



# Pre-Grant Application Form


Department: <b>Road and Bridge</b>		Date: <b>11-21-2017</b>
Grant Title: <b>DOLA, Tier I Grant for Senator Gulch Crossing</b>		Year of grant commencement: <b>2017</b>
Grant Source: <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Other _____		
Total Project Cost: <b>\$211,519</b>		
Grant Request: <b>\$105,759.43</b> Cash Match: <b>\$87,243.69</b> In-kind Match: <b>\$18,515.74</b>		
Reporting Requirements: <b>Quarterly progress reports and reimbursement submittals are required.</b>		
Grant Description/Purpose: <b>Replacement of a retaining wall and culver that were washed out by heavy rain and debris flow. The crossing is approximately 3.5 miles up Ouray County Road 361 where the Road crosses over Senator Gulch drainage.</b>		

### Grant Match Information:

Percentage of Grant Match (if applicable): County: 41% Grant: 50%

Percentage of Grant designated for Administration (especially for pass-through grants of which the County is the sponsor or administrative agent): None

### Proposed Source of County Funding for grant match:



General Fund Revenue     R & B Fund Revenue     EMS Fund Revenue   
 Social Services Fund     Other  (**OSM – In-kind**) Highway 361 Fund

If other, please indicate: \_\_\_\_\_

**Submission/Review/Approval or Denial:**

Department Head / Elected Official: \_\_\_\_\_ Date: \_\_\_\_\_

County Administrator: Connie I. Hunt \_\_\_\_\_ Date: 11-16-2017 \_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_

Human Resources Director (if applicable) \_\_\_\_\_ Date: \_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_

Board of County Commissioners, Chair: \_\_\_\_\_ Date: \_\_\_\_\_

Approve

Deny



BEN TISDEL  
DON BATCHELDER  
JOHN E. PETERS

## BOARD OF COUNTY COMMISSIONERS

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541 4<sup>th</sup> Street • P.O. Box C • Ouray, Colorado 81427 • 970-325-7320 • FAX: 970-325-0452

November 21, 2017

Mr. Patrick Rondinelli, Regional Manager  
Department of Local Affairs  
Fort Lewis College  
1000 Rim Dr.  
Durango, CO 81302  
[Patrick.rondinelli@state.co.us](mailto:Patrick.rondinelli@state.co.us)

Re: Energy and Mineral Impact Assistance Program Application, Tier I, Senator Gulch Crossing  
Reconstruction – County Road 361

Dear Mr. Rondinelli:

Ouray County is submitting this letter of support for a Tier I Energy and Mineral Impact Grant application for Senator Gulch Crossing Reconstruction located on County Road 361 (CR 361). The location of this project is about 3 ½ miles up County Road 361 where the road crosses Senator Gulch. The existing retaining wall has suffered impact due to heavy rain and debris flow washing out the crossing. A temporary bridge crossing has been erected by Road and Bridge staff, but is only temporary until a more permanent structure can be constructed. The project will include roughly 1,600 feet of retaining wall, a large culvert and headwall and wingwall construction.

At one time CR 361 was a part of the state highway system, owned and maintained by the Colorado Department of Highways [now the Colorado Department of Transportation (CDOT)]. The State of Colorado abandoned the road in 1984, and gave its ownership to Ouray County along with all maintenance responsibilities (i.e. repair, grading, and snow removal). The road currently serves one active mine with two more in remediation and exploratory phases.

This project is proposing to replace a retaining wall and culvert on CR 361 road over Senator Gulch as early as possible in the late spring or early summer of 2018. The project is estimated to cost \$211,519 and Ouray County is requesting funding from DOLA in the amount of \$105,795.50 to help implement this urgent repair. Ouray County's match for this project equates to \$87,244 and the Ouray Silver Mines, Inc.; would be contributing aggregate, hauling and blasting as part of an in-kind match in the amount of \$18,516.

County Road 361 is used by recreationists to access hundreds of historic destinations in the Uncompahgre National Forest between the City of Ouray and the Town of Telluride. During the summer, thousands of off-highway vehicles traverse the road on a monthly basis. CR 361 provides critical access to three mines, one of which is active with approximately 100 employees at this time and operates a year-round basis.

Ouray County respectfully thanks DOLA in advance for its favorable consideration of this Tier I Energy and Mineral Impact Grant application in the amount of \$105,795.50.

Respectfully,

Ben Tisdell, Chair  
Board of County Commissioners



**ENERGY AND MINERAL IMPACT ASSISTANCE PROGRAM APPLICATION**  
**Tier I or Tier II**

Applications Must Be Submitted Electronically - Directions on Last Page

**-You are Highly Encouraged to Work with your Regional Field Manager when Completing your Application-**

**A. GENERAL AND SUMMARY INFORMATION**

**1. Name/Title of Proposed Project:** Ouray County Road 361 Senator Gulch Crossing Reconstruction

**2. Applicant:** Ouray County

(In the case of a multi-jurisdictional application, name of the "lead" municipality, county, special district or other political subdivision).

In the case of a multi-jurisdictional application, provide the names of other directly participating political subdivisions:

\_\_\_\_\_

**3. Chief Elected Official** (In the case of a multi-jurisdictional application, chief elected official of the "lead" political subdivision):

Name:	Ben Tisdell	Title:	Chair, Ouray County Board of County Commissioners
Mailing Address:	PO Box C, 541 Fourth St.	Phone:	970-325-7263
City/Zip:	Ouray, Colorado 81427	Phone:	970-325-7227
E-Mail Address:	<a href="mailto:chunt@ouraycountyco.gov">chunt@ouraycountyco.gov</a> ; <a href="mailto:vlane@ouraycountyco.gov">vlane@ouraycountyco.gov</a>		

**4. Designated Contact Person (will receive all mailings) for the Application:**

Name:	Connie I. Hunt	Title:	County Administrator
Mailing Address:	PO Box C, 541 Fourth St	Phone:	970-325-7263
City/Zip:	Ouray, Colorado 81427	Phone:	Fax: 970-325-0452
E-Mail Address:	<a href="mailto:chunt@ouraycountyco.gov">chunt@ouraycountyco.gov</a> ; <a href="mailto:vlane@ouraycountyco.gov">vlane@ouraycountyco.gov</a>		

**5. Amount of Energy/Mineral Impact Funds requested:**

(Tier I; Up to \$200,000 or Tier II; Greater than \$200,000 to \$1,000,000)

\$ \_\_\_\_\_

**6. Description of the Project Scope of Work:**

(Project Description of the various tasks involved in the project including specific data such as quantities, mileage, square feet, lineal ft. etc. as well as specific project location within city and or county etc.)

**The project proposes to replace a retaining wall and culvert that were washed out by heavy rain and debris flow. The crossing is approximately 3.5 miles up Ouray County 361, where the road crosses over the Senator Gulch drainage. The project will include roughly 1,600 face feet of retaining wall, 40 linear feet of 60-inch or larger pipe, and significant upstream headwall and wingwall construction.**

**7. Description:** (Describe the problem, opportunity or challenge that resulted in the request.)

**An existing retaining wall has been severely compromised by debris flow and washout of wall backfill. Ouray County Staff has placed a temporary crossing structure, but it is substandard and does not support the loading or vehicle width using the road. The road serves one active mine (Revenue Mine) with two more in exploratory phases (Camp Bird and Ruby Trust Mine). Each mine is required not only to maintain access for safety, but also requires delivery of fuels and equipment for which the temporary crossing will not be sufficient.**

**8. Local priority if more than one application from the same local government** (1 of 2, 2 of 2, etc.) 1 of 1 \_\_\_\_\_.

**9. Is the project on a State registered historic site or in a State registered Historic District?** Yes(  ) No(  ).

If yes, please provide the registry number. N/A. The department may need to seek a determination of effect from the State Historic Society. For more on the Colorado State Register of Historic Properties, please [click here](#).

**For projects to be managed through a Special Fund other than the General Fund (e.g. County Road and Bridge Fund) or managed through an Enterprise Fund (e.g. water, sewer, county airport), complete items "k through o":**

**Complete items "l through p" for ALL project types:**

Identify the relevant Special Fund or Enterprise Fund:	040 Fund	__ Fund	__ Fund
m. Special or Enterprise Fund Budgeted Revenue	\$2,401,043	\$	\$
n. Special or Enterprise Fund Budgeted Expenditures	\$2,306,818	\$	\$
o. Special or Enterprise Fund Outstanding Debt**	\$432,033	\$	\$
p. Special Fund Mill Levy (if applicable)	\$236,241	\$	\$
q. Special or Enterprise Fund Balance as of December 31 <sup>st</sup> of the previous year	\$700,503	\$	\$

**For Water and Sewer Project Only complete items "q through s":**

Complete items "q through s" for ALL project types:	Water	Sewer
r. Tap Fee	\$	\$
s. Average Monthly User Charge (Divide sum of annual (commercial and residential) revenues by 12 and then divide by the number of total taps served.) <b>NOTE: Commercial and Residential Combined</b>	\$	\$
t. Number of total Taps Served by Applicant		

\*\* Include the total outstanding liability from all multi-year debt obligations (lease purchase agreements, certificate of participation and any other debt instruments).

**B. DEMOGRAPHIC AND FINANCIAL INFORMATION.**

**1. Population**

a. What was the 2010 population of the applicant jurisdiction?	4,446
b. What is the current population?	4,844
(Current/most recent conservation trust fund/lottery distribution estimate is acceptable.) What is the source of the estimate?	DOLA
c. What is the population projection for the applicant in 5 years?	5,100
What is the source of the projection?	DOLA

**2. Financial Information (Current Year):**

In the column below labeled "Applicant" provide the financial information for the municipality, county, school district or special district directly benefiting from the application. In the columns below labeled "Entity", provide the financial information for any public entities on whose behalf the application is being submitted (if applicable).

**Complete items "a through k" for ALL project types:**

	Lead Applicant	Co-applicant	Co-applicant
a. Assessed Valuation (AV) Year: Most Recent	\$157,493,940		
b. Total Mill Levy	13.126		
c. Property Tax Revenue Generated (mill levy x AV / 1,000)	\$2,067,266		
d. Sales Tax (Rate/Estimated Annual Revenue)	2% / \$1,500,000	% / \$	% / \$
e. General Fund Budgeted Revenue	\$4,095,943		
f. General Fund Budgeted Expenditures	\$4,095,943		
g. General Fund Balance as of December 31 <sup>st</sup> of the previous year <b>General Fund Balance:</b>	\$820,242		
Portion of General Fund which is <b>Unassigned</b> ^^ (meets the definition identified in the GASB statement below)	\$180,000		
h.			
i. Total Budgeted Revenue (All Funds)*	\$10,070,256		
j. Total Budgeted Expenditures (All Funds)*	\$9,920,886		
k. Total Fund Balance (All Funds)*	\$3,266,834		
l. Total Outstanding Debt (All Funds)**	\$599,198		

\* Sum of General Fund and all Special or Enterprise Funds

\*\* Include the total outstanding liability from all multi-year debt obligations (lease purchase agreements, certificate of participation and any other debt instruments).

^^ **Unassigned fund balance** - Amounts that are available for any purpose; these amounts are reported only in the general fund and have not been committed by resolution, ordinance or contract and have not been budgeted for an intended purpose.

(Click [this link](#) to locate GASB Fund Balance definitions)

**C. PROJECT BUDGET. List expenditures and sources of revenue for the project. The totals on each side of the ledger must equal.**

Expenditures		Sources of Revenue (Dollar for Dollar Cash Match is Required, unless financial circumstance warrants a reduction)			Funding Committed
List Budget Line Items (Examples: architect, engineering, construction, equipment items, etc.)		List the sources of matching funds and indicate either cash or documentable in-kind contribution. <b>Total revenue must equal total expenditures</b>			List Yes or No next to each line item
Line Item Expenditures	Line Item Costs		Cash	In-Kind	
<b>Mobilization</b>	<b>\$13,481</b>	Energy/Mineral Impact Fund Grant Request	<b>\$ 105,759.43</b>		No
<b>Construction Staking/Surveying</b>	<b>\$ 2,696</b>	*Energy/Mineral Impact Fund Loan Request (If applicable)	\$		No
<b>Bid Package Preparation</b>	<b>\$ 3,069</b>	<b>Ouray County</b>	<b>\$87,243.69</b>		<b>Yes</b>
<b>Engineering Construction Management</b>	<b>\$10,785</b>	<b>Ouray Silver Mine</b>		<b>\$18,515.74</b>	<b>Yes</b>
<b>Engineering Plan Set Design, Quantities, and Cost Estimate</b>	<b>\$14,321</b>				
<b>Traffic Control</b>	<b>\$10,785</b>				
<b>Safety Consultant</b>	<b>\$ 1,348</b>				
<b>Construction outside of Hilfiker Retaining Wall</b>	<b>\$69,769</b>				
<b>Construction of Hilfiker Wall</b>	<b>\$65,043</b>				
<b>Contingency</b>	<b>\$20,222</b>				
<b>TOTAL</b>	<b>\$211,519</b>	<b>TOTAL</b>	<b>\$193,003.12</b>	<b>\$18,515.74</b>	
Please attach a more detailed budget if available					

(If the request is for planning, engineering or design, the following two questions may not be applicable)

1. Please identify the contingency associated with the project budget.
  - a. Contingency Dollar value \$21,152
  - b. Contingency % of Budget. 10%
  - c. If a contingency has not been identified as part of the budget, please explain why not? N/A
2. How recently was the budget and contingency determined for this project (month/year)? November, 2017

**D. PROJECT INFORMATION.**

The statutory purpose of the Energy and Mineral Impact Assistance program is to provide financial assistance to "political subdivisions socially or economically impacted by the development, processing or energy conversion of minerals and mineral fuels."

**1. Demonstration of Need:****a. Why is the project needed at this time?**

**The temporary crossing as installed is not intended to serve long term, nor is it sufficient for the access required.**

CR 361 is a significant high-country road and carries many more vehicle trips than any other four-wheel drive/OHV road in the region. It runs from the Town of Ouray, past Box Canyon and Box Canyon falls, Thistledown Mill, Yankee Boy and Governor's Basins, the Sneffels Wilderness Area, and the Camp Bird Mine. It then ascends over Imogene Pass (the second highest through road in the United States at 13,114 feet above sea level) into Savage Basin past the Tomboy Mine and through the ghost town of Tomboy, before dropping into Telluride in San Miguel County. Throughout this route, CR 361 provides access to a multitude of OHV trails within the Uncompahgre National Forest.

Currently, the road serves one active mine (Revenue Mine) with two more in exploratory phases (Camp Bird and Ruby Trust Mine). This mixed commercial and recreational use creates a high potential for conflict, with vehicles traveling at varied rates of speed and a significant size difference.

Ouray County compiled a Design Report and Improvement Prioritization under an administrative grant from the Department of Local Affairs on 2013. The report was used as a framework to begin initiating construction projects on the road to improve or maintain safety and stability of the roadway. This drainage crossing was not included in the design report, as the assumption at the time was that the wall would be cost prohibitive to replace and the wall was not expected to be need replacing on such a short timeline.

The County was awarded an EIAF Grant in 2014 (EIAF 7315), which was intended to serve as Phase 1 of overall maintenance to the road as outlined in the 2013 Design Report and Improvement Prioritization. Phase 1 construction was completed in 2016. Phase included no improvements to the drainage crossing addressed in this application.

**b. How does the implementation of this project address the need?**

The project will stabilize the road and allow for drainage in the existing path for Senator Gulch. The conceptual design shown is expected to decrease the need for County Staff to maintain the drainage from the condition prior to washout. The design will allow for access up the road by both the heavy recreational volumes and the commercial vehicles using the road.

**c. Does this project, as identified in this application, completely address the stated need? If not, please describe additional work or phases and the estimated time frame. Do you anticipate requesting Energy and Mineral Impact Assistance funds for future phases?**

**The project completely addresses the need at this crossing location. The road in general will still be ba high priority for the county in continuing heavy maintenance and improving safety, but those improvements are not proposed in this application.**

**d. What other implementation options have been considered?**

The County has pursued federal and state funding. The federal funding pursued was focused on disaster relief and the project was ineligible due to the localized nature of the damage. The state funding pursued was Department of Transportation assistance via a bridge replacement fund. The DOT was receptive to the project, but the timeline for award of the grant and subsequent design and construction was not favorable to the timeline desired to remove the temporary crossing and install a permanent solution.

**e. What are the consequences if the project is not awarded funds?**

**The existing retaining wall is severely compromised, so the County has installed a temporary bridge crossing. If the road is not stabilized soon, the County will need to look into closing the road to public access, and possibly**

closing it to the commercial access as well. Loss of public access would be detrimental to the County's economy, as the road is a popular recreational destination. Closing the road to commercial access would likely cause the closure of the mines that need the road for access. A lack of funding to replace the crossing could result in this compounded loss to the County's economy.

Beyond the fiscal implications to the County, the road accesses many historical, geological, and scenic points of interest that offer their own inherent value to the general public.

## 2. Measurable Outcomes:

a. Describe measurable outcomes you expect to see when implementation of this project is complete. How will the project enhance the livability\* of your region, county, city, town or community (e.g. constructing a new water plant will eliminate an unsafe drinking water system and provide safe and reliable drinking water; the construction of a new community center will provide expanded community services, or projects achieving goals regarding energy conservation, community heritage, economic development/diversification, traffic congestion, etc.)?

\*(Livability means increasing the value and/or benefit in the areas that are commonly linked in community development such as jobs, housing, transportation, education, emergency mitigation, health and environment)

Maintaining the road will protect the safety and livelihood of mine employees, contractors, and consultants. The road is used heavily in the summer by high-country and back-country tour operators, who will also benefit from the continued safe use of the road. The road is also frequented by local residents for the many recreational opportunities the road serves.

b. How will the outcome of the project be measured to determine whether the anticipated benefits to this population actually occur?

The Primary metric for project success will be that the recreational and commercial uses of the road continue. An additional mark of success will be to monitor the required maintenance of the proposed culvert for comparison to the previous installation. The proposed culvert alignment and slope have been designed to encourage debris to move through the culvert rather than stopping at the inlet to accumulate.

c. Does this project preserve and protect a registered state historic building, facility or structure? If yes, please describe. Year of construction: \_\_\_\_\_

The road provides access to a number of abandoned historic mining sites and ghost towns (including Tomboy, Smuggler, Atlas, Virginus, Torpedo Eclipse, Banker's Tunnel, etc.), and Imogene Pass – which connects the National Historic Districts of Telluride and Ouray.

d. Will this project implement an energy efficiency/strategy that could result in less carbon footprint or conserve energy use or capitalize on renewable energy technology? If yes, please describe.

Decreasing congestion and stacking of vehicles will decrease emissions. Widening the roadway and improving sight distance will also allow for a greater degree of safety for non-vehicular traffic. The solution proposed is also expected to decrease maintenance in the area, which will decrease the need to haul heavy equipment to the site and then operate said machinery.

e. Will the project be constructed with "Resiliency Framework", which is to build and construct with a plan to reduce risks by utilizing materials and constructing in areas to better withstand natural or man-made disasters, etc.? If yes, please describe.

The design proposed considers the history of debris flow and has been adjusted to help accommodate the flows in the drainage path without requiring as much regular maintenance and is expected to be more resilient to heavy flow events and washout or undermining of the walls built. There is also redundancy in the flow paths created by adding a concrete 'top mat' to the road that will allow drainage to run over the road in the event of a large flood event or culvert clog that may otherwise damage or completely wash out the road.

**3. Relationship to Community Goals**

a. Is the project identified in the applicant's budget or a jurisdictionally approved plan (e.g. capital improvement plan, equipment replacement plan, comprehensive plan, utility plan, road maintenance and improvement plan or other local or regional strategic management or planning document)? What is its ranking?

**The project is unanticipated and time sensitive. As such, it is not on any capital improvement or other project list of priorities.**

**4. Local Commitment and Ability to Pay/Local Effort**

a. Why can't this project be funded locally?

**Due to the cost of repair and needing to do the work on a condensed timeline, local funds are not sufficient to complete the project.**

b. Has this project been deferred because of lack of local funding? If so, how long?

c. Explain the origin of your local cash match. (Note: Whenever possible, local government cash match on a dollar for dollar match basis is encouraged.) Are the local funds committed or pending? If there are pending funds, when will the status of those funds be determined?

**The matching funds offered by Ouray County have been taken from a fund created specifically for maintenance of CR 361.**

**On May 24, 1984, the County entered into a contract with the State of Colorado for the use and benefit of the State Highway Commission and the State Department of Highways concerning State Highway 361 (SH 361). The State Highway Commission approved the abandonment of SH 361 and the transfer of all future financial and maintenance responsibilities associated with SH 361, and Ouray County agreed to accept SH 361 onto their County road system for the consideration of \$250,000. Of this amount, \$50,000 was paid to the County R & B Fund to be used for immediate repairs to SH 361. A second \$50,000 was paid to the County R & B Fund for the purchase of road maintenance equipment to be used on SH 361 and other roads and bridges in the county. The remaining \$150,000 was paid to the Ouray County R & B Trust for a period of 21 years. The Trust was dissolved in June of 2005 and the remaining dollars were placed in a newly designated County fund entitled the Highway 361 Fund (fund number 760).**

d. What other community entities, organizations, or stakeholders recognize the value of this project and are collaborating with you to achieve increased livability of the community? Please describe how your partners are contributing to achieve the improvement to the livability of the community through this project. If in-kind contributions are included in the project budget, detailed tracking will be required on project monitoring report.

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i. Please describe the level of commitment by each collaborator. (e.g. fee waivers, in-kind services, fundraising, direct monetary contribution, policy changes.)

\*\*\*\*\*

ii. Please list the value of the resources that each collaborator is bringing to the program.

\*\*\*\*\*

e. Has the applicant dedicated the financial resources in their current budget, reserve funds and/or unused debt capacity that are being used for the local matching funds? Explain if No

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f. Have the applicant's tax rates, user charges or fees been reviewed recently to address funding for the proposed project?

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g. If the tax rate, user charges or fees were modified, what was the modification and when did this change occur?

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h. Has the applicant contacted representatives from local energy or mineral companies to discuss the project? If yes, when was the contact and what was discussed.

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i. Has the applicant requested financial support from the industry? If yes, when was the contact, what amount did you request? What were the results? If no, why not?

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**5. Readiness to Go**

a. Assuming this project is funded as requested, how soon will the project begin? **Select One** ( ) Within 3 months, (X) 3-6 months, ( ) 6-9 months or ( ) 9-12 months? What is the time frame for completion? **Select One** ( ) Within 3 months, ( ) 3-6 months, ( ) 6-9 months, ( ) 9-12 months or ( ) >12 months.

b. Describe how you determined that the project can be completed within the proposed budget as outlined in this application?

**Construction will not feasible at the site until April to May of 2018 due to weather.**

c. Has the necessary planning and design been completed? How? What additional design work remains? How did the applicant develop project cost estimates? Are any or permitting must still be completed, if any? When? How did the applicant develop project cost estimates? Is the project supported by bids, professional estimates or other credible information? Please attach a copy of any supporting documents.

**Conceptual design has been performed. Topographical survey, final design, procurement and award will be performed over the winter months when construction would not be feasible. Construction is still expected to commence at the soonest point possible considering winter conditions at the site.**

i. What additional design work remains?

**Topographical survey, final design, procurement and award need to be completed prior to construction.**

ii. How did the applicant develop project cost estimates?

**An itemized preliminary budget has been established and attached. This would be a significant portion of the project bid package should the project go to bid. Contingencies have been included in the proposed project budget. The preliminary budget was established using a combination of unit prices from previous projects, current updated rough estimates from contractors, and industry standard estimating practices.**

iii. Is the project supported by bids, professional estimates or other credible information? Please attach a copy of any supporting documents.

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iv. Are any Local, State or Federal permits required before the project can proceed? If yes, please describe.

**6. Energy & Mineral Relationship**

a. Describe how the applicant is, has been, or will be impacted by the development, production, or conversion of energy and mineral resources.

Traffic congestion and conflict issues are exacerbated by the combination of recreational and commercial vehicles utilizing the project area. Many of the places of interest recreationally are also related to mineral extraction: several of the places of interest along CR 361 and in Ouray County in general are historical mine sites.

b. To further document the impact in the area, name the company or companies involved, the number of employees (click to get # of employees) associated with the activities impacting the jurisdiction and other relevant, quantitative indicators of energy/mineral impact.

Star Mine Operations LLC (operates Revenue Mine)  
Caldera Mineral Resources (operates Camp Bird Mine)  
XXXXXXXXXXXXXXXXXXXXX (operates Ruby Trust Mine)

County Road 361 is “the road” leading to three mines. Much pride is taken in the vast heritage of over 150 years of mining and its resurgence in our area. The mines currently employ approximately 100 employees with round-the-clock shifts doing reclamation, remediation and preparing for a full-scale production with many of these employees living in and relocating to Ouray County. This project will enable mine employees to travel on a safer road surface in route to and from work and will also enable improved accessibility for Emergency Medical Personnel and Law Enforcement to access incidents and individuals in an emergency situation. With Camp Bird Mine exploring an expansion of current operations, the positive impacts of the project can be expected to grow in time.

c. Cite actual use data that documents direct impact as it relates to the need for the project. For example, “heavy truck traffic directly related to energy development activities is impacting County Road X. a traffic count done in May 2015 showed energy related truck traffic increased from 100 trips per day to 300.”

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### 7. Management Capacity

a. How will you separate and track expenditures, maintain funds and reserves for the capital expenditures and improvements as described in this project?

An itemized project budget (enclosed) will outline project spending. The project budget will be used for project bidding, and the awarded bid will be used to verify invoicing to the County.

b. Describe the funding plan in place to address the new operating and maintenance expenses generated from the project?

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c. Describe the technical and professional experience/expertise of the person(s) and/or professional firms responsible to manage this project.

Russell Planning and Engineering (RPE) has performed the initial design for the project, and would complete the design phase and assist with construction management. RPE acts as the on-call engineer for Ouray County and has designed and overseen construction of similar EIAF funded improvements on CR 361, as well as other project design, procurement, construction management, plan review, and other project management. In addition to acting as on-call engineer for Ouray County, RPE acts as the on-call engineer for La Plata, Montezuma, and San Miguel Counties; and the towns of Mountain Village and Ignacio.

d. Does the project duplicate service capacity already established? Is the service inadequate? Has consolidation of services with another provider been considered?

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# OURAY COUNTY

## CR 361 IMPROVEMENTS; PHASE 1

### ZONE 1 - SWITCHBACKS IMPROVEMENTS

OPINION OF PROBABLE COST PREPARED BY RUSSELL PLANNING & ENGINEERING, INC

November 15, 2017

#### DESIGN

ITEM	PERCENTAGE	AMOUNT
ENGINEERING PLAN SET DESIGN, QUANTITIES & COST ESTIMATE	7%	\$ 14,321.00
BID PACKAGE PREPARATION	1.5%	\$ 3,069.00
<b>DESIGN SUBTOTAL</b>		<b>\$ 17,390.00</b>

#### CONSTRUCTION

ITEM	UNIT	QUANTITY	UNIT COST	MATCH UNIT VALUE	AMOUNT	MATCH VALUE
REMOVE 18" CMP	EACH		\$ 1,335.00		\$ -	\$ -
REMOVE 24" CMP	EACH		\$ 1,335.00		\$ -	\$ -
REMOVE 30" CMP	EACH		\$ 1,335.00		\$ -	\$ -
REMOVE 36" CMP	EACH		\$ 1,335.00		\$ -	\$ -
REMOVE 48" CMP	EACH	1	\$ 1,335.00		\$ 1,335.00	\$ -
REMOVE 60" CMP	EACH		\$ 1,335.00		\$ -	\$ -
INSTALL 24" SLCPP	LINEAR FEET		\$ 40.00		\$ -	\$ -
INSTALL 30" SLCPP	LINEAR FEET		\$ 50.00		\$ -	\$ -
INSTALL 36" SLCPP	LINEAR FEET		\$ 60.00		\$ -	\$ -
INSTALL 48" SLCPP	LINEAR FEET		\$ 75.00		\$ -	\$ -
INSTALL 60" SLCPP	LINEAR FEET	40	\$ 85.00		\$ 3,400.00	\$ -
REMOVE AND DISPOSE OF EXISTING RETAINING WALL	EACH	1	\$ 10,000.00		\$ 10,000.00	\$ -
INSTALL CONCRETE HEADWALL	EACH	1	\$ 20,000.00		\$ 20,000.00	\$ -
INSTALL CONCRETE HEADWALL	EACH	2	\$ 10,000.00		\$ 20,000.00	\$ -
INSTALL CONCRETE TOP CAP	SY	90	\$ 130.00		\$ 11,700.00	\$ -
PIPE BEDDING (MATERIAL)	CUBIC YARD	37	\$ 20.00	\$ 5.00		\$ 185.19
PIPE BEDDING (HAULING)	CUBIC YARD	37	\$ 40.00	\$ 10.00	\$ 740.74	\$ 185.19
PIPE BEDDING (PLACEMENT)	CUBIC YARD	37	\$ 12.50		\$ 462.96	\$ -
ROCK EXCAVATION/BLASTING	CUBIC YARD	20	\$ 115.00	\$ 30.00		\$ 600.00
MATERIAL HAUL-OFF AND DISPOSAL	CUBIC YARD	50	\$ 24.00	\$ 5.00	\$ 600.00	\$ 125.00
UNCLASSIFIED EXCAVATION	CUBIC YARD	50	\$ 15.00		\$ 750.00	\$ -
AGGREGATE BASE COURSE (CLASS 6) (MATERIAL)	CUBIC YARD	20	\$ 20.00	\$ 5.00		\$ 100.00
AGGREGATE BASE COURSE (CLASS 6) (HAULING)	CUBIC YARD	20	\$ 40.00	\$ 10.00	\$ 400.00	\$ 100.00
AGGREGATE BASE COURSE (CLASS 6) (PLACEMENT)	CUBIC YARD	20	\$ 11.50		\$ 230.00	\$ -
CONVEX TRAFFIC MIRROR	EACH	0	\$ 700.00		\$ -	\$ -
DELINEATOR (TYPE III)	EACH	2	\$ 75.00		\$ 150.00	\$ -
<b>CONSTRUCTION OUTSIDE OF HILFIKER RETAINING WALL SUBTOTAL</b>					<b>\$ 69,768.70</b>	<b>\$ 1,295.37</b>





**File Code:** 2700  
**Date:** November 15, 2017

Patrick Rondinelli  
Fort Lewis College  
1000 Rim Dr.  
Durango, CO 81302

Dear Mr. Rondinelli,

On behalf of the Ouray Ranger District of the Grand Mesa, Uncompahgre and Gunnison National Forests, I am writing to express our support for Ouray County's Department of Local Affairs (DOLA) grant application for Ouray County Road 361. Funds will be used for emergency repair work at Senator Gulch, which experienced a significant wash-out during the summer of 2017.

Ouray County lies in the southwestern Colorado in the heart of the San Juan Mountains. The road provides critical access from the city of Ouray to popular four-wheel drive/ OHV roads, Mount Sneffles Wilderness Area, Imogene Pass, and Telluride Pass. Additionally, County Road 361 serves as the main access for multiple active mining and mine reclamation operations.

In recent years, the Ouray County Public Works Department crews performed maintenance including grading and yearly snow removal in the spring along the road in cooperation with the US Forest Service. In October, 2017 the Forest Service granted to Ouray County a public road easement for the section of Camp Bird Road (NFSR 853/ CR 361) up to Yankee Boy Basin (at NFSR 853.1B/ CR26). As such, Ouray County is now responsible for construction, operation and maintenance of the road for highway purposes within the right-of-way.

The Forest Service remains a partner to Ouray County, supports this project and encourages your favorable view of the application.

Thank you for your consideration.

Sincerely,

ERIN CAREY  
Acting District Ranger

cc: Ouray County Administrator

