit</i> <ul style="list-style-type: none">For expanded use, provide a certification report from a Professional Engineer (PE) or system designer.For new service connections, provide a proposed site plan and describe scope of work below.Change of Use does NOT allow for connection of new uses (e.g., second dwellings, ADUs) unless the system was originally designed for it – use Alteration instead	<input type="checkbox"/> Minor Repair - (\$408.00) <i>For replacement of OWTS components with no change to permitted use</i> <ul style="list-style-type: none">Submit application with payment, transfer of title inspection report (if available) and a simple site plan showing location of repairs.List repairs/scope of work below (e.g. tank replacement, aerators, pipe repairs, etc.)A permit is NOT required for repair of components that do not provide treatment (e.g., fencing, tank lids, inspection ports)

Please describe in detail work to be completed: _____

Proposed OWTS to serve proposed Garage, Lodge Reception, and Employee Housing Structure

I acknowledge: (1) The information provided in this application is true and accurate to the best of my knowledge; (2) Submittal of this application does not constitute or guarantee approval of the requested permit or document; (3) Issuance of the requested permit or document does not assure that: (a) Final approval of the proposed system will be obtained upon inspection; or that (b) The permitted OWTS system will operate as intended; and that (4) I am responsible for the proper installation, repairs and maintenance of the OWTS system in accordance with the rules and regulations set forth in the SJCPH regulations, as well as any specific conditions of approval that may be imposed on issuance of the requested permit or document.

Owner's Signature: _____ Date: _____

Submit completed application to eh@lpcgov.org or at our office location.

This is NOT a permit; this application does not authorize construction or repairs.
All OWTS construction/repair work must be performed by an installer licensed by La Plata County.



Existing WWP#: WWP1989-086
TRT Application #: TRTSJ2025-0001
Acceptance Date: 03/03/2025

CONDITIONAL TRANSFER OF TITLE ACCEPTANCE DOCUMENT

This document has been issued to confirm that the transfer of title to the property described below has met all applicable requirements of the San Juan County Public Health (SJCPH) On-Site Wastewater Treatment Systems (OWTS) Regulations, SJCPH therefore accepts the transfer of title in accordance with applicable laws and regulations. This acceptance expires upon closing, or on the expiration date indicated, whichever comes first.

PROPERTY INFORMATION

Address: 77201 HWY 550, SILVERTON

Parcel Number: 47770000040022-S

Property Owner: BONANZA BOY LLC

County: San Juan

Approved Use of OWTS:

<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

Commercial:

Residential

RV Only

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Dwellings

Other:

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Bedrooms

Existing OWTS Permit #: WWP1989 086

Date Finalized: 9/29/1989

INSPECTION INFORMATION

Most Recent Inspection Date:

Inspector:

Inspectors NAWT Cert. Num.:

Date of Recent Septic Service:

Cleaner:

CONDITIONS OF ACCEPTANCE

Person acquiring title completes required inspection when conditions allow and, if needed, obtains all necessary permits within within 90 days of the inspection and completes all necessary alterations or repairs

Assessor shows 2 dwellings on parcel: 1 BDR + 3 BDR. Original permit for one 2 BDR dwelling.

Failure to complete the conditions of acceptance will result in revocation of this Acceptance Document. SJCPH will revoke this Acceptance Document if it is determined that the system is no longer functioning in accordance with applicable regulations or that false or misleading material statement were provided on the application or inspection reports.

DATE ISSUED: 03/03/2025

DATE OF EXPIRATION: 03/03/2026

ISSUED BY:





*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

February 27, 2025

La Plata County Public Health Department
Attn: Samantha Bustillos
SBustillos@lpcgov.org

EMI Job No. 2023-101

Subject: Additional Information for **Transfer of Title** Application, the Artist Cabin Property, Mountain Chief Mill Site USMS No. 560B, **77201 Highway 550, north of Silverton**, at Chattanooga, in San Juan County, Colorado, **LPCPHD/SJBH Permit No. WWP 1989-086**.

To Samantha Bustillos and LPCPHD Staff:

This letter is regarding the Transfer of Title Application for the Artist Cabin Property, on the Mountain Chief Mill Site USMS No. 560B, located north of Silverton, 77201 Highway 550, at Chattanooga, in San Juan County, Colorado.

Attached to this letter is additional information based on the email we received from you on February 21, 2025.

The former septic system permit number for this site under the jurisdiction of the now-dissolved **San Juan Basin Health Department** was **"WWP 1989-086"** (attached permit portal and 1989 permit documents listed under former owner last name Stern).

As of February 19 and 21, San Juan County Public Health Department and La Plata County Public Health Department has received a \$110 check payment for a Transfer of Title Application, and an "Agreement to Repair" Application Form (receipt/documents attached).

The former site owner is Margaret Stern of North Carolina. The current new owner as of February 19, 2025, is Bonanza Boy LLC (Colby Barrett and Leslie Barrett).

We have filled out and attached a "Application for a Transfer of Title Acceptance Document" form.

Also attached is the Assessor Property Card for the Artist Cabin property located on the Mountain Chief Mill Site on Highway 550 north of Silverton.

We have not yet had the opportunity to inspect the property/existing structures/living spaces. The existing structures are currently vacant (since the late 1990s). The site appears to have a 1990 cabin (of approximately 1100 square feet) which probably has either two or three bedrooms. There also appears to be a 1940s accessory structure, which was used as an art studio shed by the resident artist owner up until the late 1990s, although the Assessor has that classified as a small secondary residential dwelling (with a living space of approximately 300 square feet). Based on the Assessor information, we believe that there may be a total of two existing single-family residences on this property (probably considered one residence and one accessory dwelling unit ADU).

The site appears to have an existing septic system constructed and approved in 1989. We believe that the Artist Cabin of 1100 square feet is probably utilizing the 1989 septic system. The existing fixtures, if any, and the septic system components for the existing 300 square feet art studio



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

ADU/shed are unknown as this time. The 1940s art studio ADU/shed may or may not be tied into the 1989 septic system.

The required inspection of the existing septic system(s) on this site is tentatively planned for June 1, 2025. We will utilize the Transfer of Title Inspection Form provided with your email dated February 21, 2025.

Unfortunately inspection of the site and existing septic system(s) at this time is not possible, due to site conditions, as the 1989 septic system is under several feet of snow. Additionally we believe that the site is likely to have a patchwork of wetlands and uplands, so a professional wetlands evaluation is advisable before we inspect the existing septic system components, as we do not want to accidentally disturb any wetlands.

This site (known as the Artist Cabin property on the Mountain Chief Mill Site) was recently purchased by Colby and Leslie Barrett, who now own all of the land at the area called "Chattanooga" on Highway 550. Chattanooga is a "ghost town" former Townsite area located between Silverton and Red Mountain Pass. The Barretts (under the family company property ownership name of Bonanza Boy LLC) now own a total of 28 mining claims (approximately 260 acres) at and adjacent to this property. The only other nearby landowners are CDOT and the US Forest Service.

The Barretts are currently proposing a Planned Unit Development (PUD) on their land. This property (the Artist Cabin property on the Mountain Chief Mill Site) was recently acquired when the Barretts contacted the owners of the Artist Cabin to ask about sharing an existing historic driveway.

San Juan County Colorado is currently reviewing the Proposed Planned Unit Development which is called the Silver Cloud Lodge/PUD. We plan to submit the PUD Final Plan County Permit Application on March 11. The Silver Cloud Lodge/PUD includes a proposed small resort lodge building (with some rooms back in a restored mine), some summer camping, some recreational improvements, and a proposed building with 3 employee housing efficiency apartments. The proposed lodge has a proposed septic system, the proposed summer camping area has a proposed septic system, and the proposed employee housing structure has a proposed septic system. This property (the Artist Cabin property on the Mountain Chief Mill Site) is directly adjacent to the proposed employee housing structure/septic system. This newly acquired property is currently being incorporated into the overall PUD plans.

The Artist Cabin was occupied by a family (the Sterns) until the late 1990s and then it sat vacant because they moved to North Carolina. Mr. Stern is an artist, hence the existing art studio outbuilding, and the "Artist Cabin" nickname of the property. In recent years it appears that the Artist Cabin was occasionally rented out as a somewhat-remote, off-grid, backcountry Vacation Rental.

The water for the Artist Cabin appears to originate from a permitted shallow water well that was hand dug by the Sterns on Colby and Leslie Barrett's adjacent vacant property (the Bonanza Boy Mill Site). I mention that existing well as it affects any upcoming proposed septic system repair setbacks (as could potential nearby wetlands, which need to be determined after snowmelt).



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
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We currently have several licensed civil design engineers working on this project: myself (Lisa Adair PE of Silverton), handling the overall planning/permitting; Brian Briggs PE of Montrose, handling the proposed septic systems/overall civil design; Colby Barrett PE of Telluride, the owner, overseeing all of the project design; Husk Crowther PE from Idaho, assisting with overall proposed water/sewer civil design; Mary Presecan PE of Glenwood Springs, handling the proposed water system facilities; As well as several other PEs, professional consultants, and attorneys, who are working on the Voluntary Clean Up (VCUP) CDPHE-permitted remediation of the mine waste rock pile, stream restoration, water system/rights, wetlands restoration, proposed hydroelectric and solar power systems, proposed structural and site avalanche mitigation, USFS and CDOT access permits, etc.

We were planning to have Brian Briggs PE (and Colby Barrett PE and myself, Lisa Adair PE) investigate the existing septic system at the Artist Cabin property, along with a wetlands consultant (to help us avoid any potential wetlands impacts during the investigation), as soon as the site conditions allow, after snowmelt, on approximately June 1, 2025. However, in recent discussion with Chad Engelhardt of Silverton (a former long-time employee of SJBH), it appears that at present we are now required to utilize a Certified Transfer of Title Inspector (and that the Civil PE who is designing the septic system repairs is no longer adequate to perform the inspection). Therefore, we plan to have a Transfer of Title Certified Inspector take the lead on the site/septic system inspection, on/around June 1, 2025, although all of us plan to accompany that Certified Inspector, since we all want/need to see the status of the existing septic system components to determine what we may need to repair/redesign. We would also like a representative of LPCPHD to attend if that would be advisable/if your schedule allows.

The existing 1989 septic system "might" be acceptable as-is, with perhaps the addition of some risers, effluent filter, etc., and some maintenance (which could reasonably be expected to be lacking given the fact the site's been largely vacant since the 1990s). However, we are anticipating that there is a chance that the existing 1989 septic system serving the Artist cabin could potentially need to be/end up being abandoned. In that case, we would most likely propose to tie-in the Artist Cabin (and potentially existing ADU) sewer service lines to connect to/be served by the brand new proposed septic system we plan to construct nearby for the proposed employee housing apartment building. A Lot Consolidation is currently proposed, which would allow the structures and the new septic system to be on the same parcel (since septic systems must normally be on the same parcel as the structure it serves). We are aware that if the proposed septic system ends up exceeding 2000 GPD it falls under the jurisdiction of the CDPHE (instead of San Juan County and LPCPHD).

The new owners of the Artist Cabin property, Colby and Leslie Barrett, plan to restore the Artist Cabin and the adjacent 1940s art studio ADU/shed, and that is likely to involve new/additional fixtures (such as sink, toilet, shower, etc.). The water system is also likely to be repaired or replaced.

After we are able to enter the property and view the interior living spaces of the existing structures, and subsequently investigate the existing 1989 septic system following snowmelt, we will know a lot more about the number of existing/proposed bedrooms, number of existing/proposed fixtures, any necessary septic system repairs, any necessary water system repairs (which could affect septic setbacks), and/or utilizing the proposed brand new septic system currently being designed for the proposed employee housing apartment building.



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

We understand that if septic system repairs are necessary, those appear to be required to be constructed within 90 days after site conditions allowing septic investigation. We plan to promptly submit design plans after site conditions allow the septic inspection. We are aware that septic repair would most likely require a new permit application, and an accompanying permit application fee.

If you would like additional information from the new property owner, here is his contact info:

Colby Barrett PE (and Leslie Barrett)
of Telluride CO
representing the Barrett family company Property Owner named "Bonanza Boy LLC"
of Montrose CO
cbarrett17@gmail.com
Colby Barrett cell phone (303) 909-6083

If you would like information from me about this project, such as the overall County permitting status, the project schedule, project site information, etc., for the Proposed Silver Cloud Lodge/PUD, into which the Artist Cabin property is currently being incorporated, you can contact me via the following information:

Lisa Adair PE
Engineer Mountain Inc.
Silverton CO
engineermountaininc@gmail.com
cell (970) 946-2217

If you would like to speak to the Professional Engineer whom I believe will be the septic system design "engineer of record" for the Artist Cabin property upcoming proposed septic system repairs/replacement project, here is his contact information:

Brian Briggs PE
BK Briggs and Associates
Montrose CO
bbriggs@bkbassoc.com
cell (970) 596-1982

Please contact Engineer Mountain, Inc. if you have any questions.

Sincerely,

Lisa M. Adair, PE
Engineer Mountain, Inc.

Attachments: "Application for a Transfer of Title Acceptance Document" Form, Assessor Property Card, Septic Permit Portal Summary Page, Email from A. Gardiner of SJCPHD (with Receipt, Check Photo, "Agreement to Repair" Form, SJBH Septic Permit No. 1989-086, and 1989 Septic System Site Plan), Email from S. Bustillos of LPCPHD.

Cc: Property Owner Colby Barrett, Civil/Septic Design Engineer Brian Briggs PE, San Juan County Administrator Willy Tookey, Town/County Building Inspector Bevan Harris.

Engineer Mountain, Inc. - PO Box 526 Silverton CO - cell (970) 946-2217 - engineermountaininc@gmail.com



San Juan County Public Health

1315 Snowden St.
Silverton, CO 81433
970-387-0242

APPLICATION for a Transfer of Title Acceptance Document

Existing Permit Number: WWPSJ 1989 - 86 (if more than one exists, write the most recent)

What is the current status of the existing permit?

- ☒ Final (Date of Final Signature 9/29/1989) ☐ Active (for ongoing repairs or expansion)
☐ Expired (NOTE: A new permit may be required)

Property Address: Artist Cabin, Mtn Chief MS, 77201 Hwy 550, near Silverton Parcel Number: 47770000040022

Current Property Owner: Bonanza Boy LLC c/o Colby Barrett (and Leslie Barrett)

Owner's Phone Number: (303) 909-6083 Owner's Email Address: cbarrett17@gmail.com

Property Owner's Agent (optional): Lisa Adair PE, Engineer Mountain Inc., Silverton, CO

Agent's Phone Number: (970) 946-2217 Agent's Email Address: engineermountaininc@gmail.com

GENERAL INFORMATION (to be completed by Owner or Owner's Agent):

What is currently served by this OWTS?

- ☐ Commercial (describe): _____
☒ Residential: Number of dwellings: 1 or 2 Number of bedrooms: (2 or 3) + 1
(list number of bedrooms in each dwelling separately, i.e. "3+2")
☐ RV only ☒ Other (describe): We have not yet been inside the existing house & shed/ADU. Please see attached letter.

Number of dwellings listed by County Assessor: 2 Number of bedrooms: 4

Number of dwellings listed on existing permit: 1 Number of bedrooms: 2

NOTE: Your application may be rejected if the listing by the County Assessor exceeds the existing permit. A new permit may be required to add additional capacity.

Are there any other on-site wastewater treatment systems on the property? (Yes or No) Yes

NOTE: Separate applications for a Transfer of Title Acceptance Document and separate Inspection Reports must be submitted for each OWTS on the property being transferred.

Are there any ongoing Maintenance or Inspection contracts for an OWTS on this property? (Yes or No) No

Attach a copy of the most recent maintenance agreement (if applicable). Date of expiration: _____

INSPECTION INFORMATION (attach Inspection Report to this Application upon submission):

Date of Most Recent Inspection: 9/29/1989 Inspector: P. Shepherd of SJBH

Inspection Result Acceptable? (Yes or No) Yes Inspector's NAWT Certification Number: N/A

Date of Most Recent Septic Tank Servicing: _____ Cleaner: _____ Acceptable? (Yes or No)

Record Drawing: ☐ Record Drawing Attached OR ☒ SJCPH has Record Drawing on file

FEES \$110 administrative fee: Date paid: 2/19/2025 Payment type: Check Received by: A. Gardiner SJ County

If using the SJCPH online payment form, write "Transfer of Title Acceptance Document" in the Description field and write the Property Address in the Invoice Number field.

AFFIRMATION (must be signed by current property owner): I am requesting...

- ☐ A Transfer of Title Acceptance Document (all inspection and servicing reports are acceptable, bedroom count matches permit and County Assessor records)
☒ A Conditional Transfer of Title Acceptance Document (check at least one of the following):
☒ Buyer has completed an agreement to obtain necessary permits and repairs (attached)
☐ Conditions do not allow for repairs (attach explanation)
☐ Inspection could not be completed (attach explanation)

I acknowledge: (1) The information above is true and accurate to the best of my knowledge, (2) SJCPH may deny this application or issue conditional acceptance in accordance with relevant laws and regulations, (3) issuance of an acceptance document does not imply any warranty by SJCPH as to the operation of the OWTS, and (4) the property owner and all future property owners assume the responsibility and liability for proper maintenance of the OWTS.

Signature of Property Owner: _____ Date: 02/24/2025



Property Records
San Juan County Colorado

PARCEL N1918

47770000040022

Owners

STERN MARGARET B
763 CHARLEYS CREEK RD
TUCKASEGEE, NC 28783-8811

[GSA GIS](#)

[Photo](#)

Parcel Summary

Location	77201 HIGHWAY 550 N SILVERTON, CO 81433
Use Code	<u>RS: Residential Real Estate</u>
Tax District	<u>101: Outer County</u>
Mill Levy	36.529000
Acreage	2.9800
Section	27
Township	42
Range	8
Neighborhood	<u>Outer County Nbhd</u>

Legal Description

MOUNTAIN CHIEF M S - 560 B

Value History

	2024	2023	2022	2021	2020
Market Value	\$604,581	\$604,581	\$319,756	\$319,756	\$218,300
Exempt Value	\$55,000	\$15,000	\$0	\$0	\$0
Taxable Value	\$549,581	\$589,581	\$319,756	\$319,756	\$218,300
Assessed Value	\$36,822	\$39,885	\$22,223	\$22,863	\$15,609

Document/Transfer/Sales History

Official Record	Date	Q/U	Type	V/I	Sale Price	Ownership	Sale Code
B231 P81	1985-05-23	<u>Q</u>	<u>Warranty Deed</u>	Improved	\$30,000	Grantor: LANCASTER G D & E B Grantee: STERN M B	<u>K</u>

Buildings

Building # 1, Section # 1, Main Home, Single-Family Residence, Split Level

Type	Model	Heated Sq Ft	YrBltd	EFY
<u>RES</u>	<u>0001</u>	1132	1990	1990

Components

Code	Description	
<u>108</u>	Frame, Siding, Wood	100%
<u>213</u>	Metal, Formed Seams	100%
<u>309</u>	Forced Air Furnace	100%
<u>402</u>	Automatic Floor Cover Allowance	1132.000
<u>502</u>	Automatic Appliance Allowance	1.000
<u>601</u>	Plumbing Fixtures	8.000
<u>903</u>	Wood Deck	120.000

Structural Elements

Type	Description	Qty
<u>BED</u>	Bedrooms	3.00
<u>BTHF</u>	Bath-Full	1.00

Subareas

Type	Gross Area	Percent of Base	Adjusted Area
<u>GBA</u>	1,132	100%	1,132

Building # 2, Section # 1, Main Home, Single-Family Residence, Ranch 1 Story

Type	Model	Heated Sq Ft	YrBltd	EFY
<u>RES</u>	<u>0001</u>	336	1940	1940

Components

Code	Description	
<u>108</u>	Frame, Siding, Wood	100%
<u>213</u>	Metal, Formed Seams	100%
<u>402</u>	Automatic Floor Cover Allowance	336.000
<u>502</u>	Automatic Appliance Allowance	1.000
<u>601</u>	Plumbing Fixtures	8.000
<u>641</u>	Single 1-Story Fireplace	1.000

Structural Elements

Type	Description	Qty
<u>BED</u>	Bedrooms	1.00
<u>BTHF</u>	Bath-Full	1.00

Subareas

Type	Gross Area	Percent of Base	Adjusted Area
<u>GBA</u>	336	100%	336

Extra Features

None

Land Lines

Code	Description	Zone	Front	Depth	Units	Unit Type	Rate	Acreage	Total Adj	Value	Notes
1122	Residential Mining Claim Land				2.98	005	\$1,350.00	2.98	1.00	\$144,023	GISid: 6036. MOUNTAIN CHIEF M S - 560

Tax Notices

2024

2023



Disclaimer

All parcel data on this page is for use by the San Juan County Assessor for assessment purposes only. The summary data on this page may not be a complete representation of the parcel or of the improvements thereon. Building information, including unit counts and number of permitted units, should be verified with the appropriate building and planning agencies. Zoning information should be verified with the appropriate planning agency. This is a true and accurate copy of the records of the San Juan County Assessor's Office as of February 27, 2025.



Public Health Department

10/10/2023 10:10:10 AM

10/10/2023 10:10:10 AM



TYPE:
STATUS: FINAL
TOTAL FEES: \$0.00
BALANCE DUE: \$0.00
PRIMARY CONTACT: JACK STERN
LOCATION: 7 MILE 550 N, LA PLATA COUNTY
PARCEL:
WORK DESCRIPTION:

APPLIED: 01/01/1989
ISSUED:
EXPIRES:
FINAL:

OWNER: JACK STERN

7 MILE 550 N, LA PLATA COUNTY



10/10/2023 10:10:10 AM

ADOBE Acrobat PDF

Permit Type: **County:**
Project Name:
General Location:
Block/Lot:
Subdivision:
Bedrooms: **Dwellings:**
Lot Size:

STATUS:

Applied:

Ready To Issue:

Issued:

Expires:

Final:

Void / Withdrawn / Expired:

Work Description:

From: Amie Gardiner <info@sjcph.org>

Date: Wednesday, February 19, 2025 at 3:24 PM

To: cbarrett17@gmail.com <cbarrett17@gmail.com>

Subject: SJC payment receipt

Good afternoon,

We received your payment in the mail today and sent copies over as well to La Plata, confirming your payment. Attached is your payment receipt.

Thank you!

Amie Gardiner

Office Manager

San Juan County Public Health

1315 Snowden St.

Silverton, CO 81433

P: (970) 387-0242

F: (970) 387-5036

One attachment • Scanned by Gmail



OWTS Payment Receipt Form

PROPERTY INFORMATION

Parcel Number: 4777 0000040022

Property Address: 77201 Highway 550 N, Silverton CO 81433

Property Owner: Transfer of title from Margaret B Stern to Bonanza Boy LLC

PAYOR INFORMATION

First & Last Name: Bonanza Boy LLC, Colby & Leslie Barrett

Phone Number: 303-909-6083

Email: cbarrett17@gmail.com

Payment Amount: \$ 110.⁰⁰

PAYMENT FOR:

☐ New Construction Permit: \$1123

☐ Alteration Permit: \$1068

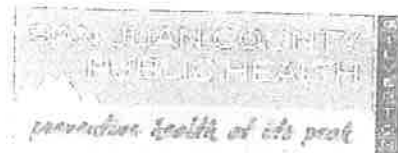
☐ Change of Use Permit: \$518

☐ Minor Repair Permit: \$408

☒ Transfer of Title Acceptance Document: \$110

☐ Other: Please describe (e.g., difference in fees, permit reissuance, re-inspection, connection inspection, variance review, etc.)

✓ paid
2/19/25
[Signature]



San Juan County Public Health

1315 Snowden St.
Silverton, CO 81433
970-367-0242

AGREEMENT to Repair or Alter an On-Site Wastewater Treatment System for Transfer of Title

Existing Permit Year and Number: WWPSJ 1989 - 86 (if more than one, the most recent)
Property Address: 77201 Highway 550 N, Silverton, CO 81433 Parcel Number: 47770000040022
Property Legal Description: MOUNTAIN CHIEF M S - 560 B
Current Property Owner(s): MARGARET B STERN
Closing Date of Transaction: 02/19/2025

PERSON(S) ACQUIRING TITLE TO THE PROPERTY (hereafter "Purchasers")

Name: Bonanza Boy, LLC C/o Colby & Leslie Barrett

Mailing Address: PO Box 992, Montrose, CO 81433

Phone: (303) 909-6083

Email cbarrett17@gmail.com

address:

INSPECTION INFORMATION

Date of Most Recent Inspection: 09/29/1989 Inspector: Inspectors name not legible

RECITALS

As a condition of selling the Property, the Current Property Owner was required to obtain a Transfer of Title Acceptance Document for the Property under the provisions of the San Juan County Public Health (SJCPH) On-site Wastewater Treatment System (OWTS) Regulations 2024 ("SJCPH Regulations").

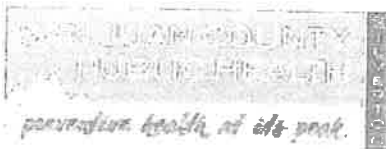
An inspection by an inspector certified by the National Association of Wastewater Technicians has determined that certain components of the OWTS on the Property are not functioning in compliance with SJCPH Regulations and require repair or alteration to provide on-going protection of public health and the environment.

The closing on the transfer of title to the Property to the Purchasers is scheduled to occur prior to the completion of repairs or alterations to the OWTS.

The Purchasers are desirous of proceeding with their acquisition of the Property, subject to the terms and conditions of this Agreement. SJCPH is desirous of permitting them to do so by issuance of a Conditional Transfer of Title Acceptance Document as described in Section 8.D of the SJCPH Regulations, and subject to the following terms and conditions.

Now, therefore, in consideration of the above, the Purchasers agree as follows:

1. Purchasers agree to apply for an OWTS Permit as required by SJCPH, to pay all required application fees, to submit a scope of work and site plan for the required repairs, changes, alterations, or replacement, and to complete all necessary repairs, changes, alterations or replacement within 90 days of conditions on the property allowing the repairs to proceed.
2. Purchasers acknowledge that repairs, changes, alterations or replacements that require a permit may not be commenced until SJCPH issues the appropriate permit, following receipt of Purchasers' application.
3. Purchasers acknowledge and agree that Purchasers' failure to comply with the terms of this Agreement may result in enforcement actions being commenced against Purchaser, in accordance with OWTS Regulations.



San Juan County Public Health

1315 Snowden St.
Silverton, CO 81433
970-387-0242

4. The terms and conditions of this Agreement shall be null and void in the event that Purchasers do not complete the acquisition of title to the Property.

Print Name(s) of Purchasers: Colby Barrett & Leslie Barrett

Purchasers:

Signature: 

Date: 2-10-25

Signature: 

Date: 2-10-25

State of New York

County of Nassau

The foregoing instrument was acknowledged before me this 10th day of February, 2025.

Witness my hand and official seal.


Notary Public

My Commission Expires: _____

JESSE MICHAEL SQUIER
Notary Public, State of New York
Reg. No. 02SG6427596
Qualified in Nassau County
Commission Expires 01/03/2026

1989
SAN JUAN BASIN
HEALTH
DEPARTMENT

Permit #

86

APPLICATION to Install, Construct, Alter, or Repair Individual Sewage System

Owner: Jack Stem Phone: 387-5405
Mailing Address: Box 162, Silverton
Project Address: 2 miles S 550 N S T R
Subdivision: At Chattanooga U B L Parcel Number:
1. Lot size: 5 acre 5. Number of bathrooms: 1
2. Water supply: offsite spring 6. Automatic laundry: Y
3. Living units: For existing house 7. Garbage disposal: N
4. Number of bedrooms: 2

This system will be constructed in accordance with the SJBHD individual sewage disposal systems regulations.

Date: 5/18/89 Applicant: X Jack Stem
Permit fee: \$ 150.00 Received by: EBR CK#151 Date: 5/18/89

PERMIT to Install, Construct, Alter or Repair Individual Sewage System

Percolation Rate: 11 Min/Inch Limiting zone: 5 Feet:
Soil Profile: 5' loam over clay % Slope: 0-5 Requires Eng. Design: No
From the application information and the site evaluation, the following minimum installation specifications are required:
Tank: 1000 Septic Aeration → plastic 1000 Gal.
Final Disposal: 520 Ft² Lines 3 Length 29 Width 18 Max. Depth 1' + 12" Cover
Lagoon: Bottom size Depth Slopes Lining

COMMENTS:

- ① Sewage system install 20' downhill of house
- ② Use of plastic (approved) leach casing will reduce needed area by 40% (60% = 312 ft²)

And B. Robyn C.S. 6/30/89
Environmental Specialist Date

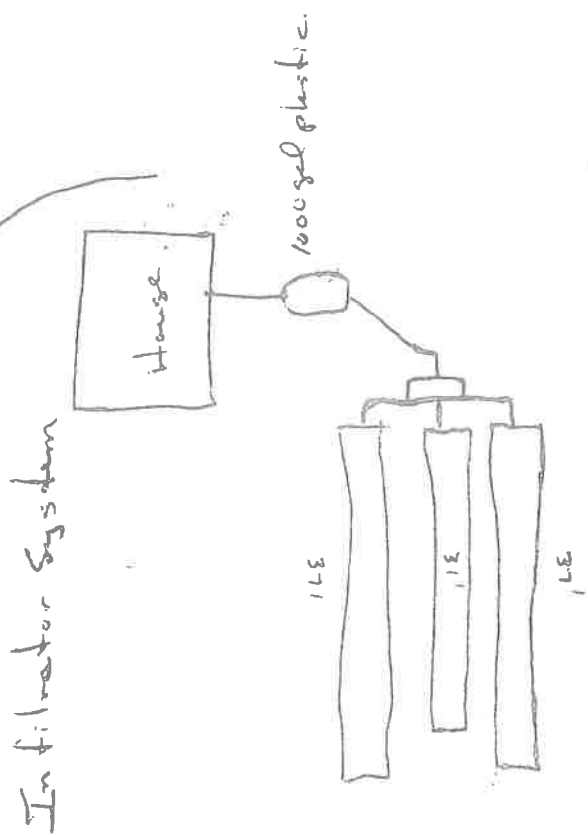
FINAL INSPECTION

Location of tank/control panel: South side of house
The above system has been inspected and found to comply with the above permit requirements:
System Installer: Self
[Signature] 9-29-89
Environmental Specialist Date

520 40% reduction by COH.
x .6

N 312

Feb 3/54



0557mH



From: Samantha Bustillos <SBustillos@lpcgov.org>

Date: Friday, February 21, 2025 at 2:38 PM

To: cbarrett17@gmail.com <cbarrett17@gmail.com>

Subject: RE: payment receipt transfer of title Agreement Bonanza Boy LLC

Hi Colby,

We received an Agreement to Repair from you in the mail, as well as a receipt of payment from San Juan County. We have not however received a transfer of title application or an inspection form. I have attached both to this email. Please fill out the application and send back to eh@lpcgov.org for processing. The inspection report needs to be filled out by whoever completed the inspection on the septic system. Please let me know if you have any questions.

Thanks,

Samantha Bustillos

970-828-8810

sbustillos@lpcgov.org

Environmental Health Assistant

As of January 21, 2025, most public health programs have moved to 185 Suttle St. The water laboratory will remain at 281 Sawyer Dr until approximately late March.

Silver Cloud Area Electrical Energy Production – Solar Electric and Hydroelectric Power

General

Power and energy demand for any new facility are estimates at best. Electrical energy use for the Silver Cloud Lodge area was previously calculated. Energy use for the Bonanza area employee housing and welcome center is assumed at 150 kWh/day based upon similar projects. It is important in off-grid facilities to optimize the use of propane for space heating, clothes drying, cooking, and water heating. It is usually hard for those living off-grid to understand that electrical energy is not limitless both in power demand and energy. Care must be taken to use onsite produced and stored energy efficiently and wisely.

The calculations for solar energy production assume that solar modules are free of snow. Methods and procedures will need to be developed for winter operation to clear snow from solar modules or rely on propane backup generators to make up for the energy loss due to snow covered solar modules.

The available sun hours at the lodge were reduced approximately 25% due to shading from close mountain ridges blocking morning and afternoon sunlight.

It is assumed that 1 cfs of water flow will always be available for hydroelectric power generation with both the Lodge and Bonanza hydroelectric facilities. Power can be generated with less flow for each plant. The Lodge plant will be designed to generate up to 20 kW if more water flow is available. The Bonanza plant will be designed for 2 kW of power if additional flow is available.

Silver Cloud Lodge - hydroelectric facility

The Silver Cloud Lodge will include two hydroelectric facilities. The lower proposed hydroelectric facility will generate 14 kW year-round with 1 cfs of continuous water flow. A regulating pond at the discharge of the upper hydro facility will collect water from an upper adjacent stream plus mine portal water. The controls at the lower hydro plant will use a modulating needle valve to maximize water use and maintain pond level. Power will be generated at 480 Volt 3-phase and transmitted from the concrete hydro building built into the hillside to the lodge where it will be transformed to 208 Volt 3-phase. Excess generated energy will be stored in batteries to be used during peak energy use times.

Silver Cloud Lodge – solar electric facility

Sufficient roof space is available at the lodge for more than 40 kW of southerly facing solar. Additional space is available if additional solar is needed in the future.

Bonanza - hydroelectric facility

A small Francis turbine using 32 feet of fall and 1 cfs can produce 1.33 kW of power. The stream diversion will be like the Lodge diversion. The turbine/generator can be placed in an underground vault to protect from the elements and freezing temperatures.

It is assumed that the owner will have the non-consumptive right to divert the water for power generation and then return it back to the stream.

Bonanza – solar electric facility

A total of 50 kW of solar will potentially be needed for the Bonanza site, based upon energy need assumptions, to supplement hydroelectric power. One central solar electric system with batteries and inverters will distribute power to all associated buildings. Solar modules may be placed on all buildings with a south face.

EMPLOYEE HOUSING AGREEMENT

THIS AGREEMENT is entered into between the developer, Bonanza Boy LLC c/o Colby Barrett, PO Box 992, Montrose, CO 81402 Bonanza Boy LLC ("the developer") and San Juan County, Colorado ("the County") pursuant to the Subdivision and PUD regulations in the San Juan County Zoning and Land Use Regulations. This agreement shall be effective upon final plat approval of the Developer's proposed Silver Cloud PUD. A copy of this agreement shall be recorded in the land records of San Juan County, Colorado

WITNESSETH

In consideration of receiving the final plat approval from the County for the PUD known as the Silver Cloud PUD, Developer and County agree as follows:

The developer shall provide three (3) employee housing units, in conjunction with the 12 proposed commercial lodging rooms, satisfying the 1:10 ratio of employee housing units to commercial housing units as required in San Juan County Zoning and Land Use Regulations section 7-112.8A (b).

The developer shall deed restrict these employee housing units to local employee housing units in the case that the Silver Cloud PUD is sold, in accordance with San Juan County Zoning and Land Use Regulations Section 7-112.8A (d).

This agreement may be enforced by the County in any Lawful Manner, and the County may compel the developer to adhere to it by an action for specific performance or an injunction in any court of competent jurisdiction. If any action is necessary to enforce Developer's performance of its obligations under this Agreement, the County shall be entitled to recover all costs of such action or litigation including but not limited to costs, expert and other witness, travel, telephone, copying, fax and other expenses of every type and description whatsoever, including attorney fees.

No agreement, amendment, modification, waiver, release, approval, or consent contemplated by, or relating to, this Agreement shall be valid or effective unless set forth in writing signed by all parties hereto.

Notice to the parties hereto shall be by personal delivery or by certified mail return receipt requested or by fax or electronic means, provided however, that in the case of notice by facsimile or electronic means, proof of delivery shall be required. Notice shall be effective on receipt, or, in the event receipt is denied, three days after transmission or mailing. Notices to the County shall be given c/o County Administrator, San Juan County, Colorado, PO Box 466, Silverton, CO, 81433, telephone and facsimile – (970) 387-5766. Notices to the Developer shall

Draft for County Review Prepared by LMA Last Revised May 10, 2024

be given to Bonanza Boy LLC, c/o Colby Barrett PO Box 992, Montrose, CO 81402, Phone:
(303) 909-6083

IN WITNESS THEREOF, the parties have executed this Agreement as of the ____ day of
_____, 2024,

County:

SAN JUAN COUNTY, COLORADO

By: _____

Austin Lashley

Chairman of the Board of County Commissioners

Attest: _____

Ladonna Jaramillo

County Clerk and Recorder

Developer:

Colby Barrett

Bonanza Boy LLC

State of Colorado

County of San Juan

The foregoing instrument was acknowledged before me this ____ day of _____, 2024, by
Colby Barrett who is representing the developer, Bonanza Boy LLC. Witness my hand and
official seal:

My commission expires

Notary Public

Address of Notary:

(e) Construction of unpaved roads shall be according to standards approved by the Board of County Commissioners.

- .6 Sidewalks shall be provided where required by the county, on both sides of all streets, not less than 4 feet in width, and constructed of reinforced 3000 P.S.I concrete at least 4 inches thick. The area from the curb line to sidewalk shall slope $\frac{1}{4}$ inch per foot toward the street.
- .7 Block lengths shall be reasonable in length and the total design shall provide for convenient access and circulation of emergency vehicles. Where blocks exceed 1000 feet in length, pedestrian rights-of-way not less than 10 feet in width shall be provided where appropriate for adequate pedestrian circulation. Improved walks of not less than 5 feet in width shall be placed within the rights-of-way.
- .8 The minimum lot size shall be 5 acres, unless determined to be greater by an agency authorized to set such standards (i.e. San Juan Basin Health). The minimum lot size may be reduced in subdivisions with central water and/or sewer systems. Additionally the minimum lot size may be reduced in subdivisions that provide affordable housing.
 - (a) The minimum lot size for subdivisions that meet the following affordable housing standards and provide central water and sewer will be 20,000 square feet or a density of two units per acre.
 - (b) The minimum lot size for subdivisions that meet the following affordable housing standards and provide central sewer shall be one acre or a density of one unit per acre.
 - (c) The minimum lot size for subdivisions that meet the following affordable housing standards and provide for central water shall be three acres or a density of one unit per three acres.
 - (d) The minimum lot size for subdivisions that meet the following affordable housing standards shall be four acres or one unit per four acres.

.8A AFFORDABLE HOUSING

- (a) Residential Subdivision or PUD
10% of the housing units in each residential subdivision or PUD shall be constructed to be permanently affordable to and occupied by low and moderate income households. For purposes of this Section, a low to moderate income is defined as a household with an income not exceeding eighty percent (80%) of the San Juan County median income, adjusted by family size. Affordable housing units will be located within the approved subdivision or PUD. Affordable housing units must be located within the subdivision or PUD unless approved by the County. In lieu of providing the affordable housing on site the applicant, with County approval, may meet these requirements with a housing assistance fee sufficient to defray the cost of providing permanent low and moderate income housing off site.

(b) Commercial and Resort Subdivision or PUD

Employee Housing Units will be provided at a rate of one (1) Employee Housing Unit for each ten (10) non-employee housing units. Employee Housing Units will be provided for each 15,000 gross square feet of retail commercial space. Employee housing units must be located within the subdivision or PUD unless approved by the County. In lieu of providing the employee housing on site the applicant, with County approval, may meet these requirements with a housing assistance fee sufficient to defray the cost of providing permanent low and moderate income housing off site. The requirements for non-retail commercial shall be negotiated on an individual basis.

(c) The affordable/employee housing requirement shall be incorporated into a written agreement between the Applicant and the County. The written agreement shall among other things specify the number of employee housing units to be constructed, the approved time schedule for construction of the units and provide satisfactory financial assurances, in such form and amount as may be required by the County.

(d) Affordable/employee housing units must be permanently restricted by County approved deed restrictions.

(e) For a subdivision or PUD with less than ten (10) residential units or less than 15,000 gross square feet of commercial space a housing assistance fee shall be paid to the County in the following amount:

2 lots	.05%	of the full market value of the gross land area
3 lots	1%	of the full market value of the gross land area
4 lots	2%	of the full market value of the gross land area
5 lots	3%	of the full market value of the gross land area
6 lots	5%	of the full market value of the gross land area
7 lots	7%	of the full market value of the gross land area
8 lots	9%	of the full market value of the gross land area
9 lots	10%	of the full market value of the gross land area

Any fees collected under this provision shall be used for the development of affordable and/or employee housing and shall be collected at final plat approval.

9 Easements shall follow rear and side lot lines wherever practical and shall have a minimum width of 20 feet, apportioned equally in abutting properties. Where front line easements are required, a minimum width of 15 feet shall be allocated as a utility easement. Perimeter easements shall not be less than 15 feet in width, extending throughout the peripheral area of the subdivision, and shall be designed so as to provide efficient installation of utilities. Special guying easement at corners may be required. Public utility installations shall be so located as to allow for multiple installations within the easements. The developer shall establish final utility grades prior to utility installations.

10 Driveways shall not have direct access to major highways.

RECEIPTS

SAN JUAN COUNTY TREASURER
Tax Year / Statement #: 2023 / 2878

Date - Time:
10/11/2024 - 11:33:30AM

Tax District: 101- 101
Parcel #: 47770220040006
Land Nbhd: 1

ACCT#: N2738
Block:

Value: 107,192
Property Type: MN
Lot:

BONA00006
BONANZA BOY LLC

COLBY BARRETT
PO BOX 992
MONTROSE, CO 81402-0992

Owner: BONANZA BOY LLC

Legal: BONANZA BOY - 16677, DENVER - 18179,
GOLDEN EAGLE - 18179, INDEPENDENCE -
16677, LITTLE MAUD - 18179, MARGIE - 16677,
MAUD EXT - 18179, MILWAUKEE EXT - 18179,

101	County	19.641000	2,105.36
101	SCHOOL DISTRICT #1	15.484000	1,659.76
101	SOUTHWEST WATER CONS	0.347000	37.20

Taxes Paid

Receipt #	Payment Date	Tax Descr.	1st Half	2nd Half	Interest / Fees	Total	Comment
2171	06/20/2024	AdValorem	1,901.16	1,901.16	76.04	3,878.36	Web Payment
Grand Total Paid						3,878.36	

Tender Collected

Payment Date	Check Paid	Cash Paid	Card Paid	AAE/Rev. Paid	Change	Operator	Paid By
06/20/2024	0.00	0.00	3,878.36	0.00	0.00	Deanna Jaramil	Credit Cards

Remaining Penalties	Remaining Fees	Remaining 1st Half	Remaining 2nd Half	Remaining Total
0.00	0.00	0.00	0.00	0.00

RECEIPTS

SAN JUAN COUNTY TREASURER
Tax Year / Statement #: 2023 / 2879

Date - Time:

10/11/2024 - 11:33:58AM

Tax District: 101- 101
Parcel #: 47770280040001
Land Nbhd: 1

ACCT#: N2739
Block:

Value: 61,250
Property Type: MN
Lot:

BONA00006
BONANZA BOY LLC

COLBY BARRETT
PO BOX 992
MONTROSE, CO 81402-0992

Owner: BONANZA BOY LLC

Legal: GIANT KING - 1789 A, MOUNTAIN CHIEF - 560 A,
SHELBYVILLE - 18168, SILVER CROWN - 1788
A, VALLEY - 570 A, WONDERFUL - 559 A, PRIDE
- 558 A, PUEBLO - 18163, REBECA - 18163,

Taxing Authority	Mill Levy	Amount
101 County	19.641000	1,203.02
101 SCHOOL DISTRICT #1	15.484000	948.39
101 SOUTHWEST WATER CONS	0.347000	21.25

Taxes Paid

Receipt #	Payment Date	Tax Descr.	1st Half	2nd Half	Interest / Fees	Total	Comment
2172	06/20/2024	AdValorem	1,086.33	1,086.33	43.46	2,216.12	Web Payment
Grand Total Paid						2,216.12	

Tender Collected

Payment Date	Check Paid	Cash Paid	Card Paid	AAE/Rev. Paid	Change	Operator	Paid By
06/20/2024	0.00	0.00	2,216.12	0.00	0.00	Deanna Jaramil	Credit Cards

Remaining Penalties	Remaining Fees	Remaining 1st Half	Remaining 2nd Half	Remaining Total
0.00	0.00	0.00	0.00	0.00

RECEIPTS
SAN JUAN COUNTY TREASURER
Tax Year / Statement #: 2023 / 2293

Date - Time:
10/11/2024 - 11:33:02AM

Tax District: 101- 101
Parcel #: 47770000040014
Land Nbh: 1

ACCT#: N1911
Block:

Value: 13,532
Property Type: MN
Lot:

BONA00006
BONANZA BOY LLC

COLBY BARRETT
PO BOX 992
MONTROSE, CO 81402-0992

Owner: BONANZA BOY LLC

Legal: CHATTANOOGA - 18163

Taxing Authority		Mill Levy	Amount
101	County	19.641000	265.78
101	SCHOOL DISTRICT #1	15.484000	209.54
101	SOUTHWEST WATER CONS	0.347000	4.70

Taxes Paid							
Receipt #	Payment Date	Tax Descr.	1st Half	2nd Half	Interest / Fees	Total	Comment
2170	06/20/2024	AdValorem	240.01	240.01	9.60	489.62	Web Payment
Grand Total Paid						489.62	

Tender Collected							
Payment Date	Check Paid	Cash Paid	Card Paid	AAE/Rev. Paid	Change	Operator	Paid By
06/20/2024	0.00	0.00	489.62	0.00	0.00	Deanna Jaramil	Credit Cards

Remaining Penalties	Remaining Fees	Remaining 1st Half	Remaining 2nd Half	Remaining Total
0.00	0.00	0.00	0.00	0.00

155790

Page 1 of 2

SAN JUAN COUNTY, COLORADO

LADONNA L. JARAMILLO, RECORDER

02-20-2025 03:24 PM Recording Fee \$18.00



State Documentary Fee
\$51.00 02-20-2025

Special Warranty Deed

(Pursuant to C.R.S. 38-30-113(1)(b))

State Documentary Fee
Date: February 19, 2025
~~\$0.00~~ \$51.00

This Deed, effective as of **February 19th, 2025**, signed on the date(s) acknowledged below, by Grantor(s). **MARGARET B. STERN**, whose street address is **763 Charleys Creek Road, Tuckasegee, NC 28783-8811**, City or Town of **Tuckasegee**, County of **Jackson** and State of **North Carolina**, for the consideration of **(\$510,000.00) ***Five Hundred Ten Thousand and 00/100***** dollars, in hand paid, hereby sell(s) and convey(s) to **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY**, whose street address is **PO Box 992, Montrose, CO 81402**, City or Town of **Montrose**, County of **Montrose** and State of **Colorado**, the following real property in the County of **San Juan** and State of **Colorado**, to wit:

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF HIGHWAYS IN RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.

also known by street and number as: **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433**

with all its appurtenances and warrant(s) the title to the same against all persons claiming under me(us), subject to Statutory Exceptions.

(SEE ATTACHED "SIGNATURE PAGE")

When recorded return to: **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY**
PO Box 992, Montrose, CO 81402



Special Warranty Deed with Statutory Exceptions
SIGNATURE PAGE

Margaret B Stern
MARGARET B. STERN

State of Texas

)
)ss.
)

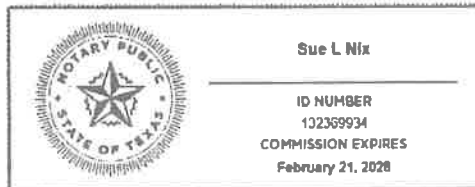
County of Collin

The foregoing instrument was acknowledged before me on this day of 02/18/2025 by MARGARET B. STERN

Witness my hand and official seal

My Commission expires: 02/21/2028

Sue L Nix
Notary Public



Electronically signed and notarized online using the Proof platform.



Property Records
San Juan County Colorado

PARCEL N1918

47770000040022

Owners

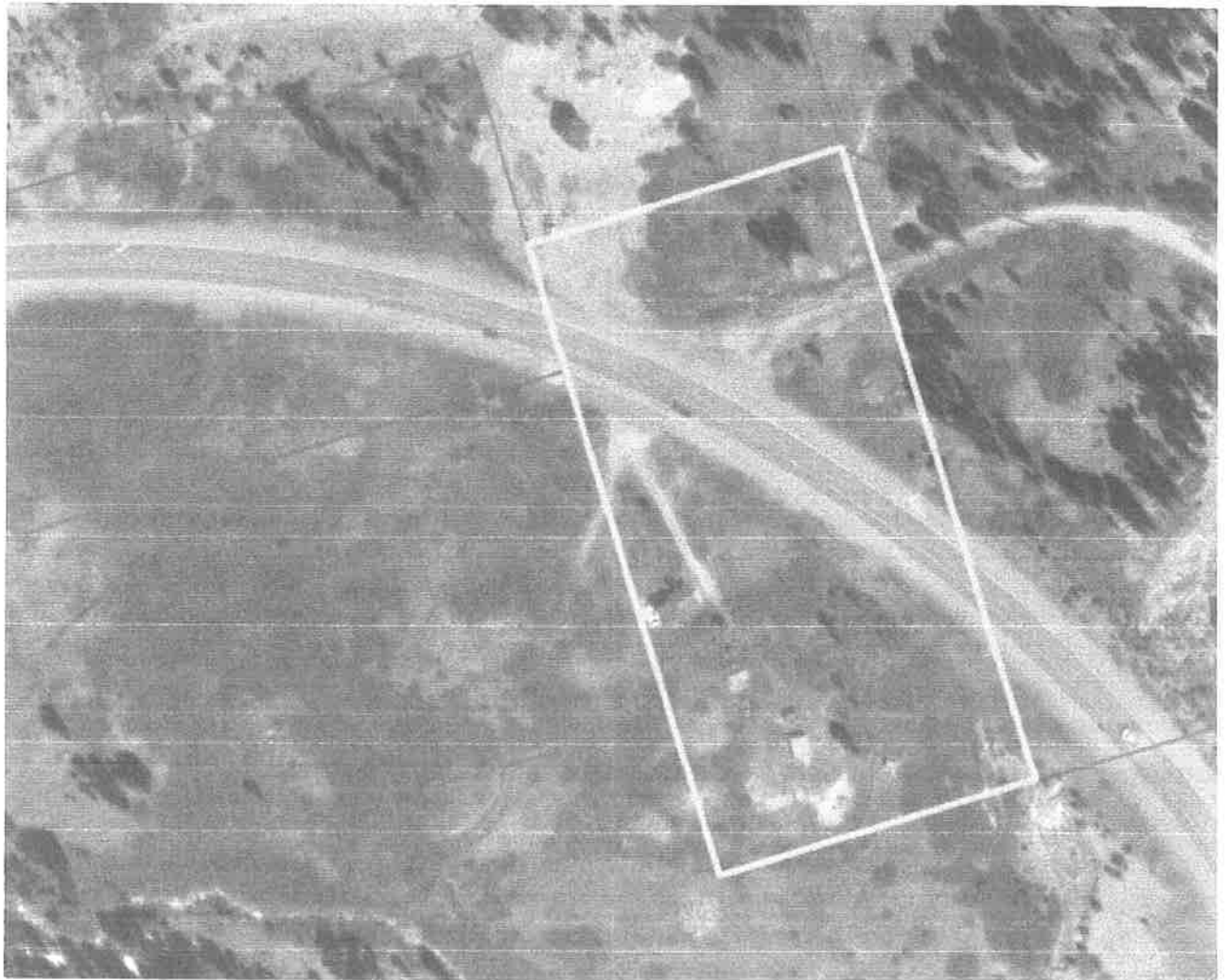
BONANZA BOY LLC
C/O COLBY BARRETT
PO BOX 992
MONTROSE, CO 81402-0992

Parcel Summary

Location	77201 HIGHWAY 550 N SILVERTON, CO 81433
Use Code	<u>RS: Residential Real Estate</u>
Tax District	<u>101: Outer County</u>
Mill Levy	36.529000
Acreage	2.9800
Section	27
Township	42
Range	8
Neighborhood	<u>Outer County Nbhd</u>

Legal Description

MOUNTAIN CHIEF M S - 560 B. LESS AND EXCEPT TRACT
GRANTED TO CDOT IN RULE AND ORDER RECORDED JANUARY
21,
1976 IN BOOK 205, PAGE 781.



Value History

	2024	2023	2022	2021	2020
Market Value	\$604,581	\$604,581	\$319,756	\$319,756	\$218,300
Exempt Value	\$55,000	\$15,000	\$0	\$0	\$0
Taxable Value	\$549,581	\$589,581	\$319,756	\$319,756	\$218,300
Assessed Value	\$36,822	\$39,885	\$22,223	\$22,863	\$15,609

Document/Transfer/Sales History

Official Record	Date	Q/U	Type	V/I	Sale Price	Ownership	Sale Code
155790	2025-02-18	<u>Q</u>	<u>Special Warranty Deed</u>	Improved	\$510,000	Grantor: STERN MARGARET B Grantee: BONANZA BOY LLC	<u>Q</u>
155789	2025-02-18	<u>U</u>	<u>Bargain & Sale Deed</u>	Improved	\$0	Grantor: MARGARET B STERN Grantee: BONANZA BOY LLC	<u>WR</u>
B231 P81	1985-05-23	<u>Q</u>	<u>Warranty Deed</u>	Improved	\$30,000	Grantor: LANCASTER G D & E B Grantee: STERN M B	<u>K</u>

Buildings

Building # 1, Section # 1, Main Home, Single-Family Residence, Split Level

Type	Model	Heated Sq Ft	YrBltd	EFY
<u>RES</u>	<u>0001</u>	1132	1990	1990

Components

Code	Description	
<u>108</u>	Frame, Siding, Wood	100%
<u>213</u>	Metal, Formed Seams	100%
<u>309</u>	Forced Air Furnace	100%
<u>402</u>	Automatic Floor Cover Allowance	1132.000
<u>502</u>	Automatic Appliance Allowance	1.000
<u>601</u>	Plumbing Fixtures	8.000
<u>903</u>	Wood Deck	120.000

Structural Elements

Type	Description	Qty
<u>BED</u>	Bedrooms	3.00
<u>BTHF</u>	Bath-Full	1.00

Subareas

Type	Gross Area	Percent of Base	Adjusted Area
<u>GBA</u>	1,132	100%	1,132

Building # 2, Section # 1, Main Home, Single-Family Residence, Ranch 1 Story

Type	Model	Heated Sq Ft	YrBltd	EFY
<u>RES</u>	<u>0001</u>	336	1940	1940

Components

Structural Elements

Code	Description	Type	Description	Qty
<u>108</u>	Frame, Siding, Wood	100%	<u>BED</u> Bedrooms	1.00
<u>213</u>	Metal, Formed Seams	100%	<u>BTHF</u> Bath-Full	1.00
<u>402</u>	Automatic Floor Cover Allowance	336.000		
<u>502</u>	Automatic Appliance Allowance	1.000		
<u>601</u>	Plumbing Fixtures	8.000		
<u>641</u>	Single 1-Story Fireplace	1.000		

Subareas

Type	Gross Area	Percent of Base	Adjusted Area
<u>GBA</u>	336	100%	336

Extra Features

None

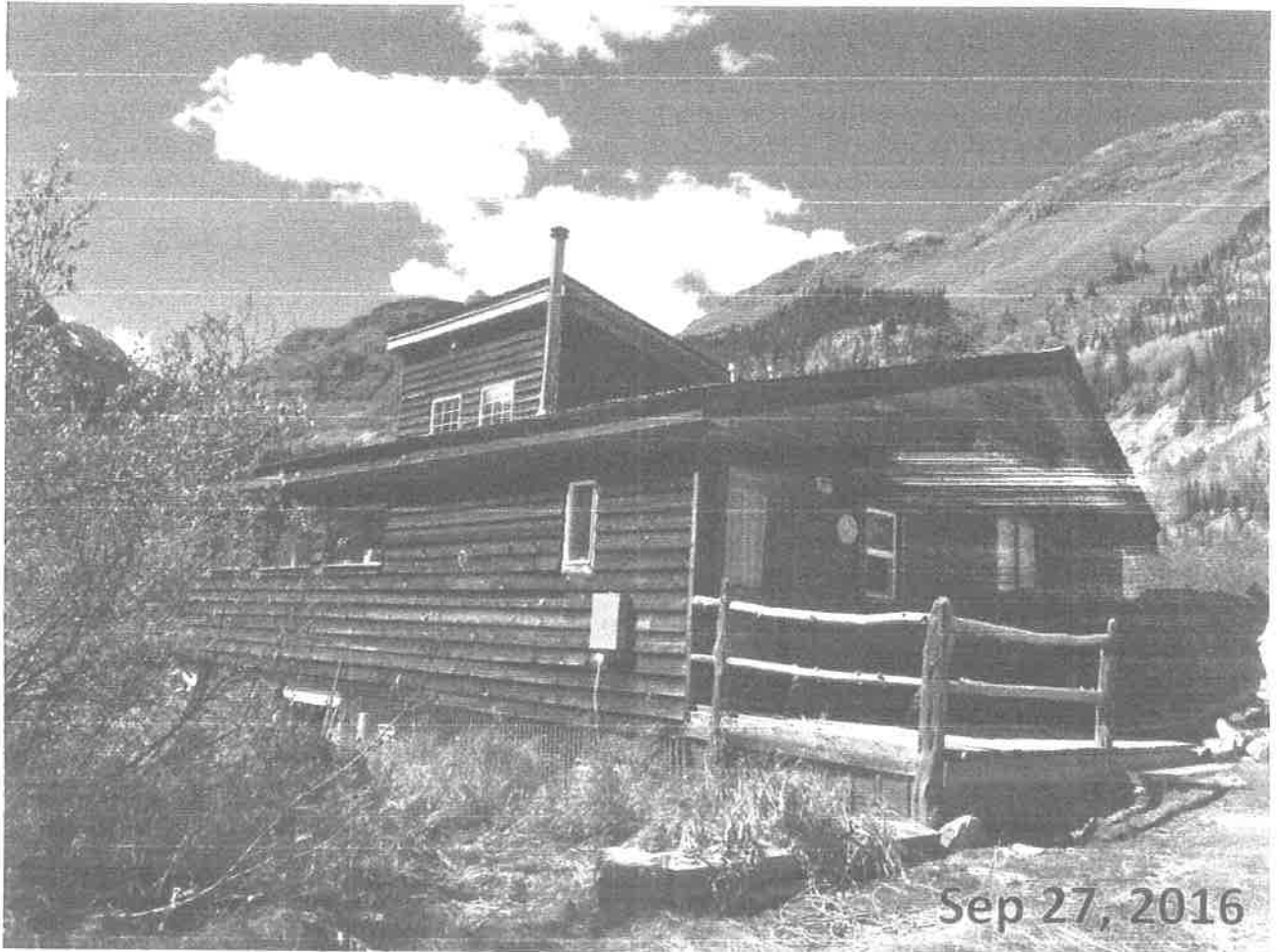
Land Lines

Code	Description	Zone	Front	Depth	Units	Unit Type	Rate	Acreage	Total Adj	Value	Notes
<u>1122</u>	Residential Mining Claim Land				2.98	<u>Acres</u>	\$1,200.00	2.98	1.00	\$143,576	GISid: 6036. MOUNTAIN CHIEF M S - 560

Tax Notices

2024

2023



Disclaimer

All parcel data on this page is for use by the San Juan County Assessor for assessment purposes only. The summary data on this page may not be a complete representation of the parcel or of the improvements thereon. Building information, including unit counts and number of permitted units, should be verified with the appropriate building and planning agencies. Zoning information should be verified with the appropriate planning agency. This is a true and accurate copy of the records of the San Juan County Assessor's Office as of March 07, 2025.

Mary L. Andersen, Recorder

INDEXED

f-550-2(7)
per 1

IN THE DISTRICT COURT IN AND FOR THE
COUNTY OF SAN JUAN AND
STATE OF COLORADO

CIVIL ACTION NO. C-3024

STATE DEPARTMENT OF HIGHWAYS,
DIVISION OF HIGHWAYS, STATE OF
COLORADO,

Petitioner,

vs.

RULE AND ORDER

GEORGE D. LANCASTER; ELLEN B.
LANCASTER; SAN JUAN RECOVERY
BUREAU; ASSOCIATES FINANCIAL
SERVICES CORPORATION; UNITED
STATES BANK OF GRAND JUNCTION;
and ROBERT K. WYMAN, as Treasurer
and Public Trustee of San Juan
County,

Respondents.

THIS MATTER came on regularly for hearing this day upon
this stipulated Rule and Order and upon Disclaimers of Interest
filed by other parties;

THE COURT FINDS: That it has full and complete juris-
diction of the subject matter of this action and the parties
thereto; that service has been made upon all interested parties,
as required by law; that the parties have agreed that the sum
of \$40,000.00 represents the full compensation to be paid for
the taking of said property and all appurtenances thereto,
and all interests therein, including damages, if any, and for
any and all other costs of said parties; that pursuant to said
agreement the petitioner has deposited in the Registry Fund of
this Court the total sum of \$40,000.00, as agreed upon; and,

FURTHER FINDS, that, as evidenced by the signatures of
counsel to this instrument, the petitioner will grant a permit

AFTER RECORDING PLEASE MAIL TO:

The Department of Highways of the State of Colorado
Highway Office Building
6201 East Arkansas Avenue
Denver, Colorado 80222

ATTENTION: Right of Way Section

for a pipeline (presently in place) on DOH Form No. 333; and that petitioner will grant a permit on DOH Form No. 333 for installation of a waterline through an existing culvert (terms of both permits to conform to prior correspondence between counsel); and, therefore, it is

ORDERED, ADJUDGED and DECREED that Parcel No. 1 Rev., described in Exhibit "A", attached hereto and incorporated herein by reference, has been duly and lawfully taken by the petitioner pursuant to the Statutes and the Constitution of the State of Colorado; that the interests of the respondents in said parcel have been acquired by the petitioner, and that the title to said property, together with all appurtenances thereunto belonging, is hereby vested in the petitioner; and, it is

FURTHER ORDERED, that a certified copy of this Rule and Order be recorded and indexed in the office of the Clerk and Recorder of San Juan County, in like manner and with like effect as if it were a deed of conveyance from the owners and parties interested to the petitioner herein; and, it is

FURTHER ORDERED, that the Clerk of the District Court shall disburse \$9,000.00 from this registry fund to George D. Lancaster by check mailed to his counsel.

DATED this 8th day of January, A.D. 1976.

BY THE COURT:

S/ Frederic B. Emigh
FREDERIC B. EMIGH, District Judge

APPROVED:

DAN G. GRIFFIN
Attorney for Respondents Lancaster

FOR THE ATTORNEY GENERAL

WAYNE B. SCHROEDER
Special Assistant Attorney General
Attorneys for Petitioner



District Court, County of San Juan State of Colorado Sixth Judicial District	
Certified to be a full, true and correct copy of original in my custody.	
Dated	<u>January 13, 1976</u>
Clerk	<u>Margaret L. Bell</u>
Deputy	

EXHIBIT "A"

LEGAL DESCRIPTION

PROJECT NO. F 550-2(7)

CHATTANOOGA-NORTH OF SILVERTON

October 23, 1973

PARCEL NO. 1 REV.

A tract or parcel of land No. 1 Rev. of the State Department of Highways, Division of Highways, State of Colorado, Project No. F 550-2(7) containing 7.70 acres, more or less, in Section 26, Township 42 North, Range 8 West, of the New Mexico Principal Meridian, in San Juan County, Colorado, said tract or parcel being more particularly described as follows:

A tract or parcel of land in US Survey No. 558B, Pride Mill Site, beginning at Corner 1 of said Mill Site, from which corner the Silver Cloud Monument bears S. 80° 33' W. a distance of 5,557.0 feet;

1. Thence S. 74° 30' W., along Line 1-4 of Pride Mill Site, a distance of 660.0 feet, to Corner 4 of Pride Mill Site;
2. Thence S. 15° 30' E., along Line 3-4 of Pride Mill Site, a distance of 215.0 feet;
3. Thence N. 66° 51' 30" E. a distance of 391.4 feet;
4. Thence N. 75° 56' 15" E. a distance of 272.2 feet to Line 1-2 of Pride Mill Site;
5. Thence N. 15° 30' W., along Line 1-2 of Pride Mill Site, a distance of 169.8 feet, more or less, to the point of beginning.

The above described portion of Parcel No. 1 Rev. contains 2.72 acres, more or less.

ALSO

A tract or parcel of land in US Survey No. 559B, Wonderful Mill Site, beginning at Corner 1 of said Mill site, from which corner the Silver Cloud Monument bears S. 80° 33' W. a distance of 5,557.0 feet;

1. Thence S. 15° 30' E., along Line 1-4 of Wonderful Mill Site, a distance of 169.8 feet;
2. Thence N. 75° 56' 15" E. a distance of 98.3 feet;
3. Thence along the arc of a curve to the right, with a radius of 1,273.1 feet, a distance of 432.5 feet (the chord of said arc bears S. 84° 00' E. a distance of 430.4 feet) to Line 3-4 of Wonderful Mill Site (Survey No. 559B);
4. Thence N. 74° 30' E., along Line 3-4 of Wonderful Mill Site, a distance of 161.2 feet, to Corner 3 of said Wonderful Mill Site;
5. Thence N. 15° 30' W., along Line 2-3 of Wonderful Mill Site, a distance of 60.8 feet;
6. Thence N. 69° 48' 30" W. a distance of 168.0 feet;
7. Thence along the arc of a curve to the left, with a radius of 1,423.1 feet, a distance of 422.3 feet (the chord of said arc bears N. 85° 13' 45" W. a distance of 420.7 feet);

(continued)

EXHIBIT "A"
 LEGAL DESCRIPTION
 F 550-2(7)
 Chattanooga-H. of Silverton
 10/23/73
 PARCEL NO. 1 REV.
 Sheet 2

8. Thence S. 85° 39' W. a distance of 131.4 feet, more or less, to the point of beginning.

The above described portion of Parcel 1 Rev. contains 2.28 acres, more or less.

ALSO

A tract or parcel of land in US Survey No. 560B, Mountain Chief Mill Site, beginning at a point on Line 1-4 of said Mill Site, from which point the Silver Cloud Monument bears S. 84° 09' 45" W. a distance of 6,609.9 feet;

1. Thence along the arc of a curve to the left, with a radius of 1,458.1 feet, a distance of 54.2 feet (the chord of said arc bears N. 54° 25' W. a distance of 54.2 feet);
2. Thence N. 69° 48' 30" W. a distance of 364.4 feet, to Line 2-3 of said Mountain Chief Mill Site;
3. Thence S. 15° 30' E., along Line 2-3 of said Mountain Chief Mill Site, a distance of 176.7 feet;
4. Thence along the arc of a curve to the right, with a radius of 1,273.1 feet, a distance of 29.8 feet (the chord of said arc bears S. 64° 39' E. a distance of 29.8 feet);
5. Thence S. 52° 07' 45" E. a distance of 188.5 feet;
6. Thence along the arc of a curve to the right, with a radius of 1,248.1 feet, a distance of 252.3 feet (the chord of said arc bears S. 49° 41' 15" E. a distance of 251.9 feet) to Line 1-2 of said Mountain Chief Mill Site;
7. Thence N. 74° 30' E., along Line 1-2 of said Mountain Chief Mill Site, a distance of 53.4 feet, to Corner 1 of said Mountain Chief Mill Site;
8. Thence N. 15° 30' W., along Line 1-4 of said Mountain Chief Mill Site, a distance of 301.1 feet, more or less, to the point of beginning.

The above described portion of Parcel 1 Rev. contains 2.02 acres, more or less.

ALSO

A tract or parcel of land in US Survey No. 570B, Valley Mill Site, beginning at a point on Line 1-2 of said Valley Mill Site, from which point the Silver Cloud Monument bears S. 84° 09' 45" W. a distance of 6,609.9 feet;

1. Thence S. 15° 30' E., along line 1-2 of Valley Mill Site, a distance of 301.1 feet to Corner 1 of said Valley Mill Site.
2. Thence N. 74° 30' E., along Line 1-4 of said Valley Mill Site, a distance of 180.5 feet;
3. Thence along the arc of a curve to the left, with a radius of

(continued)

EXHIBIT "A"
LEGAL DESCRIPTION
F 550-2(7)
Chattanooga-N. of Silverton
10/23/73
PARCEL NO. 1 REV.
Sheet 3

1,458.1 feet, a distance of 351.9 feet (the chord of said arc bears N. 46° 26' 15" W. a distance of 351.0 feet), more or less, to the point of beginning.

The above described portion of Parcel 1 Rev. contains 0.68 acres, more or less.

The above described parcel contains a total of 7.70 acres, more or less, of which 2.26 acres are in the present right of way.



Customer Distribution



Prevent fraud - Please call a member of our closing team for wire transfer instructions or to initiate a wire transfer. Note that our wiring instructions will never change.

Order Number: **OU85010024-2**

Date: **02/14/2025**

Property Address: **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433**

For Closing Assistance

Krista Ficco
PO BOX 276
RIDGWAY, CO 81432
218 SHERMAN STREET
(970) 626-7000 (Work)
(877) 346-4104 (Work Fax)
kficco@ltgc.com
Contact License: CO497677
Company License: CO44565

Closing Processor

Mekayla Balsdon
PO BOX 276
RIDGWAY, CO 81432
218 SHERMAN STREET
(970) 626-7004 (Work)
(877) 346-4104 (Work Fax)
mbalsdon@ltgc.com
Contact License: CO497677
Company License: CO44565

For Title Assistance

Land Title Ouray County Title Team
PO BOX 276
RIDGWAY, CO 81432
218 SHERMAN STREET
(970) 626-7001 (Work)
(877) 375-5025 (Work Fax)
ourayresponse@ltgc.com

Buyer/Borrower

BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY
Attention: COLBY BARRETT, LESLIE BARRETT, MATT ANDERSON
Delivered via: Electronic Mail

Agent for Buyer

VERMILION REALTY
Attention: KAREN SREBACIC-SITES
1070 Greene Street
Silverton, CO 81433
(970) 903-1961 (Cell)
vermillionrealtyco@gmail.com
Delivered via: Electronic Mail

Seller/Owner

MARGARET B. STERN
Delivered via: Electronic Mail



Estimate of Title Fees

Order Number: OU85010024-2

Date: 02/14/2025

Property Address: 77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433

Seller(s): MARGARET B. STERN

Buyer(s): BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY

Thank you for putting your trust in Land Title. Below is the estimate of title fees for the transaction. The final fees will be collected at closing. Visit ltgc.com to learn more about Land Title.

Estimate of Title Insurance Fees	
"ALTA" Owner's Policy 07-30-21	\$1,952.00
Tax Certificate	\$27.00
<u>Research Income 4 ADDITIONAL HOURS</u>	<u>\$540.00</u>
TOTAL	<u>\$2,519.00</u>

Note: The documents linked in this commitment should be reviewed carefully. These documents, such as covenants conditions and restrictions, may affect the title, ownership and use of the property. You may wish to engage legal assistance in order to fully understand and be aware of the implications of the documents on your property.

Chain of Title Documents:

San Juan county recorded 06/13/1985 at book 231 page 81

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule A

Order Number: QU85010024-2

Property Address:

77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433

1. Commitment Date:

02/12/2025 at 5:00 P.M.

2. Policy to be Issued and Proposed Insured:

"ALTA" Owner's Policy 07-30-21

\$510,000.00

Proposed Insured:

BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY
COMPANY

3. The estate or interest in the land described or referred to in this Commitment and covered herein is:

FEE SIMPLE

4. The Title is, at the Commitment Date, vested in:

MARGARET B. STERN

5. The Land is described as follows:

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF
HIGHWAYS IN RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.

This page is only a part of a 2021 ALTA® Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



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ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule B, Part I
(Requirements)

Order Number: OU85010024-2

All of the following Requirements must be met:

This proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

Pay the agreed amount for the estate or interest to be insured.

Pay the premiums, fees, and charges for the Policy to the Company.

Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

1. WRITTEN CONFIRMATION THAT THE INFORMATION CONTAINED IN STATEMENT OF AUTHORITY FOR BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY RECORDED MARCH 06, 2020 UNDER RECEPTION NO. 152764 IS CURRENT.

NOTE: SAID INSTRUMENT DISCLOSES COLBY E. BARRETT AS THE MANAGER AUTHORIZED TO EXECUTE INSTRUMENTS CONVEYING, ENCUMBERING OR OTHERWISE AFFECTING TITLE TO REAL PROPERTY ON BEHALF OF SAID ENTITY. IF THIS INFORMATION IS NOT ACCURATE, A CURRENT STATEMENT OF AUTHORITY MUST BE RECORDED.

2. SPECIAL WARRANTY DEED FROM MARGARET B. STERN TO BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY CONVEYING SUBJECT PROPERTY.

NOTE: THE COMMITMENT DOES NOT REFLECT THE STATUS OF TITLE TO WATER RIGHTS OR REPRESENTATION OF SAID RIGHTS.

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule B, Part II
(Exceptions)

Order Number: OU85010024-2

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

1. Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.
6. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
7. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.
8. RESERVATIONS, EXCEPTIONS AND PROVISIONS SET FORTH IN UNITED STATES PATENT RECORDED JUNE 9, 1906 IN BOOK A5 AT PAGE 408.
9. EASEMENT GRANTED TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, FOR UTILITIES, AND INCIDENTAL PURPOSES, BY INSTRUMENT RECORDED AUGUST 21, 1972, IN BOOK 200 AT PAGE 87.
10. EASEMENT GRANTED TO THE WESTERN COLORADO POWER COMPANY, FOR UTILITIES, AND INCIDENTAL PURPOSES, BY INSTRUMENT RECORDED AUGUST 27, 1973, IN BOOK 200 AT PAGE 449.
11. EASEMENTS SET FORTH IN WARRANTY DEED RECORDED JUNE 13, 1985 IN BOOK 231 AT PAGE 81.
12. SUBJECT TO ANY LIMITED RIGHTS OF ACCESS IMPOSED BY THE STATE HIGHWAY AUTHORITY.



ALTA Commitment For Title Insurance

Issued by Old Republic National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a Minnesota corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of insurance and the name of the Proposed Insured. If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
- (b) "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
- (c) "Land": The land described in item 5 of Schedule A and allixed improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (d) "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
- (e) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (f) "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
- (g) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (h) "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
- (i) "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
- (j) "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements; and
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - i. comply with the Schedule B, Part I—Requirements;
 - ii. eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - iii. acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company is not liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5(a) or the Proposed Amount of Insurance.
- (e) The Company is not liable for the content of the Transaction Identification Data, if any.
- (f) The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.

(g) The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT. CHOICE OF LAW AND CHOICE OF FORUM

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
- (c) This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Amount of insurance is \$2,000,000 or less may be arbitrated at the election of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>

IN WITNESS WHEREOF, Old Republic National Title Insurance Company has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A to be valid when countersigned by a validating officer or other authorized signatory.

Issued by:
Land Title Guarantee Company
3033 East First Avenue Suite 600
Denver, Colorado 80206
303-321-1880



Craig B. Rants, Senior Vice President



OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
A Stock Company
1408 North Westshore Blvd., Suite 900, Tampa, Florida 33607
(813) 371-1111 www.oldrepublictitle.com

By  President

Attest  Secretary

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Old Republic National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions: Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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Land Title Guarantee Company Disclosure Statements

Note: Pursuant to CRS 10-11-122, notice is hereby given that:

- (A) The Subject real property may be located in a special taxing district.
- (B) A certificate of taxes due listing each taxing jurisdiction will be obtained from the county treasurer of the county in which the real property is located or that county treasurer's authorized agent unless the proposed insured provides written instructions to the contrary. (for an Owner's Policy of Title Insurance pertaining to a sale of residential real property).
- (C) The information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note: Effective September 1, 1997, CRS 30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The clerk and recorder may refuse to record or file any document that does not conform, except that, the requirement for the top margin shall not apply to documents using forms on which space is provided for recording or filing information at the top margin of the document.

Note: Colorado Division of Insurance Regulations 8-1-2 requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed". Provided that Land Title Guarantee Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 5 will not appear on the Owner's Title Policy and the Lenders Policy when issued.

Note: Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

- (A) The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.
- (B) No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.
- (C) The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.
- (D) The Company must receive payment of the appropriate premium.
- (E) If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

Note: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments disclosing that a mineral estate has been severed from the surface estate, in Schedule B-2.

- (A) That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and
- (B) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado Division of Insurance within the Department of Regulatory Agencies.

Note: Pursuant to Colorado Division of Insurance Regulations 8-1-3, notice is hereby given of the availability of a closing protection letter for the lender, purchaser, lessee or seller in connection with this transaction.

Note: Pursuant to CRS 24-21-514.5, Colorado notaries may remotely notarize real estate deeds and other documents using real-time audio-video communication technology. You may choose not to use remote notarization for any document.



Joint Notice of Privacy Policy of Land Title Guarantee Company Land Title Insurance Corporation and Old Republic National Title Insurance Company

This Statement is provided to you as a customer of Land Title Guarantee Company as agent for Land Title Insurance Corporation and Old Republic National Title Insurance Company.

We want you to know that we recognize and respect your privacy expectations and the requirements of federal and state privacy laws. Information security is one of our highest priorities. We recognize that maintaining your trust and confidence is the bedrock of our business. We maintain and regularly review internal and external safeguards against unauthorized access to your non-public personal information ("Personal Information").

In the course of our business, we may collect Personal Information about you from:

- applications or other forms we receive from you, including communications sent through TMX, our web-based transaction management system;
 - your transactions with, or from the services being performed by us, our affiliates, or others;
 - a consumer reporting agency, if such information is provided to us in connection with your transaction;
- and
- The public records maintained by governmental entities that we obtain either directly from those entities, or from our affiliates and non-affiliates.

Our policies regarding the protection of the confidentiality and security of your Personal Information are as follows:

- We restrict access to all Personal Information about you to those employees who need to know that information in order to provide products and services to you.
- We may share your Personal Information with affiliated contractors or service providers who provide services in the course of our business, but only to the extent necessary for these providers to perform their services and to provide these services to you as may be required by your transaction.
- We maintain physical, electronic and procedural safeguards that comply with federal standards to protect your Personal Information from unauthorized access or intrusion.
- Employees who violate our strict policies and procedures regarding privacy are subject to disciplinary action.
- We regularly assess security standards and procedures to protect against unauthorized access to Personal Information.

WE DO NOT DISCLOSE ANY PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT STATED ABOVE OR PERMITTED BY LAW.

Consistent with applicable privacy laws, there are some situations in which Personal Information may be disclosed. We may disclose your Personal Information when you direct or give us permission; when we are required by law to do so, for example, if we are served a subpoena; or when we suspect fraudulent or criminal activities. We also may disclose your Personal Information when otherwise permitted by applicable privacy laws such as, for example, when disclosure is needed to enforce our rights arising out of any agreement, transaction or relationship with you.

Our policy regarding dispute resolution is as follows: Any controversy or claim arising out of or relating to our privacy policy, or the breach thereof, shall be settled by arbitration in accordance with the rules of the American Arbitration

Association, and judgment upon the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.



Change in Owner Name/Contact Information for Well Permits For Use in Connection with a Real Estate Transaction

To be completed by the individuals or entities claiming ownership of a well permit, and submitted by title companies/settlement agents as an uploaded attachment using the eForm Submittal Tool.

New Well Owner(s) Contact Information

Name(s)*:	BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY
Organization ¹ :	
Mailing Address*:	PO Box 992
City, St., Zip*:	Montrose, CO 81402
Phone:	(208) 917-0322
Email(s)*:	matt@barrettoffice.com, cbarrett17@gmail.com, ellceebee@gmail.com

* required fields to submit eForm

¹ ONLY enter a name here if the Organization itself OWNS the well.

Well Permit

Well Permit Number*	Physical Address of the parcel on which the well is located (include city & zip)
147727	77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433

* required field (except when using the title company eForm for wells where a valid permit number cannot be identified. In those cases, this form can still be completed and uploaded; however, the permit number would be left blank on this form)

I (we) claim and say that I am (we are) the owner(s) of the well permit described above, know the contents of the statements made herein, and state that they are true to my (our) knowledge. This filing is made pursuant to C.R.S. 37-90-143. I (we) understand that filing a Change of Owner Name/Contact Information form is for contact information purposes only. Filing this form does not convey real property.

BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY
COMPANY

By: COLBY E. BARRETT

COLBY E. BARRETT, MANAGER
Signed 02/18/25 at 06:40PM MST

* required fields

Note: If there are multiple owners with different mailing addresses or additional room is needed for signatures, please include this as an attachment to the form.





Bill of Sale

For good and valuable consideration paid by Buyer to Seller, the receipt of which is hereby acknowledged, **MARGARET B. STERN** (Seller) of the County of **Jackson**, in the State of **North Carolina** hereby sells, assigns and conveys, free and clear of all taxes (except personal property taxes for the year of Closing), liens and encumbrances, except N/A, to **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY** and Buyer's personal representatives, successors and assigns (collectively the **Buyer**), of County of **Montrose**, in the State of **Colorado**, the following personal property, located at **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433** all as stated in Section 2.5 Inclusions and 2.6 Exclusions of the Contract to Buy and Sell Real Estate (Residential) dated **February 04, 2025** and entered into between the Seller and Buyer:

2.5.1 Inclusions-Attached. If attached to the Property on the date of this Contract, the following items are included unless excluded under **Exclusions**: lighting, heating, plumbing, ventilating, and air conditioning units, TV antennas, inside telephone, network and coaxial (cable) wiring and connecting blocks/jacks, plants, mirrors, floor coverings, intercom systems, built-in kitchen appliances, sprinkler systems and controls, built-in vacuum systems (including accessories), garage door openers (including N/A remote controls). If checked, the following are owned by the Seller and included: ☒ **Solar Panels** ☐ **Water Softeners** ☐ **Security Systems** ☐ **Satellite Systems** (including satellite dishes). If any additional items are attached to the Property after the date of the Contract, such additional items are also included in the Purchase Price.

2.5.2 Inclusions - Not Attached. If on the Property, whether attached or not on the date of the Contract, the following items are included unless excluded under **Exclusions**: storm windows, storm doors, window and porch shades, awnings, blinds, screens, window coverings and treatments, curtain rods, drapery rods, fireplace inserts, fireplace screens, fireplace grates, heating stoves, storage sheds, carbon monoxide alarms, smoke/fire detectors and all keys.

2.5.3 Other Inclusions. The following items, whether fixtures or personal property, are also included in the Purchase Price: **NONE**.

2.6 Exclusions. The following items are excluded: **NONE**.

Executed by the Seller on **February 19th, 2025**

Signed by:

 8338C8AET7145F
 MARGARET B. STERN





Approval of Deed, Bill of Sale and Tenancy

The undersigned **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY** Buyer(s) hereby acknowledge that they intend to take title to the following described property:

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF HIGHWAYS IN RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.

As ☐ Joint Tenants ☐ Tenants in Common ☒ Other LIMITED LIABILITY COMPANY

Whose mailing address is: **PO Box 992, Montrose, CO 81402**

They have reviewed the **SPECIAL WARRANTY DEED** and **Bill of Sale** dated **February 19th, 2025** from **MARGARET B. STERN** to **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY** and by their signature hereto approve the deed and confirm that it correctly reflects the choice of tenancy, if applicable.

Date: **February 19, 2025**

BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY

By: *COLBY E. BARRETT*
COLBY E. BARRETT, MANAGER
Signed 02/18/25 at 06:40PM MST





Purchaser's Final Affidavit and Agreement

File No: 85010024

RE: Real property and improvements located at: **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433**, in the County of **San Juan** State of Colorado, and more particularly described in the Commitment issued under the above Commitment No. **85010024** (the "Property").

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF HIGHWAYS IN RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.

The Purchaser (the "Purchaser") of the Property, hereby makes the following representations to Land Title Guarantee Company, and any title insurance company for which the Company is agent (collectively the "Company"), with full knowledge and intent that the Company shall rely thereon:

1. The Purchaser has not contracted with, or hired, any person or contractor to furnish services, labor or materials, including any person to furnish architectural or surveying work, for the construction, remodeling, renovations, repair or other maintenance, of improvements on the Property, within the last 120 days.
2. If any person or contractor, within the last 120 days, has furnished services, labor or materials, including any person who has furnished architectural or surveying work, for the construction, remodeling, renovations, repair or other maintenance of improvements on the Property, at the request or on behalf, of the Purchaser, such person or contractor has been paid in full. A complete description of such work or service with all payment information is attached.
3. The Purchaser has not entered into any contract or other agreement creating any right, interest or lien on the Property, or whereby the Property or any portion thereof has been leased. (If all or a portion of the Property is in possession of tenants, or under lease, attach a detailed rent roll with copies of the lease agreement(s)).
4. The Purchaser has taken, or will take, possession of the premises on **02/19/2025**.
5. The full purchase price has been paid by the Purchaser to Seller.

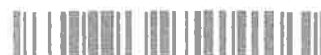
In light of the foregoing facts and representations, the Purchaser, in consideration of the issuance by the Company of a policy of Title Insurance covering Property, in the form set out in the Commitment, hereby promises, covenants and agrees to hold harmless, protect and indemnify the Company, from and against those liabilities, losses, damages, expenses and charges, including but not limited to reasonable attorneys' fees (including attorney's fees in the enforcement of this agreement) and expenses of litigation which the Company may incur, arising out of any inaccuracies in the above representations.

Executed by the Buyer on **February 19th, 2025**

BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY

By: *COLBY E. BARRETT*

COLBY E. BARRETT, MANAGER
Signed 02/18/25 at 06:40PM MST





Special Warranty Deed

(Pursuant to C.R.S. 38-30-113(1)(b))

State Documentary Fee
Date: February 19, 2025
~~\$0.00~~ \$51.00

This Deed, effective as of **February 19th, 2025**, signed on the date(s) acknowledged below, by Grantor(s), **MARGARET B. STERN**, whose street address is **763 Charleys Creek Road, Tuckasegee, NC 28783-8811**, City or Town of **Tuckasegee**, County of **Jackson** and State of **North Carolina**, for the consideration of **(\$510,000.00) ***Five Hundred Ten Thousand and 00/100***** dollars, in hand paid, hereby sell(s) and convey(s) to **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY**, whose street address is **PO Box 992, Montrose, CO 81402**, City or Town of **Montrose**, County of **Montrose** and State of **Colorado**, the following real property in the County of **San Juan** and State of **Colorado**, to wit:

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF HIGHWAYS IN RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.

also known by street and number as: **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433**

with all its appurtenances and warrant(s) the title to the same against all persons claiming under me(us), subject to Statutory Exceptions.

(SEE ATTACHED "SIGNATURE PAGE")

When recorded return to: **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY**
PO Box 992, Montrose, CO 81402



Special Warranty Deed with Statutory Exceptions
SIGNATURE PAGE

Margaret B Stern
MARGARET B. STERN

State of Texas)
County of Collin)ss.
)

The foregoing instrument was acknowledged before me on this day of 02/18/2025 by MARGARET B. STERN

Witness my hand and official seal

My Commission expires: 02/21/2028

Sue L Nix
Notary Public



Electronically signed and notarized online using the Proof platform.



Bargain and Sale Deed

(Water Rights)

THIS DEED, made on **February 19th, 2025** by **MARGARET B. STERN** Grantor(s), of the County of **Jackson** and State of **North Carolina** for the consideration of *****Ten Dollars and Other Good and Valuable Consideration***** dollars in hand paid, hereby sells and conveys to **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY** Grantee(s), Entity whose street address is **PO Box 992, Montrose, CO 81402** County of **Montrose**, State of **Colorado**, the following described water rights:

Any and all appurtenant to the property.

Appurtenant to:

See attached "Exhibit A"

also known by street and number as **77201 HIGHWAY 550 NORTH, SILVERTON, CO 81433**

Margaret B Stern

MARGARET B. STERN

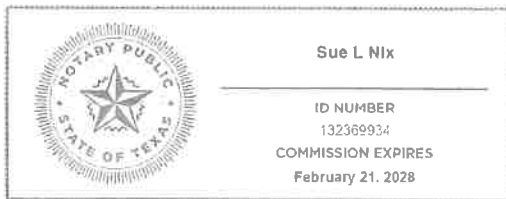
State of Texas)
County of Collin) ss.
)

The foregoing instrument was acknowledged before me on this day of 02/18/2025 by **MARGARET B. STERN**

Witness my hand and official seal

My Commission expires: 02/21/2028

Sue L Nix
Notary Public



Electronically signed and notarized online using the Proof platform.

When recorded return to: **BONANZA BOY, LLC, A COLORADO LIMITED LIABILITY COMPANY**
PO Box 992, Montrose, CO 81402



Exhibit A

MOUNTAIN CHIEF MILL SITE, UNITED STATES SURVEY NO. 560B,

LESS AND EXCEPT THAT TRACT OF LAND GRANTED TO THE STATE OF COLORADO, DIVISION OF HIGHWAYS IN
RULE AND ORDER RECORDED JANUARY 21, 1976 IN BOOK 205 AT PAGE 781,

RED MOUNTAIN MINING DISTRICT, COUNTY OF SAN JUAN, STATE OF COLORADO.



COLORADO

Department of Public
Health & Environment

**CERTIFICATION TO DISCHARGE
UNDER
CDPS GENERAL PERMIT COR400000
STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITY**

Certification Number: COR419462

This Certification to Discharge specifically authorizes:

**Owner Bonanza Boy LLC
Operator Bonanza Boy LLC**
to discharge stormwater from the facility identified as

Silver Cloud

To the waters of the State of Colorado, including, but not limited to:

Mill Creek

Facility Activity : Commercial,NonStructural
Disturbed Acres: 0.73 acres
Facility Located at: 0560 Forest Service Road 821 Silverton 81433
San Juan County
Latitude 37.871483 Longitude -107.743843

**Specific Information
(if applicable):**

Certification is issued: 3/25/2024
Certification is effective: 4/1/2024
Expiration date of general permit: 3/31/2029

This certification under the general permit requires that specific actions be performed at designated times. The certification holder is legally obligated to comply with all terms and conditions of the COR400000 permit.

This certification was approved by:
Andrew Sayers-Fay Permits Section Manager
Clean Water Program
Water Quality Control Division

10

U.S. Army Corps of Engineers (USACE)
NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)
33 CFR 330. The proponent agency is CECW-CO-R.

Form Approved -
OMB No. 0710-0003
Expires: 02-28-2022

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.

Principal Purpose Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

Disclosure Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx:od-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

APPLICANT'S NAME First - Colby Middle - Last - Barrett Company - Bonanza Boy LLC Company Title - Managing Member E-mail Address - cbarrett17@gmail.com		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Brian Middle - K Last - Briggs Company - B.K. Briggs & Associates LLC E-mail Address - bbriggs@bkbassoc.com	
6. APPLICANT'S ADDRESS: Address- P.O. Box 992 City - Montrose State - CO Zip - 81402 Country - USA		9. AGENT'S ADDRESS: Address- 2019 Otter Pond Circle City - Montrose State - CO Zip - 81401 Country - USA	
7. APPLICANT'S PHONE NOs. with AREA CODE a. Residence b. Business c. Fax d. Mobile 303-909-6083		10. AGENT'S PHONE NOs. with AREA CODE a. Residence b. Business c. Fax d. Mobile 970-596-1982	

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Brian K. Briggs to act in my behalf as my agent in the processing of this this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.

Colby Barrett Digitally signed by Colby Barrett
Date: 2023.07.13 17:02:27 -0600
SIGNATURE OF APPLICANT 2023-07-13
DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME or TITLE (see instructions)

Over Cloud Voluntary Cleanup Project

VACATION RENTAL APPLICATION

SAN JUAN COUNTY, COLORADO

Vacation Rental Address: Artist Cabin, 77201 HWY 550, San Juan County, Colorado

Property Legal Description: Mountain Chief Mill Site USMS No. 560 B

Name of Applicant: Bonanza Boy LLC c/o Colby Barrett PE

Address of Applicant: PO Box 992

Montrose, CO 81302

Telephone: (303) 909-6083

Email: cbarrett17@gmail.com

If owner and applicant are different:

Name of Owner: As Above

Address of Owner: As Above

Telephone: As Above

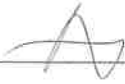
Email: As Above

Provide the following information:

1. Proof of Ownership
The deed is included in this binder.
2. Proof of Insurance
The insurance is included in this binder.
3. Proof that Property Taxes Current
The parcel was recently purchased, property taxes due will be paid soon, before the due date, as part of the title transfer process.
4. Proof of Adequate Emergency Communications
The existing cabin has an existing landline phone connection.
5. Map and Define Route from Nearest State Maintained Highway to Proposed Vacation Rental
The property is on Highway 550. Maps are included in this binder.
6. Maximum Occupancy
TBD after septic and structure investigation on June 1, 2025
7. Provide Documentation that your Septic and Water Systems are Adequate for the Maximum Occupancy
TBD, June 1, 2025

8. Proof of a Colorado Department of Revenue Sales Tax License for the Collection of Sales Tax and Lodging Tax
Pending.
9. Location of Dedicated Off-Street Parking
Parking will be located on the existing on-site parking area.
10. Property Manager's Name, Address, Telephone, Email
Karen Srebacic-Sites, Silverton, CO 81433, (970) 903-1961
vermillionrealtyco@gmail.com
11. Narrative of the vacation rental operation and procedures
Narrative for the Vacation Rental operation and procedures is included in this binder.

Signature of Applicant



Date 03 / 10 / 2025

Application Fee: \$300

VACATION RENTAL APPLICATION

SAN JUAN COUNTY, COLORADO

Vacation Rental Address: ADU, 77201 HWY 550, San Juan County, Colorado

Property Legal Description: Mountain Chief Mill Site USMS No. 560 B

Name of Applicant: Bonanza Boy LLC c/o Colby Barrett PE

Address of Applicant: PO Box 992

Montrose, CO 81302

Telephone: (303) 909-6083

Email: cbarrett17@gmail.com

If owner and applicant are different:

Name of Owner: As Above

Address of Owner: As Above

Telephone: As Above

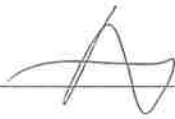
Email: As Above

Provide the following information:

1. Proof of Ownership
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2. Proof of Insurance
The insurance is included in this binder.
3. Proof that Property Taxes Current
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5. Map and Define Route from Nearest State Maintained Highway to Proposed Vacation Rental
The property is on Highway 550. Maps are included in this binder.
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TBD after septic and structure investigation on June 1, 2025
7. Provide Documentation that your Septic and Water Systems are Adequate for the Maximum Occupancy
TBD, June 1, 2025

8. Proof of a Colorado Department of Revenue Sales Tax License for the Collection of Sales Tax and Lodging Tax
Pending.
9. Location of Dedicated Off-Street Parking
Parking will be located on the existing on-site parking area.
10. Property Manager's Name, Address, Telephone, Email
Karen Srebacic-Sites, Silverton, CO 81433, (970) 903-1961
vermillionrealtyco@gmail.com
11. Narrative of the vacation rental operation and procedures
Narrative for the Vacation Rental operation and procedures is included in this binder.

Signature of Applicant



Date 03 / 10 / 2025

Application Fee: \$300



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

March 11, 2025

VACATION RENTAL NARRATIVE

This is a Narrative regarding two attached County Applications for two proposed Vacation Rentals. The attached County Vacation Rental Permit Applications require a Narrative regarding the vacation rental operation and procedures.

The two proposed Vacation Rentals are the existing Artist Cabin and the existing Accessory Dwelling Unit (ADU) located at 77201 Highway 550 at Chattanooga in San Juan County, Colorado.

The Applicant Colby Barrett representing the family property ownership company Bonanza Boy LLC has recently purchased the Artist Cabin property which is known as the Mountain Chief Mill Site USMS No. 560B. The real estate transfer occurred on February 19, 2025.

The existing Artist Cabin residential structure has been utilized as a Vacation Rental in recent years when it was previously owned by Margaret Stern until February 2025. County Vacation Rental Permits are non-transferrable when a property is sold. The Applicant Colby Barrett is applying to be permitted to use the existing Artist cabin structure as a Vacation Rental. Use of the structure as a Vacation Rental would not occur until the existing 1989 approved septic system is inspected on approximately June 1, 2025. It is possible that septic repairs or replacement may be required, to be constructed in the summer or autumn of 2025, pending the upcoming septic investigation and the health department septic system "Transfer of Title" process.

There is an existing accessory structure adjacent to the existing Artist Cabin. The outbuilding appears to be previously used as an art studio. The County Assessor has it classified and taxed as an existing secondary single-family residence with approximately 300 square feet. The outbuilding could be probably considered an Accessory Dwelling Unit (ADU). The existing ADU appears to have been built in or prior to 1940. The Applicant Colby Barrett is applying to be permitted to eventually use the existing ADU as a Vacation Rental. Use of the structure as a Vacation Rental would not occur until the existing 1989 approved septic system is inspected on approximately June 1, 2025. It is possible that septic repairs or replacement may be required, to be constructed in the summer or autumn of 2025, pending the upcoming septic investigation and the health department septic system "Transfer of Title" process. In addition to the septic system investigation and septic system upgrade process, the Applicant plans to add an addition onto the existing ADU to create a bathroom and kitchen. The proposed ADU addition is shown on the attached Architect plans. The ADU would not be rented until after the addition is built and inspected, and following septic system investigation/upgrade, perhaps rented as early as 2026.

PO Box 526, 962 Reese Street, Silverton CO - landline (970) 387-0500 - cell (970) 946-2217



*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*SITE DEVELOPMENT

These two Vacation Rental Applications are being included upfront as part of the larger project called the Proposed Silver Cloud Lodge/Planned Unit Development (PUD).

The Applicant plans to utilize the local property manager Karen Srebacic-Sites as the Vacation Rental local contact, and she has experience with managing approximately 20 Vacation Rentals with the Town of Silverton and in the County.

The Artist cabin property was just recently purchased and the Applicant's CPA immediately requested that the Artist Cabin property be added to the Applicant's General Liability Insurance Policy in February 2025. We have attached an excerpt of the 86-page insurance policy. However, the insurance would probably need to be upgraded further to meet the typical insurance requirements used for Vacation Rentals. Likewise, a Sale Tax Certificate has not yet been obtained.

The Applicant is requesting a tentative approval with conditions of two Vacation Rental Applications, as part of the larger surrounding Proposed Silver Cloud Lodge/PUD Final Plan Application. Additional documents will need to be submitted to and approved by the County Staff, prior to any Vacation Rental usage, at the existing Artist Cabin and adjacent ADU. Both of the structures are in need of repair, and the existing septic system(s) are required to be investigated and potentially upgraded before any Vacation Rental usage can occur. The Applicant proposes to utilize his project consultants and work with the County Administrator and the Building Inspector (as well as the health department staff for the required septic system evaluation described in the attached "Transfer of Title" documents) regarding the two proposed Vacation Rentals, for the County approval, prior to any Vacation Rental usage.

Please contact Applicant Colby Barrett or Engineer Mountain, Inc. if you have questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lisa M. Adair", is written over a light blue horizontal line.

Lisa M. Adair PE
Engineer Mountain, Inc.



The Cincinnati Specialty Underwriters Insurance Company

A Stock Insurance Company

Headquarters: 6200 S. Gilmore Road, Fairfield, OH 45014-5141

Mailing address: P.O. Box 145496, Cincinnati, OH 45250-5496

www.cinfin.com ■ 513-870-2000

COMMON POLICY DECLARATIONS

POLICY NUMBER: CSU0148929

PREVIOUS POLICY NUMBER: CSU0148929

NAMED INSURED AND MAILING ADDRESS:

Bonanza Boy, LLC

Refer to Named Insured Schedule CSIA409

PO BOX 992

MONTROSE CO 81402

PRODUCER - Your contact for matters pertaining to this policy: 05-056

IMA Select, LLC

1705 17TH ST STE 100

DENVER CO 80202

Surplus Lines Broker:

307838

CSU Producer Resources, Inc.

6200 South Gilmore Road

Fairfield, OH 45014-5141

Scott Hintze

Policy Period: From 10/15/2024 To 10/15/2025 AT 12:01 A.M. STANDARD TIME AT YOUR MAILING ADDRESS SHOWN ABOVE.

Form of Business:

☐ Individual ☐ Partnership ☐ Corporation ☐ Joint Venture ☒ Limited Liability Company ☐ Other

Business Description: Vacant Land

IN RETURN FOR THE PAYMENT OF THE PREMIUM, AND SUBJECT TO ALL THE TERMS OF THIS POLICY, WE AGREE WITH YOU TO PROVIDE THE INSURANCE AS STATED IN THIS POLICY.

THIS POLICY CONSISTS OF THE FOLLOWING COVERAGE PARTS FOR WHICH A PREMIUM IS INDICATED. THIS PREMIUM MAY BE SUBJECT TO ADJUSTMENT.

COVERAGE PARTS	DEPOSIT PREMIUM	PREMIUM
Commercial General Liability	\$	1,618.00
Terrorism Risk Insurance Extension Act	\$	25.00
Broker Fee	\$	50.00
TOTAL POLICY PREMIUM	\$	1,693.00
CANCELLATION MINIMUM EARNED PREMIUM IS 25.0% OF TOTAL POLICY PREMIUM.		
Surplus Lines Taxes	\$	50.79
Stamping Fee		N/A
Other Taxes or Fees		N/A
TOTAL	\$	1,743.79

Premium is subject to annual audit: ☒ Yes ☐ No

NOTICE TO POLICYHOLDER:

This contract is delivered as a surplus line coverage under the "Nonadmitted Insurance Act." The insurer issuing this contract is not licensed in Colorado but is an eligible nonadmitted insurer. There is no protection under the provisions of the "Colorado Insurance Guaranty Association Act."

Billing Method: Direct Bill

THIS IS NOT A BILL. You will receive a separate invoice if a premium charge or return is due.

Commercial General Liability Premises Schedule

POLICY NUMBER: CSU0148929

POLICY EFFECTIVE DATE: 10/15/2024

☒ **if Supplemental
Declarations Is Attached**

NAMED INSURED: Bonanza Boy, LLC

LOC.	ADDRESS
1	Coordinates 37.873101 - 107.736198 SILVERTON CO 81433
2	Coordinates 37.871619 - 107.743864 SILVERTON CO 81433

Commercial General Liability Classification and Premium Schedule

POLICY NUMBER: CSU0148929

POLICY EFFECTIVE DATE: 10/15/2024

NAMED INSURED: Bonanza Boy, LLC

LOC NO.	CLASSIFICATION	CODE NO.	PREMIUM BASE A - Area B - Payroll S - Gross Sales U - Units	RATE		DEPOSIT PREMIUM	
				Premises Operations and All Other	Products/ Completed Operations	Premises Operations and All Other	Products/ Completed Operations
1	Vacant Land (For-Profit)	49451	U, 132	6.295	.000	\$831	
1	Campgrounds (For-Profit)	10331	S, If Any	96.882	.000	\$	
	Vacant Land (For-Profit)	49451	U, 117	6.295	.000	\$737	
	CSGA435-Additional Insured-Owners, Lessees or Contractors-Scheduled Person or Organization					\$50	Flat

Fwd: updates

Lisa Adair <engineermountaininc@gmail.com>
To: Lisa Adair <engineermountaininc@gmail.com>

Tue, Mar 11, 2025 at 10:34 AM

----- Forwarded message -----

From: **Colby Barrett** <cbarrett17@gmail.com>
Date: Thursday, February 13, 2025
Subject: Re: updates
To: Matthew Anderson <matt@barrettoffice.com>, Lisa Adair <engineermountaininc@gmail.com>, Jonathan Silvester <jonathan@barrettoffice.com>

From: Christenson, Erin - FS, CO <Erin.Christenson@usda.gov>
Date: Thursday, February 13, 2025 at 1:55 PM
To: Colby Barrett <cbarrett17@gmail.com>
Cc: Francisco, Elizabeth - FS, CO <Elizabeth.Francisco@usda.gov>, Glidden, Nicholas - FS, CO <nicholas.glidden@usda.gov>, Smith, Rebecca - FS, CO <rebecca.smith@usda.gov>
Subject: RE: [External Email]Re: updates

Hey Colby,

I hope the winter season is treating you well. Thanks for providing those updates. That is great you were able to complete the VCUP process.

On our end, we have the decision memo ready for signature and it is currently making its way up the chain to the Region for approval and signature.

Once we have that executed, we will be proceeding with the next steps to process reciprocal easements. We are going to need to obtain a title commitment for all of the private property that the forest road crosses. I will get back in touch with you soon to discuss the title commitment and what that will need to convey soon.

Let me know if you have any other questions in the meantime.

Thank you!



Erin Christenson
Realty Specialist

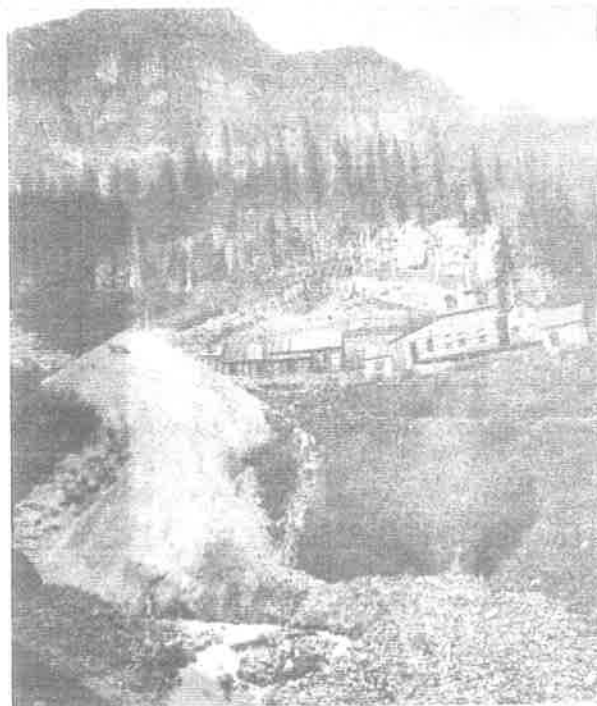
Forest Service

San Juan National Forest

p: 970-385-1221
Erin.Christenson@usda.gov

15 Burnett Ct
Durango, CO 81302

TRAFFIC STUDY REPORT 2
Proposed Silver Cloud Lodge/PUD
Shelbyville Lode USMS No. 18168 et al
Mill Creek Road and Chattanooga
Highway 550, near Silverton
San Juan County, Colorado



Applicant:
Bonanza Boy LLC
Attn: Colby Barrett PE
PO Box 992
Montrose, Colorado 81402
(303) 909-6083

Prepared By:
Engineer Mountain, Inc.
Attn: Lisa Adair PE
962 Reese Street
PO Box 526
Silverton, Colorado 81433
(970) 387-0500
Job No. 2023-101

Submitted:
March 11, 2025

TRAFFIC STUDY REPORT 2
Proposed Silver Cloud Lodge/PUD
Shelbyville Lode USMS No. 18168 et al
Mill Creek Road and Chattanooga
Highway 550, near Silverton
San Juan County, Colorado
Engineer Mountain, Inc.

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TRAFFIC STUDY REPORT 2

Proposed Silver Cloud Lodge/PUD

Shelbyville Lode USMS No. 18168 et al

Mill Creek Road and Chattanooga

Highway 550, near Silverton

San Juan County, Colorado

Engineer Mountain, Inc.

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

1. EXECUTIVE SUMMARY

This is a Traffic Study Report 2 (an addendum) to submit to the Colorado Department of Transportation (CDOT) for a proposed development located along Highway 550 between Silverton and Ouray in San Juan County, Colorado. For additional information please refer to the initial traffic study report dated May 14, 2024. This second traffic study has been prepared to address review comments and requirements specified in a September 2024 email from Ken Gallegos and Melissa Gende PE of CDOT.

The name of the project is the Proposed Silver Cloud Lodge/Planned Unit Development (PUD). San Juan County Colorado is currently reviewing the County Permit Application for the Proposed Silver Cloud Lodge/PUD. The Applicant is Colby Barrett PE representing the family property ownership company Bonanza Boy LLC of Montrose.

The project site is located on Highway 550 at an area called Chattanooga, and in a nearby box canyon called Mill Creek. There are two existing Highway access roads. The Applicant is proposing a change in land use and a corresponding slight increase in vehicle-trips.

At Chattanooga, on the vacant Bonanza Boy Mill Site, proposed development would consist of improvements to the existing historic access road on Highway 550, a proposed employee housing structure with a garage, and a proposed centralized guest parking area. The existing historic Highway access road currently provides access to an existing residential structure known as the Artist Cabin vacation rental which was recently purchased by the Applicant. The proposed centralized parking area at this site is intended to facilitate guests being transported up to a nearby proposed backcountry lodge, using a shuttle van. We are expecting eight shuttle trips per day, travelling from the proposed centralized parking area at Chattanooga, traversing north on Highway 550 approximately one-half mile, and turning the shuttle van into the existing Mill Creek Road, which is also known as US Forest Service (USFS) Road 821 and San Juan County Road 15.

Mill Creek Road/USFS Road 821/County Road 15 is the second existing Highway access road for this project. Mill Creek Road intersects with Highway 550 at the tight hairpin curve called Muleshoe Curve. Mill Creek Road provides access into a vacant box canyon called Mill Creek. This project includes proposed development in Mill Creek, to be located about a half mile from Highway 550. The proposed development consists of the following: a recently completed mine environmental remediation project, a proposed lodge structure (with a few proposed outbuildings), with some proposed lodging rooms to be constructed inside the existing mine portal, a proposed summer-only campground, a proposed underground hydroelectric/utility dugout-type structure, some proposed recreational improvements such as summer-only walk-in dispersed tent camping, hiking trail improvements, proposed via ferrata (fixed cable assisted hiking trail), proposed guided outdoor recreation, proposed stream restoration and wetlands enhancement, and avalanche mitigation (to occur in conjunction with CDOT's avalanche mitigation program) using helicopters via Helitrax. All guests and most employees would be shuttled up from the Chattanooga-based proposed centralized parking area.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

The land in the vicinity of the Proposed Silver Cloud Lodge/PUD consists of public lands administered by the USFS, and four mining claims owned by CDOT along Highway 550 at the existing historic Silver Ledge Mill Building at Chattanooga. The remainder of the land is approximately 260 acres of vacant private mining claims owned by the Applicant. Both of the existing Highway access roads are located between milemarkers 77 and 78. North of the project site is Red Mountain Pass on Highway 550.

In this traffic study, we have provided Highway 550 traffic data collected by CDOT in August 2020, and existing "background traffic" for the two existing Highway access roads. Traffic counts occurred at Mill Creek Road during the fall peak day of foliage tourism in September 2024. For the existing Highway access road at Chattanooga, known as the "Artist Cabin driveway," we have used the ITE Trip Generation Manual standard volumes of 10 trips per day per residence for the existing Artist Cabin and the existing adjacent Accessory Dwelling Unit (ADU) as the existing "background traffic," because those structures are vacant and no vehicles are entering at this time.

This traffic study also includes the proposed project-generated traffic, which was added to the existing "background traffic," to evaluate twenty percent impact analysis as well as auxiliary lane requirements. We have used the most conservative assumptions and highest estimated traffic volumes. The project-generated traffic is less than twenty percent of the adjacent Highway traffic and the estimated maximum proposed turn movements do not appear to warrant the construction of auxiliary lanes.

This traffic study also includes sight distance analyses at the two existing Highway access roads. The sight distance appears to be adequate when compared to the CDOT guidelines. Proposed annual vegetation management (by the Applicant) consisting of trimming trees and shrubs on the inside of the Highway 550 Muleshoe Curve is recommended to increase the sight distance primarily for the existing "background traffic" rather than the proposed project-generated traffic.

We are recommending that the two existing Highway access roads at this project site should have proposed minor grading and drainage improvements, and the addition of some proposed signage including stop signs, as further described in this report.

We are submitting this traffic study to CDOT, concurrent with the attached Final Plan Application for a Proposed PUD being submitted to San Juan County Colorado.

Please contact the Applicant Colby Barrett, or Engineer Mountain Inc. if you have any questions.

Sincerely,



Lisa M. Adair PE
Engineer Mountain Inc.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

2. INTRODUCTION

This is a traffic study report 2 (an addendum) regarding the Proposed Silver Cloud Lodge/Planned Unit Development (PUD) on Highway 550 in San Juan County, Colorado. This report has been prepared to supplement the initial traffic study report dated May 14, 2024.

A. Purpose of Study

The purpose of this traffic study is to evaluate the existing and proposed traffic volumes, turn movements, and transportation features at the proposed Silver Cloud Lodge/PUD. The project site is located near Chattanooga on Highway 550, north of Silverton, in San Juan County, Colorado. This traffic study has been prepared to accompany two updated CDOT Access Permit Application forms. CDOT Access Permits are required for this project because there is a proposed change in land use associated with the two existing Highway access roads. Updated CDOT Access Permit Application forms for the two existing Highway access roads are included on the following four pages for your review.

COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application
acceptance date:

Instructions:

**Please print
or type**

***Indicates
required field**

- Contact the Colorado Department of Transportation (CDOT) or your local government to determine your issuing authority.
- Contact the issuing authority to determine what plans and other documents are required to be submitted with your application.
- Complete this form (some questions may not apply to you) and attach all necessary documents and Submit it to the issuing authority.
- Submit an application for each access affected.
- If you have any questions, contact the issuing authority.
- For additional information, see CDOT's Access Management website at <http://www.codot.gov/business/permits/accesspermits>.

1) Property Owner (Permittee)* Bonanza Boy LLC, Attn. Colby Barrett				2) Applicant or Agent for Permittee (if different from property owner) Engineer Mountain Inc. Attn. Lisa Adair PE			
Street Address* PO Box 992				Mailing Address PO Box 526			
City, State & Zip*		Phone #		City, State & Zip		Phone #	
Montrose, CO 81402		(303) 909-6083		Silverton, CO 81433		(970) 946-2217	
E-mail Address* cbarrett17@gmail.com				E-mail Address (if available) engineermountaininc@gmail.com			
3) Address of property to be served by permit* Proposed Silver Cloud Lodge, Shelbyville Lode USMS No 18168, 0560 CR 15, San Juan County, CO							
4) Legal description of property: (If within jurisdictional limits of Municipality, City and/or County, which one?)							
county	subdivision	block	lot	section	township	range	
San Juan	N/A	N/A	N/A	27	42N	8W	
5) What State Highway are you requesting access from?*				6) What side of the highway?*			
Highway 550A near Chattanooga Mule Shoe Curve				<input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W			
7) How many feet is the proposed access from the nearest milepost (or cross street if mile post unknown)?*							
1,260 feet (<input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W) from: MM 78							
8) What is the approximate date you intend to begin construction?							
06/01/2025							
9) Check here if you are requesting a:*							
<input type="checkbox"/> New Access <input type="checkbox"/> Temporary Access (duration anticipated: _____) <input type="checkbox"/> Improvement to Existing Access <input checked="" type="checkbox"/> Change in Access Use <input type="checkbox"/> Removal of Access <input type="checkbox"/> Relocation of an Existing Access (provide detail)							
10) Provide existing property use Existing Vacant mining claim (Shelbyville Lode) with draining mine adit (Silver Crown Mine)							
11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest?*							
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes, if yes – what are the permit number(s) and provide copies: _____ and/or, permit date: _____							
12) Does the property owner own or have any interests in any adjacent property?*							
<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes, if yes – please describe: Property Owner owns several adjacent overlapping mining claims							
13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property?*							
<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes, if yes – list them on your plans and indicate the proposed and existing access points.							
14) If you are requesting agriculture field access – how many acres will the access serve? No agricultural use except for some proposed stream restoration planting							
15) If you are requesting commercial or industrial access, please indicate the types and number of businesses and provide the floor area square footage of each.							
Business/Land Use		Square Footage		Business/Land Use		Square Footage	
Proposed B&B/Lodge Structure		6000					
16) If you are requesting residential development access, what is the type (single family, apartment, townhouse) and number of units?							
Type		Number of Units		Type		Number of Units	
N/A		N/A					
17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.*							
Indicate if your counts are		# of passenger cars and light trucks at peak hour volumes		# of multi-unit trucks at peak hour volumes			
<input type="checkbox"/> peak hour volumes or <input checked="" type="checkbox"/> average daily volumes.		26		0			
# of single unit vehicles in excess of 30 ft.		# of farm vehicles (field equipment)		Total count of all vehicles			
0		0		26			

18) Check with the issuing authority to determine which of the following documents are required to complete the review of your application.

- a) Property map indicating other access, bordering roads and streets.
- b) Highway and driveway plan profile.
- c) Drainage plan showing impact to the highway right-of-way.
- d) Map and letters detailing utility locations before and after development in and along the right-of-way.
- e) Subdivision, zoning, or development plan.
- f) Proposed access design.
- g) Parcel and ownership maps including easements.
- h) Traffic studies.
- i) Proof of ownership.

1- It is the applicant's responsibility to contact appropriate agencies and obtain all environmental clearances that apply to their activities. Such clearances may include Corps of Engineers 404 Permits or Colorado Discharge Permit System permits, or ecological, archeological, historical or cultural resource clearances. The COOT Environmental Clearances Information Summary presents contact information for agencies administering certain clearances, information about prohibited discharges, and may be obtained from Regional COOT Utility/Special Use Permit offices or accessed via the COOT Planning/Construction-Environmental-Guidance webpage: <https://www.codot.gov/programs/environmental/resources/guidance-standards/environmental-clearances-info-summary-august-2017/view>.

2- All workers within the State Highway right of way shall comply with their employer's safety and health policies/ procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations -including, but not limited to the applicable sections of 29 CFR Part 1910 -Occupational Safety and Health Standards and 29 CFR Part 1926

- Safety and Health Regulations for Construction.

Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation. At a minimum, all workers in the State Highway right of way, except when in their vehicles, shall wear the following personal protective equipment: High visibility apparel as specified in the Traffic Control provisions of the documentation accompanying the Notice to Proceed related to this permit (at a minimum, ANSI/ISEA 107-1999, class 2); head protection that complies with the ANSI 289.1-1997 standard; and at all construction sites or whenever there is danger of injury to feet, workers shall comply with OSHA's PPE requirements for foot protection per 29 CFR 1910.136, 1926.95, and 1926.96. If required, such footwear shall meet the requirements of ANSI 241-1999.



Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

3- The Permittee is responsible for complying with the Revised Guidelines that have been adopted by the Access Board under the American Disabilities Act (ADA). These guidelines define traversable slope requirements and prescribe the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at: <https://www.codot.gov/business/civilrights/ada/resources-engineers>.

If an access permit is issued to you, it will state the terms and conditions for its use. Any changes in the use of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit.

The applicant declares under penalty of perjury in the second degree, and any other applicable state or federal laws, that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.

I understand receipt of an access permit does not constitute permission to start access construction work.

Applicant or Agent for Permittee Signature 	Print Name Lisa Adair, PE	Date 10/10/24
If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.		
Property Owner Signature 	Print Name Colby Barrett	Date 10/10/24

COLORADO DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application
acceptance date:

Instructions:

*Please print
or type*

**Indicates
required field*

- Contact the Colorado Department of Transportation (CDOT) or your local government to determine your issuing authority.
- Contact the issuing authority to determine what plans and other documents are required to be submitted with your application.
- Complete this form (some questions may not apply to you) and attach all necessary documents and Submit it to the issuing authority.
- Submit an application for each access affected.
- If you have any questions, contact the issuing authority.
- For additional information, see CDOT's Access Management website at <http://www.codot.gov/business/permits/accesspermits>.

1) Property Owner (Permittee)*

Bonanza Boy LLC, Attn. Colby Barrett

2) Applicant or Agent for Permittee (if different from property owner)

Engineer Mountain Inc. Attn. Lisa Adair PE

Street Address*

PO Box 992

Mailing Address

PO Box 526

City, State & Zip*

Montrose, CO 81402

Phone #

(303) 909-6083

City, State & Zip

Silverton, CO 81433

Phone #

(970) 946-2217

E-mail Address*

cbarrett17@gmail.com

E-mail Address (if available)

engineermountaininc@gmail.com

3) Address of property to be served by permit*

Proposed Garage/Employee Housing Structure, 77201 Highway 550, San Juan County, CO

4) Legal description of property: (If within jurisdictional limits of Municipality, City and/or County, which one?)

county	subdivision	block	lot	section	township	range
San Juan	N/A	N/A	N/A	22	42N	8W

5) What State Highway are you requesting access from?*

Highway 550A near Chattanooga

6) What side of the highway?*

☐ N ☐ S ☐ E ☒ W

7) How many feet is the proposed access from the nearest milepost (or cross street if mile post unknown)?*

2010 feet (☒ N ☐ S ☐ E ☐ W) from: **MM 77**

8) What is the approximate date you intend to begin construction?

06/01/2025

9) Check here if you are requesting a:*

- ☐ New Access
☐ Temporary Access (duration anticipated: _____)
☐ Improvement to Existing Access
- ☒ Change in Access Use
☐ Removal of Access
☐ Relocation of an Existing Access (provide detail)

10) Provide existing property use

Vacant land (Bonanza Boy Mill Site) shares existing access with adjacent Artist Cabin

11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest?*

☒ No ☐ Yes, if yes – what are the permit number(s) and provide copies: _____ and/or, permit date: _____

12) Does the property owner own or have any interests in any adjacent property?*

☐ No ☒ Yes, if yes – please describe: **Property Owner owns several non-contiguous mining claims in the area**

13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property?*

☐ No ☒ Yes, if yes – list them on your plans and indicate the proposed and existing access points.

14) If you are requesting agriculture field access – how many acres will the access serve?

No existing or proposed agricultural use except possible future wetlands restoration

15) If you are requesting commercial or industrial access, please indicate the types and number of businesses and provide the floor area square footage of each.

Business/Land Use	Square Footage	Business/Land Use	Square Footage
Proposed Garage Structure	1000		
(First Floor)			

16) If you are requesting residential development access, what is the type (single family, apartment, townhouse) and number of units?

Type	Number of Units	Type	Number of Units
Proposed Employee Apartments	3		
Existing Artist Cabin and ADU	2		

17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.*

Indicate if your counts are <input type="checkbox"/> peak hour volumes or <input checked="" type="checkbox"/> average daily volumes	# of passenger cars and light trucks at peak hour volumes 124	# of multi-unit trucks at peak hour volumes 0
<input checked="" type="checkbox"/> of single unit vehicles in excess of 30 ft.	# of farm vehicles (field equipment) 0	Total count of all vehicles 124

18) Check with the issuing authority to determine which of the following documents are required to complete the review of your application.

- | | |
|--|---|
| a) Property map indicating other access, bordering roads and streets. | e) Subdivision, zoning, or development plan. |
| b) Highway and driveway plan profile. | f) Proposed access design. |
| c) Drainage plan showing impact to the highway right-of-way. | g) Parcel and ownership maps including easements. |
| d) Map and letters detailing utility locations before and after development in and along the right-of-way. | h) Traffic studies. |
| | i) Proof of ownership. |

1- It is the applicant's responsibility to contact appropriate agencies and obtain all environmental clearances that apply to their activities. Such clearances may include Corps of Engineers 404 Permits or Colorado Discharge Permit System permits, or ecological, archeological, historical or cultural resource clearances. The COOT Environmental Clearances Information Summary presents contact information for agencies administering certain clearances, information about prohibited discharges, and may be obtained from Regional COOT Utility/Special Use Permit offices or accessed via the COOT Planning/Construction-Environmental-Guidance webpage: <https://www.codot.gov/programs/environmental/resources/guidance-standards/environmental-clearances-info-summary-august-2017/view>.

2- All workers within within the State Highway right of way shall comply with their employer's safety and health policies/ procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations -including, but not limited to the applicable sections of 29 CFR Part 1910 -Occupational Safety and Health Standards and 29 CFR Part 1926

- Safety and Health Regulations for Construction.

Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation. At a minimum, all workers in the State Highway right of way, except when in their vehicles, shall wear the following personal protective equipment: High visibility apparel as specified in the Traffic Control provisions of the documentation accompanying the Notice to Proceed related to this permit (at a minimum, ANSI/ISEA 107-1999, class 2); head protection that complies with the ANSI 289.1-1997 standard; and at all construction sites or whenever there is danger of injury to feet, workers shall comply with OSHA's PPE requirements for foot protection per 29 CFR 1910.136, 1926.95, and 1926.96. If required, such footwear shall meet the requirements of ANSI 241-1999.

Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

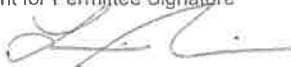
3- The Permittee is responsible for complying with the Revised Guidelines that have been adopted by the Access Board under the American Disabilities Act (ADA). These guidelines define traversable slope requirements and prescribe the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at: <https://www.codot.gov/business/civilrights/ada/resources-engineers>.

If an access permit is issued to you, it will state the terms and conditions for its use. Any changes in the use of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit.

The applicant declares under penalty of perjury in the second degree, and any other applicable state or federal laws, that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.

I understand receipt of an access permit does not constitute permission to start access construction work.

Applicant or Agent for Permittee Signature



Print Name

Lisa Adair, PE

Date

10/10/24

If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.

Property Owner Signature



Print Name

Colby Barrett

Date

10/10/24

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

B. Requirements for this Traffic Study

This traffic study report addresses questions and requirements specified in an email from Ken Gallegos of CDOT dated September 10, 2024. The email from Ken Gallegos of CDOT (and the attachment prepared by Melissa Gende PE of CDOT) is included for your reference on the following three pages.

US 550 - Bonanza Boy, LLC - Silver Cloud

1 message

Gallegos - CDOT, Kenneth <kenneth.gallegos@state.co.us>

Tue, Sep 10, 2024 at 2:16 PM

To: engineermountaininc@gmail.com

Cc: "Allison - CDOT, Jennifer" <jennifer.allison@state.co.us>, "Reider - CDOT, Randee" <randee.reider@state.co.us>

Lisa,

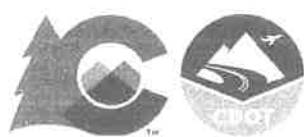
Thank you for your Traffic Assessment submittal. After review CDOT does have some concerns that need to be addressed with your Traffic Assessment. CDOT also does have a few questions concerning the Access Applications.

1. What is the status of Forest Service Road 821, will Silver Cloud be taking control of that road or will it remain a Public Forest Service Road? The US Forest Service will need to be the Permittee on the Access Permit Application at Mill Creek, FS Rd 821 or they will need to send a letter stating that you can apply for the permit for them.
2. Is public access volume added for FS Rd 821 in the Traffic Assessment?
3. Is there an easement from Mountain Chief (The Artist's Cabin) to allow access to the Bonanza Boy property?

Attached you will find the CDOT review of your Traffic Assessment with the concerns listed. If you have any questions or concerns please let me know.

Kenneth Gallegos
Region 5
Durango
Access Coordinator
Administrator II

Office Hours: Monday-Thursday 7:00am - 5:30pm



COLORADO
Department of Transportation

P 970.385.8362 |

3803 N Main Ave., Durango, CO 81301

Kenneth.Gallegos@state.co.us | codot.gov | cotrip.org



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**2024-09-05 MG Review TIS San Juan County_Silver Cloud Lodge.pdf**

149K



COLORADO

Department of Transportation

MEMORANDUM

TO: Randee Reider - R5 Access Manager
Kenneth Gallegos - R5 Access Coordinator
FROM: Melissa Gende, PE, PTOE, RSP1
DATE: September 5, 2024
RE: Silver Cloud Lodge - Level 1 Traffic Study Review

Based on State Highway Access Code (SHAC) requirements, the proposed development in San Juan County, CO requires a state highway access permit application at the proposed access to US-550:

Highway:	Access:	Milepost:	Side:	Dev. DHV:	Permit DHV:
550B	Artist's Cabin Driveway	77.15	Left	TBD	TBD
550B	Mill Creek Road	77.77	Left	TBD	TBD

Project: Silver Cloud Lodge - San Juan County, Colorado

Submittal Type:

	Traffic Impact Analysis
	Auxiliary Turn Lane Assessment
X	Trip Generation Assessment
	Other

Document Date: May 14, 2024

X	Original
	Revision

Consultant: Engineer Mountain, Inc.

Engineer of Record: Lisa Adair

Traffic Study Review Comments

After reviewing the traffic study, I recommend that the Applicant be asked to resubmit the traffic study to address the following issues:

1. Based on trip generation described in section 5 of the report the development is projected to generate up to 124 trips per day. These volumes warrant a Level

2 traffic assessment. Please refer to CDOT Region 5 Levels of Traffic Assessment document for requirements for a Level 2 traffic assessment.

2. When measuring and reporting sight distance, include sight distance with and without maintenance of vegetation in Muleshoe Curve. Coordinate with CDOT to determine maintenance plan and report details of that coordination in the next submittal along with anticipated sight distance of the improved condition (if maintenance will be regularly carried out) including a final determination about if the sight distance provided meets CDOT standard per the SHAC.
3. CDOT has some safety concerns related to vehicles regularly turning left from the passing lane to enter the Artist's Cabin Driveway. Please include a discussion of this point specifically in the traffic assessment report.
4. It is recommended that existing turning movement counts be collected at Mill Creek Road as close to peak season as possible to determine existing usage of the roadway. Counts should be collected to capture the peak hour of the proposed development, which may be a weekend in this case. Use of the continuous count station on US 550 (ID 000222) is recommended to calculate adjustment factors to represent the peak condition as needed.
5. Section 6, Conclusions, summarizes the trip generation of the site as adding 65 vehicles per day which only accounts for one of the two trips that each vehicle is taking. The revised report should reference the total number of trips entering/exiting each access point for the final permit volume.
6. Revised report should include volumes for the peak hour of the proposed development to determine the DHV to be used for permitting.

Submittal Review Status

- ☒ Submittal reviewed. Additional information requested. See comments above.
- ☐ Submittal reviewed and found acceptable. See special terms and conditions, if any, below.

Terms and Conditions

No special terms and conditions were identified as part of the traffic study at this time.



SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

C. Forest Service Correspondence

The email from Ken Gallegos of CDOT notes that one of the two existing project access roads on Highway 550 is an existing US Forest Service (USFS) Road. As requested, the following page is correspondence from the USFS Staff, regarding the Applicant's use of the existing Mill Creek Road (USFS Road 821).



United States
Department of
Agriculture

Forest
Service

Columbine Ranger District

P.O. Box 439
367 South Pearl Street
Bayfield, CO 81122
(970) 884-2512

File Code: 2720
Date: November 25, 2024

Kenneth Gallegos
Access Coordinator
Colorado Department of Transportation
3803 N Main Ave.
Durango, CO 81301

Dear Mr. Gallegos:

The San Juan National Forest, Columbine Ranger District, is aware that Colby Barrett, representing Bonanza Boy LLC, has applied to the Colorado Department of Transportation (CDOT) for an access permit to access US Highway 550 from National Forest System Road (NFSR) 821. Bonanza Boy LLC owns property that is accessed from NFSR 821. NFSR 821 is open to public motor vehicle use year-round, so Bonanza Boy LLC does not need an authorization from the Forest Service to access their property. The need for Bonanza Boy LLC to apply for an access permit from CDOT is related to proposed development on their private property that the Forest Service has no jurisdiction or authority over.

If, as a result of Bonanza Boy LLC's application for an access permit, CDOT determines that improvements are required at the intersection of NFSR 821 and Highway 550, particularly if such improvements are outside of the right-of-way (ROW) for Highway 550, the Forest Service would need to approve such improvements. To date, we have found only a special use permit and not a highway easement deed authorizing the section of Highway 550 at the intersection of NFSR 821. We have not located any documents stating the width of the Highway 550 ROW at this intersection. If CDOT has such documentation, please forward that to us.

If you have any questions, please contact Erin Christenson, Realty Specialist, at (970) 365-1221 or via email at erin.christenson@usda.gov.

Sincerely,

Elizabeth Francisco (for:)

NICHOLAS GLIDDEN
District Ranger



SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

D. Type and Size of Proposed Development

The Proposed Silver Cloud Lodge/PUD is a proposed small resort, featuring a proposed mining heritage tourism lodge building, some proposed summer-only camping, and some year-round outdoor recreation improvements. The size of the project includes approximately 12 lodging rooms, a small summer-only campground (with eight tent spots), some summer-only dispersed walk-in primitive tent camping, an employee housing building (three apartments), and a centralized parking area. The proposed lodge will be on the Shelbyville Lode in Mill Creek Gulch, with the proposed employee housing building and the centralized parking area located along Highway 550 on the Bonanza Boy Mill Site. Guests will be shuttled from the centralized parking area up to the lodge/camping/recreation area. There are two Highway access points. An overview site plan (from the civil engineering project plan set) of the proposed development is included on the following page for your reference.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

E. Construction Schedule

The site has a former mine and a mining waste rock pile, which has been remediated in 2024. Pending all required approvals and permits, construction of the foundation for the proposed lodge structure is expected to begin in approximately June 2025. Above ground lodge building construction, which entails re-creating a former mining structure that once existed at the site, would begin in summer 2025. Construction of an employee housing structure (with a snowcat maintenance/storage garage under it) would start as early as summer 2025. Additional proposed improvements such as the primitive campground, outbuildings, recreational improvements, and environmental restoration projects would begin in the summer of 2026.

F. Characteristics of Site

Two project sites are involved with this proposal. Both are accessed from Highway 550 between milemarkers 77 and 78.

1. Proposed Lodge and Accessory Uses on Mill Creek Road

The proposed lodge and camping are to be constructed along Mill Creek Road on mining claims that are vacant (except for some historic mine portals). The lodge and camping would be accessed off of the existing Mill Creek Road (US Forest Service Road 821 and County Road 15) which intersects with Highway 550 at the apex of the Highway 550 Muleshoe Curve. The mining claims in Mill Creek are high altitude, generally steep and rocky, subalpine terrain privately owned by the Applicant. Those mining claims, called the Shelbyville Lode and adjacent claims, are relatively bare, but there are some areas of willows, subalpine fir, spruce, and grassy rolling meadows, especially along Mill Creek. The proposed lodge would be constructed approximately ½ mile up from the intersection of Mill Creek Road and Highway 550 (at Muleshoe Curve). Guests would be shuttled in and out from/to a centralized parking area.

On the following page, the PUD Final Plat (showing the proposed improvements) has been included for your reference. A larger copy of the PUD Final Plat, and additional plans, are included in Appendix A.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

2. Proposed Parking and Employee Housing Structure on Bonanza Boy Mill Site

The proposed employee housing structure and centralized parking area is located further south on Highway 550, closer to Silverton. The proposed employee housing structure and centralized parking is to be located on a private mining claim called the Bonanza Boy Mill Site, which is currently accessible from Highway 550 via an existing historic access road. The existing historic access road is shared with an adjacent mining claim on which is the Artist Cabin vacation rental residential structure. The vacant Bonanza Boy Mill Site is a relatively flat, grassy meadow, with some willows and sparse trees. The existing access point at the Bonanza Boy Mill Site actually appears to be the former Highway 550 alignment, as depicted on maps made prior to the 1960s. The Bonanza Boy Mill Site is located in a flat “ghost town” area which was formerly the mining-era townsite known as Chattanooga. On the following page the proposed parking and employee housing structure site plan has been included for your reference.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

G. Adjacent Roadway System

The existing roadway system adjacent to the project site includes CO/US Highway 550B which runs approximately north and south between Silverton and Ouray. The project site is actually two properties close to each other, and both currently have physical access via existing primitive native gravel historic roads/driveways which intersect with Highway 550. The adjacent roadway system generally consists of Highway 550, a few existing native gravel County Roads, a few gravel shoulder pull-offs for vehicles, and one driveway leading to a nearby cabin called the Artist Cabin. The roadway system in this area is typically geared towards through-traffic, driving between Ouray and Silverton, for local trips as well as sightseeing. In the winter this stretch of Highway 550 closes occasionally between Silverton and Ouray for avalanche mitigation and plowing.

H. Site Location

The project site location is between Silverton and Ouray on Highway 550 between milemarker 77 and 78. The project site is generally in a mostly vacant alpine area called Chattanooga (and nearby Mill Creek Gulch). Chattanooga is a former unincorporated townsite which is close to Red Mountain Pass. The closest Town to the project site is Silverton, which is located approximately 7 miles towards the south.

I. Surrounding Land Uses

The surrounding land use is almost all scenic vacant subalpine natural terrain. There are private mining claims, at and near the project site, owned by the Applicant (approximately 260 acres). The only other nearby landowners are CDOT and the US Forest Service. There are a few private mining claims near the project site recently acquired by CDOT. There is one existing residential structure/use near the project site which is known as the Artist Cabin. The Applicant has recently purchased the Artist Cabin parcel as of February 2025, and the Artist Cabin existing structures/parcel has been incorporated into this project. The remainder of the land near the project site is vacant public lands administered by the US Forest Service. Outside of the project site limits, the surrounding land uses are mostly former mining lands, and vacant backcountry subalpine land.

J. Expected Development

Expected development which could occur in the future in the vicinity of the project site is close to none, other than this project. The Applicant owns all of the private land within the vicinity of the project site, approximately 28 mining claims. CDOT owns a few nearby mining claims, at the existing historic Silver Ledge Mill Building, recently purchased by CDOT to avoid proposed residential development in that building, thought to be directly in the line of fire for the CDOT howitzer avalanche mitigation. The only other existing structure in the area is the existing Artist Cabin (and associated existing outbuildings). The majority of the land in the area is USFS public lands. There are some existing cabins within about a two-mile radius, generally accessed from Highway 550 at Red Mountain Pass, which is geographically separated from this project site. Future proposed development expected in the vicinity of the project site is close to none.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

K. Vicinity Information

The vicinity of the project site is largely vacant backcountry land serving primarily through-traffic and sight-seeing/tourism trips on Highway 550 between Silverton and Ouray. The vicinity of the project site is relatively close to Red Mountain Pass in San Juan County, Colorado. The vicinity of the project site includes alpine backcountry public lands, one existing historic structure on a parcel owned by CDOT, some abandoned mine portals, and one vacant residential structure known as the Artist Cabin. About a mile north of the project site is Red Mountain Pass.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

3. SITE CONDITIONS

This section provides further detail on the site conditions of the project site, which is actually two separate private properties close to each other, located near Chattanooga on Highway 550 in San Juan County, Colorado.

A. Land Use

Existing land use at the project site is vacant, formerly-mined lands. Proposed land use is currently being reviewed by San Juan County Colorado, and could be considered proposed residential (employee housing) with limited commercial/recreational (backcountry lodge, outdoor recreation, summer camping). The Artist Cabin existing vacant structure (formerly used as a residence, and formerly used occasionally as a vacation rental) has recently been added to this project. There is also an existing adjacent vacant accessory dwelling unit (ADU).

B. Size of Development

The proposed lodge is to include approximately 12 small lodging guest rooms, half of which would be located underground in a reclaimed formerly abandoned mine. One or two of the rooms will be occupied by overnight staff. A limited amount of camping in the summer is also proposed, with 8 tent spots, some summer-only walk-in dispersed camping, along with 3 on-site employee housing apartments, a centralized parking area, and some outdoor recreation/environmental improvements.

C. Existing and Future Traffic Conditions

Existing traffic conditions at the project site primarily consists of through traffic on Highway 550 for tourists travelling between Silverton and Ouray. There are also some occasional local-resident day trips, such as Silverton residents travelling to/from Montrose for medical appointments and groceries. The few existing non-Highway roads in the vicinity of the project site are rarely used. These include one existing driveway for an existing cabin (which is currently being incorporated into this project) and some existing native gravel 4WD County Roads. Traffic at this time at the project site is almost all through traffic Highway travelers making no stops between Ouray and Silverton. In the future, the nature of the traffic in this area is unlikely to change, in that it is expected to remain tourist through-traffic considering it is a very high-altitude mountain pass geared towards backcountry scenic tourism (as opposed to work commuters or future development).

D. General Terrain

The general terrain at and around the project site is generally backcountry sight-seeing scenic subalpine and alpine vacant land. The terrain varies from flat grassy meadows to vertical rocky peaks. The project site has two main access locations, one of which is at a relatively flat grassy meadow alongside Highway 550 at Chattanooga, while the other is located a half-mile from Highway 550 up in a small, vacant, relatively steep, V-shaped gulch, with rocky sloped canyon walls, which could be considered a small "box canyon" with a creek at the bottom (known as

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

Mill Creek). The vicinity of the project site is vacant, sloped, backcountry subalpine land, in a natural state, with little existing man-made development, except for some abandoned mining-related remnants, and one cabin.

E. Road Network Features

This section provides information about the road network features in the vicinity of the project site.

1. Current Roadway System Characteristics

The existing road system includes two intersections at the project site. The first is the existing intersection of Highway 550 with the historic Artist Cabin and Bonanza Boy Mill Site access road. That existing intersection will be improved, if approved by the County and CDOT, for access to the proposed employee housing structure, the proposed centralized parking area, and the existing Artist Cabin. The second existing intersection for this project is the intersection of Highway 550 and Mill Creek Road (USFS Rd. 821/CR 15). That is an existing native gravel road located at the apex of the Muleshoe Curve hairpin curve on Highway 550. There are no notable proposed improvements at that intersection. Other nearby intersections are few and far between, such as Black Bear Pass Road at Red Mountain Pass about a mile to the north, and the Brooklyn Mine Road (to an abandoned mine), about a mile to the south. The existing road network is relatively sparse, because the primary existing transportation purpose at the project site is scenic Highway through-traffic tourism related vehicle trips.

2. Functional Classification (and Estimated Levels of Service)

The functional classification of Highway 550 at the project site appears to be a Category R-A, Regional Highway (formerly also known as RA Rural Arterial). The existing Highway at the project site serves as a paved arterial for western slope in-State travelers, and appears to be adequate to accommodate the relatively low amount of traffic. The (Operational) Level of Service for the existing two-lane highway (one lane in each direction, with occasional passing zones) would generally be evaluated by "percent time spent following." Anecdotally the traffic is almost always light on that stretch of Highway 550, and the overall Level of Service could be initially be estimated as an average of a B. There are only a few times of the year that the stretch of Highway 550 at the project site is heavily used, including summer holiday traffic (an increase in passenger vehicles, and summertime passenger vehicles towing RVs) typically during the Fourth of July holiday week. There are also occasional slow-moving vehicles (such as passenger vehicles, headed to backcountry skiing, and CDOT plows) during winter blizzards. There is a passing lane, within the vicinity of the project site, for the vehicles travelling northbound, which appears to keep the Highway's Level of Service relatively high in the vicinity of the project site. An additional time when this stretch of Highway 550 can experience a lower than normal Level of Service would be during the "leaf peeper" season, when slow moving vehicles flock to this area, occasionally slowing down other vehicles by photographing fall foliage from the Highway. In general, in this area of Highway 550 appears to have a relatively high (Operational) Level of Service, as anecdotally there seems to be infrequent "percent time spent following." The CDOT Level of Service of Safety (LOSS) notes Zero Severe Crashes as shown on the following page.



Level of Service of Safety (LOSS) on Colorado Highways

CDOT Accessibility

Find address or place



Highway Segment LOSS



Begin Milepoint	77.00
End Milepoint	78.00
Begin Year	2018
End Year	2022
LOSS Severe	2
LOSS Total	1
Severe Crashes	0
Total Crashes	0
Average Daily Traffic	1,960
Side Road Average Daily Traffic	0
Facility Type	Rural Mountainous 2-Lane UnDivided Highways

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

3. Access Control

There is little existing access control along the edges of the Highway in the vicinity of the project site. The Highway has free and clear roadside access along this stretch for vehicles to pull over in limited intermittent areas of the gravel shoulder where there happens to be enough room. What little access control exists along this stretch stems from natural terrain limitations such as steep drop offs. There is little to no existing guiderail/guardrail along this stretch of Highway 550, between Silverton and Ouray, in part to facilitate a massive amount of Highway snow removal. Across from the project site is a historic structure called the Silver Ledge Mill Building, which currently has a very long pull off area for vehicles, lacking “channelized” access control. Adjacent to that long pull off at the historic Silver Ledge Mill Building, there is an existing abandoned road on CDOT's private land which used to be the Highway prior to the Highway having a relocation near the Silver Ledge around 1955. The old Highway alignment, and now-abandoned bridge, still appears on local maps, if they were prepared in the 1950s (such as the USGS topo quad map). There are not really any frontage roads along this stretch which would channelize traffic or create some access control. Nor are there many people who elect to stop in the vicinity of the project site, as the majority of Highway travelers at this location seem to be through-traffic/tourist vehicle trips, and the majority would stop either in Silverton or in Ouray.

4. Right-of-Way

The right-of-way along the Highway in this area may have a surveying issue. A CDOT employee indicated in 2023 that the Highway right-of-way might not actually exist or be fully documented at the vicinity of the project site. The primary landowner in this area happens to be the Applicant, who is willing to grant/document the right-of-way for/with CDOT along the Highway, as necessary or required. The Project Surveyor (David Bulson at dave@bulsonsurveying.com) and the CDOT Surveyors could be consulted for further information on the documentation of the Highway right-of-way along this stretch of Highway 550. It is possible that the apparent highway relocation project in approximately 1955 did not include proper follow-up documentation of the new/existing Highway right-of-way. The Highway was apparently moved onto the abandoned railroad grade to eliminate a maintenance issue at a former Highway bridge.

5. Lane Configurations

At the project site the Highway is two lanes, consisting of one lane for northbound vehicles, and one lane for southbound vehicles. Those whom are travelling north towards Ouray, also have a high-functioning passing lane available, in order to be able to pass slower moving vehicles in the flat open stretch between Chattanooga and the Muleshoe Curve.

6. Geometrics

At the project site the Highway geometry varies from a straight stretch with excellent sight distance, and a passing lane, to a tight-as-can-be, superelevated hairpin curve, known as the Muleshoe Curve. Vertically the stretch of Highway 550 at the project site is relatively flat.

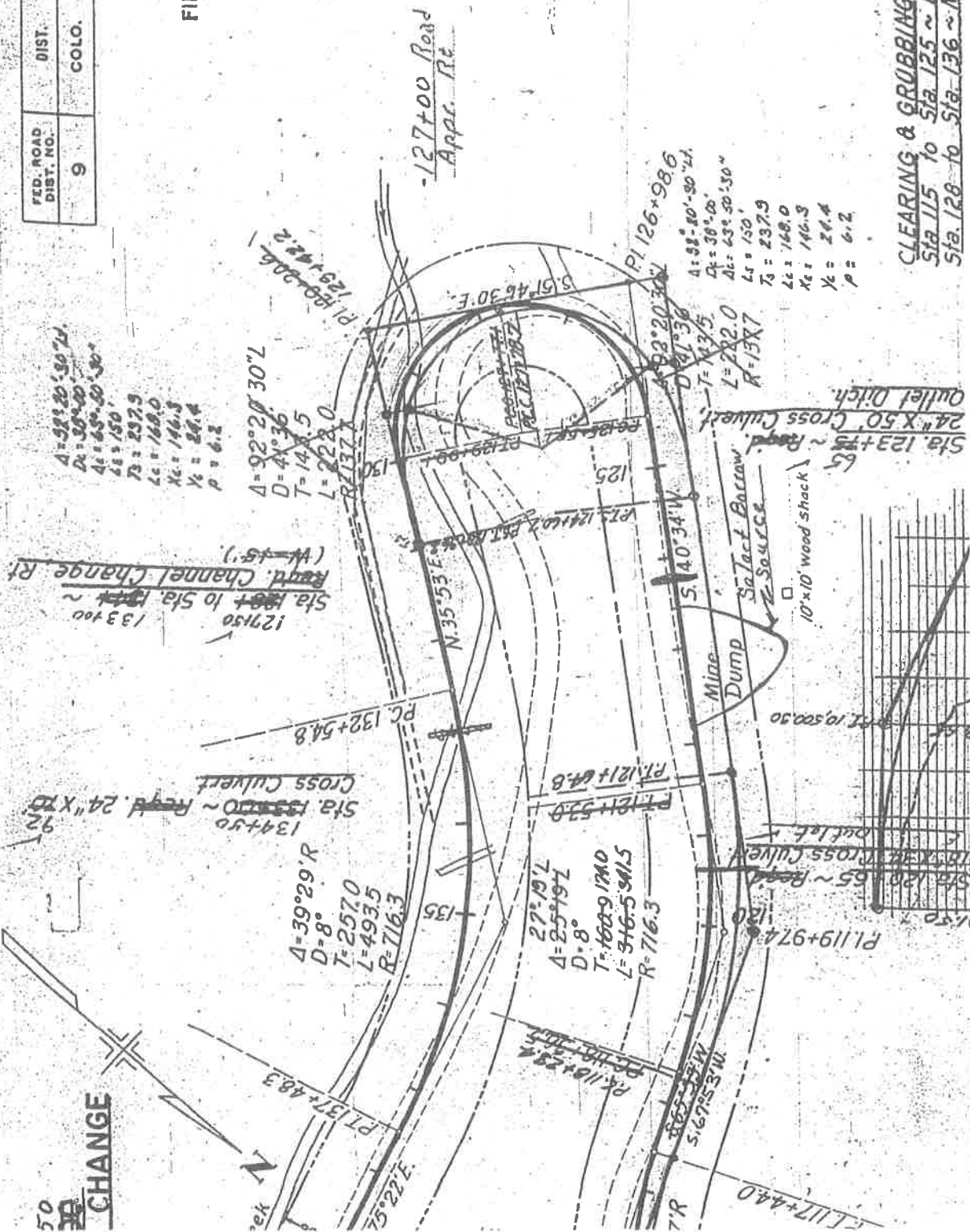
SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

However, just north of the project site, the Highway grade begins its steep long climb, from the Muleshoe Curve, up to the top of Red Mountain Pass. The majority of the Highway in the vicinity of the project site is located on top of a former railroad bed, as of 1955; therefore, it resembles a steep, mountainous, mining-era steady-grade narrow gauge railroad geometry.

On the following five pages for your reference are 1955 CDOT plans from a project at Highway 550 Muleshoe Curve.

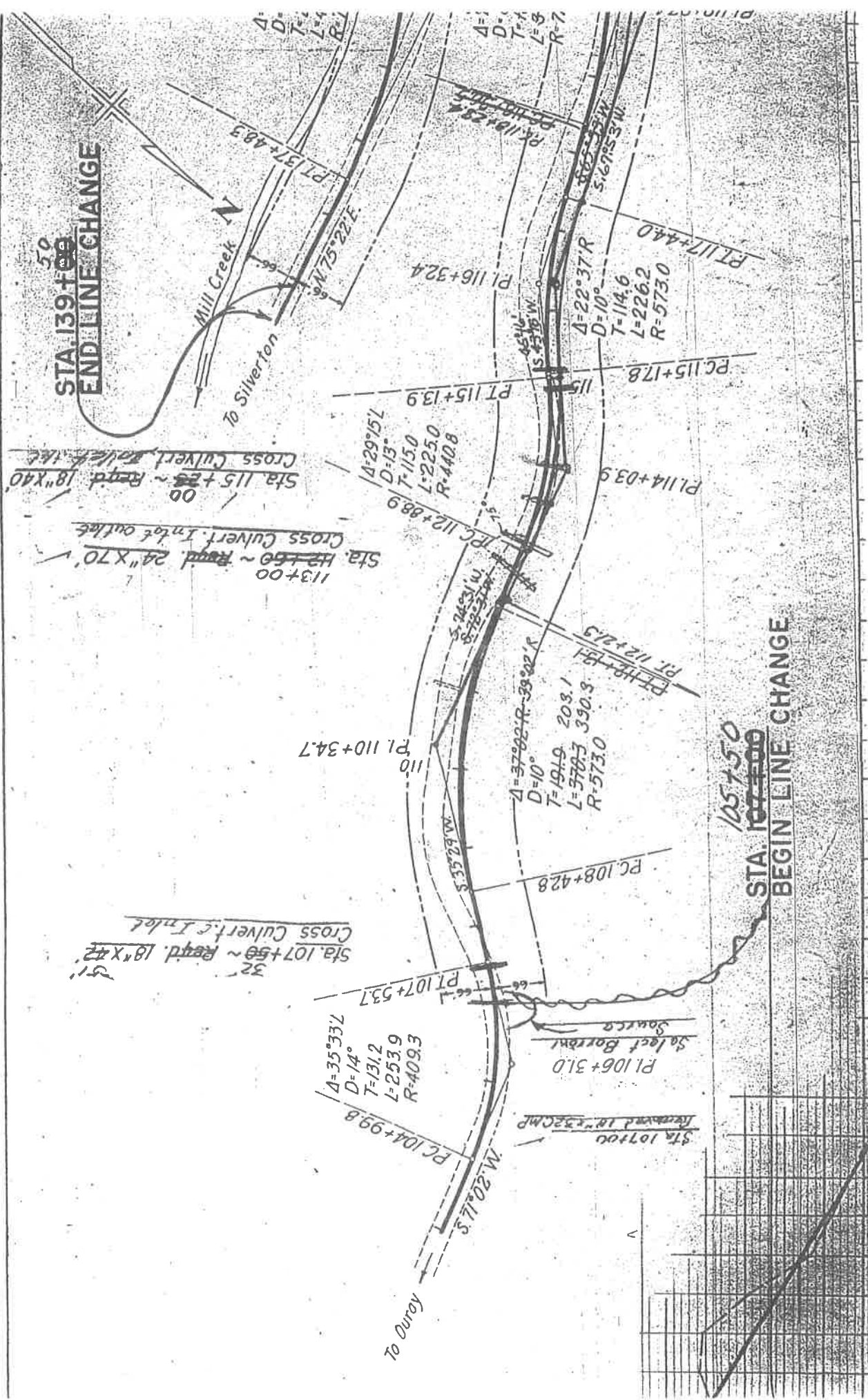
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	C 55-0019-03	14	

FINAL COLLECTION SHEET



CLEARING & GRUBBING

CLEANING & PREPARING
Sta 115 to Sta 125 ~ Light Willows.
Sta. 128 to Sta. 136 ~ Medium Willows.



STA. 139+00
END LINE CHANGE

105+50
STA. 107+00
BEGIN LINE CHANGE

Sta. 115+00 ~ Road 18" X 40"
Cross Culvert, Inlet & Outlet

Sta. 107+50 ~ Road 18" X 42"
Cross Culvert, Inlet

Sta. 107+00
Inlet & Outlet 18" X 32" CMP

Salcedo Bottom
Salcedo

NOTE:

Alignment and Grades as shown are subject to modification during construction after approval by the Denver Office.

Soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for convenience of the Contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction the grading plan shown on plans will be modified where necessary to secure dense, stable embankments.

Sta. 0+00 Road
0+00 Aft.
P.O.C. 20+80.0 Bk.
P.C. 20+88.0
Approach, Lt.

U.S.G.S. B.M.
No. 22 1937

Future Constr.

To Ouray

N. 30° 43' E.

National Forest boundary marker

Stone Monument

UNCOMAPARE NATIONAL FOREST (State Forces)
Project Marker Rt.
Sta. 0+00 ~ Reg'd.

SAN JUAN COUNTY
OURAY COUNTY

SAN JUAN NATIONAL FOREST

STA. 0+00 BEGIN C 55-0019-03
- STA. 1+50 SP 619
- BEGIN LINE CHANGE

PL. 4+43.8

$\Delta = 9^{\circ} 01' L$
 $D = 1^{\circ}$
 $T = 451.8$
 $L = 901.7$

Sta. 6+13 ~ Remove 12" X 35"
C.M.P. ~ Reg'd. 24" X 58"
Cross Culvert, Inlet, Outlet
Ditch, Sta. 6+15

Frame Building

7+00 ~ 8+00
Sta. 3+80 ~ Road
Approach, Rt.

10+50
Sta. 5+50 to 10+50
Reg'd. Muck
Removal

402' to 10+00
Select Borings
Sources

289' to 10+00

PT. 8+93.7

Borrow
913' Lt. Sta. 11+50

Sta. 11+08 ~ Road
Road Approach, Lt.

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	C55-0019-03	13	

LINE CHANGE

FINAL CONSTRUCTION SHEET

See Sheet 13b (Line Change Cont'd.)

Sta. 19+20 ~ Removed 15" X 30"
C.M.P. ~ Reqd. 24" X 52"
Cross Culvert, Inlet.
Sta. 19+22

Sta. 15+05 ~ Reqd. 24" X 84"
Cross Culvert, Inlet, Outlet.

Sta. 12+17 to 15+75
Intercepting ditch lt.

500' Lt. Sta. 11+50
Select Borrow

Sta. 11+00 ~ Reqd.
Road Approach, Lt.

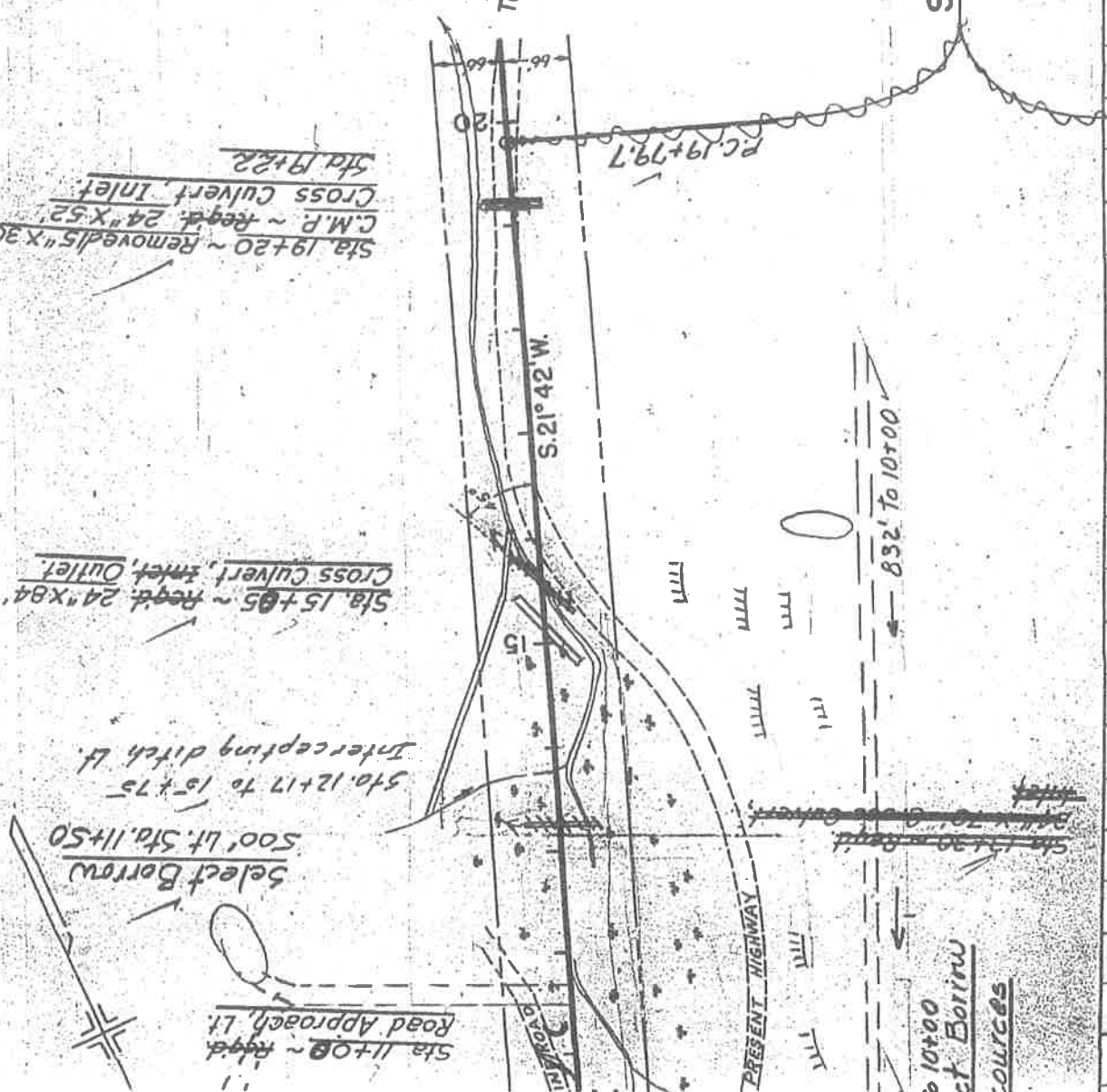
To Silverton

P.C. 19+79.7
S. 21° 42' W.

32+50

STA. 19+00 END LINE CHANGE

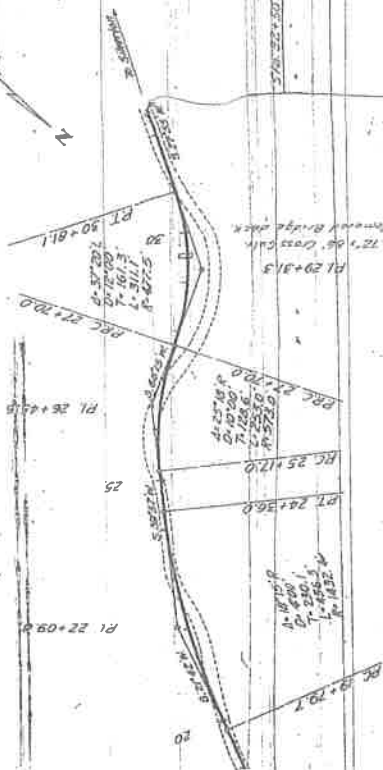
CLEARING & GRUBBING
Sta. 0+00 to Sta. 19+80 ~ No Clearing



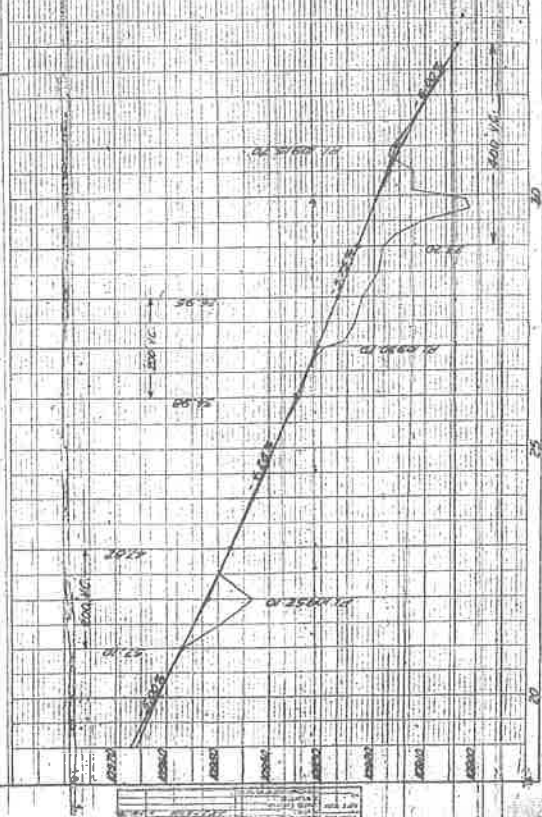
FILE NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	GA	255-029-03	134	

Line Change

FINAL LOCATION SHEET



STANDARD TWO LINE CHANGE



SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

7. Traffic Signal Locations, Coordination & Timing

Traffic signal considerations are believed to be non-applicable for this project, as the closest traffic signals are about an hour away in either direction, located at Montrose about an hour to the north, and near Durango about an hour to the south.

8. Traffic Control Devices

We have not observed any existing stop signs in the vicinity of the project site. It would be recommended that a stop sign be placed at each of the two access roads that will serve the Proposed Silver Cloud Lodge PUD. That would entail a proposed stop sign placed at the existing Mill Creek Road, where that existing gravel road intersects with the Highway 550 Muleshoe Curve. It is recommended that the proposed improvements to the existing gravel access road at the Bonanza Boy Mill Site would also require a stop sign. The only known existing traffic control devices/signage on Highway 550 near the project site are existing speed limit signs, and two yellow curve-related speed reduction signs that exist on both ends of the tight hairpin Muleshoe Curve. Those two yellow curve/reduced speed signs warn Highway 550 drivers that a very sharp curve is ahead and that the recommended maximum speed on the Muleshoe Curve is 20 MPH. There is also a merge sign where the northbound passing lane ends.

9. Posted Speed Limits

The speed limit varies and changes along the stretch of Highway 550 which runs through this project site. The speed limit is 45 MPH for northbound vehicles at the flat and open far south end of the project site, where there is a passing zone, and then transitions to 30 MPH where that passing lane ends at a merge. The speed limit is 30 MPH for the southbound vehicles at the far north end of the project site, for those who are heading south down a steep grade from Red Mountain Pass towards the Muleshoe Curve. However, importantly, the project site includes the tight Muleshoe Curve where the suggested maximum curve speed is posted as 20 MPH (in both directions). For those travelling north towards Ouray, the speed limit at the project site is 45 MPH, transitioning to 30 MPH, then 20 MPH at the Muleshoe Curve. For those heading south towards Silverton, the speed limit is 30 MPH, transitioning to 20 MPH at the Muleshoe Curve, then increasing to 50 MPH. The unusual and variable geometry of this particular stretch of Highway causes the speed limit to transition rapidly, as required for safety. Most of the highway alignment at the project site (as of the apparent 1955 Highway relocation project) was formerly a mountain narrow gauge railroad bed, which appears to have caused the unusual hairpin curve/alignment, requiring the rapid speed limit transitions.

10. Average Running Speeds

The average running speeds of the existing traffic on Highway 550 at the project site was not measured. Anecdotally, it appears that the posted and suggested speed limits closely match the fastest rate of travel a person could reasonably and prudently drive in dry summer conditions. In general, there are probably locals able to drive at the posted speed limit, while there some are mixed-in tourists going under the speed limit, because of the scenery or icy conditions. The posted speed limits, and the posted suggested tight-curve speed limits, do not appear to restrict

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

the Highway users or cause them to drive artificially slow in this stretch; on the contrary, the posted speed limits appear to closely match the maximum safe travelling speed in this mountainous, curvy stretch.

11. Commuter Peak Hours

This project differs from most projects because there is little nearby to affect or cause distinct commuter peak hour(s) on this stretch of Highway 550. Ouray is not really a bedroom community for Silverton nor vice versa. This project is generally located at a vertical divide high in the mountains, which forms a significant natural barrier between the north side of Red Mountain Pass, and the distinctly separate south side of Red Mountain Pass. Due to the high altitude, bad weather, avalanches, winter highway closures, and distance, it is very uncommon for work/school commuting to occur between Silverton and Ouray. If there is a peak hour along this particular stretch of Highway, it might generally be associated with summer time tourism vehicle-trips, for tourists driving between Ouray and Silverton, during the nicest part of the mid-day. I do not believe there would be any significant AM nor PM commuter peak hours, as commuters between Silverton and Ouray might average approximately 0 to 5 persons, including just a few individual workers, like the Silverton postmaster, perhaps a few occasional CDOT employees, and some occasional backcountry outdoor recreation winter guides. There is little to no known school-related commuter traffic, which would have the potential to cause a commuter peak hour, because historically approximately zero Silverton or Ouray students attend school on the opposite side of Red Mountain Pass. I do not believe this particular stretch of Highway would possess a normal, noticeable set of commuter peak hours (such as morning rush hour or after-school/after-work evening rush hour). The peak traffic on this stretch is most likely only noticeable on a mid-day in the summer due to tourism-related traffic making a day trip between the two towns of Silverton and Ouray. The CDOT traffic counts in August 2020 indicated some peak hours in the primary direction and in the opposite direction which appears to correspond to tourist day-trips, as well as some locals driving from Silverton to Montrose and back, typically for occasional doctor appointments and groceries. Peak hours generated by tourism and Silverton locals appears to be mid-morning and late afternoon. The highest peak hour we encountered for Highway 550, and also on Mill Creek Road, when we counted "background traffic," was 2 PM to 3 PM.

12. Sight Distance Limitations

Sight distance is excellent both vertically and horizontally at the existing historic Highway access road for the Artist Cabin, especially compared to the limited sight distance often experienced in mountainous terrain, blocked by hillsides, mountains, etc. Adjacent to the existing Artist Cabin is the vacant land (the Bonanza Boy Mill Site) where the Applicant plans to construct an employee housing structure, as well as centralized parking. This project will increase traffic turning in and out of a widened version of that existing historic access road, and thankfully the sight distance at that location appears adequate. The secondary Highway access point for this project is located at Mill Creek Road, which intersects with Highway 550 near the apex of the tight hairpin Muleshoe Curve. The sight distance is somewhat limited at that location, but primarily only in relation to one turn movement. The person stopped on Mill Creek Road waiting to enter the Highway, and looking to turn left onto Highway 550 northbound, has a

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

partially blocked or intermittent view of the northbound Highway traffic, due to the tops of some bushes located within the inside of the Highway curve. The sight distance view for a person wanting to turn right/south onto Highway 550 is excellent, and unobstructed, due to the Highway geometry. A person wanting to turn their vehicle right/south from Mill Creek Road onto Highway 550 can see southbound vehicles from afar, as they are clearly visible coming down the steep slope of Highway 550 between Red Mountain Pass and the Muleshoe Curve. However, if a person wants to turn their vehicle left from Mill Creek Road, and enter the Highway to head north towards Ouray, they will have some difficulty seeing the approaching northbound vehicles, with which they need to merge. The vegetation within the inside of the tight Muleshoe Curve needs trimmed to increase that sight distance, if allowable. At night, headlights on the northbound Highway traffic allow for much better sight distance, since those headlights shine through the vegetation branches, serving to increase the visibility of the approaching northbound travelling vehicles. This project has the advantage that the majority of anticipated turn movements heading onto the Highway from Mill Creek Road will be the guest shuttle van, going southbound towards the Chattanooga-based proposed centralized parking area (and towards Silverton). Out of the four turn movements associated with this project at the intersection of Highway 550 and Mill Creek Road, the one turn movement which currently has a relatively poor existing daytime sight distance, happens to be the one turn movement we are least expecting. The sight distance for this project is described in more detail in section 11 towards the end of this report.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

4. EXISTING HIGHWAY TRAFFIC DATA

This section summarizes the existing Highway 550 traffic counts available online using CDOT resources. The data collected by CDOT during August 2020 is a good estimate of current peak traffic conditions. August 2020 was an unusual regional peak time of greatly-increased local tourism, due to Covid-related outdoor recreation. Please see the following page for traffic data collected by CDOT during August 2020.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

CDOT Existing Traffic Counts on Highway 550

Daily Traffic Volume for Station ID: 106714 from 8/20/2020 (from CDOT OTIS)																									
Count Date	Dir	0h	1h	2h	3h	4h	5h	6h	7h	8h	9h	10h	11h	12h	13h	14h	15h	16h	17h	18h	19h	20h	21h	22h	23h
8/20/2020	P	1	0	1	4	6	7	17	28	90	82	151	146	141	118	164	135	110	75	76	23	11	15	11	3
8/20/2020	S	6	2	0	4	4	18	17	37	63	67	131	113	104	96	122	123	114	90	90	54	30	19	8	6
8/20/2020	C	7	2	1	8	10	25	34	65	153	149	282	259	245	214	286	258	224	165	166	77	41	34	19	9
P=Primary Direction (NB or SB unknown) S=Secondary Direction (NB or SB unknown) C=Combined Count (both directions)																									

Traffic Data on Highway 550 between mile markers 72 and 80 collected by CDOT during August 2020.



Location of Traffic Count Station (between milemarkers 72 and 73) in relation to the Project Site (between milemarkers 77 and 78) on Highway 550.

According to the traffic data collected by CDOT on August 20, 2020, the average highest peak hour for traffic in the project area occurred at 2 PM to 3 PM (which matches what we observed in September 2024).

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

The vehicles counted by CDOT on August 20, 2020, during Covid-related increased local tourism, included the following:

Highway 550 Vehicles, Primary Direction:

$$(1+0+1+4+6+7+17+28+90+82+151+146+141+118+164+135+110+75+76+23+11+15+11+3) = \\ = 1,415 \text{ Vehicles Per Day (VPD)}$$

Highway 550 Vehicles, Secondary Direction:

$$(6+2+0+4+4+18+17+37+63+67+131+113+104+96+122+123+114+90+90+54+30+19+8+6) = \\ = 1,318 \text{ Vehicles Per Day (VPD)}$$

Total Two-Way Highway 550 Traffic Counted in Both Directions in August 2020:

The Total Daily Vehicles counted by CDOT in August 2020 on Highway 550 at the Project Site included the following:

$$\text{Total} = 1,415 \text{ VPD} + 1,318 \text{ VPD} = 2,733 \text{ VPD}$$

2,733 VPD can be considered the two-directional Average Annual Daily Traffic (AADT).

It appears that using the August 2020 vehicle counts available from CDOT of approximately 2,733 VPD (bi-directional total), passing through/by the project site, is a good estimate of summertime maximum/average daily traffic, and can be used as the Average Annual Daily Traffic (AADT), even though traffic/vehicles are a lot lower in the winter (due to snowy conditions, and consistently less tourism in this region in the winter).

Peak Hours in August 2020:

The highest peak hour in August 2020 was 2 PM to 3 PM (which matches what we observed during traffic counts in September 2024). August 20, 2020 happened to have been a Thursday, which affects the traffic counts (and reasons for travelling). The peak traffic volumes happened to occur on that particular day in August 2020 at approximately 10 AM to 11 AM in one direction, and approximately 2 PM to 3 PM in the other direction. This data only provides a snapshot of that day; however, it matches the fact that, anecdotally, tourism traffic between Silverton and Ouray is believed to peak during mid-day, as tourists are likely to take a "day trip" between the two towns, likely to occur during the mid-day, (with the best chances of good weather and heightened daytime driver visibility). Regarding local traffic, the peak hours showing up in the August 2020 CDOT traffic counts may also reflect locals driving to and from Montrose for doctor appointments, buying groceries, etc. August 2020 was during the Covid pandemic, which greatly affected (increased) the outdoor tourism visitors to this area, as people were generally avoiding all indoor pursuits. The highest peak hour corresponding to the tourism/overall vehicle trips from 2 PM to 3 PM is what we are using in this report, to evaluate the potential project transportation effects.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

5. BACKGROUND TRAFFIC

This section includes information on the existing “background traffic” at the two existing Highway access roads. The first existing Highway access road is the existing Mill Creek Road (County Road 15/US Forest Service Road 821), which intersects with Highway 550 at the Highway hairpin curve called Muleshoe Curve. The second existing Highway access road is the existing driveway for the Artist Cabin existing residential structure at Chattanooga.

A. Mill Creek Road Existing Background Traffic

As requested by CDOT in the September 2024 email, we have counted “background traffic” at Mill Creek Road during a peak time of year which was Saturday, September 28, 2024. Through local research, and consultation with the Silverton Chamber of Commerce, about fall tourism/peak traffic days, we discovered that this date appears to correspond with the local peak “leaf-peeper” traffic on this stretch of Highway. The actual peak (on Highway 550) is probably the July 4th holiday of each year; however, the fall-colors tourism traffic peak was the date available to us. The box canyon that is accessed by the existing Mill Creek Road is currently vacant. In the summer, Mill Creek Road is barely used, and in the winter the road is unplowed and inaccessible by vehicle. Since the traffic to count was relatively low, we chose to collect additional data about each vehicle we observed. We recorded the types of vehicles, the states shown on the license plates, apparent reasons for turning in to Mill Creek Road, etc. The majority of drivers stopped for only a few minutes to take fall foliage pictures, let out their dog, take a momentary “rest stop,” or turn around to head back to Ouray/Montrose. Our unofficial Origin and Destination study indicated that most vehicles were from Ouray and the north, and appeared to be on the Highway to observe the fall foliage.

The Mill Creek Road “background traffic” encountered on Saturday, September 28, 2024, is summarized on the following three pages.

Collected Saturday, September 28, 2024 by Engineer Mountain Inc.

Collected Saturday, September 28, 2024 by Engineer Mountain Inc.

Time	Enter / Exit	Direction from/to	Vehicle Type	State	Activity	RTI/RTO/ LTI/LTO
7:30	Enter	Silverton	SUV	CO	Traffic Study	LTI
8:02	Enter	Silverton	SUV	CO	Dog Walking	LTI
8:08	Exit	Ouray	SUV	CO	Dog Walking	LTO
9:01	Enter	Silverton	Pickup	CO	Picnic	LTI
9:04	Enter	Ouray	Pickup	NM	Leaf Watching	RTI
9:07	Exit	Ouray	Pickup	NM	Leaf Watching	LTO
9:08	Enter	Ouray	SUV	CA	Leaf Watching	RTI
9:12	Exit	Silverton	SUV	CA	Leaf Watching	RTO
9:17	Enter	Silverton	Pickup	CA	Photography	LTI
9:21	Exit	Ouray	Pickup	CA	Photography	LTO
9:42	Enter	Ouray	Car	CO	Hiking	RTI
9:50	Enter	Silverton	Pickup	CO	Leaf Watching	LTI
9:52	Exit	Ouray	Pickup	CO	Leaf Watching	LTO
9:58	Enter	Ouray	Car	CO	Leaf Watching	RTI
10:00	Exit	Silverton	Car	CO	Leaf Watching	RTO
10:03	Enter	Silverton	Car	OK	Hiking	LTI
10:10	Enter	Ouray	Car	CO	Leaf Watching	RTI
10:11	Exit	Silverton	Car	CO	Leaf Watching	RTO
10:36	Enter	Silverton	Car	NM	Leaf Watching	LTI
10:39	Exit	Ouray	Car	NM	Leaf Watching	LTO
10:40	Exit	Silverton	Car	CO	Hiking	RTO
10:48	Enter	Ouray	Car	CO	Hiking	RTI
10:57	Enter	Ouray	Jeep	MS	Rest Stop	RTI
11:00	Exit	Silverton	Jeep	MS	Rest Stop	RTO
11:01	Enter	Silverton	SUV	MA	Hiking	LTI
11:05	Enter	Silverton	Pickup	CO	Traffic Study	LTI
11:09	Exit	Silverton	Pickup	CO	Leaf Watching	RTO
11:10	Exit	Silverton	SUV	CO	Traffic Study	RTO
11:22	Enter	Silverton	Pickup	CA	Leaf Watching	LTI
11:23	Exit	Ouray	Pickup	CA	Leaf Watching	LTO
11:34	Enter	Ouray	Pickup	CO	Hiking	RTI
11:38	Exit	Ouray	Car	OK	Hiking	LTO
11:39	Exit	Silverton	Pickup	CO	Hiking	RTO
11:40	Enter	Ouray	Jeep	MO	Leaf Watching	RTI
11:41	Exit	Silverton	Car	CO	Hiking	RTO
11:41	Exit	Silverton	Jeep	MO	Leaf Watching	RTO
11:48	Enter	Ouray	Car	CO	Rest Stop	RTI
11:52	Enter	Silverton	Car	CO	Rest Stop	LTI
11:54	Exit	Ouray	Car	CO	Rest Stop	LTO
11:55	Exit	Ouray	Car	CO	Rest Stop	LTO
12:20	Enter	Ouray	SUV	CO	Hiking	RTI
12:36	Enter	Ouray	Car	CO	Photography	RTI
12:37	Exit	Ouray	Pickup	CO	Picnic	LTO
12:40	Enter	Ouray	Pickup	CO	VCUP	RTI
12:46	Enter	Silverton	Car	CO	Hiking	LTI
12:53	Exit	Ouray	SUV	MA	Hiking	LTO
12:55	Enter	Silverton	Car	AZ	Photography	LTI

Hourly/Total Turn Counts						
	RTI	RTO	LTi	LTO	IN	OUT
7-8am	0	0	0	0	0	0
8-9am	0	0	1	1	1	1
9-10am	4	1	3	3	7	4
10-11am	3	3	2	1	5	4
11-12pm	3	5	3	4	6	9
12-1pm	3	0	2	3	5	3
1-2pm	10	7	1	3	11	10
2-3pm	10	8	2	3	12	11
3-4pm	4	6	3	5	7	11
4-5pm	4	3	1	3	5	6
5-6pm	4	4	0	0	4	4
6-7pm	3	2	0	0	3	2
7-8pm	0	0	0	0	0	0
Daily total	48	39	18	26	66	65

RTI= Right Turn Into Mill Creek Road
RTO= Right Turn Out to Highway 550
LTi=Left Turn Into Mill Creek Road
LTO=Left Turn Out to Highway 550
IN= Total Turn movements from Highway 550 onto Mill Creek Road
OUT= Total Turn movements from Mill Creek Road onto Highway 550

Background Traffic Turn Movements From/To Highway 550 and Mill Creek Road. Collected Saturday, September 28, 2024 by Engineer Mountain Inc.						
Time	Enter / Exit	Direction from/to	Vehicle Type	State	Activity	RTI/RTO/LTI/LTO
12:58	Exit	Ouray	SUV	AZ	Photography	LTO
13:05	Enter	Ouray	Car	CO	Dog Walking	RTI
13:08	Exit	Silverton	SUV	CO	Hiking	RTO
13:12	Exit	Silverton	Car	CO	Dog Walking	RTO
13:14	Exit	Ouray	Car	CO	Photography	LTO
13:24	Enter	Silverton	SUV	CO	Traffic Study	LTI
13:25	Exit	Silverton	Pickup	CO	Traffic Study	LTO
13:26	Enter	Ouray	Car	CO	Dog Walking	RTI
13:27	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
13:28	Exit	Silverton	Jeep	CO	Leaf Watching	RTO
13:30	Enter	Ouray	Car	CO	Rest Stop	RTI
13:30	Enter	Ouray	Car	GA	Rest Stop	RTI
13:33	Exit	Silverton	Car	CO	Rest Stop	RTO
13:33	Exit	Silverton	Car	GA	Rest Stop	RTO
13:37	Enter	Ouray	Pickup	NV	Leaf Watching	RTI
13:38	Exit	Silverton	Pickup	NV	Leaf Watching	RTO
13:40	Enter	Ouray	Car	CO	Hiking	RTI
13:42	Enter	Ouray	Pickup	CO	Leaf Watching	RTI
13:46	Exit	Silverton	Pickup	CO	Leaf Watching	RTO
13:49	Enter	Silverton	Pickup	TX	Leaf Watching	LTI
13:51	Exit	Ouray	Pickup	TX	Leaf Watching	LTO
13:53	Enter	Ouray	SUV	NY	Leaf Watching	RTI
13:55	Enter	Ouray	SUV	AZ	Leaf Watching	RTI
13:57	Exit	Silverton	SUV	NY	Leaf Watching	RTO
14:00	Enter	Silverton	Van	CO	Leaf Watching	LTI
14:03	Exit	Ouray	Van	CO	Leaf Watching	LTO
14:03	Enter	Ouray	SUV	OK	Leaf Watching	RTI
14:03	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
14:03	Exit	Silverton	Car	CO	Leaf Watching	RTO
14:04	Enter	Silverton	Car	CO	Leaf Watching	LTI
14:05	Exit	Silverton	SUV	OK	Leaf Watching	LTO
14:10	Enter	Ouray	Car	CO	Leaf Watching	RTI
14:13	Exit	Silverton	Car	CO	Leaf Watching	RTO
14:14	Enter	Ouray	SUV	AZ	Hiking	RTI
14:14	Enter	Ouray	Car	CO	Leaf Watching	RTI
14:16	Exit	Silverton	Car	CO	Leaf Watching	RTO
14:17	Exit	Silverton	Car	CO	Walk	RTO
14:22	Enter	Ouray	SUV	CO	Leaf Watching	RTI
14:25	Exit	Silverton	SUV	CO	Leaf Watching	RTO
14:30	Exit	Ouray	Car	CO	Walk	LTO
14:31	Enter	Ouray	Van	UT	Leaf Watching	RTI
14:31	Enter	Ouray	Car	CO	Leaf Watching	RTI
14:32	Exit	Silverton	Van	UT	Leaf Watching	RTO
14:37	Enter	Ouray	SUV	WA	Leaf Watching	RTI
14:38	Exit	Silverton	SUV	WA	Leaf Watching	RTO
14:55	Enter	Ouray	Pickup	CO	Hiking	RTI
14:55	Exit	Silverton	Car	AZ	Hiking	RTO
15:03	Enter	Silverton	SUV	CO	Leaf Watching	LTI

Background Traffic Turn Movements From/To Highway 550 and Mill Creek Road. Collected Saturday, September 28, 2024 by Engineer Mountain Inc.						
Time	Enter / Exit	Direction from/to	Vehicle Type	State	Activity	RTI/RTO/LTI/LTO
15:04	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
15:05	Exit	Silverton	SUV	CO	Leaf Watching	RTO
15:07	Exit	Ouray	Jeep	CO	Hiking	LTO
15:15	Exit	Silverton	Car	CO	Leaf Watching	RTO
15:20	Exit	Silverton	SUV	CO	Hiking	RTO
15:25	Enter	Silverton	SUV	OK	Leaf Watching	LTI
15:27	Exit	Ouray	SUV	OK	Leaf Watching	LTO
15:30	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
15:31	Enter	Ouray	Pickup	CO	Leaf Watching	RTI
15:32	Exit	Silverton	Jeep	CO	Leaf Watching	RTO
15:34	Exit	Ouray	Car	CO	Hiking	LTO
15:35	Exit	Ouray	Pickup	CO	Leaf Watching	LTO
15:36	Enter	Ouray	Car	NM	Leaf Watching	RTI
15:44	Exit	Silverton	Car	NM	Leaf Watching	RTO
15:45	Exit	Silverton	Jeep	CO	Hiking	RTO
15:51	Enter	Silverton	Jeep	CO	Leaf Watching	LTI
15:53	Exit	Ouray	Jeep	CO	Leaf Watching	LTO
16:11	Enter	Ouray	Car	CO	Leaf Watching	RTI
16:14	Exit	Silverton	Car	CO	Leaf Watching	RTO
16:34	Exit	Ouray	Pickup	CO	Hiking	LTO
16:40	Enter	Silverton	Car	CO	Leaf Watching	LTI
16:41	Enter	Ouray	Car	CO	Hiking	RTI
16:42	Exit	Ouray	Car	CO	Leaf Watching	LTO
16:51	Enter	Ouray	SUV	CO	Leaf Watching	RTI
16:51	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
16:55	Exit	Silverton	Jeep	CO	Leaf Watching	RTO
16:55	Exit	Silverton	SUV	CO	Leaf Watching	RTO
16:58	Exit	Ouray	Pickup	CO	VCUP	LTO
17:15	Enter	Ouray	Car	CO	Leaf Watching	RTI
17:15	Enter	Ouray	Car	NM	Leaf Watching	RTI
17:15	Enter	Ouray	Jeep	CO	Leaf Watching	RTI
17:17	Exit	Silverton	Jeep	CO	Leaf Watching	RTO
17:34	Exit	Silverton	Car	CO	Hiking	RTO
17:47	Exit	Silverton	Car	CO	Hiking	RTO
17:51	Enter	Ouray	Van	CO	Leaf Watching	RTI
17:53	Exit	Silverton	Van	CO	Leaf Watching	RTO
18:01	Enter	Ouray	Car	NY	Leaf Watching	RTI
18:03	Exit	Silverton	Car	NY	Leaf Watching	RTO
18:34	Enter	Ouray	Pickup	NM	Rest Stop	RTI
18:36	Enter	Ouray	Pickup	CO	Camping	RTI
18:36	Exit	Silverton	Pickup	NM	Rest Stop	RTO
19:30	Exit	Silverton	SUV	CO	Traffic Study	LTO

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

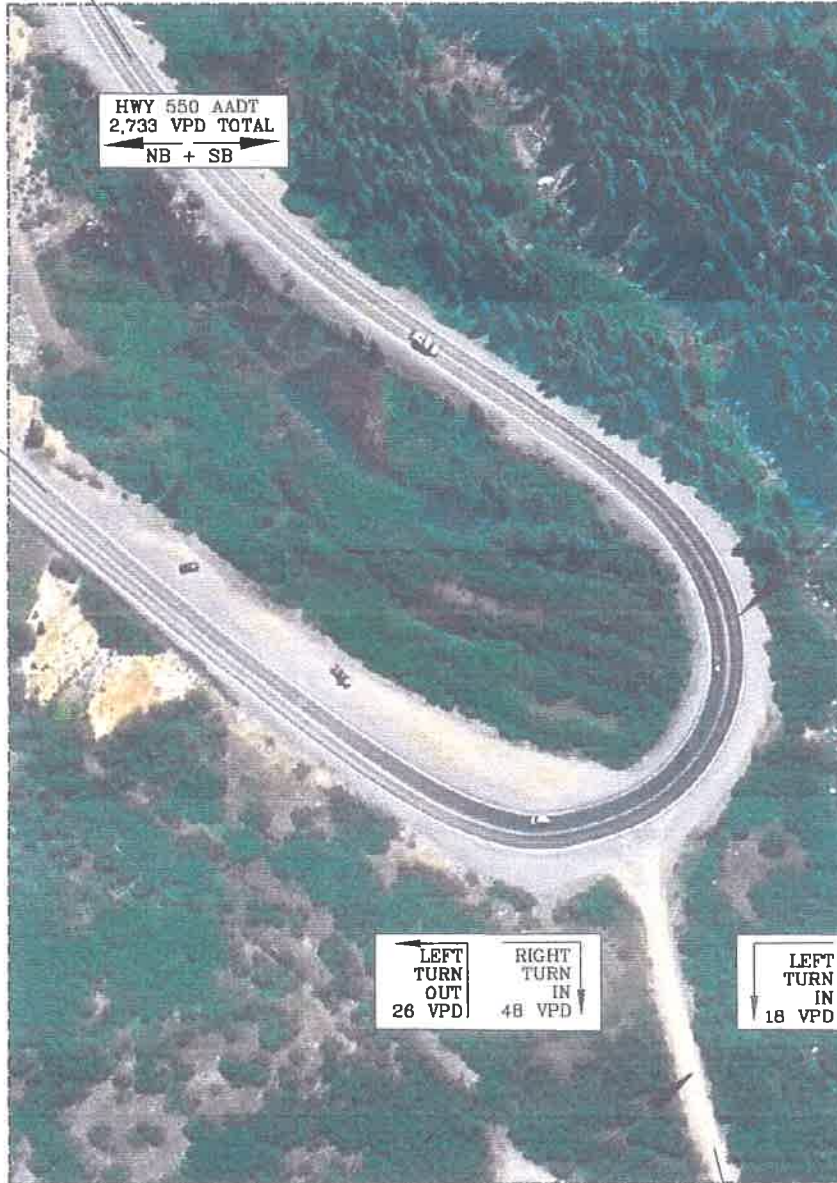
For the existing traffic data at the project site, we have utilized the CDOT Highway 550 traffic counts from August 2020, as well as the Mill Creek Road “background traffic” counts we collected on September 28, 2024. On the following two pages are aerial traffic schematics depicting the existing daily and peak hour “background” traffic volumes at Mill Creek Road and Highway 550 Muleshoe Curve.

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 MULESHOE CURVE AT MILL CREEK ROAD EXISTING DAILY TRAFFIC VOLUMES

HWY 550 AADT
2,733 VPD TOTAL
NB + SB

HWY 550 NB
TO OURAY



HWY 550
EXISTING DAILY
TRAFFIC (AADT)
AUGUST 2020
P = 1,415 VPD
S = 1,318 VPD
TOTAL = 2,733 VPD

HWY 550
MULESHOE
CURVE

MILL CREEK ROAD
(USFS RD. 821/CR 15)
EXISTING DAILY
TRAFFIC (VPD)
SEPTEMBER 2024
RIGHT IN = 48 VPD
RIGHT OUT = 39 VPD
LEFT IN = 18 VPD
LEFT OUT = 26 VPD
TOTAL IN = 66 VPD
TOTAL OUT = 65 VPD
TOTAL = 131 VPD

LEFT
TURN
OUT
26 VPD

RIGHT
TURN
IN
48 VPD

LEFT
TURN
IN
18 VPD

RIGHT
TURN
OUT
39 VPD

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

NOTES:

AADT = AVERAGE ANNUAL DAILY TRAFFIC.
VPD = VEHICLES PER DAY.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS 2D GOOGLE EARTH.
MILL CREEK ROAD ADT COUNTED BY EMI ON SAT 9/28/24.
NB = NORTHBOUND.
SB = SOUTHBOUND.



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT

ENGINEER MOUNTAIN INC.
formerly MACKIE Engineering
P.O. BOX 526, SILVERTON, CO 81433
(970) 387-0500 engineermountaininc@gmail.com

MULESHOE CURVE EXISTING DAILY TRAFFIC VOLUMES

HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/PLAN: MULESHOE EX ADT X 2
DWG: 23-101/SHV-PUD Plans.dwg
LAST REVISED: 10/21/24

TRAFFIC
STUDY PAGE

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HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 MULESHOE CURVE AT MILL CREEK ROAD EXISTING PEAK HOUR TRAFFIC VOLUMES

HWY 550 PEAK HOUR
286 VPH TOTAL
NB + SB

HWY 550
EXISTING PEAK HOUR
TRAFFIC (VPH)
AUGUST 2020
2 PM TO 3 PM
P = 164 VPH
S = 122 VPH
TOTAL = 286 VPH

HWY 550 NB
TO OURAY

HWY 550
MULESHOE
CURVE

MILL CREEK ROAD
(USFS RD. 821/CR 15)
EXISTING DAILY
TRAFFIC (VPH)
SEPTEMBER 2024
2 PM TO 3 PM
RIGHT IN = 10 VPH
RIGHT OUT = 8 VPH
LEFT IN = 2 VPH
LEFT OUT = 3 VPH
TOTAL IN = 12 VPH
TOTAL OUT = 11 VPH
TOTAL = 23 VPH

LEFT
TURN
OUT
3 VPH
RIGHT
TURN
IN
10 VPH

LEFT
TURN
IN
2 VPH
RIGHT
TURN
OUT
8 VPH

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

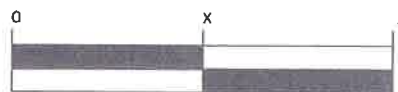
TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

NOTES:

THE PEAK HOUR FOR BOTH HWY 550 AND MILL CREEK ROAD WAS 2 PM TO 3 PM.
VPH = VEHICLES PER HOUR.
HWY 550 VPH IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS 2D GOOGLE EARTH.
MILL CREEK ROAD VPH COUNTED BY EMI ON SAT 9/28/24.
NB = NORTHBOUND.
SB = SOUTHBOUND.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT

ENGINEER MOUNTAIN INC
formerly MACKIE Engineering
P.O. BOX 526, SILVERTON, CO 81433
(970) 387-0500
engineermountaininc@gmail.com

MULESHOE CURVE EXISTING PEAK HOUR TRAFFIC VOLUMES
HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/AMM: MULESHOE EX PK HR X 2
DWG: 23-101/SILV...PUD Plana.dwg
LAST REVISED: 10/21/24

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

B. “Background Traffic” at the Existing Artist Cabin Driveway Highway Access Road at Chattanooga on Highway 550

The second Highway access road is the existing “Artist Cabin driveway” at Chattanooga on Highway 550. There is an existing residential structure called the Artist Cabin, and there appears to be an existing accessory dwelling unit (ADU). The existing ADU is a vacant art studio, but could be considered/made into a small residence, and it currently has approximately 300 square feet. Existing traffic is minimal at this time, because the Artist Cabin has not been occupied since the late 1990s. Occasionally in the past few years it has been used as a vacation rental. The Applicant has recently purchased the Artist Cabin property (the Mountain Chief Mill Site). In order to avoid building a new driveway at the Howitzer pad, which would’ve been a new driveway right next to an existing driveway, the Applicant contacted the adjacent land owners to ask about sharing the existing Artist Cabin driveway, and they decided to sell the property Pending CDOT’s approval, the existing Artist Cabin driveway will be utilized to access the Artist Cabin property as well as the Applicant’s adjacent vacant Bonanza Boy Mill Site. For “background traffic,” if we were to “count cars” at the existing Artist Cabin driveway, the traffic counts would be approximately zero at this time. We have utilized the standard number for “single family residence” for the Artist Cabin and the adjacent ADU, from the ITE Trip Generation Manual, which includes approximately 10 trips per day per residence (five vehicles in and five vehicles out, per day, on average, per residence), as the existing “background traffic.” Therefore, to be conservative we have estimated that the existing “background traffic” at the existing vacant Artist Cabin and the existing vacant ADU is 20 trips per day, with 10 vehicles per day entering the site, and 10 vehicles per day existing the site.

The Applicant plans to apply to eventually utilize the Artist Cabin and the ADU as Vacation Rentals. Both of the existing structures would need to be renovated beforehand. To be conservative for traffic estimations, we have assumed that both of the structures could someday be used as fully occupied single family residences, potentially housing a total of four Silverton worker parents (and school children). The plan is to have those rented as vacation rentals, and there is a possibility that one day those could unexpectedly end up being used as additional employee housing. Based on the above, and based on the site proximity to Silverton, we have split up the existing “background traffic” of 20 trips per day (associated with the two “existing single family residences”) as 70 percent going to/from Silverton, and 30 percent going to/from the north/Mill Creek Road/Ouray/Ridgway/Montrose. For the highest and most conservative traffic estimates, we have assumed four in-town Silverton worker adults (and school children) occupying the two “existing residences,” with a total of two adults returning home for about an hour at lunchtime. The site-generated peak of the traffic that we expect to use the Artist Cabin driveway (at the built-out condition) will be noon to 1, in part because of the proposed employee housing, lodging check-in/check-out, summer camping guests, and a portion of the potential future residents possibly visiting the site for a lunchbreak.

On the following two pages are aerial drawings depicting the existing “background traffic” at the existing “Artist Cabin driveway” Highway access road, which currently provides access to the existing (vacant) Artist Cabin and the existing (vacant art studio) ADU. Even though the two existing structures are vacant, we have utilized the ITE Trip Generation Manual numbers for fully occupied “single family residences” as the existing “background traffic.”

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE EXISTING DAILY TRAFFIC VOLUMES

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 AADT
2,733 VPD TOTAL
NB + SB

LEFT
TURN
OUT
3 VPD

RIGHT
TURN
IN
3 VPD

LEFT
TURN
IN
7 VPD

RIGHT
TURN
OUT
7 VPD

HWY 550 SB
TO SILVERTON

BONANZA BOY MILL SITE
EXISTING DAILY
TRAFFIC (VPD)
PER ITE TRIP GENERATION MANUAL STANDARD NUMBERS
RIGHT IN = 3 VPD
RIGHT OUT = 7 VPD
LEFT IN = 7 VPD
LEFT OUT = 3 VPD
TOTAL IN = 10 VPD
TOTAL OUT = 10 VPD
TOTAL TRIPS = 20 VPD (10 VPD PER EACH RESIDENCE TYP. PER ITE)

PROPOSED IMPROVEMENTS
AT EXISTING ACCESS ROAD

EXISTING ARTIST
CABIN (AND ADU)
VACANT BUT COULD BE
USED AS 2 SINGLE FAMILY
RESIDENCES OR 2 RENTAL CABINS

HWY 550
EXISTING DAILY
TRAFFIC (AADT)
AUGUST 2020
P = 1,415 VPD
S = 1,318 VPD
TOTAL = 2,733 VPD

NOTES:

AADT = AVERAGE ANNUAL DAILY TRAFFIC.
VPD = VEHICLES PER DAY.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS COUNTY ASSESSOR AERIAL.
NB = NORTHBOUND.
SB = SOUTHBOUND.
P = PRIMARY DIRECTION.
S = SECONDARY DIRECTION.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
ENGINEER MOUNTAIN INC.
formerly MACKIE Engineering
P.O. BOX 526, SILVERTON, CO 81433
(970) 387-0500
engineermountaininc@gmail.com

BONANZA BOY MILL SITE EXISTING DAILY TRAFFIC VOLUMES

HWY 550 AT CHATTANOOGA

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23

DRAWN BY: LMA

LAYOUT/AMN: BBNS EX AOT

DWG: 23-101/Siv...PUD Plans.dwg

LAST REVISED: 3/7/25

TRAFFIC
SHEET PAGE

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HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE EXISTING PEAK HOUR TRAFFIC VOLUMES

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 AADT
2,733 VPD TOTAL
NB + SB

HWY 550 SB
TO SILVERTON

LEFT
TURN
OUT
0 VPH

RIGHT
TURN
IN
0 VPH

LEFT
TURN
IN
2 VPH

RIGHT
TURN
OUT
2 VPH

BONANZA BOY MILL SITE
EXISTING PEAK HOUR
TRAFFIC (VPH)
DURING EXPECTED SITE PEAK HOUR OF NOON TO 1 PM
RIGHT IN = 0 VPH
RIGHT OUT = 2 VPH
LEFT IN = 2 VPH
LEFT OUT = 0 VPH
TOTAL IN = 2 VPH
TOTAL OUT = 2 VPH
TOTAL TRIPS = 4 VPH DURING EXISTING PEAK HOUR NOON TO 1 PM
EXISTING CABIN AND EXISTING ADU ARE VACANT BUT WE HAVE
ASSUMED 10 VPD TRIPS PER EACH RESIDENCE TYP. PER ITE MANUAL

PROPOSED IMPROVEMENTS
AT EXISTING ACCESS ROAD

EXISTING ARTIST
CABIN (AND ADU)
VACANT BUT COULD BE
USED AS 2 SINGLE FAMILY
RESIDENCES OR 2 RENTAL CABINS

HWY 550
EXISTING DAILY
TRAFFIC (AADT)
AUGUST 2020
P = 1,415 VPD
S = 1,318 VPD
TOTAL = 2,733 VPD

NOTES:

AADT = AVERAGE ANNUAL DAILY TRAFFIC.

VPD = VEHICLES PER DAY.

VPH = VEHICLES PER HOUR.

HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.

PHOTO JPG SOURCE IS COUNTY ASSESSOR AERIAL.

NB = NORTHBOUND.

SB = SOUTHBOUND.

P = PRIMARY DIRECTION.

S = SECONDARY DIRECTION.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
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BONANZA BOY MILL SITE EXISTING PEAK HOUR TRAFFIC VOLUMES
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/LMAN: BBMS EX PK HR
DWG: 23-101/Silv...PUD Plans.dwg
LAST REVISED: 3/7/23

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

6. PROPOSED TRAFFIC VOLUMES

Rather than trying to shoehorn this unusual project and site into the typically-used ITE Trip Generation Manual broad/generalized urban/suburban development categories, which we have used for almost all other past traffic studies, we have estimated the proposed traffic volumes and turn movements based on the maximum actual anticipated individual employees, guests, and project plans.

A. Trip Generation

We are estimating the following proposed site users (and trips) associated with the Proposed Silver Cloud Lodge/PUD:

- Shuttle van from the centralized parking area at the Bonanza Boy Mill Site at Chattanooga, up to the Silver Cloud Lodge in Mill Creek:
8 trips per day (year-round) northbound on Highway 550
(and the corresponding 8 return trips per day southbound on Highway 550)
- Chef/cook likely to reside on-site in the employee housing building at the Bonanza Boy Mill Site:
1 trip per day (early each summer day) northbound on Highway 550 to go to work in the lodge
(and the corresponding 1 return trip home each night after work southbound on Highway 550)

In the summer, the chef is likely to ride in the shuttle to/from the employee housing/lodge, but to be conservative we have used the higher trip generation.

1 trip each night from the Bonanza Boy Mill Site to Silverton for errands/groceries
(and the corresponding 1 return trip each night from Silverton back to Chattanooga).

In the winter, the chef is likely to overnight at the lodge, due to early morning work duties, and overnight snow accumulation on the lodge access road. However, we are utilizing the higher, more conservative vehicle-trips for the chef.

- On-site manager of facility:
1 trip per day (early each summer day) northbound on Highway 550 to go to work in the lodge
(and the corresponding 1 return trip each night southbound on Highway 550)

The on-site manager is likely to reside at the lodge 24 hours per day (year-round), but to be conservative we have used the higher trip generation.

1 trip each night from the Bonanza Boy Mill Site to Silverton for errands/groceries
(and the corresponding 1 return trip each night from Silverton back to Chattanooga)

- Campground host, summer only, likely to reside on-site in the employee housing building at the Bonanza Boy Mill Site:

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

1 trip per day northbound on Highway 550 to go to the summer-only campground near the lodge (and the corresponding 1 return trip per day after work southbound on Highway 550)

The summertime campground host is likely to camp at the summer-only campground 24 hours per day and utilize the shuttle, but to be conservative we have used the higher trip generation.

1 trip each night from the Bonanza Boy Mill Site to Silverton for errands/groceries (and the corresponding 1 return trip each night from Silverton back to Chattanooga)

- Housekeeping staff, likely one person residing in/visiting from Silverton once a day:

1 trip per day (in the summer) from Silverton to the lodge (and the corresponding 1 return trip per day from the lodge back to Silverton).

The housekeeper is likely to ride up/down in the shuttle year-round, but to be conservative we have used the higher trip generation.

- Subcontractor recreation professional backcountry guide, who is expected as peripherally or loosely affiliated with this proposed development, likely an average of one person residing in/visiting from Silverton once a day:

1 trip per day (in the summer) from Silverton to the lodge (and the corresponding 1 return trip per day from the lodge back to Silverton).

Any summer/winter subcontractor backcountry guides are likely to ride the shuttle to and from the lodge, but to be conservative we have used the higher trip generation.

- Lodge Guests: there are up to 12 guest rooms proposed. The proposed lodging rooms appear to be rather small. It is assumed the occupancy would be one single person, one couple, or a small family in each guest room. (It is likely that 1-2 of the rooms will probably end up being occupied by the on-site manager and/or the chef.) If there happens to be 100% guest occupancy, we could assume that there might be 12 vehicles associated with the 12 rooms. Assuming that two friends might drive separately to the site and end up sharing one guest room, there could be perhaps up to 24 guest vehicles. We could assume half of the guest vehicles could originate from the north, from northern Colorado, from states north of Colorado, from I-70, and/or from the Montrose airport, while conversely, we could assume that the other half of the guests may originate from the south, from Durango, driving from states south of Colorado such as Texas, New Mexico, and Arizona, and from the Durango airport. The lodge guests are likely to stay more than one night after arriving at the relatively remote project location. However for traffic estimation we will conservatively assume the following:

100% guest occupancy of 12 lodge rooms, with one night stays, with 1-2 vehicles per room, which is 12-24 vehicles daily total guest vehicles.

6-12 lodge guest vehicles per day maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the north, and

6-12 lodge guest vehicles per day maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the south.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

These lodge guests will park at the centralized parking area on the Bonanza Boy Mill Site, and will be transported in the shuttle van to and from the lodge.

- For summer-only campground guests, there will be a total of eight designated tent spots which will be defined by proposed wooden tent platforms. Similar to the lodge guests described above, we can assume that the eight tent spots could be associated with 8 to 16 vehicles, parking at the centralized parking area on the Bonanza Boy Mill Site, and being transported in the shuttle van to the summer-only campground near the lodge in Mill Creek. Similar to the lodge guests described above, we can assume half of the summer campers might originate from Montrose/the north, with the other half originating from Durango/the south.

(Assuming 100% guest occupancy of 8 summertime camping spots, with 1-2 vehicles per summer camping spot)

4-8 campground guest vehicles per summer day maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the north, and

4-8 campground guest vehicles per day maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the south.

These summer camping guests will park at the centralized parking area on the Bonanza Boy Mill Site, and will be transported in the shuttle van to and from the campground adjacent to the lodge. It is likely that one of the eight tent spots might be occupied by the campground host but for conservative higher traffic estimating we have assumed 100% guest occupancy.

- Summertime dispersed-camping guests, and wintertime outdoor-recreationalists:

These two seasonal guest categories (which are expected to be loosely affiliated with this project), may balance each other out, with a few dispersed campers at the site in the summer, and a few wintertime outdoor day-trip recreationalists (skiers with a guide, ice climbers with a guide) in the winter. Since there are five roughly-defined walk in dispersed camp sites in upper Mill Creek, we will assume up to five vehicles per day associated with the summer primitive camping and the winter outdoor recreationalists. We may estimate the following turn movements associated with these two outdoor user groups: Average annual five vehicles per day entering/exiting the centralized parking at the Bonanza Boy Mill Site, to utilize the shuttle van up to/back from Mill Creek, for either dispersed primitive walk in summer-only camping, or winter guided outdoor recreation (ice climbing, skiing), half originating from the north and half originating from the south, as follows:

3 dispersed summer camper/winter recreationalist vehicles per day estimated maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the north, and

3 dispersed summer camper/winter recreationalist vehicles per day estimated maximum entering/exiting the centralized parking at the Bonanza Boy Mill Site from/to the south.

The summer dispersed campers and winter outdoor recreationalists (loosely affiliated with this project) will park at the centralized parking area on the Bonanza Boy Mill Site, and will be transported in the shuttle van to and from the seasonal primitive outdoor recreation in the Mill Creek "box canyon" above the lodge.

B. Total daily proposed vehicular turn movements expected at the Bonanza Boy Mill Site

Left turn out = 8 shuttle vans + 3 employee vehicles + 6-12 lodge guest vehicles + 2-4

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

campground guest vehicles + 3 recreationalist vehicles =
= a proposed estimated maximum of **30 vehicles per day** making a left turn out of the Bonanza Boy Mill Site driveway onto Highway 550 northbound

Right turn out = 3 employee vehicles + 6-12 lodge guest vehicles + 2-4 campground guest vehicles + 3 recreationalist vehicles =
= a proposed estimated maximum of **22 vehicles per day** making a right turn out of the Bonanza Boy Mill Site driveway onto Highway 550 southbound

Left turn in = 3 employee vehicles + 6-12 lodge guest vehicles + 2-4 campground guest vehicles + 3 recreationalist vehicles =
= a proposed estimated maximum of **22 vehicles per day** making a left turn in to the Bonanza Boy Mill Site driveway from Highway 550 northbound

Right turn in = 8 shuttle vans + 3 employee vehicles + 6-12 lodge guest vehicles + 2-4 campground guest vehicles + 3 recreationalist vehicles =
= a proposed estimated maximum of **30 vehicles per day** making a right turn in to the Bonanza Boy Mill Site driveway from Highway 550 southbound

Total in = a maximum estimated proposed 52 vehicles per day.

Total out = a maximum estimated proposed 52 vehicles per day.

Total "trips" per day = a maximum estimated proposed 104 vehicles per day.

On the following page is a traffic schematic depicting the proposed daily traffic at the Bonanza Boy Mill Site.

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE PROPOSED PROJECT-GENERATED DAILY TRAFFIC VOLUMES

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 AADT
2,733 VPD TOTAL
NB + SB

LEFT
TURN
OUT
30 VPD

RIGHT
TURN
IN
30 VPD

LEFT
TURN
IN
22 VPD

RIGHT
TURN
OUT
22 VPD

HWY 550 SB
TO SILVERTON

PROPOSED IMPROVEMENTS
AT EXISTING ACCESS ROAD

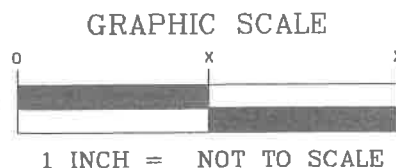
EXISTING ARTIST
CABIN (AND ADU)

BONANZA BOY MILL SITE
PROPOSED PROJECT-GENERATED
DAILY TRAFFIC (VPD)
RIGHT IN = 30 VPD
RIGHT OUT = 22 VPD
LEFT IN = 22 VPD
LEFT OUT = 30 VPD
TOTAL IN = 52 VPD
TOTAL OUT = 52 VPD
TOTAL TRIPS = 104 VPD

HWY 550
EXISTING DAILY
TRAFFIC (AADT)
AUGUST 2020
P = 1,415 VPD
S = 1,318 VPD
TOTAL = 2,733 VPD

NOTES:

AADT = AVERAGE ANNUAL DAILY TRAFFIC.
VPD = VEHICLES PER DAY.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS COUNTY ASSESSOR AERIAL.
NB = NORTHBOUND.
SB = SOUTHBOUND.
P = PRIMARY DIRECTION.
S = SECONDARY DIRECTION.



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*SOLS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT

BONANZA BOY MILL SITE PROPOSED DAILY TRAFFIC VOLUMES

HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/AMAN: BBMS PR ADT X 2
DWG: 23-101/Silv...PUD Plans.dwg
LAST REVISED: 3/7/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

C. Total Proposed Daily Vehicular Turn Movements Expected at Mill Creek Road

Left turn out = an estimated average of **0-1 vehicles per day** making a left turn out of Mill Creek Road onto Highway 550 to go northbound towards Ouray - because almost all of the proposed traffic/turn movements associated with this project will be utilizing (required or encouraged to use) the centralized parking area (and the designated shuttle van) located at Chattanooga. We are estimating 0-1 average left turn out vehicle turn movements per day, because there could be an occasional subcontractor backcountry winter guide who might live in Ouray, going home after a day of skiing/ice climbing in the Mill Creek “box canyon” above the lodge, on rare occasions.

Right turn out = 8 shuttle vans + 3 employee vehicles + 1 Silverton housekeeper vehicle + 1 Silverton subcontractor seasonal backcountry guide vehicle =
= a proposed estimated maximum of **13 vehicles per day** making a right turn out of Mill Creek Road onto Highway 550 southbound

Left turn in = 8 shuttle vans + 3 employee vehicles + 1 Silverton housekeeper vehicle + 1 Silverton subcontractor seasonal backcountry guide vehicle =
= a proposed estimated maximum of **13 vehicles per day** making a left turn in onto Mill Creek Road from Highway 550 northbound

Right turn in = an estimated average of **0-1 vehicles per day** making a right turn in onto Mill Creek Road from Highway 550. Almost all of the proposed traffic/turn movements associated with this project will be utilizing (required or encouraged to use) the centralized parking (and designated shuttle van) located at Chattanooga. We are estimating 0-1 average right turn in vehicle turn movements per day, because there could be an occasional subcontractor backcountry winter guide who might live in Ouray, coming to the site for a day of skiing/ice climbing, in the Mill Creek “box canyon” above the lodge, on rare occasions.

Total in = a proposed estimated maximum of 13 vehicles per day.

Total out = a proposed estimated maximum of 13 vehicles per day.

Total “trips” per day = a proposed estimated maximum of 26 vehicles per day.

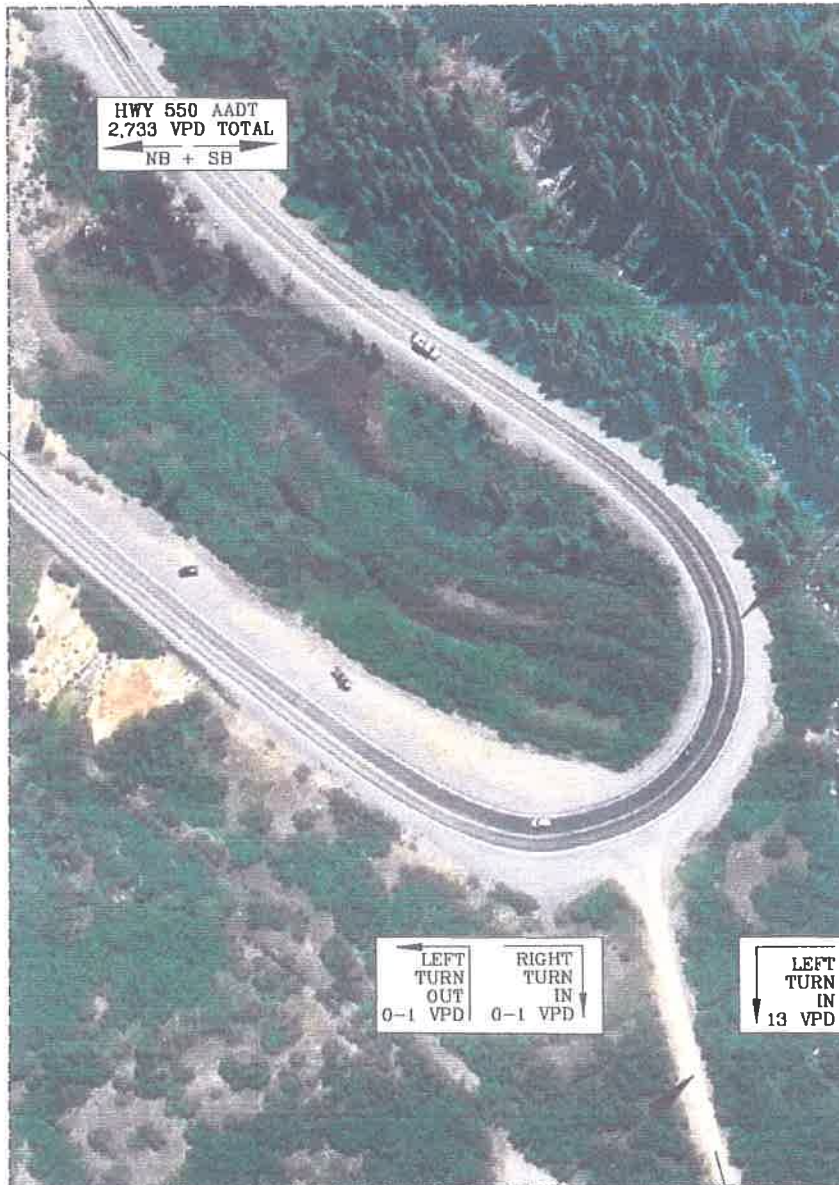
On the following page is a traffic schematic for the proposed (project-generated) daily traffic at Mill Creek Road.

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 MULESHOE CURVE AT MILL CREEK ROAD, PROPOSED PROJECT-RELATED DAILY TRAFFIC VOLUMES

HWY 550 AADT
2,733 VPD TOTAL
NB + SB

HWY 550 NB
TO OURAY



HWY 550
EXISTING DAILY
TRAFFIC (AADT)
AUGUST 2020
P = 1,415 VPD
S = 1,318 VPD
TOTAL = 2,733 VPD

HWY 550
MULESHOE
CURVE

MILL CREEK ROAD
(USFS RD. 821/CR 15)
PROPOSED DAILY
TRAFFIC (VPD)
FUTURE (+/- 2026)
RIGHT IN = 0-1 VPD
RIGHT OUT = 13 VPD
LEFT IN = 13 VPD
LEFT OUT = 0-1 VPD
TOTAL IN = 13 VPD
TOTAL OUT = 13 VPD
TOTAL = 26 VPD

LEFT
TURN
OUT
0-1 VPD
RIGHT
TURN
IN
0-1 VPD

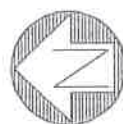
LEFT
TURN
IN
13 VPD
RIGHT
TURN
OUT
13 VPD

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

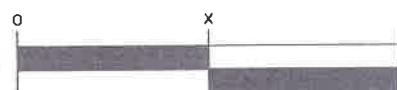
TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

NOTES:

AADT = AVERAGE ANNUAL DAILY TRAFFIC.
VPD = VEHICLES PER DAY.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS 2D GOOGLE EARTH.
NB = NORTHBOUND.
SB = SOUTHBOUND.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
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engineermountaininc@gmail.com

MULESHOE CURVE PROPOSED PROJECT-RELATED DAILY TRAFFIC VOLUMES
HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/AMN: MULESHOE PROJ ADT X 2
DWG: 23-101/Silv...PUD Plans.dwg
LAST REVISED: 3/7/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

D. Hourly Proposed (Project-Generated) Maximum Vehicular Turn Movements Expected at the Bonanza Boy Mill Site

Left turn out = a proposed estimated maximum of 30 vehicles per day.

- 8 shuttle van trips, one each hour, departing the site at 9:15 am, 10:15 am, 11:15 am, 12:15 pm, 1:15 pm, 2:15 pm, 3:15 pm, and 4:15 pm.
- 3 employee vehicles at 9 am.
- 6-12 lodge guest vehicles headed home towards Montrose/airport/Grand Junction, 1 at 9:30 am, 1 at 10:30 am, 1 at 11:30 am, 5 at 12:30 pm, 4 at 1:30 pm.
- 2-4 campground guests vehicles headed home towards Montrose/Grand Junction, 1 at 11:30 am, 2 at 12:30 pm, 1 at 1:30 pm.
- 3 recreationalist vehicles headed home towards Ouray/Montrose/Grand Junction, 1 at 3:30 pm, 2 at 4:30 pm.

Proposed Project-Generated Left Turns Out at Bonanza Boy Mill Site (VPH)								
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
5	2	3	8	6	1	2	3	30

Right turn out = a proposed estimated maximum of 22 vehicles per day.

- 0 shuttle van trips.
- 3 employee vehicles at 5 pm.
- 6-12 lodge guest vehicles headed home towards Durango/airport/south, 1 at 9:30 am, 1 at 10:30 am, 1 at 11:30 am, 5 at 12:30 pm, 4 at 1:30 pm.
- 2-4 campground guests vehicles headed home towards Durango and south, 1 at 11:30 am, 2 at 12:30 pm, 1 at 1:30 pm.
- 3 recreationalist vehicles headed home towards Durango and south, 1 at 3:30 pm, 2 at 4:30 pm.

Proposed Project-Generated Right Turns Out at Bonanza Boy Mill Site (VPH)									
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Total
1	1	2	7	5	0	1	2	3	22

Left turn in = a proposed estimated maximum of 22 vehicles per day.

- 0 shuttle van trips.
- 3 employee vehicles at 7 pm.
- 6-12 lodge guest vehicles arriving from Durango/airport/south, 1 at 9 am, 1 at 10 am, 3 at 11 am, 4 at noon, 3 at 1 pm.
- 2-4 campground guests' vehicles arriving from Durango and south, 1 at 11 am, 2 at noon, 1 at 1 pm.
- 3 recreationalist vehicles arriving from Durango and south, 2 at 10 am, 1 at 11 am.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

Proposed Project-Generated Left Turns In at Bonanza Boy Mill Site (VPH)											
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
1	3	5	6	4	0	0	0	0	0	3	22

Right turn in = a proposed estimated maximum of 30 vehicles per day.

- 8 shuttle van trips, one each hour, arriving on-site at 9:10 am, 10:10 am, 11:10 am, 12:10 pm, 1:10 pm, 2:10 pm, 3:10 pm, and 4:10 pm.
- 3 employee vehicles at 4:45 pm.
- 6-12 lodge guest vehicles arriving from Montrose/airport/Grand Junction, 1 at 9 am, 1 at 10 am, 3 at 11 am, 4 at noon, 3 at 1 pm.
- 2-4 campground guests vehicles arriving from Montrose/Grand Junction, 1 at 11 am, 2 at noon, 1 at 1 pm.
- 3 recreationalist vehicles arriving from Ouray/Montrose/Grand Junction, 2 at 10 am, 1 at 11 am.

Proposed Project-Generated Right Turns In at Bonanza Boy Mill Site (VPH)								
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
2	4	6	7	5	1	1	4	30

On the following page is a traffic schematic depicting the proposed peak hour project-generated turn movement traffic volumes, associated with the proposed development, from Noon to 1 pm for the Bonanza Boy Mill Site.

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE PROPOSED PEAK HOUR TRAFFIC VOLUMES GENERATED BY THE PROPOSED DEVELOPMENT

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 AT NOON
245 VPH TOTAL
NB + SB

LEFT TURN OUT 8 VPH	RIGHT TURN IN 7 VPH
------------------------------	------------------------------

LEFT TURN IN 6 VPH	RIGHT TURN OUT 7 VPH
-----------------------------	-------------------------------

HWY 550 SB
TO SILVERTON

BONANZA BOY MILL SITE
PROPOSED PEAK HOUR
TRAFFIC (VPH)

PROPOSED IMPROVEMENTS
AT EXISTING ACCESS ROAD

EXISTING ARTIST
CABIN (AND ADU)

GENERATED BY THE PROPOSED DEVELOPMENT
FUTURE (12-1 PM IN +/- 2026)

RIGHT IN = 7 VPH
RIGHT OUT = 7 VPH
LEFT IN = 6 VPH
LEFT OUT = 8 VPH
TOTAL IN = 13 VPH
TOTAL OUT = 15 VPH
TOTAL TRIPS = 28 VPH

HWY 550
EXISTING NOON
TRAFFIC (VPH)
AUGUST 20, 2020
P = 141 VPH
S = 104 VPH
TOTAL = 245 VPH

NOTES:

THE PROPOSED PEAK HOUR AT THIS PART OF THE SITE IS BASED ON THE TYPICAL/ANTICIPATED LODGING CHECK-IN/CHECK-OUT, EMPLOYEES, LUNCH, AND THE SHUTTLE (APPROX NOON).

VPH = VEHICLES PER HOUR.

HWY 550 VPH IS BASED ON THE CDOT AUGUST 2020 TRAFFIC COUNTS.

PHOTO JPG SOURCE IS COUNTY ASSESSOR AERIAL.

NB = NORTHBOUND.

SB = SOUTHBOUND.

P = PRIMARY DIRECTION.

S = SECONDARY DIRECTION.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
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formerly MACKIE Engineering
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(970) 387-0500

BONANZA BOY MILL SITE PROPOSED PEAK HOUR PROJECT-RELATED TRAFFIC

HWY 550 AT CHATTANOOGA

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23

DRAWN BY: LMA

LAYOUT/PLAN: BBMS PR VPH X 2

DWG: 23-101/Siv...PUD Plans.dwg

LAST REVISED: 3/7/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

E. Peak Hour Proposed Maximum Project-Generated Estimated Vehicular Turn Movements expected at Mill Creek Road

Left turn out = 0-1 vehicles per day.

No vehicles are expected to turn left onto the Highway to go towards Ouray. That is because of the centralized parking and the shuttle. Occasionally there could be a subcontractor backcountry guide going home who lives in Ouray. Left turn out proposed turn movements are expected to almost always be zero.

Proposed Project-Generated Left Turns Out at Mill Creek Road (VPH)								
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
0	0	0	0	0	0	0	0	0

Right turn out = a proposed estimated maximum of 13 vehicles per day.

- 8 shuttle van trips, one each hour, turning onto the Highway at Muleshoe Curve at 9:05 am, 10:05 am, 11:05 am, 12:05 pm, 1:05 pm, 2:05 pm, 3:05 pm, and 4:05 pm.
- 3 employee vehicles at 4:40 pm.
- One housekeeper (in summer) at 3 pm.
- One Silverton subcontractor backcountry guide at 3 pm.

Proposed Project-Generated Right Turns Out at Mill Creek Road (VPH)								
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
1	1	1	1	1	1	3	4	13

Left turn in = a proposed estimated maximum of 13 vehicles per day.

- 8 shuttle van trips, one each hour, turning onto Mill Creek Road at 9:20 am, 10:20 am, 11:20 am, 12:20 pm, 1:20 pm, 2:20 pm, 3:20 pm, and 4:20 pm.
- Up to 3 employee vehicles at 9:05 am.
- One housekeeper (in summer) at 10 am.
- One Silverton-based subcontractor seasonal backcountry guide at 9 am.

Proposed Project-Generated Left Turns In at Mill Creek Road (VPH)								
9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
5	2	1	1	1	1	1	1	13

Right turn in = 0-1 vehicles per day.

No vehicles are expected to turn right onto Mill Creek Road arriving from Ouray. That is because of the proposed centralized parking area (and use of the designated shuttle van) which will be located to the south. Occasionally there could be a backcountry guide arriving from Ouray to take winter recreationalists for a ski tour, or teach rock climbing. Guides are expected

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

to primarily originate from Silverton due to proximity (since Silverton is much closer than Ouray and on the same side of Red Mountain Pass). Project-generated right turn in movements are expected to almost always be zero.

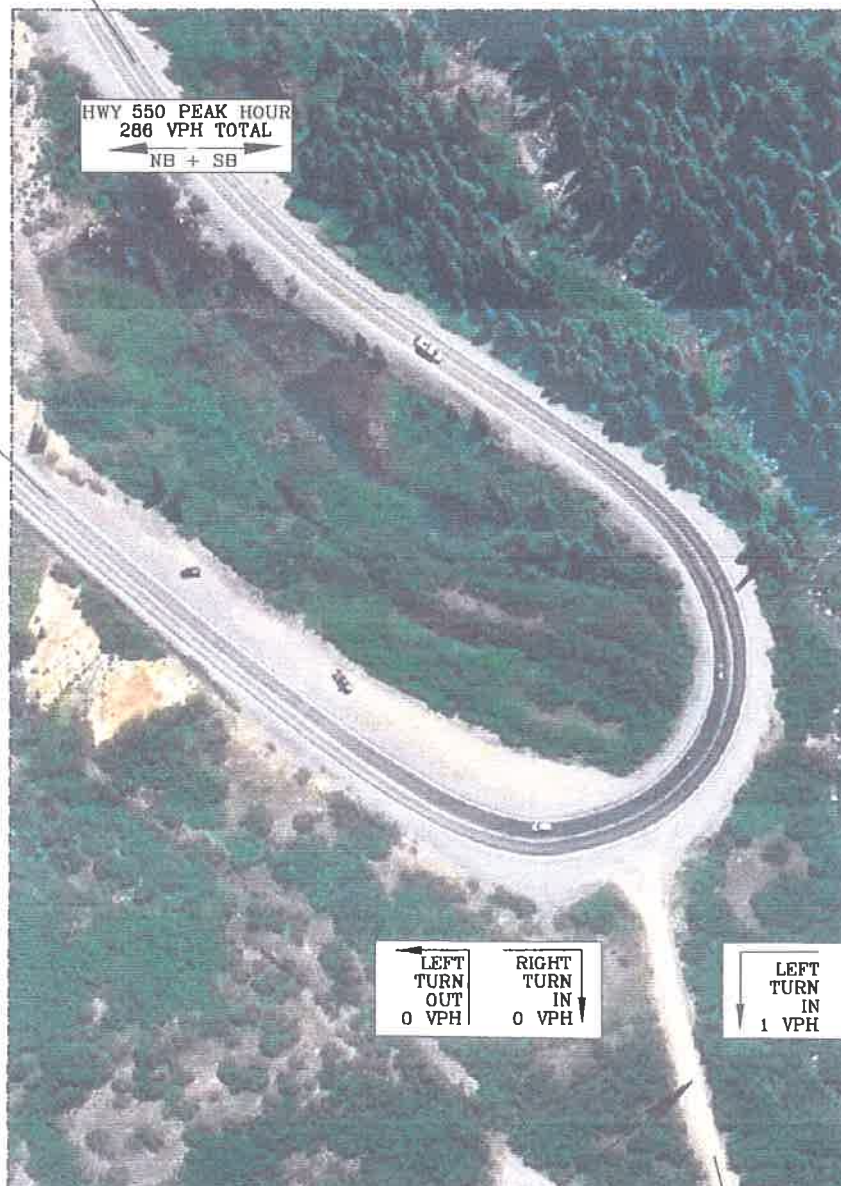
Proposed Project-Generated Right Turns In at Mill Creek Road (VPH)								
9-10 AM	10-11 AM	11 AM- 12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	Total
0	0	0	0	0	0	0	0	0

The highest traffic peak hour we observed in the CDOT Highway traffic counts (August 2020) and the Mill Creek Road “background traffic” traffic counts (September 2024) was between 2 pm and 3 pm.

On the following page is a traffic schematic depicting the proposed project-generated peak hour traffic volumes from 2 pm to 3 pm for Mill Creek Road.

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 MULESHOE CURVE AT MILL CREEK ROAD, PROPOSED PROJECT- GENERATED PEAK HOUR TRAFFIC VOLUMES



HWY 550 PEAK HOUR
286 VPH TOTAL
NB + SB

HWY 550 NB
TO OURAY

HWY 550
EXISTING PEAK HOUR
TRAFFIC (VPH)
AUGUST 2020
2 PM TO 3 PM
P = 164 VPH
S = 122 VPH
TOTAL = 286 VPH

HWY 550
MULESHOE
CURVE

MILL CREEK ROAD
(USFS RD. 821/CR 15)
PROPOSED TOTAL
PEAK HOUR TRAFFIC.
PROPOSED
PROJECT-GENERATED
TRAFFIC (VPH) IN THE
FUTURE (+/- 2026)
AT 2 PM TO 3 PM.
RIGHT IN = 0 VPH
RIGHT OUT = 1 VPH
LEFT IN = 1 VPH
LEFT OUT = 0 VPH
TOTAL IN = 1 VPH
TOTAL OUT = 1 VPH
TOTAL TRIPS = 2 VPH

LEFT
TURN
OUT
0 VPH

RIGHT
TURN
IN
0 VPH

LEFT
TURN
IN
1 VPH

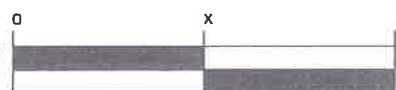
RIGHT
TURN
OUT
1 VPH

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

NOTES:

THE PEAK HOUR FOR BOTH HWY 550 AND MILL CREEK ROAD WAS 2 PM TO 3 PM.
VPH = VEHICLES PER HOUR.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS
PHOTO JPG SOURCE IS 2D GOOGLE EARTH.
MILL CREEK ROAD BACKGROUND TRAFFIC WAS COUNTED BY EMI
ON SATURDAY SEPTEMBER 28, 2024.
NB = NORTHBOUND AND SB = SOUTHBOUND.
THE PROPOSED TRAFFIC AT 2 TO 3 PM IS 1 SHUTTLE IN, AND 1 SHUTTLE OUT.



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT

ENGINEER MOUNTAIN INC.
formerly MACKIE Engineering
P.O. BOX 526, SILVERTON, CO 81433
(970) 387-0500
engineermountaininc@gmail.com

MULESHOE CURVE PROPOSED PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES
HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/LMAN: MULESHOE PROJ PK HR
DWG: 25-101/SILV...PUD Plans.dwg
LAST REVISED: 3/7/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

7. COMBINED TRAFFIC (EXISTING PLUS PROPOSED)

This section summarizes the existing-plus-proposed traffic volumes and turn movements at the two existing Highway access roads on Highway 550.

A. Combined Existing + Proposed Traffic at Mill Creek Road on Highway 550

This section is regarding the existing-plus-proposed traffic volumes and turn movements at Mill Creek Road.

On the following page is a traffic schematic for Mill Creek Road, showing the existing background traffic, plus the proposed project-generated traffic. The schematic on the following page is a “snapshot” of 2 PM to 3 PM, which is the peak hour for the existing Highway 550 traffic (in August 2020), and the peak hour for the existing Mill Creek Road traffic (in September 2024).

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 MULESHOE CURVE AT MILL CREEK ROAD, TOTAL EXISTING + PROPOSED PEAK HOUR TRAFFIC VOLUMES



HWY 550 PEAK HOUR
286 VPH TOTAL
NB + SB

HWY 550 NB
TO OURAY

LEFT
TURN
OUT
3 VPH
RIGHT
TURN
IN
10 VPH

LEFT
TURN
IN
3 VPH
RIGHT
TURN
OUT
9 VPH

HWY 550
EXISTING PEAK HOUR
TRAFFIC (VPH)
AUGUST 2020
2 PM TO 3 PM
P = 164 VPH
S = 122 VPH
TOTAL = 286 VPH

HWY 550
MULESHOE
CURVE

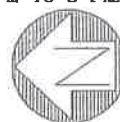
MILL CREEK ROAD
(USFS RD. 821/CR 15)
PROPOSED TOTAL
PEAK HOUR TRAFFIC.
EXISTING BACKGROUND
TRAFFIC + PROPOSED
PROJECT-GENERATED
TRAFFIC (VPH) IN THE
FUTURE (+/- 2026)
AT 2 PM TO 3 PM.
RIGHT IN = 10 VPH
RIGHT OUT = 8 + 1
LEFT IN = 2 + 1
LEFT OUT = 3 VPH
TOTAL IN = 12 + 1
TOTAL OUT = 11 + 1
TOTAL = 23 + 2
" = 25 VPH

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

NOTES:

THE PEAK HOUR FOR BOTH HWY 550 AND MILL CREEK ROAD WAS 2 PM TO 3 PM.
VPH = VEHICLES PER HOUR.
HWY 550 VPH IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS 2D GOOGLE EARTH.
MILL CREEK ROAD BACKGROUND TRAFFIC WAS COUNTED BY EMI
ON SATURDAY SEPTEMBER 28, 2024.
NB = NORTHBOUND AND SB = SOUTHBOUND.
THE PROPOSED TRAFFIC AT 2 TO 3 PM IS 1 SHUTTLE IN, AND 1 SHUTTLE OUT.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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*GRADING AND DRAINAGE
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(970) 387-0500
engineermountaininc@gmail.com

MULESHOE CURVE PROPOSED TOTAL PEAK HOUR TRAFFIC VOLUMES
HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/AMN: MULESHOE PR PK HR x 2
DWG: 23-101/SILV..PUD Plans.dwg
LAST REVISED: 3/7/25

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B. Combined Existing + Proposed Traffic the Existing Artist Cabin Driveway on Highway 550 at Chattanooga

This section is regarding the “combined” existing traffic volumes (for the existing vacant Artist Cabin and existing vacant ADU) plus the proposed project-generated traffic volumes, at the existing Artist Cabin driveway on Highway 550 at Chattanooga.

The existing Artist Cabin driveway on Highway 550 will continue to provide access to the existing Artist Cabin and the existing ADU, as well as access to the proposed employee housing structure, and the proposed centralized parking area.

Although the existing cabin and existing 300 square feet ADU are currently vacant, we have utilized the ITE Trip Generation Manual standard number of 10 trips per day (per each of the two existing residences), since they could conceivably be used as full occupancy single family residences at some point in the future. At present the plan is to renovate and eventually rent out the two existing residences as Vacation Rentals. We have used the Trip Generation standard number of 10 trips per day (5 vehicles per day in, and 5 vehicles per day out, per each residence) for each of the two residences as the existing “background traffic,” although currently the existing traffic at the existing Artist Cabin driveway is approximately zero.

The following page depicts the combined peak hour traffic at the existing Artist Cabin driveway, which is based the maximum existing “background traffic” (10 trips per day per residence) plus the proposed project-generated vehicles. The peak hour at the site is expected to be at noon to 1 pm, in part due to future employees/residents accessing the site during the lunch hour.

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE EXISTING + PROPOSED PEAK HOUR TRAFFIC VOLUMES

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 AT NOON
245 VPH TOTAL
NB + SB

LEFT
TURN
OUT
8 VPH

RIGHT
TURN
IN
7 VPH

LEFT
TURN
IN
8 VPH

RIGHT
TURN
OUT
9 VPH

PROPOSED IMPROVEMENTS
AT EXISTING ACCESS ROAD

HWY 550 SB
TO SILVERTON

EXISTING ARTIST
CABIN (AND ADU)
VACANT BUT COULD BE
USED AS 2 SINGLE FAMILY
RESIDENCES OR 2 RENTAL CABINS

BONANZA BOY MILL SITE
PROPOSED TOTAL PEAK HOUR TRAFFIC.
EXISTING BACKGROUND TRAFFIC + PROPOSED
PROJECT-GENERATED TRAFFIC (VPH) IN THE FUTURE (+/- 2026)
DURING THE EXPECTED SITE PEAK HOUR OF NOON TO 1 PM.

RIGHT IN = 0 + 7 = 7 VPH
RIGHT OUT = 2 + 7 = 9 VPH
LEFT IN = 2 + 6 = 8 VPH
LEFT OUT = 0 + 8 = 8 VPH
TOTAL IN = 2 + 13 = 15 VPH
TOTAL OUT = 2 + 15 = 17 VPH
TOTAL TRIPS = 4 + 28 = 32 VPH

EXISTING CABIN AND EXISTING ADU ARE VACANT BUT WE HAVE
ASSUMED 10 VPD TRIPS PER EACH RESIDENCE TYP. PER ITE MANUAL

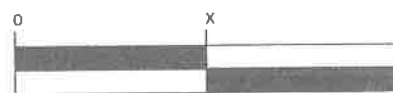
HWY 550
EXISTING NOON
TRAFFIC (VPH)
AUGUST 2020
P = 141 VPH
S = 104 VPH
TOTAL = 245 VPH

NOTES:

VPD = VEHICLES PER DAY.
VPH = VEHICLES PER HOUR.
HWY 550 AADT IS BASED ON CDOT AUGUST 2020 TRAFFIC COUNTS.
PHOTO JPG SOURCE IS COUNTY ASSESSOR AERIAL.
NB = NORTHBOUND.
SB = SOUTHBOUND.
P = PRIMARY DIRECTION.
S = SECONDARY DIRECTION.



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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BONANZA BOY MILL SITE EXISTING + PROPOSED PEAK HOUR TRAFFIC

HWY 550 AT CHATTANOOGA

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23

DRAWN BY: LMA

LAYOUT/LMAN: BEMS EX+PR PK HR

DWG: 23-101/Silv...PUD Plans.dwg

LAST REVISED: 3/7/23

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8. HIGHWAY CLASSIFICATION

The project site is located on/near Highway 500 between Silverton and Ouray, between milemarkers 77 and 78. The most current version of the State Highway Access Category Assignment Schedule we found online is from June 2023. The State Highway Access Category Assignment Schedule indicates that Highway 550B between milemarkers 70 and 80 is categorized as RA. Here is an excerpt from the State Highway Access Category Assignment Schedule for the segments of Highway 550B at/near the project.

CODE OF COLORADO REGULATIONS
Transportation Commission

2 CCR 601-1A

550B	70.011	70.371	111	RA	FROM 549 FEET SOUTH OF COUNTY RD 31 TO JCT SH 110 (GREEN ST) (SILVERTON)
550B	70.371	70.670	111	RA	FROM JCT SH 110 (GREEN ST) TO 1663 FEET SOUTH OF COUNTY RD 6
550B	70.670	80.179	111	RA	FROM 1663 FEET SOUTH OF COUNTY RD 6 TO RED MOUNTAIN PASS AT SAN JUAN/OURAY CO LINE
550B	80.179	92.000	091	RA	FROM RED MOUNTAIN PASS AT SAN JUAN/OURAY CO LINE TO 1108 FEET SOUTH OF AMPHITHEATRE RD

Category RA is described in the State Highway Access Code in the following excerpt, from the most recent version found online updated in June 2023:

3.8 Category R-A - Regional Highway

Functional Characteristics and Category Assignment Criteria

- (1) *This category is appropriate for use on highways that have the capacity for medium to high speeds and relatively medium to high traffic volumes over medium and long distances in an efficient and safe manner. They provide for interregional, intra-regional, and intercity travel needs. Direct access service to abutting land is subordinate to providing service to through traffic movements. This category is normally assigned to National Highway System routes, significant regional routes in rural areas, and other routes of regional or state significance.*

Access Granting Criteria Including Category Related Access Location, Operation and Design Criteria

- (2) *When application is made, one access shall be granted per parcel of land if reasonable access cannot be obtained from the local street or road system. Reasonable local access will be determined in consultation with the appropriate local authority. A determination of reasonable access from a local street or road should include consideration of the local street or road*

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

function, purpose, capacity, operational and safety conditions and opportunities to improve the local street or road. Direct access to the highway should not be denied if the alternative local access would create a significant operational or safety problem at the alternative location and the direct access to the state highway would not be a significant problem to the highway.

- (3) (a) *The standard for the spacing of all intersecting public ways and other accesses that will be full movement, or are or may become signalized, is one-half mile intervals, and based upon section lines where feasible. Exceptions to this one-half mile standard shall not be permitted unless the proposal documents that there are no other reasonable alternatives to achieve a one-half mile interval, there is a documented necessity for the intersection at the proposed location, and a signal study acceptable to the Department is completed in accordance with section 2.3(5).*

(b) Where it is not feasible to meet one-half mile spacing and where signal progression analysis indicates good progression (35 percent efficiency or better), or does not degrade the existing signal progression, a full movement may be allowed. Spacing to nearby intersections shall be sufficient to accommodate the 20th year left turn vehicle storage queue for both turning movements. The access location must also meet other Code access spacing, design and need requirements. If 20th year projections for the access indicate that the access volumes would be less than 75 percent of those required for M.U.T.C.D. traffic signal volume warrants, or if there are less than two nearby (within one mile either direction) accesses that are or could be signalized, the intersection location does not need to be on one-half mile spacing, nor does it need to meet progression analysis criteria.

(c) Where topography or other existing conditions make one-half mile intervals inappropriate or not feasible, location of the access shall be determined with consideration given to topography, established property ownerships, unique physical limitations and or unavoidable or pre-existing historical land use patterns and physical design constraints with every attempt to achieve a spacing of one-half mile. The final location should serve as many properties and interests as possible to reduce the need for additional direct access to the state highway. In selecting locations for full movement intersections, preference shall be given to public ways that meet or may be reasonably expected to meet signal warrants in the foreseeable future.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

9. "TWENTY PERCENT IMPACT" ANALYSIS

A "twenty-percent impact" analysis generally compares the traffic volumes of an access road with the Highway traffic volumes. The total "built-out" ADT for the Silver Cloud Lodge site at Muleshoe Curve is 13 VPD "inbound" and 13 VPD "outbound." The anticipated total of 26 trips per day at Mill Creek Road/Muleshoe Curve is below twenty percent of the Highway 550 traffic volume recorded in 2020 of 2733 VPD. The total "built-out" ADT for the Bonanza Boy Mill Site at Chattanooga is 62 VPD "inbound" and 62 VPD "outbound." The anticipated total of 124 trips per day (existing "background traffic" for two existing vacant residences, plus proposed project-generated traffic) is below twenty percent of the Highway 550 traffic volumes recorded in 2020 of 2,733 VPD.

The total maximum estimated traffic "impact" associated with this project is up to 26 trips (at Mill Creek Road) and up 124 trips (using the existing driveway at the existing, recently purchased Artist Cabin structure, and the adjacent Bonanza Boy Mill Site), which is a total of 150 trips per day, which is still below twenty percent of the existing Highway traffic.

The traffic "impacts" due to the approval of the CDOT Access Permits for the Proposed Silver Cloud Lodge and the proposed employee housing building/centralized parking area at the Bonanza Boy Mill Site potentially affecting State Highway 550 are anticipated to be relatively minimal, compared to the existing Highway traffic volumes. To further evaluate the potential traffic impacts associated with this project, Engineer Mountain, Inc. has prepared auxiliary lane analyses for the two Highway access roads, as requested by CDOT in the September 2024 correspondence.

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10. “A & D” AUXILIARY LANE ANALYSIS

This section provides information about whether or not “turn lanes” are required at Mill Creek Road (on Highway 550 at the Muleshoe Curve), and/or at the existing Artist Cabin driveway (on Highway 550 at Chattanooga).

A. Auxiliary Lane Analysis Requirements

State Highway 550B at the site is listed as Category R-A in the State of Colorado State Highway Access Category Assignment Schedule, 2023. The posted speed limit at the Muleshoe Curve on Highway 550 is 20 MPH. Near the Artist Cabin further south on Highway 550, the posted speed limit is 45 MPH (for northbound vehicles) and 50 MPH (for southbound vehicles). The Access Category R-A and the posted speed limits determine the criteria for auxiliary lane analyses, providing the turning vehicle “thresholds” which trigger turn lane requirements, based on the information below from the State Highway Access Code (Revised June 2023).

For Access Category R-A, the Access Code states:

Auxiliary Lane Requirements

(8) Auxiliary turn lanes shall be installed according to the criteria below.

*(a) A **left turn deceleration lane** with taper and additional storage length is required for any access with a projected peak hour left ingress turning volume **greater than 10 vph**. The taper length shall be included within the required deceleration length.*

*(b) A **right turn deceleration lane** with taper is required for any access with a projected peak hour right ingress turning volume **greater than 25 vph**. The taper length shall be included within the required deceleration length.*

*(c) A **right turn acceleration lane** with taper is required for any access with a projected peak hour right turning volume **greater than 50 vph** when the posted speed on the highway is 45 mph or greater and the highway has only one lane for through traffic in the direction of the right turn. A right turn acceleration lane is not required on multi-lane highways of this category. The taper length will be included within the required acceleration length.*

*(d) A **left turn acceleration lane** with taper may be required if it would be a benefit to the safety and operation of the roadway or as determined by subsection 3.5. A left turn acceleration lane is **generally not required where: the posted speed is less than 45 mph, or the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access***

Regarding Left Turn Acceleration Lanes, Access Code Subsection 3.5 states the following:

(3) If necessary, for specifically identified and documented safety and operation reasons, a left turn acceleration lane may be required when unique location factors such as; highway speed and traffic density, access volume, the volume of commercial trucks, the influence of nearby access, existing highway auxiliary lanes close to the access, nearby

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

traffic control devices, available stopping sight distance, and where other topographic and highway design factors exist that determine the need.

(5) . . . The left turn acceleration lane may be dropped if the volume in the inside lane in the direction of travel is predicted to be below 120 DHV.

The requirements listed above from the Access Code have been compared with the total “built-out” Mill Creek Road and Bonanza Boy Mill Site traffic volumes.

B. Auxiliary Lane Analysis at Mill Creek Road/Muleshoe Curve

At Mill Creek Road the highest number of total vehicles existing-plus-proposed turning in and out at Highway 550B is anticipated to occur during the Peak Hour of 2-3 pm. This coincides with the existing peak traffic and turn movements observed in the August 2020 vehicle count collected by CDOT and the September 2024 turn movement counts to/from Highway 550 and Mill Creek Road collected by Engineer Mountain Inc.

1. Mill Creek Road Left-In

The estimated Mill Creek Road maximum left-in turn movements could consist of 3 VPH turning in from Highway 550, so a left deceleration lane is not warranted.

2. Mill Creek Road Right-In

The peak hour right turn in volume is 10 VPH so a right-turn deceleration lane is not warranted

3. Mill Creek Road Left-Out

The posted speed limit at this section of Highway 550B is 30 MPH, and the maximum anticipated left-turn out volume is 3 VPH, so a left turn acceleration lane is not warranted.

4. Mill Creek Road Right-Out

The maximum right turn out volume is anticipated to be 9 VPH, so a right turn acceleration lane is not warranted.

The vast majority of these turn movements will be the shuttle turning left-in and right-out as it shuttles guests and employees to and from the lodge on Mill Creek Road and the parking area at the Bonanza Boy Mill Site.

In comparison to the Access Codes, turn lanes are not required as Mill Creek Road/Muleshoe Curve because the traffic volumes are relatively low.

C. Auxiliary Lane Analysis at the Bonanza Boy Mill Site

For the Bonanza Boy Mill Site, the anticipated maximum peak hour volumes of existing-plus-proposed vehicles are the following:

Left Turn In: 8 VPH

Left Turn Out: 8 VPH

Right Turn In: 7 VPH

Right Turn Out: 9 VPH

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

1. Bonanza Boy Mill Site Left-In

For the Bonanza Boy Mill Site, the highest volume of Highway 550 vehicles turning left in onto the existing Artist Cabin driveway (for the proposed parking and employee housing building, and the existing Artist Cabin structures) is anticipated to occur during the Peak Hour of Noon to 1 PM. The Bonanza Boy Mill Site (and Artist Cabin property) peak hour inbound left-turn movements could consist of an estimated maximum proposed 8 inbound vehicles per hour. The anticipated left-in turn movement volume of 8 VPH is below the “threshold” volume of 10 VPH, which does not necessitate a left-turn deceleration lane.

2. Bonanza Boy Mill Site Right-In

For the Bonanza Boy Mill Site, the highest volume of Highway 550 vehicles turning right in onto the existing Artist Cabin driveway (for the proposed parking and employee housing building, and the existing Artist Cabin structures) is anticipated to occur during the Peak Hour of Noon to 1 PM. The Bonanza Boy Mill Site (and Artist Cabin property) peak hour inbound right-turn movements could consist of an estimated maximum proposed 7 inbound vehicles per hour. The anticipated turn movement volume of 7 VPH is below the “threshold” volume of 25 VPH, which does not necessitate a right-turn deceleration lane.

3. Bonanza Boy Mill Site Left-Out

For the Bonanza Boy Mill Site, the highest volume of vehicles turning left out from the driveway on to Highway 550 is anticipated to occur during the Peak Hour of Noon to 1 PM. The estimated Bonanza Boy Mill Site hour maximum outbound left-out turn movements could consist of 8 vehicles per hour. In comparison to the Access Code Subsection 3.5, a left-turn acceleration lane may not be/is probably not required. The northbound posted speed limit at this section of Highway 550 is 45 MPH, which is at the speed limit threshold of warranting a left turn acceleration lane, and the Access Code states “a left turn acceleration lane is generally not required where the posted speed is less than 45 MPH.”

4. Bonanza Boy Mill Site Right-Out

For the Bonanza Boy Mill Site, the highest volume of vehicles turning right out from the existing Artist Cabin driveway onto Highway 550 is anticipated to occur during the Peak Hour of Noon to 1 PM. The estimated Bonanza Boy Mill Site peak hour maximum estimated outbound right-turn movements could consist of 8 outbound vehicles per hour. The anticipated turn movement volume of 8 VPH is below the “threshold” volume of 50 VPH, which does not necessitate a right-turn acceleration lane.

In comparison to the criteria on the preceding pages, it appears that turn lanes are probably not required at the Bonanza Boy Mill Site (existing Artist Cabin driveway) because the anticipated maximum peak hour turn movements are relatively low.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

11. SIGHT DISTANCE

This section is regarding the sight distance evaluation at the existing Mill Creek Road (on Highway 550 at the Muleshoe Curve) and at the existing Artist Cabin driveway (on Highway 550 at Chattanooga). Sight distance evaluation was requested by CDOT in the September 2024 correspondence.

A. Sight Distance Requirements

Requirements for sight distance analysis are found in the State Highway Access Code.

An excerpt from the State Highway Access Code regarding applicable sight distance requirements is included on the following three pages for your reference.

meet Section Four, then the Notice to Proceed cannot be issued unless a design waiver is approved.

- (3) This section relies on general design techniques. The use of more exact geometric engineering standards and methods is permissible provided the design meets Code purposes, does not violate Code standards, and is based upon desirable nationally accepted standards and is determined acceptable to the Department.
- (4) Speed, as used in this section, refers to the posted legal speed limit at the access location at the time of permit approval except as adjusted by 4.8(1)(e). A higher speed for access design shall be used if the section of highway is presently being redesigned or reconstructed to a higher speed or an approved access control plan requires a higher speed. Where a traffic signal will be installed as part of the access construction, the access design and the anticipated posted speed limit after signal installation may be used for the overall access design at the discretion of the Department.
- (6) When determining the distance between accesses, the point of tangency shall be used where a radius is present, or the beginning of the curb cut. More complex accesses including ramp connections shall be measured from the beginning of the radii along the state roadway or between 2 points determined by the Department.

4.3 Sight Distance

- (1) Permits shall not be issued that include any design element or allow any turning movements where the sight distance is not adequate to allow the safe movement of a motorist using or passing the access. The permittee shall maintain adequate, unobstructed sight distance in both directions from the access. This sight distance shall be the distance necessary according to the posted speed of the highway using the tables below. Any potentially obstructing objects such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed and maintained at a height not to interfere with the sight distance needed by any vehicle using the access. Reconstruction of the horizontal and vertical curvature along the roadway and side slopes adjacent to the roadway may be necessary to increase sight distances to meet the requirements of tables 4-1 and 4-2.

(2) Sight Distance Along Highway.

- (a) Table 4 - 1 shall be used to determine the required horizontal and vertical sight distance necessary as measured from the vehicle traveling on the highway to the access. The design sight distance figures shall be used unless a design waiver is issued in accordance with section 4.12. However, in no case shall the sight distance used be less than the minimum sight distance set forth in table 4-1 and adjusted for grade as required by table 4-4.

Table 4 - 1 Sight Distance Along Highway

Posted speed in MPH	25	30	35	40	45	50	55	60	65	70
Design sight distance (in feet)	150	200	250	325	400	475	550	650	725	850
Minimum sight distance (in feet)	150	200	225	275	325	400	450	525	550	625

- (b) For calculating table 4 - 1, sight distance at the proposed access location, a height of 3.5 feet shall be used for the driver's eyes of a vehicle on the highway approaching the access location. The driver's eyes shall be assumed to be at the centerline of the inside lane (inside with respect to the curve) for measurement purposes. A height of 4.25 feet shall be used for a vehicle assumed to be on the centerline of the access five feet back from the edge of the roadway.

- (c) The lengths shown in table 4-1 shall be adjusted for any grade of three percent or greater using the figures set forth in table 4 - 4. Grade is the ratio of the change in elevation to the length of slope. Multiply the length required in table 4-1 by the appropriate factor in table 4-4.

(3) Entering Sight Distance

- (a) In addition to the sight distance necessary in accordance with section 4-3(2), it is also necessary to provide the entering vehicle adequate sight distance in order to enter or cross the highway. Table 4-2 shall be used to establish the minimum sight distance necessary for the entering vehicle. These lengths shall be adjusted for any grade of three percent or greater using table 4-4. The vehicle used to determine the entering sight distance necessary shall be selected from table 4-3.
- (b) For calculating table 4-2 sight distance, a height of 3.5 feet shall be used for the driver's eyes at the access location and a height of 4.25 feet for the oncoming vehicle. The entering driver's eyes shall be assumed to be 10 feet back from the edge of the roadway.
- (c) If there is no median or if the median is too narrow to safely store a left turning or crossing vehicle, a 20 foot minimum is necessary for passenger cars, both directions shall be considered from the access location. If the median can safely store the turning or crossing vehicle, then the sight distance shall be calculated assuming a two stop condition. The vehicle shall be assumed to stop once at the outside edge of the outside lane and again within the median. Each one-way roadway direction shall be considered separately.

Table 4 - 2: Entering Sight Distance (in feet)

Vehicle expected to enter or cross highway as determined from table 4-3	Posted Speed of Roadway in MPH									
	25	30	35	40	45	50	55	60	65	70
Two Lane Roadway										
Passenger Cars, Pickup Trucks	250	300	350	400	450	500	550	600	650	700
Single Unit Trucks Over 10,000 lb GVW	325	390	455	520	585	650	715	780	845	910
Multi-Unit Trucks	425	510	595	680	765	850	935	1020	1105	1190
Four Lane Roadway										
Passenger Cars, Pickup Trucks	300	360	420	480	540	600	660	720	780	840
Single Unit Trucks Over 10,000 lb GVW	375	450	525	600	675	750	825	900	975	1050
Multi-Unit Trucks	500	600	700	800	900	1000	1100	1200	1300	1400
Six Lane Roadway										
Passenger Cars, Pickup Trucks	325	390	455	520	585	650	715	780	845	910
Single Unit Trucks Over 10,000 lb GVW	425	510	595	680	765	850	935	1020	1105	1190
Multi-Unit Trucks	525	630	735	840	945	1050	1155	1260	1365	1470

Table 4 - 3: Design Vehicle Selection

Land Use(s) Served by Access	Design Vehicle(s) to be Used for Sight Distance Calculations for table 4 - 2
Residential (a non-school bus route)	Passenger Cars, Pickup Trucks
If access is a part of any school bus route regardless of land use	No less than Single Unit Trucks
Office	Single Unit Trucks
Recreational	Single Unit Trucks
Commercial/Retail	Multi-Unit Trucks*
Industrial	Multi-Unit Trucks*
Municipal Streets & County Roads	Multi-Unit Trucks*
Agricultural Field Approaches, < 1 per day	Single Unit Trucks
*If less than 2 multi-unit truck trips per day (average), use single-unit truck	

Table 4 - 4: Stopping and Deceleration Adjustment Factors for Highway Grade

3% to 4.9% Upgrade, Use 0.9	3% to 4.9% Downgrade, Use 1.2
5% to 7% Upgrade, Use 0.8	5% to 7% Downgrade, Use 1.35

4.4 Access Spacing

- (1) When access is allowed in accordance with Section Three of the Code, each access should be separated at a minimum by a distance equal to the design sight distance values in table 4 - 1. When speed change lanes are present, or will be needed in the future, it is desirable that the accesses be separated by a sufficient distance so that the speed change lanes including transition tapers do not overlap or an equivalent distance if speed change lanes are not yet built. Access should not be permitted within an auxiliary lane, taper or ramp.

4.5 Access Width

- (1) Access width is the actual traveled portion of the access as it extends away from the roadway. Access width for any type access without curbs shall be measured exclusive of the radii or flares. Width of an access with a curb return entrance and driveways with curb cuts, shall be measured exclusive of the flared sections, transitions, curb and gutter. The width of any non-traversable median is not counted as part of the access width. In measuring access width, only the travel portion of the access is measured.
- (2) Sixteen to 30 feet of width shall be used for any two-way access when the single unit vehicle peak hour volume does not exceed five except as noted in subsection 4.5(3).
- (3) Twenty-five to 40 feet of width shall be provided for any two-way access when any one or more of the following apply to the access:
- (a) Peak hour vehicle volume of the access exceeds five.
 - (b) Multi-unit vehicles are intended to use the access.
 - (c) Single unit vehicles in excess of 30 feet in length will use the access.
 - (d) Special vehicles using the access exceed 16 feet in width.
- (4) A one-way access shall have a width of 16 feet to 18 feet. If two one-way approaches (one-way in, one-way out) are adjacent to each other, they shall be divided by a non-traversable median of at

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

B. Bonanza Boy Mill Site Sight Distance at the Existing Artist Cabin Driveway

Sight distance is excellent both vertically and horizontally at the existing driveway for the Artist Cabin, especially compared to the limited sight distance often experienced in mountainous terrain. Adjacent to the existing Artist Cabin is the vacant land (the Bonanza Boy Mill Site) where the Applicant plans to construct an employee housing structure, as well as a centralized parking area. This project will increase traffic turning in and out of a widened version of that existing historic "Artist Cabin driveway" access road, and the sight distance at that location appears to be more than adequate.

The following four pages have been prepared to depict the sight distance at the existing Artist Cabin driveway located at Chattanooga along Highway 550.

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE ENTERING SIGHT DISTANCE VIEW TOWARDS THE SOUTH

BONANZA BOY MILL SITE
(PROJECT SITE)

PROPOSED HWY ACCESS IMPROVEMENTS
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HIGHWAY 550
NB (2 LANES, 45 MPH)

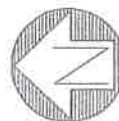
ENTERING SIGHT DISTANCE
VIEW TOWARDS THE SOUTH



NOTES:

AT 45 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 585 FEET FOR A SINGLE UNIT TRUCK ON A TWO LANE HIGHWAY PER TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE.

ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS ESTIMATED AS APPROX 1383 FEET.



1 INCH = NOT TO SCALE

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*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT

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BONANZA BOY MILL SITE, ENTERING SIGHT DISTANCE, TOWARDS SOUTH
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/LMAN: BBMS ST D'T 1 / STD11
DWG: 23-101/Silv...PUD Plans.dwg
LAST REVISED: 3/7/25

TRAFFIC
STUDY PAGE

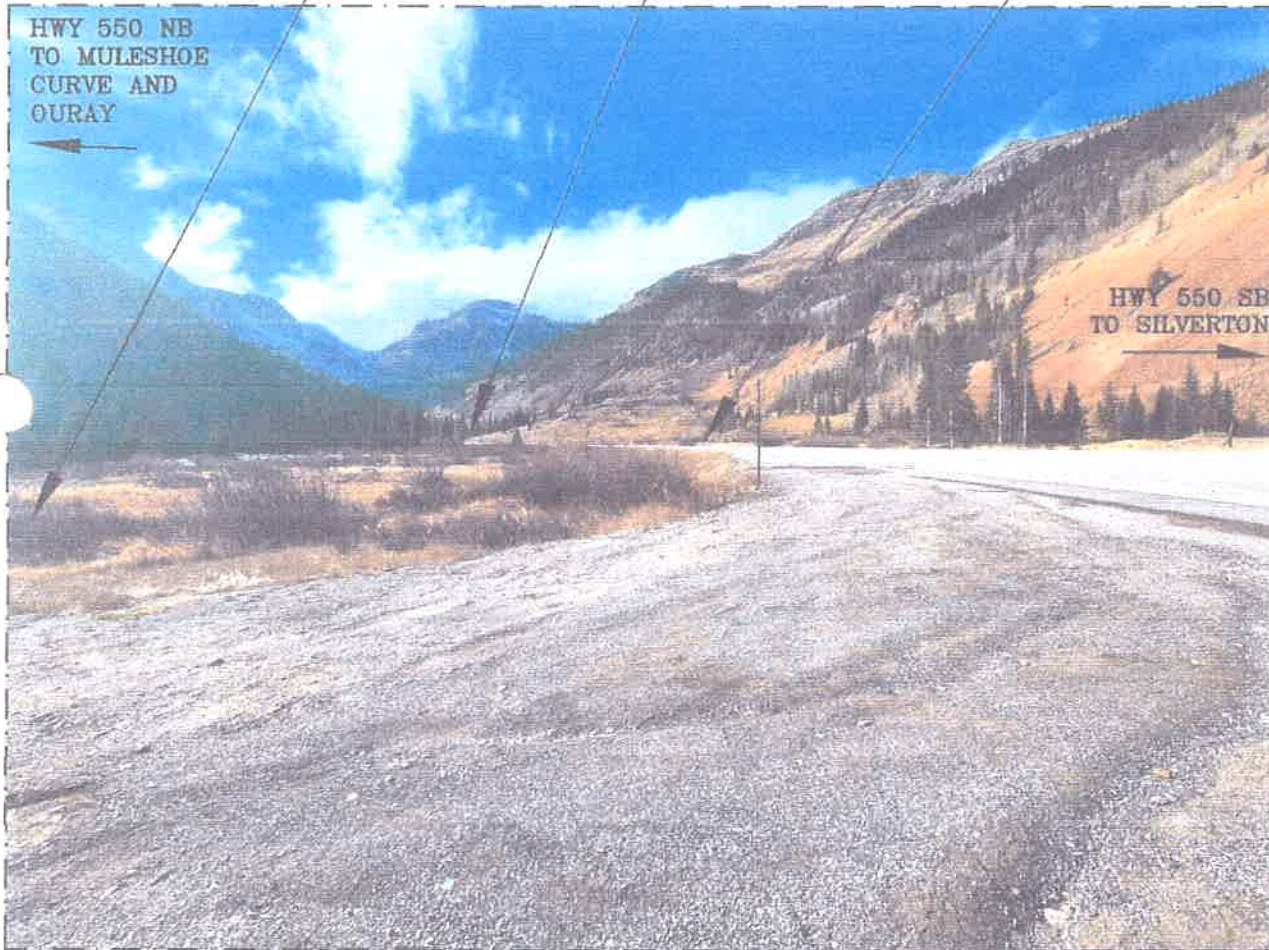
76

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE ENTERING SIGHT DISTANCE VIEW TOWARDS THE NORTH

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED HWY ACCESS IMPROVEMENTS
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

ENTERING SIGHT DISTANCE
VIEW TOWARDS THE NORTH

HIGHWAY 550
SB (1 LANE, 50 MPH)



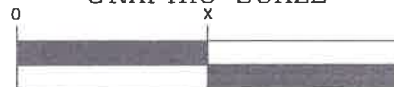
NOTES:

AT 50 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 650 FEET FOR A SINGLE UNIT TRUCK ON A TWO LANE HIGHWAY PER TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE.

ENTERING SIGHT DISTANCE TOWARDS THE NORTH AT THIS LOCATION IS ESTIMATED AS APPROX 903 FEET.



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BONANZA BOY MILL SITE, ENTERING SIGHT DISTANCE, TOWARDS NORTH
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/AM: BBMS S'T D'T 2 / STD12
DWG: 23-101/Silv...PUD Plans.dwg
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HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE SIGHT DISTANCE AERIAL 1

BONANZA BOY MILL SITE
(PROJECT SITE)

PROPOSED HWY ACCESS IMPROVEMENTS
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HIGHWAY 550
NB (2 LANES, 45 MPH)

ENTERING SIGHT DISTANCE
VIEW TOWARDS THE SOUTH
AND LINE OF SIGHT FOR NB
HWY 550 TRAFFIC

HWY 550 NB
TO MULESHOE
CURVE AND OURAY



HWY 550 SB
TO SILVERTON

LINE OF SIGHT, WITH HWY DISTANCE ALONG CURVE APPROX 1383 FEET

NOTES:

AT 45 MPH THE REQUIRED MINIMUM ENTERING SIGHT
DISTANCE IS 585 FEET FOR A SINGLE UNIT TRUCK ON
A TWO LANE HIGHWAY PER TABLE 4-2 IN THE CDOT
STATE HIGHWAY ACCESS CODE.

ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT
THIS LOCATION IS APPROX 1383 FEET.



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BONANZA BOY MILL SITE, SIGHT DISTANCE AERIAL 1, TOWARDS SOUTH
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/LMAN: BBMS AERIAL 1 / STD11
DWG: 23-101/SIV...PUD Plans.dwg
LAST REVISED: 3/7/25

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STUDY PAGE

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HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE SIGHT DISTANCE AERIAL 2

HIGHWAY 550
SB (1 LANE, 50 MPH)

ENTERING SIGHT DISTANCE
VIEW TOWARDS THE NORTH
AND LINE OF SIGHT FOR SB
HWY 550 TRAFFIC

HWY 550 NB
TO OURAY

HWY 550 NB
10 MULESHOE
CURVE AND OURAY



BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED HWY ACCESS IMPROVEMENTS
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

LINE OF SIGHT, WITH HWY DISTANCE ALONG CURVE APPROX 903 FEET

NOTES:

AT 50 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 650 FEET FOR A SINGLE UNIT TRUCK ON A TWO LANE HIGHWAY PER TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE.

ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS APPROX 903 FEET.



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BONANZA BOY MILL SITE, SIGHT DISTANCE AERIAL 2, TOWARDS NORTH
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23

DRAWN BY: LMA

LAYOUT/JMAN: BBMS AERIAL 2 / STD11

DWG: 23-101/Siv...PUD Plans.dwg

LAST REVISED: 3/7/25

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

C. Mill Creek Road Sight Distance

The secondary Highway access point for this project is located at Mill Creek Road, which intersects with Highway 550 near the apex of the tight hairpin curve called Muleshoe Curve.

The following four pages have been prepared to depict the sight distance at the intersection of Mill Creek Road/Muleshoe Curve.

HWY 550 AT MULESHOE CURVE MILL CREEK ROAD ENTERING SIGHT DISTANCE VIEW TOWARDS THE SOUTH

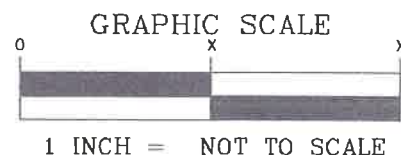
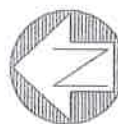
MULESHOE CURVE
ON HWY 550
WITH EXISTING VEGETATION

ENTERING SIGHT DISTANCE
VIEW TOWARDS THE SOUTH
(FOR A VEHICLE GOING TO OURAY)

HIGHWAY 550
NB (1 LANE, 20 MPH)
STEEP UPHILL GRADE



NOTES:
AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE) X 0.8 GRADE FACTOR = 208 FEET. DAYTIME ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS ESTIMATED AS APPROX 260 FEET. ANNUAL VEGETATION MANAGEMENT IS PROPOSED CONSISTING OF THE APPLICANT TRIMMING THE RED OSIER ON THE INSIDE OF THE MULESHOE CURVE, TO INCREASE SIGHT DISTANCE FOR VEHICLES TURNING LEFT TO ENTER THE HIGHWAY AND HEAD TOWARDS OURAY. 0-1 PROPOSED VEHICLES PER DAY TURNING LEFT TOWARDS OURAY ARE ASSOCIATED WITH THIS PROJECT (BECAUSE OF THE PROPOSED CENTRALIZED PARKING AREA LOCATED AT CHATTANOOGA). VEGETATION MANAGEMENT WILL INCREASE SIGHT DISTANCE FOR THE EXISTING BACKGROUND TRAFFIC.



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MILL CREEK ROAD, ENTERING SIGHT DISTANCE, TOWARDS SOUTH
HWY 550 AT MULESHOE CURVE
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/LMA: MCR ST DT 1 / STD13
DWG: 23-101/Silv..PUD Plans.dwg
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STUDY PAGE
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HWY 550 AT MULESHOE CURVE MILL CREEK ROAD ENTERING SIGHT DISTANCE VIEW TOWARDS THE NORTH

HIGHWAY 550
SB (1 LANE, 20 MPH)
DOWNHILL GRADE

ENTERING SIGHT DISTANCE
VIEW TOWARDS THE NORTH
(FOR A VEHICLE GOING TO
CHATTANOOGA/SILVERTON)

MULESHOE CURVE
ON HWY 550
WITH EXISTING VEGETATION



NOTES:
AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT
DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON
A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE CDOT
STATE HIGHWAY ACCESS CODE) X 1.35 GRADE FACTOR = 351 FEET.
ENTERING SIGHT DISTANCE TOWARDS THE NORTH AT
THIS LOCATION IS ESTIMATED AS APPROX 3304 FEET.



GRAPHIC SCALE



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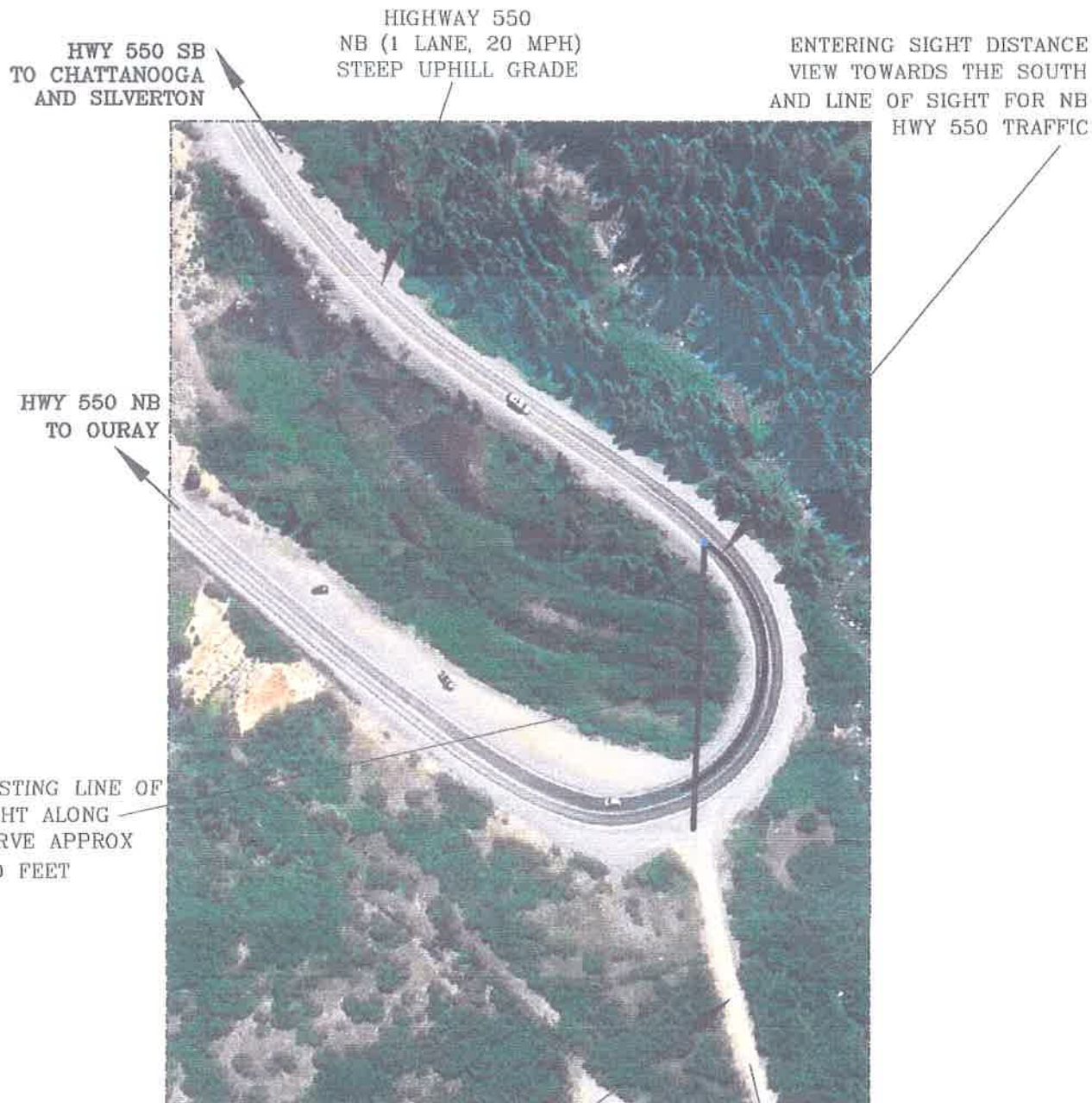
MILL CREEK ROAD, ENTERING SIGHT DISTANCE, TOWARDS NORTH
HWY 550 AT MULESHOE CURVE
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
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LAYOUT/LMAN: MGR ST DT 2 / STD14
DWG: 23-101/Silv...PUD Plans.dwg
LAST REVISED: 3/7/25

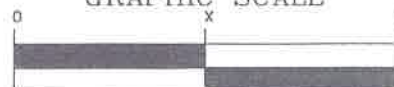
TRAFFIC
STUDY PAGE

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HWY 550 AT MULESHOE CURVE MILL CREEK ROAD SIGHT DISTANCE AERIAL 1



NOTES:
AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE) X 0.8 GRADE FACTOR = 208 FEET. DAYTIME ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS ESTIMATED AS APPROX 260 FEET. ANNUAL VEGETATION MANAGEMENT IS PROPOSED CONSISTING OF THE APPLICANT TRIMMING THE RED OSIER ON THE INSIDE OF THE MULESHOE CURVE, TO INCREASE SIGHT DISTANCE FOR VEHICLES TURNING LEFT TO ENTER THE HIGHWAY AND HEAD TOWARDS OURAY. 0-1 PROPOSED VEHICLES PER DAY TURNING LEFT TOWARDS OURAY ARE ASSOCIATED WITH THIS PROJECT (BECAUSE OF THE PROPOSED CENTRALIZED PARKING AREA LOCATED AT CHATTANOOGA). VEGETATION MANAGEMENT WILL INCREASE SIGHT DISTANCE FOR THE EXISTING BACKGROUND TRAFFIC.



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MILL CREEK ROAD, SIGHT DISTANCE AERIAL 1, TOWARDS SOUTH

HWY 550 AT MULESHOE CURVE

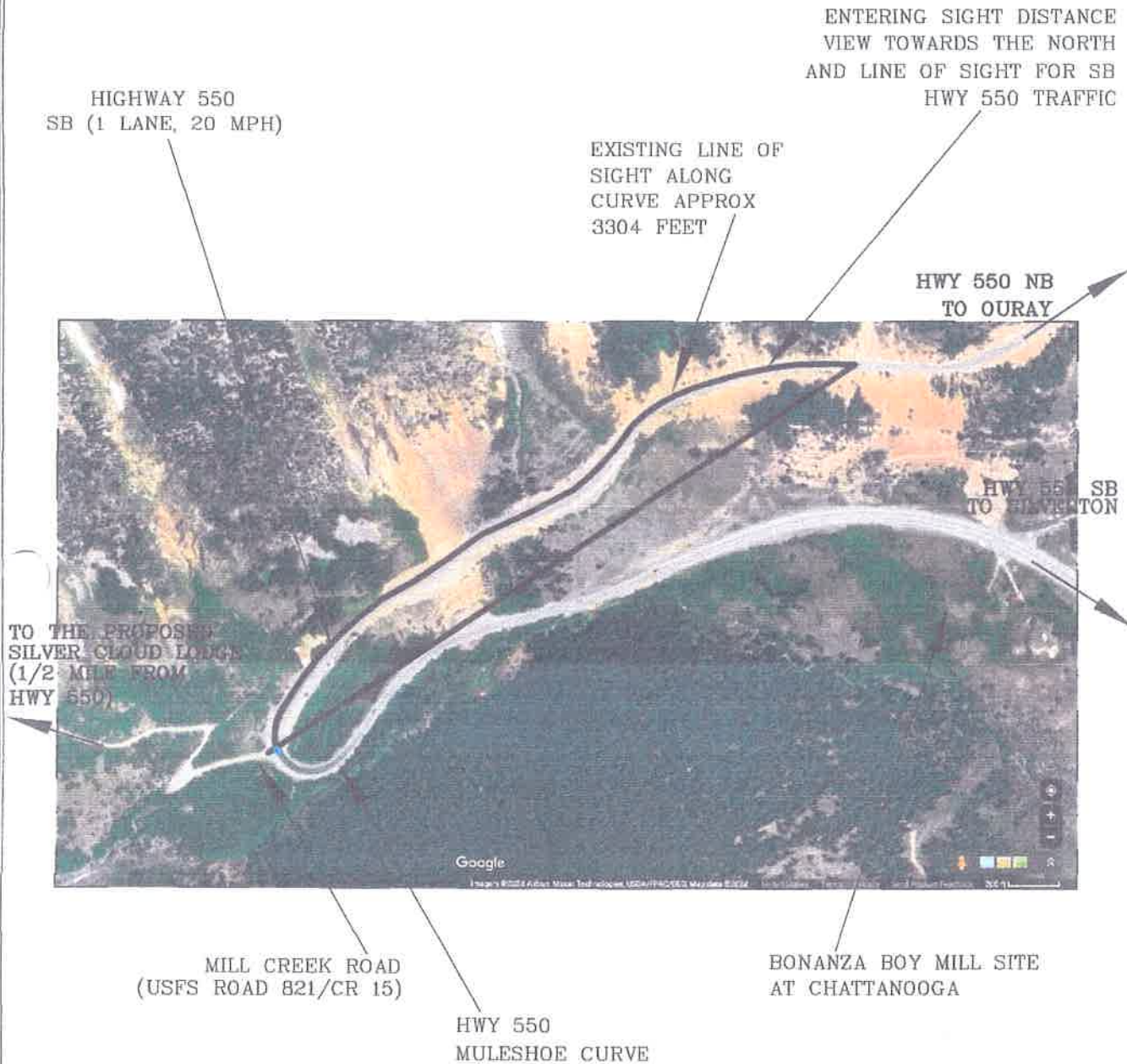
PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

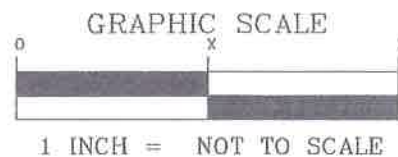
DATE: 6/12/23
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LAYOUT/MAH: MCR AERIAL 1 / STDIT
DWG: 23-101/Siv...PUD Plans.dwg
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STUDY PAGE
83

HWY 550 AT MULESHOE CURVE MILL CREEK ROAD SIGHT DISTANCE AERIAL 2



NOTES:
AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT
DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON
A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE CDOT
STATE HIGHWAY ACCESS CODE) X 1.35 GRADE FACTOR = 351 FEET.
ENTERING SIGHT DISTANCE TOWARDS THE NORTH AT
THIS LOCATION IS ESTIMATED AS APPROX 3304 FEET.



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MILL CREEK ROAD, SIGHT DISTANCE AERIAL 2, TOWARDS NORTH

HWY 550 AT MULESHOE CURVE

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23
DRAWN BY: LMA
LAYOUT/LMAN: MCR AERIAL 2 / STDIT
DWG: 23-101/Siv...PUD Plans.dwg
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STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

12. VEGETATION MANAGEMENT

In the CDOT September 2024 correspondence, included previously in this report, CDOT staff had comments concerning the need for proposed vegetation management (to improve sight distance) on the inside of the Muleshoe Curve, where Mill Creek Road connects with Highway 550. The CDOT comments are as follows:

“When measuring and reporting sight distance, include sight distance with and without maintenance of vegetation in Muleshoe Curve. Coordinate with CDOT to determine maintenance plan and report details of that coordination in the next submittal along with anticipated sight distance of the improved condition (if maintenance will be regularly carried out) including a final determination about if the sight distance provided meets CDOT standard per the SHAC.”

In response, we recommend the following to address the vegetation issue.

- We spoke with Clint Rhoades of CDOT (cell phone 970-946-0155) on October 10, 2024, regarding the proposed vegetation management. Clint Rhoades gave his authorization for our proposed annual vegetation management. We promised to notify/request approval in advance from Clint Rhoades prior to any actual proposed vegetation management work. We are sending an electronic copy of this submittal to Clint Rhoades as promised to him in October 2024.
- The proposed vegetation management should occur annually or biannually by a contractor hired by the Applicant/Permittee, and/or by CDOT maintenance crews, at determined by CDOT.
- The proposed annual vegetation management should consist of trimming of ends of branches on existing shrubs located on the inside of the Muleshoe Curve and no tree/plant removal would be proposed. The existing bushes should be cut annually at the top and sides in order to prune branches, which will increase sight distance. We believe the existing vegetation is red osier. We have stream restoration and wetlands enhancement specialists working as consultants on this project, and we will utilize these professionals to evaluate the existing vegetation types and proposed annual vegetation maintenance.

Photos helped us determine what area of the existing Muleshoe Curve vegetation should be trimmed annually. Specifically we compared photos taken on multiple site visits, during the day versus the night, when headlights show through the existing branches, indicating which should be trimmed annually.

Daytime and nighttime photos taken at the intersection of the Highway 550 Muleshoe Curve and Mill Creek Road are included on the following two pages.

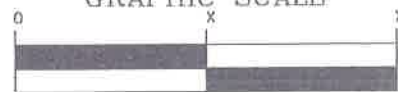
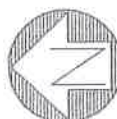
NB HWY 550 VEHICLES
APPROACHING MULESHOE CURVE
AND MILL CREEK ROAD (TYP.)

HWY 550 AT MULESHOE CURVE MILL CREEK ROAD DAYTIME SIGHT DISTANCE PHOTOS



NOTES:

AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE COOT STATE HIGHWAY ACCESS CODE) X 0.8 GRADE FACTOR = 208 FEET. DAYTIME ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS ESTIMATED AS APPROX 260 FEET. ANNUAL VEGETATION MANAGEMENT IS PROPOSED CONSISTING OF THE APPLICANT TRIMMING THE RED OSIER ON THE INSIDE OF THE MULESHOE CURVE, TO INCREASE SIGHT DISTANCE FOR VEHICLES TURNING LEFT TO ENTER THE HIGHWAY AND HEAD TOWARDS OURAY. 0-1 PROPOSED VEHICLES PER DAY TURNING LEFT TOWARDS OURAY ARE ASSOCIATED WITH THIS PROJECT (BECAUSE OF THE PROPOSED CENTRALIZED PARKING AREA LOCATED AT CHATTANOOGA). VEGETATION MANAGEMENT WILL INCREASE SIGHT DISTANCE FOR THE EXISTING BACKGROUND TRAFFIC.



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
ENGINEER MOUNTAIN INC.
formerly MACKIE Engineering
P.O. BOX 526, SILVERTON, CO 81433
(970) 387-0500 engineermountaininc@gmail.com

MILL CREEK ROAD, DAYTIME SIGHT DISTANCE PHOTOS

HWY 550 AT MULESHOE CURVE

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23

DRAWN BY: LMA

LAYOUT/LMA: DAYTIME PICS/ STDTI

DWG: 23-101/SILV..PUD Plans.dwg

LAST REVISED: 3/7/23

TRAFFIC
STUDY PAGE

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NB HWY 550 VEHICLES
APPROACHING MULESHOE CURVE
AND MILL CREEK ROAD (TYP.)

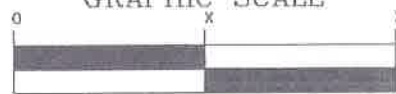
HWY 550 AT MULESHOE CURVE MILL CREEK ROAD NIGHTTIME (DUSK) SIGHT DISTANCE PHOTOS



NOTES.
AT 20 MPH THE REQUIRED MINIMUM ENTERING SIGHT DISTANCE IS 260 FEET FOR A SINGLE UNIT TRUCK ON A 2 LANE HWY (PER EXTRAPOLATION OF TABLE 4-2 IN THE CDOT STATE HIGHWAY ACCESS CODE) X 0.8 GRADE FACTOR = 208 FEET. DAYTIME ENTERING SIGHT DISTANCE TOWARDS THE SOUTH AT THIS LOCATION IS ESTIMATED AS APPROX 260 FEET. ANNUAL VEGETATION MANAGEMENT IS PROPOSED CONSISTING OF THE APPLICANT TRIMMING THE RED OSIER ON THE INSIDE OF THE MULESHOE CURVE, TO INCREASE SIGHT DISTANCE FOR VEHICLES TURNING LEFT TO ENTER THE HIGHWAY AND HEAD TOWARDS OURAY. 0-1 PROPOSED VEHICLES PER DAY TURNING LEFT TOWARDS OURAY ARE ASSOCIATED WITH THIS PROJECT (BECAUSE OF THE PROPOSED CENTRALIZED PARKING AREA LOCATED AT CHATTANOOGA). VEGETATION MANAGEMENT WILL INCREASE SIGHT DISTANCE FOR THE EXISTING BACKGROUND TRAFFIC.

SB HWY 550
VEHICLE

NB HWY 550
VEHICLE



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(970) 387-0500 engineermountaininc@gmail.com

MILL CREEK ROAD, NIGHTTIME SIGHT DISTANCE PHOTOS

HWY 550 AT MULESHOE CURVE

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 5/12/23

DRAWN BY: LMA

LAYOUT/LMAN: NIGHTTIME PICS/ STDYI

DWG: 23-101/SH...PUD Plans.dwg

LAST REVISED: 3/7/23

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

The proposed vegetation management is to consist of annually trimming the tops and side branches of existing vegetation located on the inside of the tight hairpin Highway 550 Muleshoe Curve.

On the following page is a drawing prepared to depict the recommended area of proposed annual vegetation management at the Muleshoe Curve on Highway 550.

HWY 550 MULESHOE CURVE AREA OF PROPOSED VEGETATION MANAGEMENT TO INCREASE SIGHT DISTANCE AT MILL CREEK ROAD

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 NB
TO OURAY



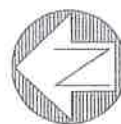
AREA OF PROPOSED
ANNUAL VEGETATION
MANAGEMENT
CONSISTING OF
TRIMMING SHRUBS
ON THE INSIDE OF
THE HWY 550
MULESHOE CURVE
TO INCREASE THE
SIGHT DISTANCE
TOWARDS AND FROM
MILL CREEK ROAD

HWY 550
MULESHOE
CURVE

MILL CREEK ROAD
(USFS ROAD 821/CR 15)

TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

GRAPHIC SCALE



1 INCH = NOT TO SCALE

•SOILS •RETAINING WALLS
•SEPTICS •FOUNDATIONS
•GRADING AND DRAINAGE
•CIVIL SITE DEVELOPMENT

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MULESHOE CURVE PROPOSED ANNUAL VEGETATION MANAGEMENT AREA

HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23

DRAWN BY: LMA

LAYOUT/AMAN: VEG MGMT

DWG: 23-101/SILV..PUD Plans.dwg

LAST REVISED: 3/8/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

13. ADDITIONAL INFORMATION

Ken Gallegos had the following comments and question in his email (included earlier in this report):

1a. What is the status of Forest Service Road 821, will Silver Cloud be taking control of that road or will it remain a Public Forest Service Road?

Mill Creek Road is an existing gravel road that is also known as US Forest Service 821 (and County Road 15) and the road will remain as-is, physically and legally, and the road will continue to be a US Forest Service public access road. The Silver Cloud Lodge is utilizing the existing public road to access a proposed development on a private mining claim one half mile up from the Highway. The road is not expected to be plowed at this time. The road will probably be groomed though, for winter guest snowcat access. Therefore access on the road in the winter will be very limited, mostly just a snowcat to transport guests to the lodge in the winter. Public access to using the existing public road and nearby public land will not be blocked by the Applicant or this project.

1b. The US Forest Service will need to be the Permittee on the Access Permit Application at Mill Creek, FS Rd 821 or they will need to send a letter stating that you can apply for the permit for them.

We contacted the USFS staff person we have been working with on this project, Erin Christenson. A letter emailed to CDOT from Erin Christenson of the USFS is included in the beginning section of this report. We have left Colby Barrett representing Bonanza Boy LLC as the CDOT Access Permit Applicant. It is our understanding that the USFS would like Colby Barrett to remain as the CDOT Applicant for the applicable CDOT Access Permit Application.

2. Is public access volume added for FS Rd 821 in the Traffic Assessment?

We have “counted cars” at Mill Creek Road during the anticipated peak traffic day of fall foliage tourism “leaf peepers.” The “background traffic counts” for Mill Creek Road (USFS Rd. 821) are included in this report.

3. Is there an easement from Mountain Chief (The Artist's Cabin) to allow access to the Bonanza Boy property?

The Applicant has recently purchased the Artist Cabin parcel which is known as the Mountain Chief Mill Site at the street address 77201 Highway 550. The Applicant contacted the owners of the Artist cabin to inquire about sharing the existing historic access road, also known as the Artist Cabin driveway, and they decided to sell the parcel, which “closed” on February 19, 2025.

In the CDOT project review memo (prepared by Melissa Gende PE of CDOT), which was attached to the September 2024 email from Ken Gallegos of CDOT, which are both included in this report, we found the following additional questions/comments:

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

1. After reviewing the traffic study, I recommend that the Applicant be asked to resubmit the traffic study to address the following issues:

Based on trip generation described in section 5 of the report the development is projected to generate up to 124 trips per day. These volumes warrant a Level 2 traffic assessment. Please refer to CDOT Region 5 Levels of Traffic Assessment document for requirements for a Level 2 traffic assessment.

We have utilized the requirements and guidelines for a Level 2 traffic assessment during preparation of this report. A Level 2 assessment generally is indicated for a project that is potentially large enough to warrant an analysis of sight distance and auxiliary turn lanes.

2. When measuring and reporting sight distance, include sight distance with and without maintenance of vegetation in Muleshoe Curve. Coordinate with CDOT to determine maintenance plan and report details of that coordination in the next submittal along with anticipated sight distance of the improved condition (if maintenance will be regularly carried out) including a final determination about if the sight distance provided meets CDOT standard per the SHAC.

In this report we have included sight distance in relation to the existing vegetation at Muleshoe Curve on Highway 550. We have also contacted CDOT staff regarding the proposed vegetation management.

3. CDOT has some safety concerns related to vehicles regularly turning left from the passing lane to enter the Artist's Cabin Driveway. Please include a discussion of this point specifically in the traffic assessment report.

Those who are turning left onto the existing Artist Cabin driveway Highway access road to Bonanza Boy Mill Site (proposed employee housing and proposed centralized parking area) will need to make that left-turn-in movement from the existing passing lane. The passing lane is for the northbound vehicles driving towards Chattanooga, Muleshoe Curve, Red Mountain Pass, and Ouray. Although not ideal, there will only be a proposed maximum predicted peak volume of 8 VPH or less wanting to make that left-turn-in movement (at the noon peak hour). The sight distance for a person turning left into the Bonanza Boy Mill Site driveway appears adequate, and the sight distance for someone headed northbound approaching that left-turning vehicle also appears to be adequate.

The existing Artist Cabin driveway Highway access road, located on Highway 550 at Chattanooga, is in a relatively flat open area, and the driveway is located close to the middle of a northbound passing zone.

The geometrics of the relatively long Highway 550 northbound passing lane, in relation to the existing Artist Cabin driveway, are shown on the following page for your reference.

HWY 550 AT CHATTANOOGA BONANZA BOY MILL SITE PASSING LANE AERIAL

EXISTING NB PASSING LANE ON HWY 550
LENGTH TO ARTIST CABIN DRIVEWAY = 2767 FEET
TOTAL LENGTH = 3375 FEET

HWY 550 MULESHOE CURVE

HWY 550 NB
TO OURAY



HWY 550
NB
2 LANES
45 MPH

HWY 550 SB
TO SILVERTON

EXISTING ARTIST CABIN

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED HWY ACCESS IMPROVEMENTS
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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(970) 387-0500 engineermountaininc@gmail.com

BONANZA BOY MILL SITE, PASSING LANE AERIAL

HWY 550 AT CHATTANOOGA

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23

DRAWN BY: LMA

LAYOUT/LMAN: PASSING LANE

DWG: 23-101/Silv_PUD Plans.dwg

LAST REVISED: 3/5/25

TRAFFIC
STUDY PAGE

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SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

4a. It is recommended that existing turning movement counts be collected at Mill Creek Road as close to peak season as possible to determine existing usage of the roadway. Counts should be collected to capture the peak hour of the proposed development, which may be a weekend in this case.

Existing “background traffic” at the existing intersection of Highway 550 Muleshoe Curve and Mill Creek Road was collected on the peak fall foliage tourism day on Saturday, September 28, 2024. We have included the “background traffic” recent traffic counts in this report for your review.

4b. Use of the continuous count station on US 550 (ID 000222) is recommended to calculate adjustment factors to represent the peak condition as needed.

The regional continuous count station referenced above appears to be located between Montrose and Ouray. Unfortunately it appears to probably not be a very accurate reflection of the transportation trends present at the geographically-divided southern side of Red Mountain Pass, around Chattanooga and Silverton which could potentially affect the project site. That is because a lot of locals and tourists counted as those vehicle-trips travelling between Montrose and Ouray would stop at Ouray and turn around, at the base of the mountains. Many of the vehicles travelling between Montrose and Ouray would probably not continue onwards past Ouray into the mountains, towards the top of Red Mountain Pass, through the project site, to access Silverton and further points south.

5a. Section 6, Conclusions, summarizes the trip generation of the site as adding 65 vehicles per day which only accounts for one of the two trips that each vehicle is taking. The revised report should reference the total number of trips entering/exiting each access point for the final permit volume.

In this report we have included total two-way trips as opposed to vehicles in and out. Each single vehicle we anticipate to be entering and exiting a road/portion of the project site is counted as two “trips” within this report, and we have retyped the CDOT Access Permit Applications included herein, to reflect a maximum total number of “trips” as opposed to “vehicles.”

5b. Revised report should include volumes for the peak hour of the proposed development to determine the DHV to be used for permitting.

We have included peak hour traffic volume information in this report as requested.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

14. PROPOSED ACCESS ROAD IMPROVEMENTS

The Applicant is proposing to use the CDOT State Highway Access Code requirements, when designing and constructing proposed minor grading/improvements, at the two existing Highway access roads.

The following three pages specify the CDOT requirements for Highway access roads and proposed improvements, which are excerpts from the Highway Access Code.

Table 4 - 3: Design Vehicle Selection

Land Use(s) Served by Access	Design Vehicle(s) to be Used for Sight Distance Calculations for table 4 - 2
Residential (a non-school bus route)	Passenger Cars, Pickup Trucks
If access is a part of any school bus route regardless of land use	No less than Single Unit Trucks
Office	Single Unit Trucks
Recreational	Single Unit Trucks
Commercial/Retail	Multi-Unit Trucks*
Industrial	Multi-Unit Trucks*
Municipal Streets & County Roads	Multi-Unit Trucks*
Agricultural Field Approaches, < 1 per day	Single Unit Trucks
*If less than 2 multi-unit truck trips per day (average), use single-unit truck	

Table 4 - 4: Stopping and Deceleration Adjustment Factors for Highway Grade

3% to 4.9% Upgrade, Use 0.9	3% to 4.9% Downgrade, Use 1.2
5% to 7% Upgrade, Use 0.8	5% to 7% Downgrade, Use 1.35

4.4 Access Spacing

- (1) When access is allowed in accordance with Section Three of the Code, each access should be separated at a minimum by a distance equal to the design sight distance values in table 4 - 1. When speed change lanes are present, or will be needed in the future, it is desirable that the accesses be separated by a sufficient distance so that the speed change lanes including transition tapers do not overlap or an equivalent distance if speed change lanes are not yet built. Access should not be permitted within an auxiliary lane, taper or ramp.

4.5 Access Width

- (1) Access width is the actual traveled portion of the access as it extends away from the roadway. Access width for any type access without curbs shall be measured exclusive of the radii or flares. Width of an access with a curb return entrance and driveways with curb cuts, shall be measured exclusive of the flared sections, transitions, curb and gutter. The width of any non-traversable median is not counted as part of the access width. In measuring access width, only the travel portion of the access is measured.
- (2) Sixteen to 30 feet of width shall be used for any two-way access when the single unit vehicle peak hour volume does not exceed five except as noted in subsection 4.5(3).
- (3) Twenty-five to 40 feet of width shall be provided for any two-way access when any one or more of the following apply to the access:
- (a) Peak hour vehicle volume of the access exceeds five.
 - (b) Multi-unit vehicles are intended to use the access.
 - (c) Single unit vehicles in excess of 30 feet in length will use the access.
 - (d) Special vehicles using the access exceed 16 feet in width.
- (4) A one-way access shall have a width of 16 feet to 18 feet. If two one-way approaches (one-way in, one-way out) are adjacent to each other, they shall be divided by a non-traversable median of at

least four feet but no more than 25 feet wide and treated as one access. The access median shall be signed and clearly visible.

- (5) When a public street, road, highway or any access intended to become a public way intersects with a state highway, the long term traffic projections and consideration of the modal use of the public way shall be used to select an appropriate access width, subject to the approval of the Department. It is recommended that no two-way public roadway access in excess of 10 D.H.V. be less than 36 feet in width at the intersection exclusive of the radii.
- (6) Where a private access will have high traffic volumes, the access may be designed with curb returns and at a width and design sufficient to accommodate the traffic volumes as determined by the issuing authority subject to approval of the Department.

4.6 Access Radii

- (1) Except for curb cuts, accesses shall have 20 foot radii unless criteria below requires otherwise.
- (2) The equivalent turning radii of the access shall accommodate the turning radius of the largest vehicle using the access on a daily basis. Where paved shoulders are present, the radius is measured to the edge of the closest lane. Where roadway shoulders are not present, field and residential accesses should have 25 foot radii.
- (3) For any access where multi-unit vehicles, or single unit vehicles exceeding 30 feet in length, are intended to use the access on a daily basis, the radii of the access should be determined using the minimum turning path for the larger vehicle. It is desirable to use equivalent three-centered compound curves or spiral curves rather than simple radii when designing for larger vehicles. The curves used should ensure safe turning movements without encroachment onto other highway travel lanes.
- (4) If the frequency of multi-unit vehicles or single unit vehicles over 30 feet in length is such that two such vehicles may be reasonably anticipated to use the access at the same time, one entering and one exiting, radii should be adequate to accommodate both vehicles with no turning conflicts and without undue slowing.
- (5) Where curbs are present, a curb cut style driveway will normally be required. Radius curb returns may be used when determined to be necessary, are not inconsistent with existing or planned conditions, and acceptable to the local authority. The issuing authority or Department shall determine if a curb cut or radius curb returns are required in accordance with existing or planned conditions.
- (6) When a public street, road, or highway or any access intended to become a public way intersects with a state highway, the design criteria of the local government and the Department shall be used to select appropriate radii, corner and intersection design, subject to approval by the Department. The final design should not be less than the minimums contained in the Code.
- (7) Where there are numerous accesses, such as along an established municipal street or road, it may be desirable to reduce the radii in order to improve visual and physical separation of accesses. Where feasible or required by the Code, access should be combined or closed to reduce the frequency of accesses and increase the spacing between accesses.
- (8) To minimize pedestrian conflict and total access width at the roadway edge, radii shall not be constructed larger than required to accommodate the volume and types of vehicles using the access on a regular basis.

- (9) Where access channelization islands are installed, a 70 foot radius may be required for the channel lane. Traffic islands should be 100 square feet in size or larger. The minimum size without a waiver is 50 square feet. All islands must have tapered offsets beginning at 6 feet at the approach nose and tapering to 3 feet, or as approved by the Department, from the edge of the highway traveled way to face of curb.

4.7 Access Surfacing

- (1) Surfacing material may include approved grades of gravel, concrete pavement, and bituminous pavement. Hard surfacing includes either concrete or bituminous pavements. Roadway and access surfacing treatments shall conform to Department or local authority adopted specifications which ever is greater.
- (2) The access shall be surfaced upon completion of earthwork construction and prior to being used. At locations where new hard surface pavement is to abut existing pavement, the existing pavement shall be saw cut and removed a minimum of one foot back from the existing edge for bituminous, or until an acceptable existing cross slope is achieved. A delay in installation of hot bituminous pavement due to seasonal restrictions may be allowed provided adequate temporary gravel surfacing is substituted.
- (3) The access shall be surfaced at least from the highway roadway to the right-of-way line. Any access with greater than 5 AADT shall have a hard surface pavement for a minimum distance of 4 feet from the traveled way. Any access with greater than 20 AADT shall have a hard surface pavement for a minimum distance of 20 feet from the traveled way. Any access with greater than 100 AADT shall have a hard surface pavement for a minimum distance of 50 feet from the traveled way. Any access requiring a turn lane shall have a hard surface pavement for a minimum distance of 50 feet from the traveled way.
- (4) Surfacing material and depth shall be specified and installed according to the Department's standard design specifications and the conditions and future use of the access and the highway. Aggregate base course Class 6 or equivalent may be permitted for individual residential access or field entrances where conditions allow, and where curbs are not required.
- (5) Off roadway surfacing improvements shall not be allowed within the highway right-of-way unless approved by the Department and a concrete curb or other physical separator such as a drainage ditch is constructed and maintained to limit access movements to permitted locations.
- (6) A two inch overlay of the entire width of the roadway may be required when determined by the Department to be necessary. The Department will look at the current condition of the roadway and the additional impacts to surface quality and roadway strength given the access impacts, where through lanes are redirected, where restriping is necessary, where the centerline of the roadway is shifted, where it is necessary to reset the high point in the roadway cross section that determines the direction of surface drainage, or to allow for the regrade of the surface to meet surface drainage requirements.

4.8 Speed Change Lanes

(1) General Criteria for Speed Change Lanes

- (a) The warrants and elements for the construction of speed change lanes is set forth in Section Three. When speed change lanes are required, they shall be constructed in accordance with this subsection and other applicable parts of Section Four.
- (b) When public safety so requires due to site specific conditions, such as sight distance, a turn lane may be required even though the criteria in Section Three are not met.

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

Based on the CDOT access requirements, we have the following general recommendations regarding proposed improvements at the two Highway access intersections:

A. Proposed Improvements at the Existing Intersection of Highway 550 and Mill Creek Road

We would recommend proposed minor grading and drainage improvements, proposed annual vegetation management, and some proposed signage, consisting of two sign posts (one with a sign stating Hidden Driveway Ahead and a street sign stating Mill Creek Road), and the second sign post for a proposed Stop sign intended for vehicles entering the Highway (and a street sign stating Mill Creek Road).

B. Proposed Improvements at the Existing Artist Cabin Driveway (Highway Access Road Shared with the Vacant Bonanza Boy Mill Site)

Proposed grading and drainage improvements, and proposed sign post with proposed Stop sign.

The Applicant has recently purchased the adjacent land, in part to utilize a short existing stretch of the existing shared historic Highway access road known as the "Artist Cabin driveway." The existing Artist Cabin driveway appears to have formerly been part of the Silverton Red Mountain Ouray Toll Road, which appears to have eventually become part of the Colorado Department of Highway's Highway 550. This is more thoroughly described in the Cultural Resources Inventory and Report prepared by Jon Horn (previously submitted to the County, and available upon request from Engineer Mountain Inc.). The current proposal for Highway access to the vacant Bonanza Boy Mill Site (where a proposed employee housing structure and proposed centralized parking area are to be constructed) is to share a short stretch of the existing Artist Cabin driveway, to prevent construction of a new driveway at the Howitzer pad, which would be a new driveway located right next to an existing driveway (which is beneficial for access spacing traffic safety), and the current proposal would minimize road-related unnecessary wetlands impacts. The Applicant plans to comply with any forthcoming CDOT requirements regarding any necessary proposed Highway access road improvements. The civil engineering plan set for this project is attached (under separate cover as part of Appendix A: Final Plan County Permit Application for the Proposed Silver Cloud Lodge/PUD). The civil engineering plans included in Appendix A depict proposed improvements at the two existing Highway access roads in greater detail, pending any forthcoming County and/or CDOT requirements.

On the following two pages are aerial drawings depicting the general concepts of the proposed traffic-related Highway access road improvements.

HWY 550 MULESHOE CURVE PROPOSED INTERSECTION IMPROVEMENTS AT MILL CREEK ROAD

HWY 550 SB
TO CHATTANOOGA
AND SILVERTON

HWY 550 NB
TO OURAY



MILL CREEK ROAD
(USFS ROAD 821/CR 15)

TO THE PROPOSED
SILVER CLOUD LODGE
(1/2 MILE FROM HWY 550)

PROPOSED SIGNAGE
"HIDDEN DRIVEWAY"
AND
"MILL CREEK ROAD"

AREA OF PROPOSED
ANNUAL VEGETATION
MANAGEMENT
CONSISTING OF
TRIMMING SHRUBS
ON THE INSIDE OF
THE HWY 550
MULESHOE CURVE
TO INCREASE THE
SIGHT DISTANCE
TOWARDS AND FROM
MILL CREEK ROAD

HWY 550
MULESHOE CURVE

PROPOSED MINOR
GRADING & DRAINAGE
IMPROVEMENTS,
PROPOSED STOP SIGN,
AND PROPOSED
STREET NAME SIGN
"MILL CREEK ROAD"



1 INCH = NOT TO SCALE

*SOILS *RETAINING WALLS
*SEPTICS *FOUNDATIONS
*GRADING AND DRAINAGE
*CIVIL SITE DEVELOPMENT
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PROPOSED INTERSECTION IMPROVEMENTS NEAR MULESHOE CURVE

HWY 550 AT MILL CREEK ROAD (USFS RD. 821/CR 15)

PROPOSED SILVER CLOUD LODGE/PUD

AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 6/12/23

DRAWN BY: LMA

LAYOUT/NAME: MCR IMPVMTS

DWG: 23-101/Silv...PUD Plans.dwg

LAST REVISED: 3/8/25

TRAFFIC
STUDY PAGE

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BONANZA BOY MILL SITE PROPOSED INTERSECTION IMPROVEMENTS AT CHATTANOOGA ON HWY 550

BONANZA BOY MILL SITE
(PROJECT SITE)
PROPOSED EMPLOYEE HOUSING
BUILDING AND PROPOSED
CENTRALIZED PARKING AREA

HISTORIC SILVER LEDGE
MILL BUILDING (CDOT)

ABANDONED HWY

HWY 550 NB
TO MULESHOE
CURVE AND OURAY

HWY 550 SB
TO SILVERTON



PROPOSED IMPROVEMENTS AT THE
EXISTING "ARTIST CABIN DRIVEWAY"
ACCESS ROAD CONSISTING OF
PROPOSED GRADING AND DRAINAGE
IMPROVEMENTS, PROPOSED SIGN POST,
AND PROPOSED STOP SIGN.

SEE CIVIL ENGINEERING PLAN SET
FOR ADDITIONAL INFORMATION.
PROPOSED ACCESS ROAD IMPROVEMENTS
SHALL COMPLY WITH CDOT REQUIREMENTS
AND THE STATE HIGHWAY ACCESS CODE
SECTION 4 (MINIMUM ACCESS WIDTH, ETC.).
PROPOSED GRADING SHALL BE MINIMIZED
TO PRESERVE THE EXISTING WETLANDS.

EXISTING ARTIST
CABIN (AND ADU)



GRAPHIC SCALE



1 INCH = NOT TO SCALE

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•CIVIL SITE DEVELOPMENT

PROPOSED INTERSECTION IMPROVEMENTS AT BONANZA BOY MILL SITE
HWY 550 AT CHATTANOOGA
PROPOSED SILVER CLOUD LODGE/PUD
AT/NEAR CHATTANOOGA, SAN JUAN COUNTY, CO

DATE: 8/12/23
DRAWN BY: LMA
LAYOUT/LMAN: BBMS MP/MTS
DWS: 23-101/SK...PUD Plans.dwg
LAST REVISED: 3/8/25

TRAFFIC
STUDY PAGE
100

SILVER CLOUD LODGE/PUD TRAFFIC STUDY REPORT 2

15. CONCLUSIONS

The proposed project-generated traffic volumes and turn movements associated with the Proposed Silver Cloud Lodge/Planned Unit Development (PUD) in San Juan County Colorado are predicted to be relatively low in comparison to the existing "background traffic" and existing Highway 550 traffic at the project site.

There are two existing Highway access roads at the project site. The first is the existing historic "Artist cabin driveway" located at Chattanooga on Highway 550. The second is the existing Mill Creek Road, also known as US Forest Service (USFS) Road 821 and County Road 15, which intersects with Highway 550 at Muleshoe Curve.

The proposed estimated project-generated traffic volumes appear to be well below twenty percent of the adjacent Highway traffic.

Based on the auxiliary lane analyses in this traffic study, it appears that auxiliary lanes are not required due to the relatively low volume of estimated maximum peak hour turn movements.

Based on the sight distance analyses in this traffic study, it appears that sight distance is adequate in comparison to the CDOT guidelines. However, we recommend proposed annual vegetation management at Muleshoe Curve (by the Applicant) to increase sight distance, primarily for the existing "background traffic" rather than the proposed project-generated traffic.

We would also recommend proposed minor grading and drainage improvements at the two existing Highway access roads, as well as placement of proposed signage including stop signs.

Thank you for the opportunity to present this traffic study for the Proposed Silver Cloud Lodge/PUD. Please contact the Applicant Colby Barrett or Engineer Mountain Inc. if you have any questions.

Sincerely,



Lisa M. Adair PE
Engineer Mountain Inc.

16. APPENDICES

APPENDIX A

**FINAL PLAN
SAN JUAN COUNTY COLORADO
PERMIT APPLICATION
FOR THE
PROPOSED SILVER CLOUD LODGE
AND PLANNED UNIT DEVELOPMENT (PUD)

(SUBMITTED AS A SEPARATE ATTACHMENT)**