



REGULAR MEETING AGENDA

City of Black Hawk City Council
211 Church Street, Black Hawk, CO

March 25, 2020
3:00 p.m.

The City of Black Hawk is hosting Virtual City Council meetings in Zoom in response to the Coronavirus COVID-19 until further notice. There are no physical meetings at this time.

Join from a PC, Mac, iPad, iPhone, or Android device:
Please click this URL to join. <https://zoom.us/j/710218854>

Or join by phone:

888-475-4499 (Toll-Free)

Webinar ID: 710 218 854

International numbers available: <https://zoom.us/u/aekAkAaLfF>

Phone commands using your phone's dial pad while in a Zoom meeting:

*6 – Toggle mute/unmute

*9 – Raise your hand to make a public comment or to
speak for or against a Public Hearing matter

Public Comment:

If you wish to make a public comment during the meeting,
please go to:

https://www.cityofblackhawk.org/comment_signup

and provide your Name, Email address, and Telephone.

During the Public comment section of the meeting, the host will
go in order of sign up to ask for comments from those who have signed up

Public Hearing:

During the meeting, Mayor Spellman will ask for all
of those who are in support of the project to raise their
hand in Zoom. After everyone has had the opportunity to
speak in support of the Public Hearing, the Mayor will then ask
for those in opposition to raise their hand, and they will have a chance to speak.

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1. CALL TO ORDER:
 2. ROLL CALL & PLEDGE OF ALLEGIANCE:
 3. AGENDA CHANGES:
 4. CONFLICTS OF INTEREST: (Council disclosures are on file w/City Clerk & Sec. of State)
 5. PUBLIC COMMENT: *Please limit comments to 5 minutes*
 6. APPROVAL OF MINUTES: March 11, 2020 Regular Meeting
March 18, 2020 Special Meeting

MISSION STATEMENT

The mission of the City of Black Hawk is to progressively provide cost
effective programs and services of the highest quality to the community

7. PUBLIC HEARINGS:

- A. Resolution 25-2020, A Resolution Making Certain Findings of Fact Regarding the Proposed Annexation of Parcels of Land to the City of Black Hawk, Colorado, Known as the Lake Gulch Whiskey Resort Annexation
- B. CB2, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 1, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- C. CB3, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 2, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- D. CB4, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 3, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- E. CB5, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 4, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- F. CB6, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 5, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- G. CB7, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 6, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- H. CB8, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 7, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation
- I. CB9, A Bill for an Ordinance Zoning Certain Property Within the City of Black Hawk to Commercial/Business Services (C/BS) Zoning District and a Planned Unit Development (PUD) Overlay Known as the Lake Gulch Whiskey Resort Planned Unit Development, and Amending the City's Zoning Map to Conform Therewith
- J. Resolution 26-2020, A Resolution Approving a Minor Subdivision Creating Two Lots at 211- 221 Gregory Street and 201 Selak Street (Continued to May 13, 2020)
- K. Resolution 27-2020, A Resolution Approving a Certificate of Architectural Compatibility for the Renovation of a Building at 211-221 Gregory Street (Continued to May 13, 2020)

8. ACTION ITEMS:

- A. Resolution 28-2020, A Resolution Consenting To and Extending the Order Declaring a Local Disaster Emergency In and For the City of Black Hawk, Colorado
- B. Resolution 29-2020, A Resolution Approving the 2020 Fireworks Production Contract Between the City of Black Hawk and Western Enterprises, Inc.

9. CITY MANAGER REPORTS:

10. CITY ATTORNEY:

11. EXECUTIVE SESSION:

12. ADJOURNMENT:

MISSION STATEMENT

The mission of the City of Black Hawk is to progressively provide cost effective programs and services of the highest quality to the community



**City of Black Hawk
City Council**

March 11, 2020

MEETING MINUTES

Fire Lieutenant Chris Reid rang the bell to open the meeting.

1. **CALL TO ORDER:** The regular meeting of the City Council was called to order on Wednesday, March 11, 2020, at 3:00 p.m. by Mayor Spellman.
2. **ROLL CALL:** Present were: Mayor Spellman, Aldermen Armbright, Bennett, Johnson, Moates, and Torres.

Excused Absence: Alderman Midcap.

Staff present: City Attorney Hoffmann, City Manager Cole, Police Chief Lloyd, Finance Director Hillis, City Clerk/Administrative Services Director Greiner, Public Works Director Isbester, Public Works Superintendent Jackson, Senior Civil Engineers Ford and Reed, Fire Lieutenant Reid, Community Planning & Development Director Linker, and Deputy City Clerk Martin.

PLEDGE OF ALLEGIANCE: Mayor Spellman led the meeting in the recitation of the Pledge of Allegiance.
3. **AGENDA CHANGES:** Deputy City Clerk Martin confirmed there were no changes to the agenda.
4. **CONFLICTS OF INTEREST:** City Attorney Hoffmann asked Council to declare any Conflicts of Interest on any issue appearing on the agenda this afternoon other than those previous disclosures and conflicts that have already been disclosed and are on file with the City Clerk and Secretary of State. No conflicts were noted from City Council.

City Attorney Hoffmann asked the audience if there were any objections to any member of Council voting on any issue on the agenda this afternoon. The audience had no objections.

5. PUBLIC COMMENT: Deputy City Clerk Martin confirmed no one had signed up to speak.

6. APPROVAL OF
MINUTES: February 26, 2020

**MOTION TO
APPROVE**

Alderman Bennett **MOVED** and was **SECONDED** by Alderman Johnson to approve the Minutes as presented.

MOTION PASSED There was no discussion, and the motion passed unanimously.

7. PUBLIC HEARINGS:

None

8. ACTION ITEMS:

- A. Resolution 22-2020, A Resolution Approving Amendment No. 5 to the Construction Manager/General Contractor Agreement Executed on February 27, 2019 Between the City of Black Hawk and Roche Constructors, Inc., Increasing the Guaranteed Maximum Price (GMP) by \$297,700 for the Purpose of Installing Rock Slope Stabilization Measures Along the North Side of the Gregory Street Plaza**

Mayor Spellman read the title.

Senior Civil Engineer Reed introduced this item. He explained that during the excavation of the northern edge of the project behind the McAfee, Woodbury, and Norton Houses exposed a raw, untreated rock slope. The City called in their on-call Geotechnical Consultant Terracon to evaluate the area. He said this amendment is for those recommendations from Terracon, which includes about 80 rock bolts of various sizes and new narrow-gauge wire mesh to be installed to stabilize this area. He added that the wire mesh would be powder-coated brown to blend in and confirmed they will perform a locate on utilities.

**MOTION TO
APPROVE**

Alderman Torres **MOVED** and was **SECONDED** by Alderman Moates to approve Resolution 22-2020, a Resolution approving Amendment No. 5 to the Construction Manager/General Contractor Agreement executed on February 27, 2019 between the City of Black Hawk and Roche Constructors, Inc., increasing the Guaranteed Maximum Price (GMP) by \$297,700 for the purpose of installing rock slope stabilization measures along the north side of the Gregory Street Plaza.

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

9. CITY MANAGER
REPORTS:

City Manager Cole had provided a memorandum to Council regarding the City's strategic plan for the Coronavirus COVID-19. He wanted to ensure that Council knew staff was on top of it and working through it.

10. CITY ATTORNEY:

City Attorney Hoffmann had nothing to report.

11. EXECUTIVE
SESSION:

City Attorney Hoffmann recommended items number 2 and 5 for Executive Session for specific legal issues related to intergovernmental relations and potential legislation.

Before breaking for Executive Session, Mayor Spellman wanted to mention that at the last meeting he announced that he had invited Commissioner Ron Engels to the Public Hearing on March 25 to see if the County Commissioners would speak in support of the annexation in the Lake Gulch area; he is pleased to announce that Commissioner Engels did get back to him and stated that he did talk to his two fellow Commissioners and they certainly thought it was appropriate that he come to the meeting on March 25 to speak in support of the annexation in the Lake Gulch area. Mayor Spellman said this was good news that the Commissioners are looking out for the best interest of the County and what this project would mean to the County as far as the additional revenue, a good positive, he said.

Mayor Spellman said he then talked to Commissioner Engels, who also sits on the Board of Directors for the Central City Opera House Association, and asked him if he would like to get approval to speak on behalf of the Central City Opera House Association, or if someone else could attend from the Association to also speak in support of the project because he believes there is a relationship that could be built between Proximo Spirits and the Central City Opera House Association in the future. Commissioner Engels said he would ask and get back to him, but in the meantime, he has confirmed that the Commissioners are in support of the annexation, and he plans to attend the Public Hearing on March 25 to state their support. Mayor Spellman thought it was important to have that in the record.

**MOTION TO
ADJOURN INTO
EXECUTIVE
SESSION**

Alderman Bennett **MOVED** and was **SECONDED** by Alderman Johnson to adjourn into Executive Session at 3:08 p.m. to hold a conference with the City's attorney to receive legal advice on specific legal questions, pursuant to C.R.S. § 24-6-402(4)(b), and to determine positions relative to matters that may be subject to negotiations, develop a strategy for negotiations, and/or instruct negotiators, pursuant to C.R.S. § 24-6-402(4)(e).

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

**MOTION TO
ADJOURN**

Alderman Bennett **MOVED** and was **SECONDED** by Alderman Johnson to adjourn the Executive Session at 4:45 p.m.

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

12. ADJOURNMENT:

Mayor Spellman declared the Regular Meeting of the City Council closed at 4:45 p.m.

Melissa A. Greiner, CMC
City Clerk

David D. Spellman
Mayor



**City of Black Hawk
City Council**

March 18, 2020

SPECIAL MEETING MINUTES

1. CALL TO ORDER: A special meeting of the City Council was called to order on Wednesday, March 18, 2020, at 3:00 p.m. by Mayor Spellman.
2. ROLL CALL: Physically Present: Mayor Spellman

Virtually Present: Aldermen Armbright, Bennett, Johnson, Midcap, and Moates.

Excused Absence: Alderman Torres

Virtual/Present Staff: City Attorney Hoffmann, City Manager Cole, Police Chief Lloyd, Finance Director Hillis, City Clerk/Administrative Services Director Greiner, Public Works Director Isbester, Senior Civil Engineer Ford, Community Planning & Development Director Linker, and Deputy City Clerk Martin.
- PLEDGE OF ALLEGIANCE: Mayor Spellman led the City's first virtual meeting in the recitation of the Pledge of Allegiance in order to keep things somewhat normal.
3. CONFLICTS OF INTEREST: City Attorney Hoffmann asked Council to declare any Conflicts of Interest on any issue appearing on the agenda this afternoon other than those previous disclosures and conflicts that have already been disclosed and are on file with the City Clerk and Secretary of State. No conflicts were noted from City Council.

City Attorney Hoffmann asked the virtual and present audience if there were any objections to any member of Council voting on any issue on the agenda this afternoon. Both audiences had no objections.
5. PUBLIC COMMENT: Deputy City Clerk Martin confirmed no one had physically or virtually signed up to speak.

6. ACTION ITEMS:

A. Resolution 23-2020, A Resolution Approving a Telephonic Participation Policy for City Council Meetings

Mayor Spellman read the title.

City Manager Cole explained this was the formal approval needed to have a policy in place to hold these electronic meetings for both non-emergency as well as emergency situations. He said that one item to note was that all votes should be conducted by a roll call.

MOTION TO APPROVE

Alderman Johnson **MOVED** and was **SECONDED** by Alderman Bennett to approve Resolution 23-2020, a Resolution approving a Telephonic Participation Policy for City Council Meetings.

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

B. Resolution 24-2020, A Resolution Forgiving Certain Device Taxes for the Month of March 2020, Payable in April of 2020

Mayor Spellman read the title.

Mayor Spellman provided the background on this item. He said because the casinos have a mandatory closure through an executive order by the Governor, the City has determined that it is in the best interest of our industry that we also forgive the casinos by waiving their device fees for this period of time, and the total amount to be waived is \$695,331.00. Mayor Spellman asked each Council member if they had any comments. They were all in agreement and thought it was a fantastic idea, and we need to do everything we can to help.

MOTION TO APPROVE

Alderman Armbricht **MOVED** and was **SECONDED** by Alderman Johnson to approve Resolution 24-2020, a Resolution forgiving certain device taxes for the month of March 2020, payable in April of 2020.

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

7. EXECUTIVE SESSION:

City Attorney Hoffmann recommended item number 2 only for Executive Session for potential litigation.

MOTION TO ADJOURN INTO

**EXECUTIVE
SESSION**

Alderman Bennett **MOVED** and was **SECONDED** by Alderman Johnson to adjourn into Executive Session at 3:08 p.m. to hold a conference with the City's attorney to receive legal advice on specific legal questions, pursuant to C.R.S. § 24-6-402(4)(b).

**MOTION PASSED
MOTION TO
ADJOURN**

There was no discussion, and the motion **PASSED** unanimously.

Alderman Bennett **MOVED** and was **SECONDED** by Alderman Johnson to adjourn the Executive Session at 3:30 p.m.

MOTION PASSED

There was no discussion, and the motion **PASSED** unanimously.

8. ADJOURNMENT:

Mayor Spellman declared the Regular Meeting of the City Council closed at 3:30 p.m.

Melissa A. Greiner, CMC
City Clerk

David D. Spellman
Mayor

RESOLUTION 25-2020
A RESOLUTION MAKING
CERTAIN FINDINGS OF
FACT REGARDING THE
PROPOSED ANNEXATION
OF PARCELS OF LAND TO
THE CITY OF BLACK
HAWK, COLORADO,
KNOWN AS THE LAKE
GULCH WHISKEY
RESORT ANNEXATION

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

Resolution No. 25-2020

**TITLE: A RESOLUTION MAKING CERTAIN FINDINGS OF FACT
REGARDING THE PROPOSED ANNEXATION OF
PARCELS OF LAND TO THE CITY OF BLACK HAWK,
COLORADO, KNOWN AS THE LAKE GULCH WHISKEY
RESORT ANNEXATION**

WHEREAS, seven (7) Petitions in Annexation were filed with the City Clerk on January 3, 2020, requesting the annexation of certain unincorporated territory located in the County of Gilpin, State of Colorado, otherwise known as the Lake Gulch Whiskey Resort Annexation, and described in the attached **Exhibit A**;

WHEREAS, said Petitions in Annexation were forwarded by the City Clerk to the City Council;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution passed on February 12, 2020, found substantial compliance of said Petitions with C.R.S. § 31-12-107(1);

WHEREAS, the City Council of the City of Black Hawk, Colorado, conducted a public hearing on March 25, 2020, as required by law to determine if the proposed annexation complies with C.R.S. §§ 31-12-104 and 31-12-105 to establish eligibility for annexation of that property described in Exhibit A;

WHEREAS, public notice of such public hearing was published once a week for four (4) consecutive weeks and notice by registered mail was given to the Clerk of the Board of County Commissioners, the County Attorney, the school district and to any special district having territory in the area to be annexed as required by law;

WHEREAS, the public hearing on said annexation Petitions was conducted in accordance with the requirements of the law; and

WHEREAS, pursuant to C.R.S. § 31-12-110, the City Council, sitting as the governing body of the City of Black Hawk, Colorado, is required to set forth its findings of fact and its conclusion as to the eligibility for annexation to the City of Black Hawk of the property described in Exhibit A.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, THAT:

Section 1. With regard to the annexation of the territory described in **Exhibit A**, attached hereto and incorporated herein, the applicable provisions of C.R.S. § 31-12-104 have been met, including specifically Section 31-12-104(1)(a) permitting annexation of one or more parcels in a series, in that not less than one-sixth of the perimeter of the area proposed to be annexed is contiguous with the existing boundaries of the City; and therefore, because of such contiguity, a community of interest exists between the territory proposed to be annexed and the City; the territory proposed to be annexed is urban or will be urbanized in the near future, and the territory proposed to be annexed is integrated or is capable of being integrated with the City.

Section 2. The applicable provisions of C.R.S. § 32-12-105 have been met in that no land held in identical ownership has been divided or included without written consent of the owner thereof; that no annexation proceedings have been commenced by another municipality; that the annexation will not result in the detachment of area from a school district; that the annexation will not result in the extension of a municipal boundary more than three (3) miles; that the City has in place a plan for said three-mile area; and that in establishing the boundaries of the area to be annexed the entire width of any street or alley is included within the area annexed.

Section 3. An annexation election is not required under C.R.S. § 31-12-107(2) and that no additional terms or conditions are to be imposed upon the area to be annexed other than as contained in the Annexation Agreement, a copy of which is attached hereto and incorporated herein as **Exhibit B**.

Section 4. The Annexation Agreement between the City of Black Hawk, RSM, LLC, and its contract purchaser, Proximo Distillers, LLC, is hereby approved and the Mayor and City Clerk are authorized and directed to execute the same.

Section 5. The property described in the attached Exhibit A is eligible for annexation to the City of Black Hawk and all requirements of law have been met for such annexation, including the requirements of C.R.S. §§ 31-12-104 and 31-12-105, as amended.

Section 6. A series of ordinances annexing to the City of Black Hawk that property described in the attached Exhibit A shall be considered by this City Council pursuant to C.R.S. § 31-12-111.

Section 7. Effective Date. This Resolution shall take effect upon adoption by the City Council. However, by operation of C.R.S. § 31-12-113(2), the annexation will not become effective until the City Clerk completes the filings required by statute.

RESOLVED AND PASSED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No. 1

Legal Description

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N $69^{\circ}30'48''$ E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3-2 of the Blow Out Lode, US Mineral Survey No. 18776;

thence N $19^{\circ}46'26''$ E along said line 3-2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 208.47 feet to the point of intersection with line 1-2 of the Great Britian Lode, US Mineral Survey No. 18776;

thence S $29^{\circ}18'00''$ W along said line 1-2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode;

thence S $46^{\circ}17'00''$ W along line 2-3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4-1 of said Williams Crossing Lode;

thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6-7 of said Great Britian Lode;

thence N $46^{\circ}22'45''$ E along said line 6-7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode;

thence N $29^{\circ}19'49''$ E along line 7-8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 474.24 feet to the point of intersection with line 16-15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;

thence S $43^{\circ}56'47''$ W along said line 16-15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;

thence S $46^{\circ}21'54''$ E along line 15-14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N $43^{\circ}56'15''$ E along line 14-13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 1040.34 feet to the N $1/16$ th corner of Sections 17 and 18;

thence N $87^{\circ}26'32''$ E along the east-west centerline of the NW $\frac{1}{4}$ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3-2 of said East Williams Lode, US Mineral Survey No. 588;

thence S $47^{\circ}19'59''$ W along said line 3-2 of the East Williams Lode a distance of 204.89 feet to

corner No. 2 of said East Williams Lode;

thence S 42° 44' 49" E along line 2-1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;

thence N 47° 20' 23" E along line 1-4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east-west centerline of the NW ¼ of said Section 17 and the City of Black Hawk Patented Boundary;

thence N 87° 26' 32" E along said east-west centerline of the NW ¼ of said Section 17 and City of Black Hawk Patented Boundary a distance of 906.14 feet to the NW 1/16th corner of said Section 17;

thence N 01° 02' 29" W along the north-south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk Patented Boundary a distance of 164.47 feet to the point of intersection with line 1-2 of the Mary Miller Lode, US Mineral Survey No. 969;

thence N 44° 28' 35" E along said line 1-2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk Patented Boundary;

thence N 88° 00' 45" E along said City of Black Hawk Patented Boundary a distance of 96.85 feet;

thence N 00° 18' 42" W along said City of Black Hawk Patented Boundary a distance of 91.93 feet to the point of intersection with line 6-5 of the Morgan Placer US Mineral Survey No. 226;

thence S 42° 19' 52" E along said line 6-5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;

thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;

thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3-4 of said Mary Miller Lode;

thence S 44° 27' 10" W along said line 3-4 of

said Mary Miller Lode a distance of 340.78 feet to the north-south centerline of said NW ¼ of said Section 17;

thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3-2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;

thence S 44° 28' 40" W along line 2-1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;

thence S 45° 17' 32" E along line 1-4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;

thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;

thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.67 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of 28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;

17. N 81° 25' 50" W a distance of 28.60 feet;
 18. N 76° 41' 49" W a distance of 29.15 feet;
 19. N 73° 08' 35" W a distance of 28.55 feet;
 20. N 70° 53' 21" W a distance of 28.11 feet;
 21. N 69° 40' 34" W a distance of 29.60 feet;
 22. N 69° 16' 06" W a distance of 30.58 feet;
 23. N 69° 23' 51" W a distance of 31.51 feet;
 24. N 69° 00' 03" W a distance of 30.04 feet;
 25. N 67° 48' 40" W a distance of 31.55 feet;
 26. N 68° 24' 20" W a distance of 27.25 feet;
 27. N 62° 37' 03" W a distance of 29.46 feet;
 28. N 58° 52' 53" W a distance of 25.03 feet;
 29. N 54° 58' 57" W a distance of 28.04 feet;
 30. N 57° 56' 49" W a distance of 30.20 feet;
 31. N 61° 34' 17" W a distance of 32.80 feet;
 32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1-4 of Washingtons Day Lode, US Mineral Survey 11885;
 thence along said line 1-4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;
 thence along line 4-3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;
 thence N 40° 53' 21" W a distance of 1,096.94 feet;
 thence N 47° 01' 18" E a distance of 320.86 feet;
 thence N 42° 58' 23" W a distance of 169.95 feet;
 thence S 47° 00' 48" W a distance of 314.68 feet;
 thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning,
 EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 100.5 acres gross, 95.35 acres net more or less.

Lake Gulch Whiskey Resort Annexation No.2

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;

thence N 47° 00' 48" E a distance of 314.68 feet;

thence S 42° 58' 23" E a distance of 169.95 feet;

thence S 47° 01' 18" W a distance of 320.86 feet;

thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;

thence along line 3-2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;

8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;
16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of 27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;
21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;

41. N 47° 16' 09" W a distance of 32.58 feet;

42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4-3 of the Tariff Lode, US Mineral Survey No. 966;

thence N 47° 01' 18" E along said line 4-3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;

thence N 42° 58' 23" W along line 3-2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff lode;

thence S 47° 00' 48" W along line 2-1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2-3 of the Williams Lode, US Mineral Survey No. 15824;

thence N 47° 53' 26" W along said line 2-3 of said Williams Lode a distance of 660.81 feet to the point of intersection with line 6-5 of the East Clay County Lode, US Mineral Survey No. 18776;

thence S 17° 31' 51" W along said line 6-5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3-2 of the Clay County Lode, US Mineral Survey No. 329A;

thence N 51° 26' 36" W along said line 3-2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;

thence N 52° 11' 23" W along line 4-1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;

thence S 37° 28' 00" W along line 2-1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4-1 of the Clay County Lode, US Mineral Survey No. 329B;

thence N 54° 01' 59" W along said line 4-1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1-2 of said

Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1-2 of the Caledonia Lode, US Mineral Survey No. MS 519;

thence N 49° 29' 47" E along said line 1-2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6-5 of the Golden Gad Lode, US Mineral Survey No. 13048;

thence N 31° 43' 33" W along said line 6-5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east-west centerline of said NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary; thence S 89° 38' 09" E along said east-west centerline of the NW ¼ and along the City of Black Hawk Patented Boundary a distance of 258.49 feet to the N 1/16th corner on the north-south centerline of said Section 18; thence N 89° 32' 31" E along the east-west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Patented Boundary a distance of 246.17 feet to the point of intersection with line 3-4 of the Clay County Lode, US Mineral Survey No. 360; thence S 27° 50' 26" W along said line 3-4 of

said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

Lake Gulch Whiskey Resort Annexation No.3

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 00°14'12" E along the east line of the NE ¼ of said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 26" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;

14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 46" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.55 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;
24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.87 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 36.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 56" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 79° 17' 59" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;
52. N 77° 38' 35" E a distance of 34.79 feet;
53. N 77° 18' 33" E a distance of 34.86 feet;
54. N 76° 11' 24" E a distance of 34.36 feet;
55. N 76° 19' 36" E a distance of 34.21 feet;
56. N 75° 55' 53" E a distance of 32.92 feet;
57. N 75° 45' 56" E a distance of 33.64 feet;
58. N 77° 56' 07" E a distance of 54.90 feet;
59. N 79° 21' 17" E a distance of 32.59 feet;
60. N 79° 51' 30" E a distance of 30.19 feet;
61. N 81° 04' 54" E a distance of 30.69 feet;
62. N 82° 42' 42" E a distance of 26.71 feet;
63. N 85° 59' 16" E a distance of 29.83 feet;
64. N 87° 30' 36" E a distance of 25.59 feet;
65. N 89° 45' 47" E a distance of 26.85 feet;
66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lode, US Mineral Survey No. 19174;
thence N 39° 31' 27" E along said line 3-2 of said St. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lode, US Mineral Survey No. 694;
thence S 19° 06' 00" E along said line 1-6 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode;
thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18, the City of Black Hawk Patented Boundary;
thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden Gad

Lode, US Mineral Survey No. 13048;

thence S 49° 45' 10" W along said line 4-3 of said Golden Gad Lode a distance of 340.06 feet to corner No. 3 of said Golden Gad Lode;

thence S 63° 17' 40" W along line 3-2 of said Golden Gad Lode a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 178 courses:

79. S 47° 36' 27" E a distance of 20.45 feet;
80. S 37° 01' 46" E a distance of 33.69 feet;
81. S 31° 20' 23" E a distance of 35.62 feet;
82. S 29° 21' 33" E a distance of 35.80 feet;
83. S 28° 33' 24" E a distance of 35.14 feet;
84. S 28° 15' 54" E a distance of 26.48 feet;
85. S 28° 12' 54" E a distance of 25.97 feet;
86. S 28° 29' 34" E a distance of 25.05 feet;
87. S 29° 02' 31" E a distance of 37.67 feet;
88. S 30° 53' 34" E a distance of 33.92 feet;
89. S 32° 21' 41" E a distance of 28.92 feet;
90. S 34° 37' 33" E a distance of 32.85 feet;
91. S 38° 27' 56" E a distance of 34.04 feet;
92. S 44° 59' 11" E a distance of 32.08 feet;
93. S 48° 19' 15" E a distance of 29.52 feet;
94. S 48° 45' 27" E a distance of 31.84 feet;
95. S 50° 32' 17" E a distance of 30.12 feet;
96. S 52° 05' 43" E a distance of 32.15 feet;
97. S 51° 09' 16" E a distance of 29.84 feet;
98. S 51° 16' 35" E a distance of 28.26 feet;
99. S 53° 32' 16" E a distance of 26.81 feet;
100. S 54° 36' 48" E a distance of 27.25 feet;
101. S 54° 32' 13" E a distance of 32.80 feet;
102. S 57° 04' 54" E a distance of 26.24 feet;
103. S 58° 48' 15" E a distance of 27.12 feet;

104. S 58° 36' 20" E a distance of 29.13 feet;
105. S 57° 16' 49" E a distance of 30.45 feet;
106. S 57° 52' 07" E a distance of 29.57 feet;
107. S 57° 47' 48" E a distance of 29.54 feet;
108. S 58° 32' 09" E a distance of 30.64 feet;
109. S 58° 55' 55" E a distance of 31.93 feet;
110. S 60° 47' 03" E a distance of 32.05 feet;
111. S 64° 12' 09" E a distance of 30.05 feet;
112. S 66° 59' 32" E a distance of 31.36 feet;
113. S 64° 57' 54" E a distance of 31.74 feet;
114. S 66° 27' 41" E a distance of 30.74 feet;
115. S 62° 36' 41" E a distance of 31.24 feet;
116. S 56° 45' 33" E a distance of 32.71 feet;
117. S 52° 10' 05" E a distance of 34.02 feet;
118. S 47° 33' 12" E a distance of 35.06 feet;
119. S 46° 14' 32" E a distance of 33.54 feet;
120. S 46° 05' 49" E a distance of 31.95 feet;
121. S 47° 24' 34" E a distance of 33.28 feet;
122. S 46° 33' 23" E a distance of 34.15 feet;
123. S 45° 20' 14" E a distance of 34.73 feet;
124. S 45° 05' 49" E a distance of 33.04 feet;
125. S 45° 18' 29" E a distance of 32.28 feet;
126. S 44° 25' 34" E a distance of 31.87 feet;
127. S 47° 16' 09" E a distance of 32.58 feet;
128. S 44° 56' 55" E a distance of 26.51 feet;
129. S 42° 17' 50" E a distance of 25.71 feet;
130. S 41° 52' 51" E a distance of 35.65 feet;
131. S 41° 29' 04" E a distance of 32.31 feet;
132. S 41° 30' 58" E a distance of 32.61 feet;
133. S 39° 40' 26" E a distance of 30.10 feet;
134. S 43° 51' 36" E a distance of 31.28 feet;
135. S 47° 25' 27" E a distance of 31.08 feet;
136. S 47° 57' 34" E a distance of 35.15 feet;

137. S 46° 02' 34" E a distance of 25.97 feet;
138. S 38° 52' 14" E a distance of 38.09 feet;
139. S 33° 48' 48" E a distance of 27.44 feet;
140. S 29° 24' 22" E a distance of 27.32 feet;
141. S 30° 56' 40" E a distance of 24.48 feet;
142. S 37° 52' 45" E a distance of 31.32 feet;
143. S 49° 29' 24" E a distance of 26.70 feet;
144. S 59° 21' 59" E a distance of 26.42 feet;
145. S 61° 44' 13" E a distance of 33.59 feet;
146. S 61° 25' 24" E a distance of 33.52 feet;
147. S 59° 58' 24" E a distance of 29.16 feet;
148. S 51° 35' 16" E a distance of 26.06 feet;
149. S 49° 06' 25" E a distance of 26.55 feet;
150. S 45° 20' 47" E a distance of 27.74 feet;
151. S 43° 58' 04" E a distance of 27.96 feet;
152. S 42° 43' 23" E a distance of 30.25 feet;
153. S 37° 44' 53" E a distance of 28.83 feet;
154. S 34° 08' 31" E a distance of 30.46 feet;
155. S 38° 01' 46" E a distance of 25.88 feet;
156. S 42° 12' 45" E a distance of 27.54 feet;
157. S 43° 31' 15" E a distance of 28.13 feet;
158. S 45° 09' 35" E a distance of 27.49 feet;
159. S 47° 37' 34" E a distance of 28.24 feet;
160. S 48° 21' 34" E a distance of 28.91 feet;
161. S 49° 32' 52" E a distance of 30.52 feet;
162. S 51° 12' 12" E a distance of 30.55 feet;
163. S 52° 37' 45" E a distance of 28.19 feet;
164. S 53° 43' 00" E a distance of 33.90 feet;
165. S 53° 50' 43" E a distance of 25.59 feet;
166. S 50° 23' 24" E a distance of 26.25 feet;
167. S 48° 28' 12" E a distance of 27.86 feet;
168. S 48° 55' 48" E a distance of 29.88 feet;
169. S 51° 44' 53" E a distance of 28.55 feet;
170. S 56° 10' 53" E a distance of 31.14 feet;
171. S 62° 17' 04" E a distance of 31.05 feet;
172. S 66° 41' 03" E a distance of 25.85 feet;
173. S 66° 40' 06" E a distance of 27.06 feet;
174. S 61° 34' 17" E a distance of 32.80 feet;
175. S 57° 56' 49" E a distance of 30.20 feet;
176. S 54° 58' 57" E a distance of 28.04 feet;
177. S 58° 52' 53" E a distance of 25.03 feet;
178. S 62° 37' 03" E a distance of 29.46 feet;
179. S 68° 24' 20" E a distance of 27.25 feet;
180. S 67° 48' 40" E a distance of 31.55 feet;
181. S 69° 00' 03" E a distance of 30.04 feet;
182. S 69° 23' 51" E a distance of 31.51 feet;
183. S 69° 16' 06" E a distance of 30.58 feet;
184. S 69° 40' 34" E a distance of 29.60 feet;
185. S 70° 53' 21" E a distance of 28.11 feet;
186. S 73° 08' 35" E a distance of 28.55 feet;
187. S 76° 41' 49" E a distance of 29.15 feet;
188. S 81° 25' 50" E a distance of 28.60 feet;
189. S 85° 47' 52" E a distance of 28.17 feet;
190. S 85° 57' 08" E a distance of 28.99 feet;
191. S 85° 10' 50" E a distance of 29.44 feet;
192. S 84° 02' 37" E a distance of 25.81 feet;
193. S 82° 55' 20" E a distance of 27.68 feet;
194. S 83° 57' 02" E a distance of 32.67 feet;
195. S 85° 25' 50" E a distance of 33.32 feet;
196. S 87° 06' 51" E a distance of 30.91 feet;
197. N 89° 52' 43" E a distance of 27.50 feet;
198. S 85° 37' 54" E a distance of 30.90 feet;
199. S 75° 08' 14" E a distance of 35.56 feet;
200. S 53° 47' 50" E a distance of 29.23 feet;
201. S 38° 37' 56" E a distance of 34.32 feet;
202. S 18° 09' 05" E a distance of 33.14 feet;

203. S 07° 44' 55" E a distance of 32.64 feet;
 204. S 04° 13' 02" E a distance of 31.99 feet;
 205. S 00° 41' 58" W a distance of 31.57 feet;
 206. S 01° 13' 29" W a distance of 32.44 feet;
 207. S 00° 03' 20" E a distance of 32.16 feet;
 208. S 02° 47' 46" W a distance of 28.30 feet;
 209. S 06° 12' 17" W a distance of 38.26 feet;
 210. S 16° 17' 42" W a distance of 37.16 feet;
 211. S 24° 29' 21" W a distance of 29.34 feet;
 212. S 28° 41' 22" W a distance of 45.06 feet;
 213. S 34° 24' 43" W a distance of 30.28 feet;
 214. S 40° 01' 56" W a distance of 30.05 feet;
 215. S 43° 22' 45" W a distance of 38.41 feet;
 216. S 41° 40' 02" W a distance of 34.91 feet;
 217. S 37° 13' 45" W a distance of 32.47 feet;
 218. S 31° 34' 31" W a distance of 32.66 feet;
 219. S 26° 02' 44" W a distance of 35.71 feet;
 220. S 24° 24' 12" W a distance of 32.11 feet;
 221. S 20° 02' 45" W a distance of 28.30 feet;
 222. S 19° 00' 54" W a distance of 35.03 feet;
 223. S 15° 53' 59" W a distance of 32.80 feet;
 224. S 13° 56' 52" W a distance of 28.35 feet;
 225. S 13° 41' 03" W a distance of 27.80 feet;
 226. S 14° 06' 12" W a distance of 47.10 feet;
 227. S 11° 45' 46" W a distance of 29.86 feet;
 228. S 13° 18' 52" W a distance of 15.92 feet;
 229. S 10° 22' 47" W a distance of 30.16 feet;
 230. S 09° 29' 42" W a distance of 30.12 feet;
 231. S 11° 50' 43" W a distance of 31.40 feet;
 232. S 11° 03' 12" W a distance of 31.62 feet;
 233. S 10° 04' 56" W a distance of 25.34 feet;
 234. S 11° 08' 36" W a distance of 19.58 feet;
 235. S 33° 47' 37" E a distance of 7.58 feet;
 236. S 32° 05' 32" E a distance of 27.59 feet;
 237. S 44° 08' 01" E a distance of 29.13 feet;
 238. S 52° 04' 36" E a distance of 27.04 feet;
 239. S 54° 37' 49" E a distance of 25.73 feet;
 240. S 54° 46' 58" E a distance of 26.38 feet;
 241. S 58° 03' 45" E a distance of 30.82 feet;
 242. S 59° 18' 04" E a distance of 25.17 feet;
 243. S 63° 19' 05" E a distance of 29.27 feet;
 244. S 60° 16' 48" E a distance of 30.28 feet;
 245. S 61° 39' 09" E a distance of 33.01 feet;
 246. S 61° 28' 38" E a distance of 33.37 feet;
 247. S 55° 46' 17" E a distance of 29.95 feet;
 248. S 56° 17' 05" E a distance of 38.86 feet;
 249. S 51° 45' 51" E a distance of 57.67 feet;
 250. S 48° 44' 08" E a distance of 91.48 feet;
 251. S 45° 53' 24" E a distance of 48.20 feet;
 252. S 43° 37' 26" E a distance of 41.87 feet;
 253. S 45° 38' 04" E a distance of 24.91 feet;
 254. S 49° 36' 04" E a distance of 29.00 feet;
 255. S 53° 53' 44" E a distance of 30.11 feet;
 256. S 58° 27' 45" E a distance of 15.49 feet to the point of intersection with the south line of the SE ¼ of said Section 18;
- thence N 89° 44' 17" W along said south line of said SE ¼ of said Section 18 a distance of 39.68 feet to the point of intersection with the westerly and southerly edge of said Lake Gulch Road;
- thence along said westerly and southerly edge of said Lake Gulch Road the following 259 courses:
1. N 53° 53' 44" W a distance of 14.21 feet;
 2. N 49° 36' 04" W a distance of 30.59 feet;
 3. N 45° 38' 04" W a distance of 26.06 feet;
 4. N 43° 37' 26" W a distance of 41.82 feet;
 5. N 45° 53' 24" W a distance of 47.21 feet;
 6. N 48° 44' 08" W a distance of 90.36 feet;

7. N 51° 45' 51" W a distance of 56.22 feet;
8. N 56° 17' 05" W a distance of 38.09 feet;
9. N 55° 46' 17" W a distance of 28.96 feet;
10. N 61° 28' 38" W a distance of 32.24 feet;
11. N 61° 39' 09" W a distance of 33.24 feet;
12. N 60° 16' 48" W a distance of 29.96 feet;
13. N 63° 19' 05" W a distance of 29.46 feet;
14. N 59° 18' 04" W a distance of 26.18 feet;
15. N 58° 03' 45" W a distance of 31.69 feet;
16. N 54° 46' 58" W a distance of 27.04 feet;
17. N 54° 37' 49" W a distance of 26.25 feet;
18. N 52° 04' 36" W a distance of 29.05 feet;
19. N 44° 08' 01" W a distance of 32.98 feet;
20. N 32° 05' 32" W a distance of 29.58 feet;
21. N 33° 47' 37" W a distance of 16.35 feet;
22. N 11° 08' 36" E a distance of 28.47 feet;
23. N 10° 04' 56" E a distance of 25.32 feet;
24. N 11° 03' 12" E a distance of 31.96 feet;
25. N 11° 50' 43" E a distance of 31.10 feet;
26. N 09° 29' 42" E a distance of 29.84 feet;
27. N 10° 22' 47" E a distance of 30.89 feet;
28. N 13° 18' 52" E a distance of 16.19 feet;
29. N 11° 45' 46" E a distance of 30.01 feet;
30. N 14° 06' 12" E a distance of 47.47 feet;
31. N 13° 41' 03" E a distance of 27.77 feet;
32. N 13° 56' 52" E a distance of 28.78 feet;
33. N 15° 53' 59" E a distance of 33.77 feet;
34. N 19° 00' 54" E a distance of 35.82 feet;
35. N 20° 02' 45" E a distance of 29.34 feet;
36. N 24° 24' 12" E a distance of 33.26 feet;
37. N 26° 02' 44" E a distance of 37.09 feet;
38. N 31° 34' 31" E a distance of 34.81 feet;
39. N 37° 13' 45" E a distance of 34.41 feet;
40. N 41° 40' 02" E a distance of 36.10 feet;
41. N 43° 22' 45" E a distance of 38.09 feet;
42. N 40° 01' 56" E a distance of 28.32 feet;
43. N 34° 24' 43" E a distance of 28.10 feet;
44. N 28° 41' 22" E a distance of 43.15 feet;
45. N 24° 29' 21" E a distance of 26.96 feet;
46. N 16° 17' 42" E a distance of 33.64 feet;
47. N 06° 12' 17" E a distance of 35.66 feet;
48. N 02° 47' 46" E a distance of 27.09 feet;
49. N 00° 03' 20" W a distance of 31.86 feet;
50. N 01° 13' 29" E a distance of 32.59 feet;
51. N 00° 41' 58" E a distance of 30.52 feet;
52. N 04° 13' 02" W a distance of 30.37 feet;
53. N 07° 44' 55" W a distance of 29.96 feet;
54. N 18° 09' 05" W a distance of 27.17 feet;
55. N 38° 37' 56" W a distance of 27.41 feet;
56. N 53° 47' 50" W a distance of 22.16 feet;
57. N 75° 08' 14" W a distance of 29.40 feet;
58. N 85° 37' 54" W a distance of 28.02 feet;
59. S 89° 52' 43" W a distance of 27.21 feet;
60. N 87° 06' 51" W a distance of 31.81 feet;
61. N 85° 25' 50" W a distance of 33.93 feet;
62. N 83° 57' 02" W a distance of 33.15 feet;
63. N 82° 55' 20" W a distance of 27.67 feet;
64. N 84° 02' 37" W a distance of 25.38 feet;
65. N 85° 10' 50" W a distance of 29.07 feet;
66. N 85° 57' 08" W a distance of 28.87 feet;
67. N 85° 47' 52" W a distance of 29.04 feet;
68. N 81° 25' 50" W a distance of 30.35 feet;
69. N 76° 41' 49" W a distance of 30.74 feet;
70. N 73° 08' 35" W a distance of 29.67 feet;
71. N 70° 53' 21" W a distance of 28.78 feet;
72. N 69° 40' 34" W a distance of 29.91 feet;

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| 73. N 69° 16' 06" W a distance of 30.63 feet; | 106. N 45° 20' 47" W a distance of 26.75 feet; |
| 74. N 69° 23' 51" W a distance of 31.56 feet; | 107. N 49° 06' 25" W a distance of 25.35 feet; |
| 75. N 69° 00' 03" W a distance of 30.35 feet; | 108. N 51° 35' 16" W a distance of 23.97 feet; |
| 76. N 67° 48' 40" W a distance of 31.66 feet; | 109. N 59° 58' 24" W a distance of 27.27 feet; |
| 77. N 68° 24' 20" W a distance of 28.25 feet; | 110. N 61° 25' 24" W a distance of 33.19 feet; |
| 78. N 62° 37' 03" W a distance of 31.29 feet; | 111. N 61° 44' 13" W a distance of 33.99 feet; |
| 79. N 58° 52' 53" W a distance of 26.50 feet; | 112. N 59° 21' 59" W a distance of 28.78 feet; |
| 80. N 54° 58' 57" W a distance of 28.22 feet; | 113. N 49° 29' 24" W a distance of 30.84 feet; |
| 81. N 57° 56' 49" W a distance of 28.94 feet; | 114. N 37° 52' 45" W a distance of 34.89 feet; |
| 82. N 61° 34' 17" W a distance of 31.12 feet; | 115. N 30° 56' 40" W a distance of 26.10 feet; |
| 83. N 66° 40' 06" W a distance of 26.08 feet; | 116. N 29° 24' 22" W a distance of 26.77 feet; |
| 84. N 66° 41' 03" W a distance of 26.69 feet; | 117. N 33° 48' 48" W a distance of 25.62 feet; |
| 85. N 62° 17' 04" W a distance of 33.06 feet; | 118. N 38° 52' 14" W a distance of 35.74 feet; |
| 86. N 56° 10' 53" W a distance of 33.17 feet; | 119. N 46° 02' 34" W a distance of 24.23 feet; |
| 87. N 51° 44' 53" W a distance of 29.94 feet; | 120. N 47° 57' 34" W a distance of 34.89 feet; |
| 88. N 48° 55' 48" W a distance of 30.51 feet; | 121. N 47° 25' 27" W a distance of 31.87 feet; |
| 89. N 48° 28' 12" W a distance of 27.58 feet; | 122. N 43° 51' 36" W a distance of 32.77 feet; |
| 90. N 50° 23' 24" W a distance of 25.21 feet; | 123. N 39° 40' 26" W a distance of 30.55 feet; |
| 91. N 53° 50' 43" W a distance of 24.95 feet; | 124. N 41° 30' 58" W a distance of 32.25 feet; |
| 92. N 53° 43' 00" W a distance of 34.13 feet; | 125. N 41° 29' 04" W a distance of 32.24 feet; |
| 93. N 52° 37' 45" W a distance of 28.67 feet; | 126. N 41° 52' 51" W a distance of 35.49 feet; |
| 94. N 51° 12' 12" W a distance of 31.14 feet; | 127. N 42° 17' 50" W a distance of 25.12 feet; |
| 95. N 49° 32' 52" W a distance of 31.07 feet; | 128. N 44° 56' 55" W a distance of 25.56 feet; |
| 96. N 48° 21' 34" W a distance of 29.28 feet; | 129. N 47° 16' 09" W a distance of 32.68 feet; |
| 97. N 47° 37' 34" W a distance of 28.86 feet; | 130. N 44° 25' 34" W a distance of 32.24 feet; |
| 98. N 45° 09' 35" W a distance of 28.28 feet; | 131. N 45° 18' 29" W a distance of 32.15 feet; |
| 99. N 43° 31' 15" W a distance of 28.69 feet; | 132. N 45° 05' 49" W a distance of 33.03 feet; |
| 100. N 42° 12' 45" W a distance of 28.59 feet; | 133. N 45° 20' 14" W a distance of 34.45 feet; |
| 101. N 38° 01' 46" W a distance of 27.43 feet; | 134. N 46° 33' 23" W a distance of 33.75 feet; |
| 102. N 34° 08' 31" W a distance of 30.52 feet; | 135. N 47° 24' 34" W a distance of 33.36 feet; |
| 103. N 37° 44' 53" W a distance of 27.18 feet; | 136. N 46° 05' 49" W a distance of 32.17 feet; |
| 104. N 42° 43' 23" W a distance of 29.05 feet; | 137. N 46° 14' 32" W a distance of 33.26 feet; |
| 105. N 43° 58' 04" W a distance of 27.46 feet; | 138. N 47° 33' 12" W a distance of 33.92 feet; |

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| 139. N 52° 10' 05" W a distance of 32.26 feet; | 172. N 28° 15' 54" W a distance of 26.41 feet; |
| 140. N 56° 45' 33" W a distance of 30.70 feet; | 173. N 28° 33' 24" W a distance of 34.93 feet; |
| 141. N 62° 36' 41" W a distance of 29.38 feet; | 174. N 29° 21' 33" W a distance of 35.27 feet; |
| 142. N 66° 27' 41" W a distance of 30.28 feet; | 175. N 31° 20' 23" W a distance of 34.15 feet; |
| 143. N 64° 57' 54" W a distance of 31.64 feet; | 176. N 37° 01' 46" W a distance of 30.56 feet; |
| 144. N 66° 59' 32" W a distance of 31.51 feet; | 177. N 47° 36' 27" W a distance of 27.50 feet; |
| 145. N 64° 12' 09" W a distance of 31.24 feet; | 178. N 55° 33' 38" W a distance of 30.91 feet; |
| 146. N 60° 47' 03" W a distance of 33.06 feet; | 179. N 61° 36' 30" W a distance of 25.13 feet; |
| 147. N 58° 55' 55" W a distance of 32.37 feet; | 180. N 63° 34' 32" W a distance of 26.32 feet; |
| 148. N 58° 32' 09" W a distance of 30.86 feet; | 181. N 64° 31' 22" W a distance of 25.12 feet; |
| 149. N 57° 47' 48" W a distance of 29.66 feet; | 182. N 67° 22' 05" W a distance of 26.00 feet; |
| 150. N 57° 52' 07" W a distance of 29.67 feet; | 183. N 69° 56' 57" W a distance of 31.66 feet; |
| 151. N 57° 16' 49" W a distance of 30.31 feet; | 184. N 71° 44' 22" W a distance of 26.36 feet; |
| 152. N 58° 36' 20" W a distance of 28.84 feet; | 185. N 73° 18' 40" W a distance of 30.03 feet; |
| 153. N 58° 48' 15" W a distance of 27.42 feet; | 186. N 77° 37' 44" W a distance of 25.62 feet; |
| 154. N 57° 04' 54" W a distance of 27.06 feet; | 187. N 82° 16' 38" W a distance of 26.04 feet; |
| 155. N 54° 32' 13" W a distance of 33.27 feet; | 188. N 88° 32' 40" W a distance of 28.15 feet; |
| 156. N 54° 36' 48" W a distance of 27.44 feet; | 189. S 89° 07' 00" W a distance of 25.28 feet; |
| 157. N 53° 32' 16" W a distance of 27.45 feet; | 190. S 87° 57' 44" W a distance of 28.75 feet; |
| 158. N 51° 16' 35" W a distance of 28.72 feet; | 191. S 89° 11' 41" W a distance of 28.08 feet; |
| 159. N 51° 09' 16" W a distance of 29.69 feet; | 192. S 89° 11' 13" W a distance of 25.02 feet; |
| 160. N 52° 05' 43" W a distance of 32.27 feet; | 193. N 89° 16' 33" W a distance of 25.73 feet; |
| 161. N 50° 32' 17" W a distance of 30.76 feet; | 194. N 89° 47' 40" W a distance of 29.71 feet; |
| 162. N 48° 45' 27" W a distance of 32.27 feet; | 195. S 89° 45' 47" W a distance of 26.33 feet; |
| 163. N 48° 19' 15" W a distance of 30.25 feet; | 196. S 87° 30' 36" W a distance of 24.87 feet; |
| 164. N 44° 59' 11" W a distance of 33.97 feet; | 197. S 85° 59' 16" W a distance of 28.91 feet; |
| 165. N 38° 27' 56" W a distance of 36.03 feet; | 198. S 82° 42' 42" W a distance of 25.77 feet; |
| 166. N 34° 37' 33" W a distance of 34.03 feet; | 199. S 81° 04' 54" W a distance of 30.14 feet; |
| 167. N 32° 21' 41" W a distance of 29.64 feet; | 200. S 79° 51' 30" W a distance of 29.85 feet; |
| 168. N 30° 53' 34" W a distance of 34.55 feet; | 201. S 79° 21' 17" W a distance of 32.22 feet; |
| 169. N 29° 02' 31" W a distance of 38.14 feet; | 202. S 77° 56' 07" W a distance of 54.21 feet; |
| 170. N 28° 29' 34" W a distance of 25.20 feet; | 203. S 75° 45' 56" W a distance of 33.26 feet; |
| 171. N 28° 12' 54" W a distance of 26.03 feet; | 204. S 75° 55' 53" W a distance of 33.03 feet; |

205. S 76° 19' 36" W a distance of 34.26 feet;
 206. S 76° 11' 24" W a distance of 34.55 feet;
 207. S 77° 18' 33" W a distance of 35.14 feet;
 208. S 77° 38' 35" W a distance of 34.96 feet;
 209. S 78° 11' 27" W a distance of 5.81 feet;
 210. S 79° 17' 59" W a distance of 28.84 feet;
 211. S 76° 41' 51" W a distance of 24.88 feet;
 212. S 78° 32' 38" W a distance of 27.26 feet;
 213. S 78° 51' 11" W a distance of 28.33 feet;
 214. S 77° 13' 39" W a distance of 28.92 feet;
 215. S 75° 42' 50" W a distance of 28.46 feet;
 216. S 74° 45' 31" W a distance of 27.02 feet;
 217. S 71° 51' 48" W a distance of 26.69 feet;
 218. S 68° 41' 24" W a distance of 27.19 feet;
 219. S 72° 28' 10" W a distance of 26.92 feet;
 220. S 72° 23' 23" W a distance of 26.00 feet;
 221. S 70° 17' 29" W a distance of 27.18 feet;
 222. S 68° 11' 21" W a distance of 28.17 feet;
 223. S 68° 11' 55" W a distance of 28.31 feet;
 224. S 68° 02' 26" W a distance of 28.95 feet;
 225. S 69° 29' 32" W a distance of 29.75 feet;
 226. S 71° 02' 53" W a distance of 29.23 feet;
 227. S 73° 10' 29" W a distance of 27.76 feet;
 228. S 74° 45' 56" W a distance of 27.07 feet;
 229. S 76° 30' 21" W a distance of 27.01 feet;
 230. S 77° 53' 04" W a distance of 25.96 feet;
 231. S 80° 36' 50" W a distance of 37.64 feet;
 232. S 81° 54' 30" W a distance of 26.00 feet;
 233. S 83° 11' 19" W a distance of 25.74 feet;
 234. S 82° 00' 47" W a distance of 25.30 feet;
 235. S 80° 13' 10" W a distance of 25.35 feet;
 236. S 80° 28' 29" W a distance of 25.95 feet;
 237. S 79° 54' 14" W a distance of 25.97 feet;

238. S 78° 39' 54" W a distance of 37.31 feet;
 239. S 78° 10' 02" W a distance of 25.19 feet;
 240. S 77° 08' 36" W a distance of 25.31 feet;
 241. S 76° 54' 40" W a distance of 25.95 feet;
 242. S 78° 58' 54" W a distance of 27.66 feet;
 243. S 82° 03' 23" W a distance of 28.99 feet;
 244. S 84° 07' 35" W a distance of 29.37 feet;
 245. S 84° 48' 46" W a distance of 29.34 feet;
 246. S 85° 29' 19" W a distance of 28.10 feet;
 247. S 87° 31' 19" W a distance of 26.80 feet;
 248. S 88° 16' 44" W a distance of 37.12 feet;
 249. N 89° 43' 04" W a distance of 35.66 feet;
 250. N 88° 22' 02" W a distance of 37.23 feet;
 251. N 88° 22' 11" W a distance of 25.20 feet;
 252. N 88° 24' 09" W a distance of 34.65 feet;
 253. N 88° 23' 53" W a distance of 29.41 feet;
 254. N 87° 13' 04" W a distance of 30.21 feet;
 255. N 86° 21' 19" W a distance of 31.47 feet;
 256. N 85° 28' 26" W a distance of 32.34 feet;
 257. N 84° 42' 28" W a distance of 33.73 feet;
 258. N 85° 15' 25" W a distance of 35.41 feet;
 259. N 84° 44' 44" W a distance of 11.88 feet
 to the point of intersection with the east line of
 said NE ¼ of said Section 13;

thence N 00° 14' 12" E along said east line of
 said NE ¼ of said Section 13 a distance of 22.08
 feet to the Point of Beginning containing 8.03
 acres more or less.

Lake Gulch Whiskey Resort Annexation No.4

Legal Description

A parcel of land located in Section 18, Township
 3 South, Range 72 West of the 6th Principal
 Meridian, County of Gilpin, State of Colorado,
 being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S $77^{\circ}17'58''$ E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

Thence S $88^{\circ}20'50''$ E along the City of Black Hawk Boundary a distance of 663.62 feet to the S $\frac{1}{16}$ th corner of Sections 17 and 18;

thence S $00^{\circ}00'33''$ W along the east line of the SE $\frac{1}{4}$ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;

thence N $89^{\circ}44'17''$ W along the south line of the SE $\frac{1}{4}$ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N $58^{\circ}27'45''$ W a distance of 15.49 feet;
2. N $53^{\circ}53'44''$ W a distance of 30.11 feet;
3. N $49^{\circ}36'04''$ W a distance of 29.00 feet;
4. N $45^{\circ}38'04''$ W a distance of 24.91 feet;
5. N $43^{\circ}37'26''$ W a distance of 41.87 feet;
6. N $45^{\circ}53'24''$ W a distance of 48.20 feet;
7. N $48^{\circ}44'08''$ W a distance of 91.48 feet;
8. N $51^{\circ}45'51''$ W a distance of 57.67 feet;
9. N $56^{\circ}17'05''$ W a distance of 38.86 feet;
10. N $55^{\circ}46'17''$ W a distance of 29.95 feet;
11. N $61^{\circ}28'38''$ W a distance of 33.37 feet;
12. N $61^{\circ}39'09''$ W a distance of 33.01 feet;
13. N $60^{\circ}16'48''$ W a distance of 30.28 feet;
14. N $63^{\circ}19'05''$ W a distance of 29.27 feet;
15. N $59^{\circ}18'04''$ W a distance of 25.17 feet;
16. N $58^{\circ}03'45''$ W a distance of 30.82 feet;

17. N $54^{\circ}46'58''$ W a distance of 26.38 feet;
18. N $54^{\circ}37'49''$ W a distance of 25.73 feet;
19. N $52^{\circ}04'36''$ W a distance of 27.04 feet;
20. N $44^{\circ}08'01''$ W a distance of 29.13 feet;
21. N $32^{\circ}05'32''$ W a distance of 27.59 feet;
22. N $33^{\circ}47'37''$ W a distance of 7.58 feet;
23. N $11^{\circ}08'36''$ E a distance of 19.58 feet;
24. N $10^{\circ}04'56''$ E a distance of 25.34 feet;
25. N $11^{\circ}03'12''$ E a distance of 31.62 feet;
26. N $11^{\circ}50'43''$ E a distance of 31.40 feet;
27. N $09^{\circ}29'42''$ E a distance of 30.12 feet;
28. N $10^{\circ}22'47''$ E a distance of 30.16 feet;
29. N $13^{\circ}18'52''$ E a distance of 15.92 feet;
30. N $11^{\circ}45'46''$ E a distance of 29.86 feet;
31. N $14^{\circ}06'12''$ E a distance of 47.10 feet;
32. N $13^{\circ}41'03''$ E a distance of 24.47 feet to the point of intersection with line 2-3 of the Rickard Lode, US Mineral Survey No. 16283;

thence N $67^{\circ}02'38''$ E along said line 2-3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;

thence N $23^{\circ}02'09''$ W along line 3-4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;

thence S $67^{\circ}01'09''$ W along line 4-1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3-4 of the Olivia Lode, US Mineral Survey No. 13916;

thence S $29^{\circ}39'14''$ E along said line 3-4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode;

thence S $60^{\circ}16'49''$ W along line 4-1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode;

thence N $29^{\circ}41'13''$ W along line 1-2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4-1 of said Rickard Lode;

thence S 67° 01' 09" W along said line 4-1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road;

thence along said easterly edge of said Lake Gulch Road the following 14 courses:

1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;
8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.

Lake Gulch Whiskey Resort Annexation No.5

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex

Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

Thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline of said NW ¼ and City of Black Hawk Patented Boundary a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
2. S 77° 56' 07" W a distance of 54.90 feet;
3. S 75° 45' 56" W a distance of 33.64 feet;
4. S 75° 55' 53" W a distance of 32.92 feet;
5. S 76° 19' 36" W a distance of 34.21 feet;
6. S 76° 11' 24" W a distance of 34.36 feet;
7. S 77° 18' 33" W a distance of 34.86 feet;
8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;

thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;

thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

1. S 80° 36' 50" W a distance of 18.54 feet;
2. S 81° 54' 30" W a distance of 25.51 feet;

3. S 83° 11' 19" W a distance of 25.72 feet;
4. S 82° 00' 47" W a distance of 25.87 feet;
5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

Lake Gulch Whiskey Resort Annexation No.6

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Extension Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Extension Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;

thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;

thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Extension Lode;

thence N 24° 10' 55" E along said Line 2-1 of said Notaway Extension Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 756.52 feet to the point

of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;

thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;

thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;

thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;

thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;

thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.7

Legal Description

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.

Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US

Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4-3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW ¼ of said Section 17;

thence S 01° 03' 00" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east-west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1-2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2-3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north-south centerline of the SW ¼ of said Section 17;

thence S 00° 21' 55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;

thence S 88° 35' 30" W along the east-west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

**COUNCIL BILL 2
ORDINANCE 2020-2
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 1,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB2

ORDINANCE NUMBER: 2020-02

TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING THE ANNEXATION OF PARCEL NO. 1, CONSISTING OF CONTIGUOUS UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN AS A PORTION OF THE LAKE GULCH WHISKEY RESORT ANNEXATION

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No. 1

Legal Description

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N $69^{\circ}30'48''$ E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3-2 of the Blow Out Lode, US Mineral Survey No. 18776;

thence N $19^{\circ}46'26''$ E along said line 3-2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 208.47 feet to the point of intersection with line 1-2 of the Great Britian Lode, US Mineral Survey No. 18776;

thence S $29^{\circ}18'00''$ W along said line 1-2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode;

thence S $46^{\circ}17'00''$ W along line 2-3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4-1 of said Williams Crossing Lode;

thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6-7 of said Great Britian Lode;

thence N $46^{\circ}22'45''$ E along said line 6-7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode;

thence N $29^{\circ}19'49''$ E along line 7-8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 474.24 feet to the point of intersection with line 16-15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;

thence S $43^{\circ}56'47''$ W along said line 16-15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;

thence S $46^{\circ}21'54''$ E along line 15-14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N $43^{\circ}56'15''$ E along line 14-13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented

Boundary a distance of 1040.34 feet to the N 1/16th corner of Sections 17 and 18;

thence N 87° 26' 32" E along the east-west centerline of the NW ¼ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3-2 of said East Williams Lode, US Mineral Survey No. 588;

thence S 47° 19' 59" W along said line 3-2 of the East Williams Lode a distance of 204.89 feet to corner No. 2 of said East Williams Lode;

thence S 42° 44' 49" E along line 2-1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;

thence N 47° 20' 23" E along line 1-4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east-west centerline of the NW ¼ of said Section 17 and the City of Black Hawk Patented Boundary;

thence N 87° 26' 32" E along said east-west centerline of the NW ¼ of said Section 17 and City of Black Hawk Patented Boundary a distance of 906.14 feet to the NW 1/16th corner of said Section 17;

thence N 01° 02' 29" W along the north-south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk Patented Boundary a distance of 164.47 feet to the point of intersection with line 1-2 of the Mary Miller Lode, US Mineral Survey No. 969;

thence N 44° 28' 35" E along said line 1-2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk Patented Boundary;

thence N 88° 00' 45" E along said City of Black Hawk Patented Boundary a distance of 96.85 feet;

thence N 00° 18' 42" W along said City of Black Hawk Patented Boundary a distance of 91.93 feet to the point of intersection with line 6-5 of the Morgan Placer US Mineral Survey No. 226;

thence S 42° 19' 52" E along said line 6-5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;

thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;

thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3-4 of said Mary Miller Lode;

thence S 44° 27' 10" W along said line 3-4 of said Mary Miller Lode a distance of 340.78 feet to the north-south centerline of said NW ¼ of said Section 17;

thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3-2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;

thence S 44° 28' 40" W along line 2-1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;

thence S 45° 17' 32" E along line 1-4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;

thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;

thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.67 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of 28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;
17. N 81° 25' 50" W a distance of 28.60 feet;
18. N 76° 41' 49" W a distance of 29.15 feet;
19. N 73° 08' 35" W a distance of 28.55 feet;
20. N 70° 53' 21" W a distance of 28.11 feet;
21. N 69° 40' 34" W a distance of 29.60 feet;
22. N 69° 16' 06" W a distance of 30.58 feet;
23. N 69° 23' 51" W a distance of 31.51 feet;
24. N 69° 00' 03" W a distance of 30.04 feet;
25. N 67° 48' 40" W a distance of 31.55 feet;
26. N 68° 24' 20" W a distance of 27.25 feet;
27. N 62° 37' 03" W a distance of 29.46 feet;
28. N 58° 52' 53" W a distance of 25.03 feet;
29. N 54° 58' 57" W a distance of 28.04 feet;
30. N 57° 56' 49" W a distance of 30.20 feet;
31. N 61° 34' 17" W a distance of 32.80 feet;
32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1-4 of Washingtons Day Lode, US Mineral Survey 11885;

thence along said line 1-4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons

Day Lode;

thence along line 4-3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;

thence N 40° 53' 21" W a distance of 1,096.94 feet;

thence N 47° 01' 18" E a distance of 320.86 feet;

thence N 42° 58' 23" W a distance of 169.95 feet;

thence S 47° 00' 48" W a distance of 314.68 feet;

thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning,

EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 100.5 acres gross, 95.35 acres net more or less.

**COUNCIL BILL 3
ORDINANCE 2020-3
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 2,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB3

ORDINANCE NUMBER: 2020-03

**TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING
THE ANNEXATION OF PARCEL NO. 2, CONSISTING OF CONTIGUOUS
UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN
AS A PORTION OF THE LAKE GULCH WHISKEY RESORT
ANNEXATION**

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK,
GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.2

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;

thence N 47° 00' 48" E a distance of 314.68 feet;

thence S 42° 58' 23" E a distance of 169.95 feet;

thence S 47° 01' 18" W a distance of 320.86 feet;

thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;

thence along line 3-2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;
8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;

16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of 27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;
21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;
41. N 47° 16' 09" W a distance of 32.58 feet;
42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4-3 of the Tariff Lode, US Mineral Survey No. 966;

thence N 47° 01' 18" E along said line 4-3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;

thence N 42° 58' 23" W along line 3-2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff lode;

thence S 47° 00' 48" W along line 2-1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2-3 of the Williams Lode, US Mineral Survey No. 15824;

thence N 47° 53' 26" W along said line 2-3 of said Williams Lode a distance of 660.81 feet to the point of

intersection with line 6-5 of the East Clay County Lode, US Mineral Survey No. 18776;

thence S 17° 31' 51" W along said line 6-5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3-2 of the Clay County Lode, US Mineral Survey No. 329A;

thence N 51° 26' 36" W along said line 3-2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;

thence N 52° 11' 23" W along line 4-1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;

thence S 37° 28' 00" W along line 2-1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4-1 of the Clay County Lode, US Mineral Survey No. 329B;

thence N 54° 01' 59" W along said line 4-1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1-2 of said Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1-2 of the Caledonia Lode, US Mineral Survey No. MS 519;

thence N 49° 29' 47" E along said line 1-2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6-5 of the Golden Gad Lode, US Mineral Survey No. 13048;

thence N 31° 43' 33" W along said line 6-5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east-west centerline of said NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline of the NW ¼ and along the City of Black Hawk Patented Boundary a distance of 258.49 feet to the N 1/16th corner on the north-south centerline of said Section 18;

thence N 89° 32' 31" E along the east-west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Patented Boundary a distance of 246.17 feet to the point of intersection with line 3-4 of the Clay County Lode, US Mineral Survey No. 360;

thence S 27° 50' 26" W along said line 3-4 of said Clay County Lode a distance of 157.91 feet to the point

of intersection with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

**COUNCIL BILL 4
ORDINANCE 2020-4
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 3,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB4

ORDINANCE NUMBER: 2020-04

TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING THE ANNEXATION OF PARCEL NO. 3, CONSISTING OF CONTIGUOUS UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN AS A PORTION OF THE LAKE GULCH WHISKEY RESORT ANNEXATION

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by

statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.3

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 00°14'12" E along the east line of the NE $\frac{1}{4}$ of said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 26" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;
14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 46" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.55 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;

24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.87 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 36.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 56" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 79° 17' 59" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;
52. N 77° 38' 35" E a distance of 34.79 feet;
53. N 77° 18' 33" E a distance of 34.86 feet;
54. N 76° 11' 24" E a distance of 34.36 feet;
55. N 76° 19' 36" E a distance of 34.21 feet;
56. N 75° 55' 53" E a distance of 32.92 feet;
57. N 75° 45' 56" E a distance of 33.64 feet;

58. N 77° 56' 07" E a distance of 54.90 feet;
 59. N 79° 21' 17" E a distance of 32.59 feet;
 60. N 79° 51' 30" E a distance of 30.19 feet;
 61. N 81° 04' 54" E a distance of 30.69 feet;
 62. N 82° 42' 42" E a distance of 26.71 feet;
 63. N 85° 59' 16" E a distance of 29.83 feet;
 64. N 87° 30' 36" E a distance of 25.59 feet;
 65. N 89° 45' 47" E a distance of 26.85 feet;
 66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lode, US Mineral Survey No. 19174;
- thence N 39° 31' 27" E along said line 3-2 of said St. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lode, US Mineral Survey No. 694;
- thence S 19° 06' 00" E along said line 1-6 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode;
- thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18, the City of Black Hawk Patented Boundary;
- thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden Gad Lode, US Mineral Survey No. 13048;
- thence S 49° 45' 10" W along said line 4-3 of said Golden Gad Lode a distance of 340.06 feet to corner No. 3 of said Golden Gad Lode;
- thence S 63° 17' 40" W along line 3-2 of said Golden Gad Lode a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;
- thence along said easterly edge of Lake Gulch Road the following 178 courses:
79. S 47° 36' 27" E a distance of 20.45 feet;
 80. S 37° 01' 46" E a distance of 33.69 feet;
 81. S 31° 20' 23" E a distance of 35.62 feet;
 82. S 29° 21' 33" E a distance of 35.80 feet;
 83. S 28° 33' 24" E a distance of 35.14 feet;
 84. S 28° 15' 54" E a distance of 26.48 feet;
 85. S 28° 12' 54" E a distance of 25.97 feet;
 86. S 28° 29' 34" E a distance of 25.05 feet;
 87. S 29° 02' 31" E a distance of 37.67 feet;
 88. S 30° 53' 34" E a distance of 33.92 feet;
 89. S 32° 21' 41" E a distance of 28.92 feet;
 90. S 34° 37' 33" E a distance of 32.85 feet;

91. S 38° 27' 56" E a distance of 34.04 feet;
92. S 44° 59' 11" E a distance of 32.08 feet;
93. S 48° 19' 15" E a distance of 29.52 feet;
94. S 48° 45' 27" E a distance of 31.84 feet;
95. S 50° 32' 17" E a distance of 30.12 feet;
96. S 52° 05' 43" E a distance of 32.15 feet;
97. S 51° 09' 16" E a distance of 29.84 feet;
98. S 51° 16' 35" E a distance of 28.26 feet;
99. S 53° 32' 16" E a distance of 26.81 feet;
100. S 54° 36' 48" E a distance of 27.25 feet;
101. S 54° 32' 13" E a distance of 32.80 feet;
102. S 57° 04' 54" E a distance of 26.24 feet;
103. S 58° 48' 15" E a distance of 27.12 feet;
104. S 58° 36' 20" E a distance of 29.13 feet;
105. S 57° 16' 49" E a distance of 30.45 feet;
106. S 57° 52' 07" E a distance of 29.57 feet;
107. S 57° 47' 48" E a distance of 29.54 feet;
108. S 58° 32' 09" E a distance of 30.64 feet;
109. S 58° 55' 55" E a distance of 31.93 feet;
110. S 60° 47' 03" E a distance of 32.05 feet;
111. S 64° 12' 09" E a distance of 30.05 feet;
112. S 66° 59' 32" E a distance of 31.36 feet;
113. S 64° 57' 54" E a distance of 31.74 feet;
114. S 66° 27' 41" E a distance of 30.74 feet;
115. S 62° 36' 41" E a distance of 31.24 feet;
116. S 56° 45' 33" E a distance of 32.71 feet;
117. S 52° 10' 05" E a distance of 34.02 feet;
118. S 47° 33' 12" E a distance of 35.06 feet;
119. S 46° 14' 32" E a distance of 33.54 feet;
120. S 46° 05' 49" E a distance of 31.95 feet;
121. S 47° 24' 34" E a distance of 33.28 feet;
122. S 46° 33' 23" E a distance of 34.15 feet;
123. S 45° 20' 14" E a distance of 34.73 feet;
124. S 45° 05' 49" E a distance of 33.04 feet;

- 125. S 45° 18' 29" E a distance of 32.28 feet;
- 126. S 44° 25' 34" E a distance of 31.87 feet;
- 127. S 47° 16' 09" E a distance of 32.58 feet;
- 128. S 44° 56' 55" E a distance of 26.51 feet;
- 129. S 42° 17' 50" E a distance of 25.71 feet;
- 130. S 41° 52' 51" E a distance of 35.65 feet;
- 131. S 41° 29' 04" E a distance of 32.31 feet;
- 132. S 41° 30' 58" E a distance of 32.61 feet;
- 133. S 39° 40' 26" E a distance of 30.10 feet;
- 134. S 43° 51' 36" E a distance of 31.28 feet;
- 135. S 47° 25' 27" E a distance of 31.08 feet;
- 136. S 47° 57' 34" E a distance of 35.15 feet;
- 137. S 46° 02' 34" E a distance of 25.97 feet;
- 138. S 38° 52' 14" E a distance of 38.09 feet;
- 139. S 33° 48' 48" E a distance of 27.44 feet;
- 140. S 29° 24' 22" E a distance of 27.32 feet;
- 141. S 30° 56' 40" E a distance of 24.48 feet;
- 142. S 37° 52' 45" E a distance of 31.32 feet;
- 143. S 49° 29' 24" E a distance of 26.70 feet;
- 144. S 59° 21' 59" E a distance of 26.42 feet;
- 145. S 61° 44' 13" E a distance of 33.59 feet;
- 146. S 61° 25' 24" E a distance of 33.52 feet;
- 147. S 59° 58' 24" E a distance of 29.16 feet;
- 148. S 51° 35' 16" E a distance of 26.06 feet;
- 149. S 49° 06' 25" E a distance of 26.55 feet;
- 150. S 45° 20' 47" E a distance of 27.74 feet;
- 151. S 43° 58' 04" E a distance of 27.96 feet;
- 152. S 42° 43' 23" E a distance of 30.25 feet;
- 153. S 37° 44' 53" E a distance of 28.83 feet;
- 154. S 34° 08' 31" E a distance of 30.46 feet;
- 155. S 38° 01' 46" E a distance of 25.88 feet;
- 156. S 42° 12' 45" E a distance of 27.54 feet;
- 157. S 43° 31' 15" E a distance of 28.13 feet;
- 158. S 45° 09' 35" E a distance of 27.49 feet;

- 159. S 47° 37' 34" E a distance of 28.24 feet;
- 160. S 48° 21' 34" E a distance of 28.91 feet;
- 161. S 49° 32' 52" E a distance of 30.52 feet;
- 162. S 51° 12' 12" E a distance of 30.55 feet;
- 163. S 52° 37' 45" E a distance of 28.19 feet;
- 164. S 53° 43' 00" E a distance of 33.90 feet;
- 165. S 53° 50' 43" E a distance of 25.59 feet;
- 166. S 50° 23' 24" E a distance of 26.25 feet;
- 167. S 48° 28' 12" E a distance of 27.86 feet;
- 168. S 48° 55' 48" E a distance of 29.88 feet;
- 169. S 51° 44' 53" E a distance of 28.55 feet;
- 170. S 56° 10' 53" E a distance of 31.14 feet;
- 171. S 62° 17' 04" E a distance of 31.05 feet;
- 172. S 66° 41' 03" E a distance of 25.85 feet;
- 173. S 66° 40' 06" E a distance of 27.06 feet;
- 174. S 61° 34' 17" E a distance of 32.80 feet;
- 175. S 57° 56' 49" E a distance of 30.20 feet;
- 176. S 54° 58' 57" E a distance of 28.04 feet;
- 177. S 58° 52' 53" E a distance of 25.03 feet;
- 178. S 62° 37' 03" E a distance of 29.46 feet;
- 179. S 68° 24' 20" E a distance of 27.25 feet;
- 180. S 67° 48' 40" E a distance of 31.55 feet;
- 181. S 69° 00' 03" E a distance of 30.04 feet;
- 182. S 69° 23' 51" E a distance of 31.51 feet;
- 183. S 69° 16' 06" E a distance of 30.58 feet;
- 184. S 69° 40' 34" E a distance of 29.60 feet;
- 185. S 70° 53' 21" E a distance of 28.11 feet;
- 186. S 73° 08' 35" E a distance of 28.55 feet;
- 187. S 76° 41' 49" E a distance of 29.15 feet;
- 188. S 81° 25' 50" E a distance of 28.60 feet;
- 189. S 85° 47' 52" E a distance of 28.17 feet;
- 190. S 85° 57' 08" E a distance of 28.99 feet;
- 191. S 85° 10' 50" E a distance of 29.44 feet;
- 192. S 84° 02' 37" E a distance of 25.81 feet;

193. S 82° 55' 20" E a distance of 27.68 feet;
194. S 83° 57' 02" E a distance of 32.67 feet;
195. S 85° 25' 50" E a distance of 33.32 feet;
196. S 87° 06' 51" E a distance of 30.91 feet;
197. N 89° 52' 43" E a distance of 27.50 feet;
198. S 85° 37' 54" E a distance of 30.90 feet;
199. S 75° 08' 14" E a distance of 35.56 feet;
200. S 53° 47' 50" E a distance of 29.23 feet;
201. S 38° 37' 56" E a distance of 34.32 feet;
202. S 18° 09' 05" E a distance of 33.14 feet;
203. S 07° 44' 55" E a distance of 32.64 feet;
204. S 04° 13' 02" E a distance of 31.99 feet;
205. S 00° 41' 58" W a distance of 31.57 feet;
206. S 01° 13' 29" W a distance of 32.44 feet;
207. S 00° 03' 20" E a distance of 32.16 feet;
208. S 02° 47' 46" W a distance of 28.30 feet;
209. S 06° 12' 17" W a distance of 38.26 feet;
210. S 16° 17' 42" W a distance of 37.16 feet;
211. S 24° 29' 21" W a distance of 29.34 feet;
212. S 28° 41' 22" W a distance of 45.06 feet;
213. S 34° 24' 43" W a distance of 30.28 feet;
214. S 40° 01' 56" W a distance of 30.05 feet;
215. S 43° 22' 45" W a distance of 38.41 feet;
216. S 41° 40' 02" W a distance of 34.91 feet;
217. S 37° 13' 45" W a distance of 32.47 feet;
218. S 31° 34' 31" W a distance of 32.66 feet;
219. S 26° 02' 44" W a distance of 35.71 feet;
220. S 24° 24' 12" W a distance of 32.11 feet;
221. S 20° 02' 45" W a distance of 28.30 feet;
222. S 19° 00' 54" W a distance of 35.03 feet;
223. S 15° 53' 59" W a distance of 32.80 feet;
224. S 13° 56' 52" W a distance of 28.35 feet;
225. S 13° 41' 03" W a distance of 27.80 feet;
226. S 14° 06' 12" W a distance of 47.10 feet;

227. S 11° 45' 46" W a distance of 29.86 feet;
228. S 13° 18' 52" W a distance of 15.92 feet;
229. S 10° 22' 47" W a distance of 30.16 feet;
230. S 09° 29' 42" W a distance of 30.12 feet;
231. S 11° 50' 43" W a distance of 31.40 feet;
232. S 11° 03' 12" W a distance of 31.62 feet;
233. S 10° 04' 56" W a distance of 25.34 feet;
234. S 11° 08' 36" W a distance of 19.58 feet;
235. S 33° 47' 37" E a distance of 7.58 feet;
236. S 32° 05' 32" E a distance of 27.59 feet;
237. S 44° 08' 01" E a distance of 29.13 feet;
238. S 52° 04' 36" E a distance of 27.04 feet;
239. S 54° 37' 49" E a distance of 25.73 feet;
240. S 54° 46' 58" E a distance of 26.38 feet;
241. S 58° 03' 45" E a distance of 30.82 feet;
242. S 59° 18' 04" E a distance of 25.17 feet;
243. S 63° 19' 05" E a distance of 29.27 feet;
244. S 60° 16' 48" E a distance of 30.28 feet;
245. S 61° 39' 09" E a distance of 33.01 feet;
246. S 61° 28' 38" E a distance of 33.37 feet;
247. S 55° 46' 17" E a distance of 29.95 feet;
248. S 56° 17' 05" E a distance of 38.86 feet;
249. S 51° 45' 51" E a distance of 57.67 feet;
250. S 48° 44' 08" E a distance of 91.48 feet;
251. S 45° 53' 24" E a distance of 48.20 feet;
252. S 43° 37' 26" E a distance of 41.87 feet;
253. S 45° 38' 04" E a distance of 24.91 feet;
254. S 49° 36' 04" E a distance of 29.00 feet;
255. S 53° 53' 44" E a distance of 30.11 feet;
256. S 58° 27' 45" E a distance of 15.49 feet to the point of intersection with the south line of the SE ¼ of said Section 18;

thence N 89° 44' 17" W along said south line of said SE ¼ of said Section 18 a distance of 39.68 feet to the point of intersection with the westerly and southerly edge of said Lake Gulch Road;

thence along said westerly and southerly edge of said Lake Gulch Road the following 259 courses:

1. N 53° 53' 44" W a distance of 14.21 feet;
2. N 49° 36' 04" W a distance of 30.59 feet;
3. N 45° 38' 04" W a distance of 26.06 feet;
4. N 43° 37' 26" W a distance of 41.82 feet;
5. N 45° 53' 24" W a distance of 47.21 feet;
6. N 48° 44' 08" W a distance of 90.36 feet;
7. N 51° 45' 51" W a distance of 56.22 feet;
8. N 56° 17' 05" W a distance of 38.09 feet;
9. N 55° 46' 17" W a distance of 28.96 feet;
10. N 61° 28' 38" W a distance of 32.24 feet;
11. N 61° 39' 09" W a distance of 33.24 feet;
12. N 60° 16' 48" W a distance of 29.96 feet;
13. N 63° 19' 05" W a distance of 29.46 feet;
14. N 59° 18' 04" W a distance of 26.18 feet;
15. N 58° 03' 45" W a distance of 31.69 feet;
16. N 54° 46' 58" W a distance of 27.04 feet;
17. N 54° 37' 49" W a distance of 26.25 feet;
18. N 52° 04' 36" W a distance of 29.05 feet;
19. N 44° 08' 01" W a distance of 32.98 feet;
20. N 32° 05' 32" W a distance of 29.58 feet;
21. N 33° 47' 37" W a distance of 16.35 feet;
22. N 11° 08' 36" E a distance of 28.47 feet;
23. N 10° 04' 56" E a distance of 25.32 feet;
24. N 11° 03' 12" E a distance of 31.96 feet;
25. N 11° 50' 43" E a distance of 31.10 feet;
26. N 09° 29' 42" E a distance of 29.84 feet;
27. N 10° 22' 47" E a distance of 30.89 feet;
28. N 13° 18' 52" E a distance of 16.19 feet;
29. N 11° 45' 46" E a distance of 30.01 feet;
30. N 14° 06' 12" E a distance of 47.47 feet;
31. N 13° 41' 03" E a distance of 27.77 feet;
32. N 13° 56' 52" E a distance of 28.78 feet;
33. N 15° 53' 59" E a distance of 33.77 feet;
34. N 19° 00' 54" E a distance of 35.82 feet;

35. N 20° 02' 45" E a distance of 29.34 feet;
36. N 24° 24' 12" E a distance of 33.26 feet;
37. N 26° 02' 44" E a distance of 37.09 feet;
38. N 31° 34' 31" E a distance of 34.81 feet;
39. N 37° 13' 45" E a distance of 34.41 feet;
40. N 41° 40' 02" E a distance of 36.10 feet;
41. N 43° 22' 45" E a distance of 38.09 feet;
42. N 40° 01' 56" E a distance of 28.32 feet;
43. N 34° 24' 43" E a distance of 28.10 feet;
44. N 28° 41' 22" E a distance of 43.15 feet;
45. N 24° 29' 21" E a distance of 26.96 feet;
46. N 16° 17' 42" E a distance of 33.64 feet;
47. N 06° 12' 17" E a distance of 35.66 feet;
48. N 02° 47' 46" E a distance of 27.09 feet;
49. N 00° 03' 20" W a distance of 31.86 feet;
50. N 01° 13' 29" E a distance of 32.59 feet;
51. N 00° 41' 58" E a distance of 30.52 feet;
52. N 04° 13' 02" W a distance of 30.37 feet;
53. N 07° 44' 55" W a distance of 29.96 feet;
54. N 18° 09' 05" W a distance of 27.17 feet;
55. N 38° 37' 56" W a distance of 27.41 feet;
56. N 53° 47' 50" W a distance of 22.16 feet;
57. N 75° 08' 14" W a distance of 29.40 feet;
58. N 85° 37' 54" W a distance of 28.02 feet;
59. S 89° 52' 43" W a distance of 27.21 feet;
60. N 87° 06' 51" W a distance of 31.81 feet;
61. N 85° 25' 50" W a distance of 33.93 feet;
62. N 83° 57' 02" W a distance of 33.15 feet;
63. N 82° 55' 20" W a distance of 27.67 feet;
64. N 84° 02' 37" W a distance of 25.38 feet;
65. N 85° 10' 50" W a distance of 29.07 feet;
66. N 85° 57' 08" W a distance of 28.87 feet;
67. N 85° 47' 52" W a distance of 29.04 feet;
68. N 81° 25' 50" W a distance of 30.35 feet;

69. N 76° 41' 49" W a distance of 30.74 feet;
70. N 73° 08' 35" W a distance of 29.67 feet;
71. N 70° 53' 21" W a distance of 28.78 feet;
72. N 69° 40' 34" W a distance of 29.91 feet;
73. N 69° 16' 06" W a distance of 30.63 feet;
74. N 69° 23' 51" W a distance of 31.56 feet;
75. N 69° 00' 03" W a distance of 30.35 feet;
76. N 67° 48' 40" W a distance of 31.66 feet;
77. N 68° 24' 20" W a distance of 28.25 feet;
78. N 62° 37' 03" W a distance of 31.29 feet;
79. N 58° 52' 53" W a distance of 26.50 feet;
80. N 54° 58' 57" W a distance of 28.22 feet;
81. N 57° 56' 49" W a distance of 28.94 feet;
82. N 61° 34' 17" W a distance of 31.12 feet;
83. N 66° 40' 06" W a distance of 26.08 feet;
84. N 66° 41' 03" W a distance of 26.69 feet;
85. N 62° 17' 04" W a distance of 33.06 feet;
86. N 56° 10' 53" W a distance of 33.17 feet;
87. N 51° 44' 53" W a distance of 29.94 feet;
88. N 48° 55' 48" W a distance of 30.51 feet;
89. N 48° 28' 12" W a distance of 27.58 feet;
90. N 50° 23' 24" W a distance of 25.21 feet;
91. N 53° 50' 43" W a distance of 24.95 feet;
92. N 53° 43' 00" W a distance of 34.13 feet;
93. N 52° 37' 45" W a distance of 28.67 feet;
94. N 51° 12' 12" W a distance of 31.14 feet;
95. N 49° 32' 52" W a distance of 31.07 feet;
96. N 48° 21' 34" W a distance of 29.28 feet;
97. N 47° 37' 34" W a distance of 28.86 feet;
98. N 45° 09' 35" W a distance of 28.28 feet;
99. N 43° 31' 15" W a distance of 28.69 feet;
100. N 42° 12' 45" W a distance of 28.59 feet;
101. N 38° 01' 46" W a distance of 27.43 feet;
102. N 34° 08' 31" W a distance of 30.52 feet;

103. N 37° 44' 53" W a distance of 27.18 feet;
104. N 42° 43' 23" W a distance of 29.05 feet;
105. N 43° 58' 04" W a distance of 27.46 feet;
106. N 45° 20' 47" W a distance of 26.75 feet;
107. N 49° 06' 25" W a distance of 25.35 feet;
108. N 51° 35' 16" W a distance of 23.97 feet;
109. N 59° 58' 24" W a distance of 27.27 feet;
110. N 61° 25' 24" W a distance of 33.19 feet;
111. N 61° 44' 13" W a distance of 33.99 feet;
112. N 59° 21' 59" W a distance of 28.78 feet;
113. N 49° 29' 24" W a distance of 30.84 feet;
114. N 37° 52' 45" W a distance of 34.89 feet;
115. N 30° 56' 40" W a distance of 26.10 feet;
116. N 29° 24' 22" W a distance of 26.77 feet;
117. N 33° 48' 48" W a distance of 25.62 feet;
118. N 38° 52' 14" W a distance of 35.74 feet;
119. N 46° 02' 34" W a distance of 24.23 feet;
120. N 47° 57' 34" W a distance of 34.89 feet;
121. N 47° 25' 27" W a distance of 31.87 feet;
122. N 43° 51' 36" W a distance of 32.77 feet;
123. N 39° 40' 26" W a distance of 30.55 feet;
124. N 41° 30' 58" W a distance of 32.25 feet;
125. N 41° 29' 04" W a distance of 32.24 feet;
126. N 41° 52' 51" W a distance of 35.49 feet;
127. N 42° 17' 50" W a distance of 25.12 feet;
128. N 44° 56' 55" W a distance of 25.56 feet;
129. N 47° 16' 09" W a distance of 32.68 feet;
130. N 44° 25' 34" W a distance of 32.24 feet;
131. N 45° 18' 29" W a distance of 32.15 feet;
132. N 45° 05' 49" W a distance of 33.03 feet;
133. N 45° 20' 14" W a distance of 34.45 feet;
134. N 46° 33' 23" W a distance of 33.75 feet;
135. N 47° 24' 34" W a distance of 33.36 feet;
136. N 46° 05' 49" W a distance of 32.17 feet;

- 137. N 46° 14' 32" W a distance of 33.26 feet;
- 138. N 47° 33' 12" W a distance of 33.92 feet;
- 139. N 52° 10' 05" W a distance of 32.26 feet;
- 140. N 56° 45' 33" W a distance of 30.70 feet;
- 141. N 62° 36' 41" W a distance of 29.38 feet;
- 142. N 66° 27' 41" W a distance of 30.28 feet;
- 143. N 64° 57' 54" W a distance of 31.64 feet;
- 144. N 66° 59' 32" W a distance of 31.51 feet;
- 145. N 64° 12' 09" W a distance of 31.24 feet;
- 146. N 60° 47' 03" W a distance of 33.06 feet;
- 147. N 58° 55' 55" W a distance of 32.37 feet;
- 148. N 58° 32' 09" W a distance of 30.86 feet;
- 149. N 57° 47' 48" W a distance of 29.66 feet;
- 150. N 57° 52' 07" W a distance of 29.67 feet;
- 151. N 57° 16' 49" W a distance of 30.31 feet;
- 152. N 58° 36' 20" W a distance of 28.84 feet;
- 153. N 58° 48' 15" W a distance of 27.42 feet;
- 154. N 57° 04' 54" W a distance of 27.06 feet;
- 155. N 54° 32' 13" W a distance of 33.27 feet;
- 156. N 54° 36' 48" W a distance of 27.44 feet;
- 157. N 53° 32' 16" W a distance of 27.45 feet;
- 158. N 51° 16' 35" W a distance of 28.72 feet;
- 159. N 51° 09' 16" W a distance of 29.69 feet;
- 160. N 52° 05' 43" W a distance of 32.27 feet;
- 161. N 50° 32' 17" W a distance of 30.76 feet;
- 162. N 48° 45' 27" W a distance of 32.27 feet;
- 163. N 48° 19' 15" W a distance of 30.25 feet;
- 164. N 44° 59' 11" W a distance of 33.97 feet;
- 165. N 38° 27' 56" W a distance of 36.03 feet;
- 166. N 34° 37' 33" W a distance of 34.03 feet;
- 167. N 32° 21' 41" W a distance of 29.64 feet;
- 168. N 30° 53' 34" W a distance of 34.55 feet;
- 169. N 29° 02' 31" W a distance of 38.14 feet;
- 170. N 28° 29' 34" W a distance of 25.20 feet;

- 171. N 28° 12' 54" W a distance of 26.03 feet;
- 172. N 28° 15' 54" W a distance of 26.41 feet;
- 173. N 28° 33' 24" W a distance of 34.93 feet;
- 174. N 29° 21' 33" W a distance of 35.27 feet;
- 175. N 31° 20' 23" W a distance of 34.15 feet;
- 176. N 37° 01' 46" W a distance of 30.56 feet;
- 177. N 47° 36' 27" W a distance of 27.50 feet;
- 178. N 55° 33' 38" W a distance of 30.91 feet;
- 179. N 61° 36' 30" W a distance of 25.13 feet;
- 180. N 63° 34' 32" W a distance of 26.32 feet;
- 181. N 64° 31' 22" W a distance of 25.12 feet;
- 182. N 67° 22' 05" W a distance of 26.00 feet;
- 183. N 69° 56' 57" W a distance of 31.66 feet;
- 184. N 71° 44' 22" W a distance of 26.36 feet;
- 185. N 73° 18' 40" W a distance of 30.03 feet;
- 186. N 77° 37' 44" W a distance of 25.62 feet;
- 187. N 82° 16' 38" W a distance of 26.04 feet;
- 188. N 88° 32' 40" W a distance of 28.15 feet;
- 189. S 89° 07' 00" W a distance of 25.28 feet;
- 190. S 87° 57' 44" W a distance of 28.75 feet;
- 191. S 89° 11' 41" W a distance of 28.08 feet;
- 192. S 89° 11' 13" W a distance of 25.02 feet;
- 193. N 89° 16' 33" W a distance of 25.73 feet;
- 194. N 89° 47' 40" W a distance of 29.71 feet;
- 195. S 89° 45' 47" W a distance of 26.33 feet;
- 196. S 87° 30' 36" W a distance of 24.87 feet;
- 197. S 85° 59' 16" W a distance of 28.91 feet;
- 198. S 82° 42' 42" W a distance of 25.77 feet;
- 199. S 81° 04' 54" W a distance of 30.14 feet;
- 200. S 79° 51' 30" W a distance of 29.85 feet;
- 201. S 79° 21' 17" W a distance of 32.22 feet;
- 202. S 77° 56' 07" W a distance of 54.21 feet;
- 203. S 75° 45' 56" W a distance of 33.26 feet;
- 204. S 75° 55' 53" W a distance of 33.03 feet;

- 205. S 76° 19' 36" W a distance of 34.26 feet;
- 206. S 76° 11' 24" W a distance of 34.55 feet;
- 207. S 77° 18' 33" W a distance of 35.14 feet;
- 208. S 77° 38' 35" W a distance of 34.96 feet;
- 209. S 78° 11' 27" W a distance of 5.81 feet;
- 210. S 79° 17' 59" W a distance of 28.84 feet;
- 211. S 76° 41' 51" W a distance of 24.88 feet;
- 212. S 78° 32' 38" W a distance of 27.26 feet;
- 213. S 78° 51' 11" W a distance of 28.33 feet;
- 214. S 77° 13' 39" W a distance of 28.92 feet;
- 215. S 75° 42' 50" W a distance of 28.46 feet;
- 216. S 74° 45' 31" W a distance of 27.02 feet;
- 217. S 71° 51' 48" W a distance of 26.69 feet;
- 218. S 68° 41' 24" W a distance of 27.19 feet;
- 219. S 72° 28' 10" W a distance of 26.92 feet;
- 220. S 72° 23' 23" W a distance of 26.00 feet;
- 221. S 70° 17' 29" W a distance of 27.18 feet;
- 222. S 68° 11' 21" W a distance of 28.17 feet;
- 223. S 68° 11' 55" W a distance of 28.31 feet;
- 224. S 68° 02' 26" W a distance of 28.95 feet;
- 225. S 69° 29' 32" W a distance of 29.75 feet;
- 226. S 71° 02' 53" W a distance of 29.23 feet;
- 227. S 73° 10' 29" W a distance of 27.76 feet;
- 228. S 74° 45' 56" W a distance of 27.07 feet;
- 229. S 76° 30' 21" W a distance of 27.01 feet;
- 230. S 77° 53' 04" W a distance of 25.96 feet;
- 231. S 80° 36' 50" W a distance of 37.64 feet;
- 232. S 81° 54' 30" W a distance of 26.00 feet;
- 233. S 83° 11' 19" W a distance of 25.74 feet;
- 234. S 82° 00' 47" W a distance of 25.30 feet;
- 235. S 80° 13' 10" W a distance of 25.35 feet;
- 236. S 80° 28' 29" W a distance of 25.95 feet;
- 237. S 79° 54' 14" W a distance of 25.97 feet;
- 238. S 78° 39' 54" W a distance of 37.31 feet;

- 239. S 78° 10' 02" W a distance of 25.19 feet;
 - 240. S 77° 08' 36" W a distance of 25.31 feet;
 - 241. S 76° 54' 40" W a distance of 25.95 feet;
 - 242. S 78° 58' 54" W a distance of 27.66 feet;
 - 243. S 82° 03' 23" W a distance of 28.99 feet;
 - 244. S 84° 07' 35" W a distance of 29.37 feet;
 - 245. S 84° 48' 46" W a distance of 29.34 feet;
 - 246. S 85° 29' 19" W a distance of 28.10 feet;
 - 247. S 87° 31' 19" W a distance of 26.80 feet;
 - 248. S 88° 16' 44" W a distance of 37.12 feet;
 - 249. N 89° 43' 04" W a distance of 35.66 feet;
 - 250. N 88° 22' 02" W a distance of 37.23 feet;
 - 251. N 88° 22' 11" W a distance of 25.20 feet;
 - 252. N 88° 24' 09" W a distance of 34.65 feet;
 - 253. N 88° 23' 53" W a distance of 29.41 feet;
 - 254. N 87° 13' 04" W a distance of 30.21 feet;
 - 255. N 86° 21' 19" W a distance of 31.47 feet;
 - 256. N 85° 28' 26" W a distance of 32.34 feet;
 - 257. N 84° 42' 28" W a distance of 33.73 feet;
 - 258. N 85° 15' 25" W a distance of 35.41 feet;
 - 259. N 84° 44' 44" W a distance of 11.88 feet to the point of intersection with the east line of said NE ¼ of said Section 13;
- thence N 00° 14' 12" E along said east line of said NE ¼ of said Section 13 a distance of 22.08 feet to the Point of Beginning containing 8.03 acres more or less.

**COUNCIL BILL 5
ORDINANCE 2020-5
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 4,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB5

ORDINANCE NUMBER: 2020-05

**TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING
THE ANNEXATION OF PARCEL NO. 4, CONSISTING OF CONTIGUOUS
UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN
AS A PORTION OF THE LAKE GULCH WHISKEY RESORT
ANNEXATION**

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK,
GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.4

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

Thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S $\frac{1}{16}$ th corner of Sections 17 and 18;

thence S 00° 00' 33" W along the east line of the SE $\frac{1}{4}$ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;

thence N 89° 44' 17" W along the south line of the SE $\frac{1}{4}$ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 58° 27' 45" W a distance of 15.49 feet;
2. N 53° 53' 44" W a distance of 30.11 feet;
3. N 49° 36' 04" W a distance of 29.00 feet;
4. N 45° 38' 04" W a distance of 24.91 feet;
5. N 43° 37' 26" W a distance of 41.87 feet;
6. N 45° 53' 24" W a distance of 48.20 feet;
7. N 48° 44' 08" W a distance of 91.48 feet;
8. N 51° 45' 51" W a distance of 57.67 feet;
9. N 56° 17' 05" W a distance of 38.86 feet;
10. N 55° 46' 17" W a distance of 29.95 feet;
11. N 61° 28' 38" W a distance of 33.37 feet;
12. N 61° 39' 09" W a distance of 33.01 feet;
13. N 60° 16' 48" W a distance of 30.28 feet;
14. N 63° 19' 05" W a distance of 29.27 feet;
15. N 59° 18' 04" W a distance of 25.17 feet;
16. N 58° 03' 45" W a distance of 30.82 feet;
17. N 54° 46' 58" W a distance of 26.38 feet;
18. N 54° 37' 49" W a distance of 25.73 feet;

19. N 52° 04' 36" W a distance of 27.04 feet;
20. N 44° 08' 01" W a distance of 29.13 feet;
21. N 32° 05' 32" W a distance of 27.59 feet;
22. N 33° 47' 37" W a distance of 7.58 feet;
23. N 11° 08' 36" E a distance of 19.58 feet;
24. N 10° 04' 56" E a distance of 25.34 feet;
25. N 11° 03' 12" E a distance of 31.62 feet;
26. N 11° 50' 43" E a distance of 31.40 feet;
27. N 09° 29' 42" E a distance of 30.12 feet;
28. N 10° 22' 47" E a distance of 30.16 feet;
29. N 13° 18' 52" E a distance of 15.92 feet;
30. N 11° 45' 46" E a distance of 29.86 feet;
31. N 14° 06' 12" E a distance of 47.10 feet;
32. N 13° 41' 03" E a distance of 24.47 feet to the point of intersection with line 2-3 of the Rickard Lode, US Mineral Survey No. 16283;

thence N 67° 02' 38" E along said line 2-3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;

thence N 23° 02' 09" W along line 3-4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;

thence S 67° 01' 09" W along line 4-1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3-4 of the Olivia Lode, US Mineral Survey No. 13916;

thence S 29° 39' 14" E along said line 3-4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode;

thence S 60° 16' 49" W along line 4-1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode;

thence N 29° 41' 13" W along line 1-2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4-1 of said Rickard Lode;

thence S 67° 01' 09" W along said line 4-1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road;

thence along said easterly edge of said Lake Gulch Road the following 14 courses:

1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;

8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.

**COUNCIL BILL 6
ORDINANCE 2020-6
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 5,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB6

ORDINANCE NUMBER: 2020-06

TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING THE ANNEXATION OF PARCEL NO. 5, CONSISTING OF CONTIGUOUS UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN AS A PORTION OF THE LAKE GULCH WHISKEY RESORT ANNEXATION

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.5

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

Thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline of said NW $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
2. S 77° 56' 07" W a distance of 54.90 feet;
3. S 75° 45' 56" W a distance of 33.64 feet;
4. S 75° 55' 53" W a distance of 32.92 feet;
5. S 76° 19' 36" W a distance of 34.21 feet;
6. S 76° 11' 24" W a distance of 34.36 feet;
7. S 77° 18' 33" W a distance of 34.86 feet;
8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;

thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;

thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

1. S 80° 36' 50" W a distance of 18.54 feet;
2. S 81° 54' 30" W a distance of 25.51 feet;
3. S 83° 11' 19" W a distance of 25.72 feet;
4. S 82° 00' 47" W a distance of 25.87 feet;

5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

**COUNCIL BILL 7
ORDINANCE 2020-7
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 6,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB7

ORDINANCE NUMBER: 2020-07

TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING THE ANNEXATION OF PARCEL NO. 6, CONSISTING OF CONTIGUOUS UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN AS A PORTION OF THE LAKE GULCH WHISKEY RESORT ANNEXATION

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.6

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Extension Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Extension Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;

thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;

thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Extension Lode;

thence N 24° 10' 55" E along said Line 2-1 of said Notaway Extension Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;

thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;

thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;

thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;

thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;

thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

**COUNCIL BILL 8
ORDINANCE 2020-8
A BILL FOR AN
ORDINANCE APPROVING
AND ACCOMPLISHING
THE ANNEXATION OF
PARCEL NO. 7,
CONSISTING OF
CONTIGUOUS
UNINCORPORATED
TERRITORY IN GILPIN
COUNTY ALSO KNOWN
AS A PORTION OF THE
LAKE GULCH WHISKEY
RESORT ANNEXATION**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB8

ORDINANCE NUMBER: 2020-08

TITLE: A BILL FOR AN ORDINANCE APPROVING AND ACCOMPLISHING THE ANNEXATION OF PARCEL NO. 7, CONSISTING OF CONTIGUOUS UNINCORPORATED TERRITORY IN GILPIN COUNTY ALSO KNOWN AS A PORTION OF THE LAKE GULCH WHISKEY RESORT ANNEXATION

WHEREAS, pursuant to the laws of the State of Colorado, there was presented to and filed with the City Council of the City of Black Hawk, Colorado, written petition(s) for annexation to and by the City of Black Hawk, Colorado, of that property described in attached **Exhibit A**, being contiguous unincorporated territory, situated, lying and being in the County of Gilpin, State of Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has conducted a public hearing on March 25, 2020, as required by law to determine the eligibility for annexation of that property described in attached Exhibit A;

WHEREAS, the City Council of the City of Black Hawk, Colorado, has satisfied itself concerning the eligibility for annexation of that property described in attached Exhibit A and concerning the conformance of the proposed annexation to the applicable law in the annexation policy of the City of Black Hawk, Colorado;

WHEREAS, the City Council of the City of Black Hawk, Colorado, by resolution determined that the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105 have been met, that an election is not required under C.R.S. § 31-12-107(2), and that no additional terms and conditions are to be imposed;

WHEREAS, it is the opinion of the City Council that it is desirable and necessary that the property described in the attached Exhibit A be annexed to the City; and

WHEREAS, it is in the best interest of the City and its citizens to annex said parcel.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. The City Council finds that the property described in the attached Exhibit A is part of the serial annexation of a larger parcel of land.

Section 2. The annexation by and to the City of Black Hawk, State of Colorado, of that property described in attached **Exhibit A**, situated, lying and being in the County of Gilpin, State of Colorado, meets all requirements of law and the annexation policy of the City of Black Hawk, and therefore, said annexation is hereby approved and made effective.

Section 3. The owner(s) of more than fifty percent (50%) of the area of the property described in attached Exhibit A, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.

Section 4. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, as amended, have been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.

Section 5. Upon the effective date of this Annexation Ordinance, all lands within the area to be annexed shall become subject to the Municipal Laws of the State of Colorado pertaining to towns and to all ordinances, resolutions, rules and regulations of the City of Black Hawk.

Section 6. Considering all of the foregoing, and based on the conviction that annexation of this property to the City of Black Hawk will serve the best interests of the City of Black Hawk and the owner(s) of the territory to be annexed, the unincorporated territory described in Exhibit A, which is attached hereto and made a part hereof, is hereby annexed to the City of Black Hawk, Colorado.

Section 7. The City Clerk shall file for recording one (1) certified copy of the Annexation Ordinance and one (1) copy of the Annexation Map with the Clerk and Recorder of the County of Gilpin, State of Colorado.

Section 8. The Annexation Map showing the boundaries of the newly annexed territory as above described shall be kept on file in the office of the Gilpin County Clerk and Recorder.

Section 9. The City Clerk shall file two certified copies of the Annexation Ordinance and two certified copies of the Annexation Map for the Real Property with the Clerk and Recorder of the County of Gilpin, State of Colorado, for such Clerk and Recorder's filing with the Division of Local Governments of the Department of Local Affairs and the Department of Revenue.

Section 10. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 11. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 12. Effective Date. By operation of C.R.S. § 31-12-113(2), the annexation and this Ordinance will not become effective until the City Clerk completes the filings required by statute. For the purpose of general taxation, this Ordinance shall become effective on January 1st of the next succeeding year following its passage.

READ, PASSED AND ORDERED POSTED this _____ day of _____, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No.7

Legal Description

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S $\frac{1}{16}$ th corner of Sections 17 and 18 being the Point of Beginning.

Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4-3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW $\frac{1}{4}$ of said Section 17;

thence S 01° 03' 00" E along said north-south centerline of said NW $\frac{1}{4}$ of said Section 17 a distance of 1273.98 feet to the W $\frac{1}{16}$ th corner on the east-west centerline of said NW $\frac{1}{4}$ of Section 17;

thence S 00° 21' 55" E along said north-south centerline of said NW $\frac{1}{4}$ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1-2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2-3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north-south centerline of the SW $\frac{1}{4}$ of said Section 17;

thence S 00° 21' 55" E along said north-south centerline of said SW $\frac{1}{4}$ of said Section 17 a distance of 1034.62 feet to the SW $\frac{1}{16}$ th corner of said Section 17;

thence S 88° 35' 30" W along the east-west centerline of the SW $\frac{1}{4}$ of said Section 17 a distance of 1307.15 feet to the S $\frac{1}{16}$ th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

CITY OF BLACK HAWK

REQUEST FOR COUNCIL ACTION

SUBJECT: To consider a resolution and ordinances accomplishing the approval of Lake Gulch Whiskey Resort Annexation No. 1, Lake Gulch Whiskey Resort Annexation No. 2, Lake Gulch Whiskey Resort Annexation No. 3, Lake Gulch Whiskey Resort Annexation No. 4, Lake Gulch Whiskey Resort Annexation No. 5, Lake Gulch Whiskey Resort Annexation No. 6, and Lake Gulch Whiskey Resort Annexation No. 7, and annexing said territory shown on the maps thereof into the City of Black Hawk, Colorado.

RECOMMENDATION: Staff recommends the following motion to the Mayor and Board of Aldermen:

MOTION TO APPROVE Resolution 25-2020, A Resolution Making Certain Findings of Fact Regarding the Proposed Annexation of Parcels of Land to the City of Black Hawk, Colorado, Known as the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 2, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 1, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 3, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 2, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 4, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 3, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 5, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 4, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 6, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 5, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 7, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 6, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 8, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 7, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

The City of Black Hawk has received seven petitions for annexation of property in unincorporated Gilpin County. The petitions are from RSM Partners LLC, landowner, and cover approximately 221.86 acres of land south of Miners Mesa and north/east of Lake Gulch Road. The petitions were accepted and found substantially complete on February 12, 2020 by Resolution 10-2020.

AGENDA DATE: March 25, 2020

WORKSHOP DATE: N/A

FUNDING SOURCE: N/A

DEPARTMENT DIRECTOR APPROVAL: [X]Yes []No

STAFF PERSON RESPONSIBLE: Cynthia L. Linker
CP&D Director

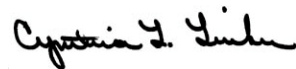
DOCUMENTS ATTACHED: Resolution 25-2020
Council Bills 2 through 9, inclusive
Staff Report

RECORD: [X]Yes []No


CITY ATTORNEY REVIEW: [X]Yes []N/A

SUBMITTED BY:

REVIEWED BY:



Cynthia L. Linker, CP&D Director



Stephen N. Cole, City Manager



Vincent Harris, AICP, Baseline Corporation



Staff Report

**CITY OF BLACK HAWK
PLANNING / LAND USE**

Date prepared: March 19, 2020
Meeting Date: March 25, 2020

STAFF REPORT: Lake Gulch Whiskey Resort Annexations

For: City Council
Project: P-20-01a Lake Gulch Whiskey Resort Annexations 1 through 7
Property Address: Various – Lake Gulch Road on Miners Mesa
Applicants: Troy Tengwall, Coburn Architecture
o/b/o Proximo Distillers, LLC (developer)
RSM Partners LLC (petitioner)
Zoning: Gilpin County
Prepared by: Ethan Watel, AICP - Baseline Corporation
Approved by: Vincent Harris, AICP - Baseline Corporation
Reviewed by: Cynthia Linker, CP&D Director



BACKGROUND:

On January 3, 2020 RSM Partners LLC (RSM) submitted seven petitions for the annexation of land in unincorporated Gilpin County into the City of Black Hawk. The proposed annexations cover approximately 221.9 acres of land. The annexations consist of a portion of the property known as the “Richest Square Mile” located north and east of Lake Gulch Road and south of Miners Mesa and adjacent to the southern city limits.

Proximo Distillers, LLC (Proximo) is under contract to purchase the properties from RSM. Proximo plans to purchase the property with the purpose of developing a distillery for the Tincup whiskey brand. The development is proposed to include a distillery, barrelhouses, a visitor's center, a predominance of residential uses so long as the impacts of such residential development can be offset, guesthouse and cabins, a restaurant, event space, retail, parking and outdoor activities.

Troy Tengwall of Coburn Architecture is the applicant on behalf of Proximo and RSM. An application for initial zoning was submitted, recently re-submitted, and is covered in the staff report for Case No. P-20-01b.

The seven Lake Gulch Whiskey Resort Annexations were reviewed and processed in accordance with the City of Black Hawk Municipal Code and the Colorado Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.* (the "Annexation Act"), and other applicable sections of Colorado Revised Statutes and the Colorado Constitution.

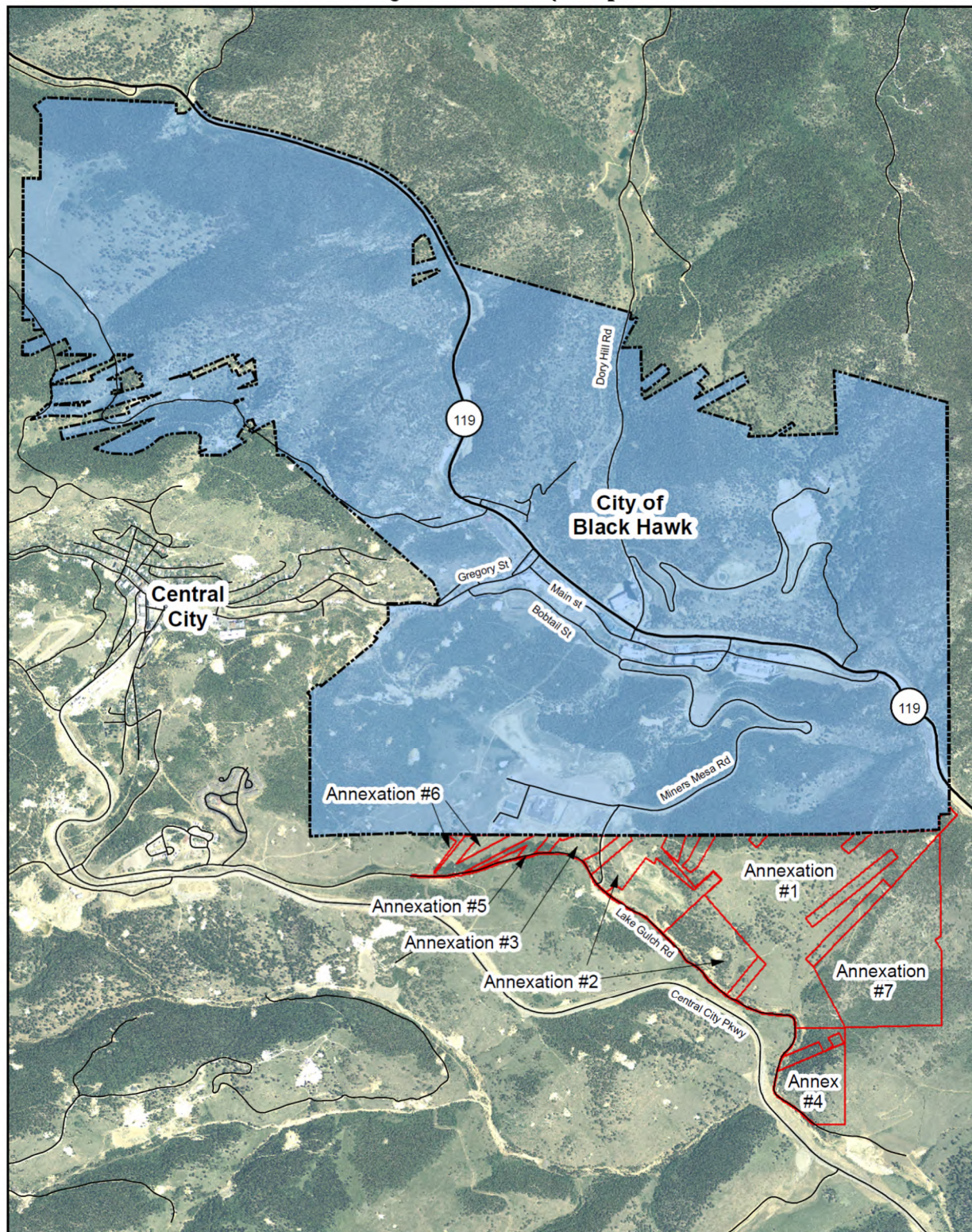
On February 12, 2020 the City of Black Hawk City Council adopted Resolution 10-2020 finding the seven annexation petitions “substantially complete” and setting March 25, 2020 as the date of the public hearing.

ZONING:

The property lies outside the city limits and Gilpin County does not maintain an accessible official zoning map. Concurrent with the annexation, the applicants are requesting approval of an initial zoning

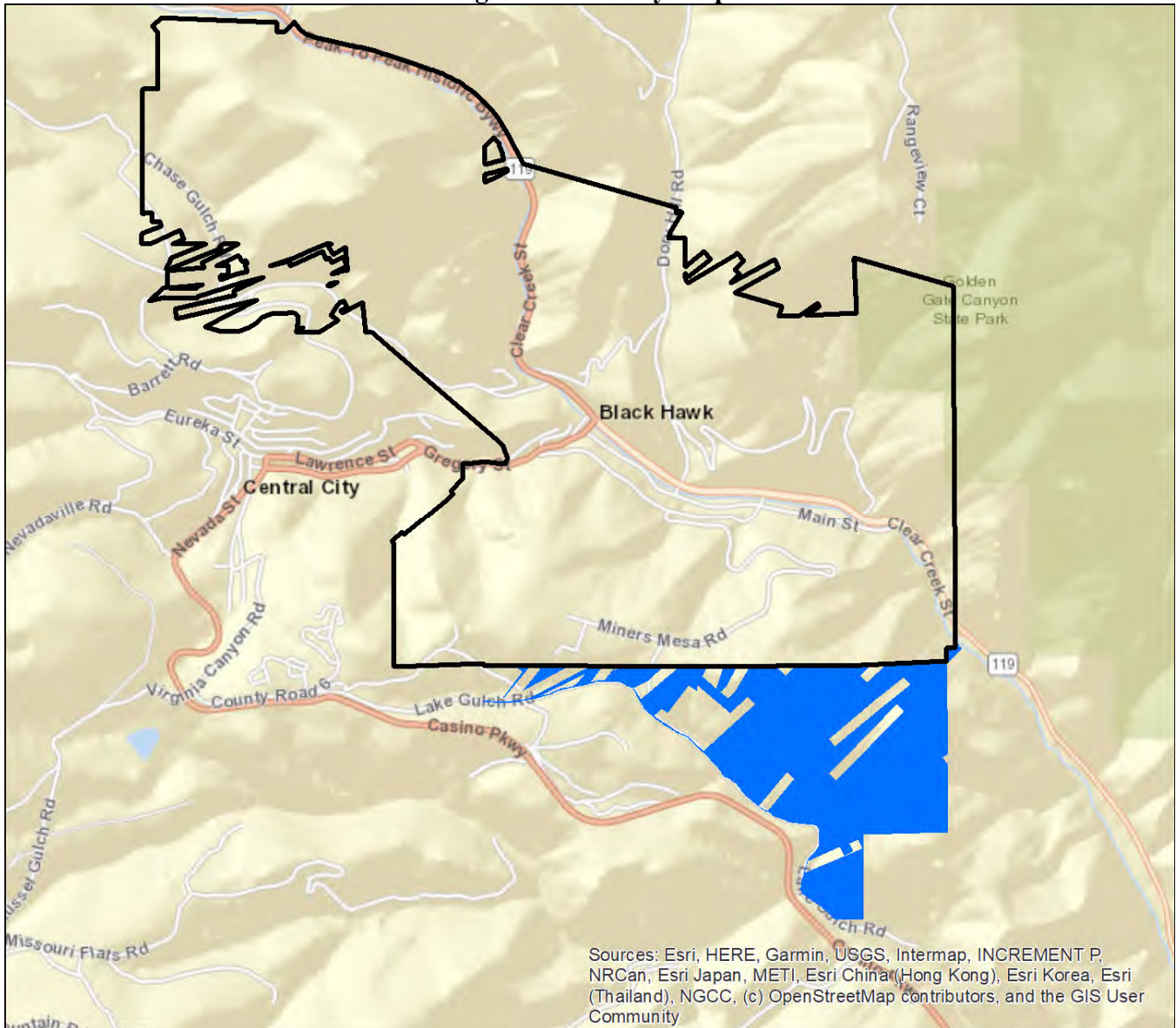
to the Commercial/Business Services (C/BS) and Planned Unit Development (PUD) overlay zoning districts.

Figure 1: Vicinity Map



Shaded areas indicate current Black Hawk city limits. Red outlines are the boundaries of the proposed annexations.

Figure 2: Vicinity Map



REQUEST:

RSM Partners LLC (petitioners) request the annexation of Lake Gulch Whiskey Resort Annexation No. 1, Lake Gulch Whiskey Resort Annexation No. 2, Lake Gulch Whiskey Resort Annexation No. 3, Lake Gulch Whiskey Resort Annexation No. 4, Lake Gulch Whiskey Resort Annexation No. 5, Lake Gulch Whiskey Resort Annexation No. 6, and Lake Gulch Whiskey Resort Annexation No. 7 into the City of Black Hawk, Colorado.

Applicable Colorado State Statutes

Excerpts from:

***Title 31. Government – Municipal
Article 12. Annexation – Consolidation – Disconnection
Part 1. Municipal Annexation Act of 1965***

§ 31-12-104. Eligibility for annexation

(1) No unincorporated area may be annexed to a municipality unless one of the conditions set forth in section 30 (1) of article II of the state constitution first has been met. An area is eligible for annexation if the provisions of section 30 of article II of the state constitution have been complied with and the governing body, at a hearing as provided in section 31-12-109, finds and determines:

(a) That not less than one-sixth of the perimeter of the area proposed to be annexed is contiguous with the annexing municipality. Contiguity shall not be affected by the existence of a platted street or alley, a public or private right-of-way, a public or private transportation right-of-way or area, public lands, whether owned by the state, the United States, or an agency thereof, except county-owned open space, or a lake, reservoir, stream, or other natural or artificial waterway between the annexing municipality and the land proposed to be annexed. Subject to the requirements imposed by section 31-12-105 (1) (e), contiguity may be established by the annexation of one or more parcels in a series, which annexations may be completed simultaneously and considered together for the purposes of the public hearing required by sections 31-12-108 and 31-12-109 and the annexation impact report required by section 31-12-108.5.

Staff Comment: Each of the seven proposed Lake Gulch Whiskey Resort annexations meets the one-sixth contiguity requirement, processed in a series.

(b) That a community of interest exists between the area proposed to be annexed and the annexing municipality; that said area is urban or will be urbanized in the near future; and that said area is integrated with or is capable of being integrated with the annexing municipality. The fact that the area proposed to be annexed has the contiguity with the annexing municipality required by paragraph (a) of this subsection (1) shall be a basis for a finding of compliance with these requirements...

Staff Comment: A community of interest exists between the City of Black Hawk and the area proposed to be annexed. The property is within the Future Growth Area identified in the Comprehensive Plan of the City of Black Hawk. The property is directly adjacent to the City.

§ 31-12-105. Limitations

(1) Notwithstanding any provisions of this part 1 to the contrary, the following limitations shall apply to all annexations:

(e)

(1) Except as otherwise provided in this paragraph (e), no annexation may take place that would have the effect of extending a municipal boundary more than three miles in any direction from any point of such municipal boundary in any one year. ... Prior to completion of any annexation within the three-mile area, the municipality shall have in place a plan for that area that generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public

ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the municipality and the proposed land uses for the area. Such plan shall be updated at least once annually. ...

Staff Comment: The Comprehensive Plan of the City of Black Hawk is adopted as the Three-Mile Plan. The Comprehensive Plan identifies the area of the proposed annexation as a future growth area.

(f) In establishing the boundaries of any area proposed to be annexed, if a portion of a platted street or alley is annexed, the entire width of said street or alley shall be included within the area annexed.

Staff Comment: Lake Gulch Road – the full 22-foot-wide Gilpin County referenced right-of-way – is included in the proposed annexations.

§ 31-12-107. Petitions for annexation and for annexation elections

(1) Petition for annexation in accordance with section 30 (1)(b) of article II of the state constitution:

(a) Persons comprising more than fifty percent of the landowners in the area and owning more than fifty percent of the area, excluding public streets and alleys and any land owned by the annexing municipality, meeting the requirements of sections 31-12-104 and 31-12-105 may petition the governing body of any municipality for the annexation of such territory.

(b) The petition shall be filed with the clerk.

(c) The petition shall contain the following:

(I) An allegation that it is desirable and necessary that such area be annexed to the municipality;

(II) An allegation that the requirements of sections 31-12-104 and 31-12-105 exist or have been met;

(III) An allegation that the signers of the petition comprise more than fifty percent of the landowners in the area and own more than fifty percent of the area proposed to be annexed, excluding public streets and alleys and any land owned by the annexing municipality;

(IV) A request that the annexing municipality approve the annexation of the area proposed to be annexed;

(V) The signatures of such landowners;

(VI) The mailing address of each such signer;

(VII) The legal description of the land owned by such signer;

(VIII) The date of signing of each signature; and

(IX) The affidavit of each circulator of such petition, whether consisting of one or more sheets, that each signature therein is the signature of the person whose name it purports to be.

(d) Accompanying the petition shall be four copies of an annexation map containing the following information:

(I) A written legal description of the boundaries of the area proposed to be annexed;

(II) A map showing the boundary of the area proposed to be annexed;

(III) Within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or of lots and blocks;

(IV) Next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

(e) No signature on the petition is valid if it is dated more than one hundred eighty days prior to the date of filing the petition for annexation with the clerk. All petitions which substantially comply with the requirements set forth in paragraphs (b) to (d) of this subsection (1) shall be deemed sufficient. No person signing a petition for annexation shall be permitted to withdraw his signature from the petition after the petition has been filed with the clerk, except as such right of withdrawal is otherwise set forth in the petition.

(f) The clerk shall refer the petition to the governing body as a communication. The governing body, without undue delay, shall then take appropriate steps to determine if the petition so filed is substantially in compliance with this subsection (1).

(g) If the petition is found to be in substantial compliance with this subsection (1), the procedure outlined in sections 31-12-108 to 31-12-110 shall then be followed. If it is not in substantial compliance, no further action shall be taken.

Staff Comment: The annexation petitions and accompanying maps and other information meet the requirements of the Municipal Annexation Act. The City Council adopted Resolution 10-2020 on February 12, 2020 accepting the petitions and setting the public hearing date on March 25, 2020.

§ 31-12-108. Setting hearing date - notice given

(2) The clerk shall give notice as follows: A copy of the resolution or the petition as filed (exclusive of the signatures) together with a notice that, on the given date and at the given time and place set by the governing body, the governing body shall hold a hearing upon said resolution of the annexing municipality or upon the petition for the purpose of determining and finding whether the area proposed to be annexed meets the applicable requirements of section 30 of article II of the state constitution and sections 31-12-104 and 31-12-105 and is considered eligible for annexation. Said notice shall be published once a week for four successive weeks in some newspaper of general circulation in the area proposed to be annexed. The first publication of such notice shall be at least thirty days prior to the date of the hearing. The proof of publication of the notice and resolution or petition, or the summary thereof, shall be returned when the publication is completed, the certificate of the owner, editor, or manager of the newspaper in which said notice is published shall be proof thereof, and a hearing shall then be held as provided in said notice. A copy of the published notice, together with a copy of the resolution and petition as filed, shall also be sent by registered mail by the clerk to the board of county commissioners and to the county attorney of the county wherein the territory is located and to any special district or school district having territory within the area to be annexed at least twenty-five days prior to the date fixed for such hearing. The notice required to be sent to the special district or school district by this subsection (2) shall not confer any right of review in addition to those rights provided for in section 31-12-116.

Staff comment: Notice was published in the Weekly Register-Call on February 20, February 27, March 5, March 12, and March 19, 2020. Notice was mailed via registered mail and hand delivered to the Gilpin County Board of County Commissioners, the Gilpin County Attorney, Gilpin County RE-1 School District, and Timberline Fire Protection District on February 27 and 28, 2020.

§ 31-12-108.5. Annexation impact report – requirements

(1) The municipality shall prepare an impact report concerning the proposed annexation at least twenty-five days before the date of the hearing established pursuant to section 31-12-108 and shall file one copy with the board of county commissioners governing the area proposed to be annexed within five days thereafter. Such report shall not be required for annexations of ten acres or less in total area or

when the municipality and the board of county commissioners governing the area proposed to be annexed agree that the report may be waived. ...

Staff comment: An annexation impact report was prepared by the City of Black Hawk in accordance with state statutes and filed with the Gilpin County Board of County Commissioners on March 5, 2020.

§ 31-12-110. Findings

(1) Upon the completion of the hearing, the governing body of the annexing municipality, by resolution, shall set forth its findings of fact and its conclusion based thereon with reference to the following matters:

(a) Whether or not the requirements of the applicable provisions of section 30 of article II of the state constitution and sections 31-12-104 and 31-12-105 have been met;

(b) Whether or not an election is required under section 30 (1)(a) of article II of the state constitution and section 31-12-107 (2).

(2) The governing body shall also determine whether or not additional terms and conditions are to be imposed.

(3) A finding that the area proposed for annexation does not comply with the applicable provisions of section 30 of article II of the state constitution or sections 31-12-104 and 31-12-105 shall terminate the annexation proceeding.

Staff comment: See “Findings” section of this staff report, below on pages 9 and 10.

Colorado Constitution Article II

Section 30. Right to vote or petition on annexation – enclaves

(1) No unincorporated area may be annexed to a municipality unless one of the following conditions first has been met:

(a) The question of annexation has been submitted to the vote of the landowners and the registered electors in the area proposed to be annexed, and the majority of such persons voting on the question have voted for the annexation; or

(b) The annexing municipality has received a petition for the annexation of such area signed by persons comprising more than fifty percent of the landowners in the area and owning more than fifty percent of the area, excluding public streets, and alleys and any land owned by the annexing municipality; or

(c) The area is entirely surrounded by or is solely owned by the annexing municipality.

Staff Comment: The City has received a petition for annexation signed by the owner of more than 50% of the landowners in the area and owning 100% of the area, excluding public streets.

Applicable City of Black Hawk Regulations

Excerpts from:

***City of Black Hawk
Zoning Code
Chapter 16 – Zoning***

Sec. 16-365. Rezoning procedures, amendments to zoning ordinance and special review use permits.

Sec. 16-365 (b) All territory annexed to the City shall be zoned in accordance with the zoning classifications established by this Chapter and in accordance with the procedures in this Section for rezoning. All annexed land shall be zoned at the time of annexation as required by this Chapter.

Staff Comment: The initial zoning of the property is addressed in a separate staff report, case no. P-20-01b.

***City of Black Hawk
Home Rule Charter
Article VIII: Miscellaneous***

Section 8. Annexation and Zoning.

In all proceedings for the annexation of territory to the City, the City Council shall require concurrent zoning of the same.

Staff Comment: The initial zoning of the property is addressed in a separate staff report, case no. P-20-01b.

STAFF SUMMARY:

The annexation petitions were received on January 3, 2020. City of Black Hawk staff and its consultants began reviewing the petitions and accompanying application materials. On February 12, 2020 the City Council passed Resolution 10-2020 accepting the petitions and establishing March 25, 2020 as the date of the public hearing.

Staff from Baseline Corporation has evaluated the information provided by the petitioners and the applicants for this project. Annexations have been processed and reviewed in accordance with City of Black Hawk Municipal Code and the Annexation Act, and other applicable sections of Colorado Revised Statutes and Colorado Constitution. The Intergovernmental Agreement between Black Hawk, Central City, Gilpin County, and the Black Hawk-Central City Sanitation District dated September 29, 1999 (the "Growth IGA") also contains specific provisions pertaining to annexations.

The Municipal Code is silent on annexations because it is a matter of statewide concern, with the exception of the requirement to zone the property concurrently with the annexation. The applicants are requesting initial zoning to the Commercial/Business Services (C/BS) and Planned Unit Development (PUD) overlay zoning districts.

The properties are proposed to be annexed into Black Hawk through a *serial annexation* process. In these types of annexations, a series of annexation plats completes the process. Each annexation must meet state standards for one-sixth contiguity to the city boundary. The perimeter of each annexation must border the City limits by a ratio of at least 1:6. Serial annexations are completed by separate ordinances, in order. Each proposed annexation meets the one-sixth contiguity requirements by attaching to an existing city boundary for the City.

The Lake Gulch Whiskey Resort Annexations will be processed in a series of seven (7) annexations:

Lake Gulch Whiskey Resort Annexation No. 1 = 95.35 acres more or less
Lake Gulch Whiskey Resort Annexation No. 2 = 29.21 acres more or less
Lake Gulch Whiskey Resort Annexation No. 3 = 8.03 acres more or less
Lake Gulch Whiskey Resort Annexation No. 4 = 20.72 acres more or less
Lake Gulch Whiskey Resort Annexation No. 5 = 2.58 acres more or less
Lake Gulch Whiskey Resort Annexation No. 6 = 2.35 acres more or less
Lake Gulch Whiskey Resort Annexation No. 7 = 63.62 acres more or less

Total area annexed = 221.86 acres (more or less)

Upon the City Council finding substantial compliance and setting the hearing date of March 25, 2020, a number of notices and reports were prepared according to State Statutes. Excerpts from these regulations are cited above.

The following notices were provided:

Per § 31-12-108

- Notice published in the Weekly Register-Call on February 20, February 27, March 5, March 12, and March 19, 2020.
- Notice mailed via registered mail (M) and hand delivered (H) to:
 - Gilpin County Board of County Commissioners – Feb. 28, 2020 (M & H)
 - Gilpin County Attorney – Feb. 28, 2020 (M & H)
 - Gilpin County RE-1 School District – Feb. 28, 2020 (M) & Feb. 27, 2020 (H)
 - Timberline Fire Protection District – Feb. 28, 2020 (M) & Feb 27, 2020 (H)

Per 1999 Growth IGA

- Notice was hand delivered on February 4, 2020 to Gilpin County, City of Central, and Black Hawk-Central City Sanitation District

The petitioner, the applicant, and the City of Black Hawk intend to enter into an Annexation Agreement. The terms of the agreement address the terms and conditions to annexation to the City, and specifically also address how the developer of the site will offset the impacts of any residential development, including impacts to the Gilpin County RE-1 School District.

A portion of Lake Gulch Road is proposed to be annexed (reference LGWR Annexation #3). Lake Gulch Road (a.k.a. Gilpin County Road 6) is currently designated as an unadjudicated County Road, but is nonetheless a public road. Upon annexation, the portions of the road that are annexed into the City of Black Hawk will become the responsibility of the City.

With respect to the 1999 Growth IGA, the proposed annexation is wholly within the Black Hawk Growth Area. The property only makes up a portion of the Growth Area. The terms of the Gold Mountain Development Plan referenced in the Growth IGA are addressed in the proposed zoning of the property.

Upon annexation and initial zoning of the property, there will be City land use processes that will be required before development may commence. The design of the project will need to be reviewed and approved through processes such as Site Development Plans, subdivision plats, Certificates of Architectural Compatibility, and building permits among others. The proposed Lake Gulch Whiskey Resort Planned Unit Development plan would control the land use on the property.

In summary, in accordance with Colorado State Statutes and Black Hawk regulations, Staff recommends that City Council adopt a resolution and pass ordinances accomplishing the approval of Lake Gulch Whiskey Resort Annexation No. 1, Lake Gulch Whiskey Resort Annexation No. 2, Lake Gulch Whiskey Resort Annexation No. 3, Lake Gulch Whiskey Resort Annexation No. 4, Lake Gulch Whiskey Resort Annexation No. 5, Lake Gulch Whiskey Resort Annexation No. 6, and Lake Gulch Whiskey Resort Annexation No. 7 and annexing said territory shown on the maps thereof into the City of Black Hawk, Colorado and approving the annexation agreement.

FINDINGS:

City Council may *approve, conditionally approve, or deny* a request to annex territory into the City of Black Hawk. To support this proposal, the following findings can be used:

1. The annexation by and to the City of Black Hawk, State of Colorado meets all requirements of law and the annexation policy of the City of Black Hawk.
2. The owner(s) of more than fifty percent (50%) of the area of the property, exclusive of public streets and alleys, petitioned for annexation with the City by filing a Petition for Annexation, together with four (4) copies of the annexation map, as required by law, on January 3, 2020.
3. The City Council, by resolution at a properly-noticed meeting on February 12, 2020, accepted said Petition and found and determined that the applicable parts of the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, et seq., as amended, had been met and further determined that an election was not required under the Act and that no additional terms and conditions were to be imposed upon said annexation.
4. The applicable provisions of C.R.S. § 31-12-104 have been met, including specifically Section 31-12-104(1)(a) permitting annexation of one or more parcels in a series, in that not less than one-sixth of the perimeter of the area proposed to be annexed is contiguous with the existing boundaries of the City; and therefore, because of such contiguity, a community of interest exists between the territory proposed to be annexed and the City; the territory proposed to be annexed is urban or will be urbanized in the near future, and the territory proposed to be annexed is integrated or is capable of being integrated with the City.
5. The applicable provisions of C.R.S. § 32-12-105 have been met in that no land held in identical ownership has been divided or included without written consent of the owner thereof; that no annexation proceedings have been commenced by another municipality; that the annexation will not result in the detachment of area from a school district; that the annexation will not result in

the extension of a municipal boundary more than three (3) miles; that the City has in place a plan for said three-mile area; and that in establishing the boundaries of the area to be annexed the entire width of any street or alley is included within the area annexed.

RECOMMENDATION:

Staff recommends the following motions to the Mayor and Board of Aldermen:

MOTION TO APPROVE Resolution 25-2020, A Resolution Making Certain Findings of Fact Regarding the Proposed Annexation of Parcels of Land to the City of Black Hawk, Colorado, Known as the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 2, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 1, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 3, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 2, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 4, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 3, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 5, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 4, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 6, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 5, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 7, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 6, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation; AND

MOTION TO APPROVE Council Bill 8, A Bill for an Ordinance Approving and Accomplishing the Annexation of Parcel No. 7, Consisting of Contiguous Unincorporated Territory in Gilpin County Also Known as a Portion of the Lake Gulch Whiskey Resort Annexation.

ATTACHMENTS:

- Overall Annexation exhibit
- Lake Gulch Whiskey Resort Annexation No. 1 Map
- Lake Gulch Whiskey Resort Annexation No. 2 Map
- Lake Gulch Whiskey Resort Annexation No. 3 Map
- Lake Gulch Whiskey Resort Annexation No. 4 Map
- Lake Gulch Whiskey Resort Annexation No. 5 Map
- Lake Gulch Whiskey Resort Annexation No. 6 Map
- Lake Gulch Whiskey Resort Annexation No. 7 Map
- Annexation Petitions
- Resolution 10-2020

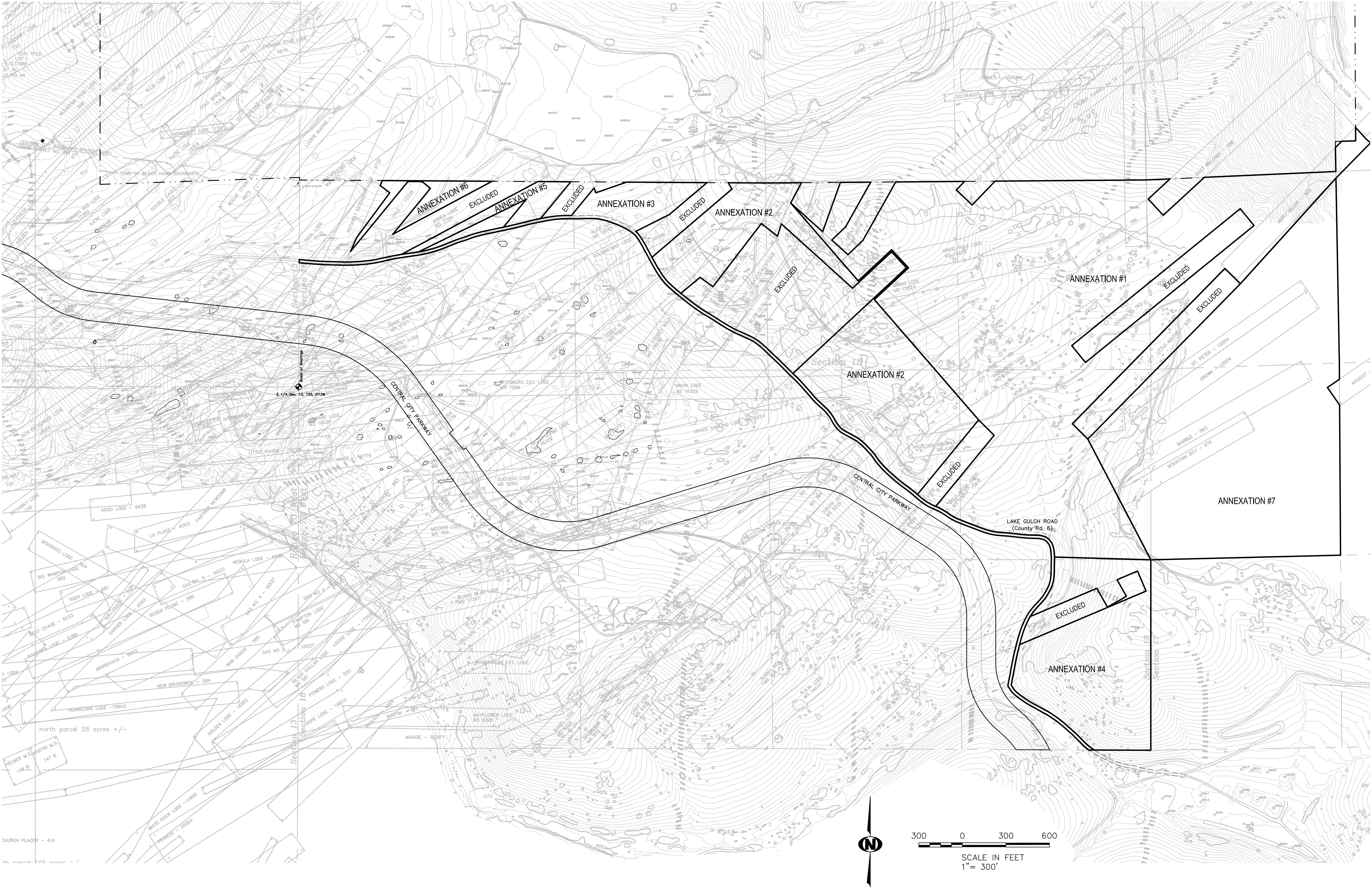
- Land Use Application and Checklist
- Letter of Authorization
- RSM Partners LLC Certificate of Corporate Resolution
- Application Cover Letter/Narrative
- Annexation Impact Report
- Copy of notice published in Weekly Register-Call
- Copy of 1999 Growth IGA notice
- Copy of notice mailed to Gilpin County, Gilpin County RE-1 School District, and Timberline Fire Protection District
- Gilpin County School District Resolution
- Annexation Agreement

Applicant's Submittal

LAKE GULCH WHISKEY RESORT

ANNEXATION EXHIBIT TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



COBURN
ARCHITECTURE

2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940

TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 1 TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3–4 of the Clay County Lode, US Mineral Survey No. 360 with line 4–1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 47° 53' 33" E along said line 4–1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3–2 of the Blow Out Lode, US Mineral Survey No. 18776;
thence N 19° 46' 26" E along said line 3–2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Patented Boundary;
thence N 89° 32' 31" E along said east–west centerline of the NE ¼ and City of Black Hawk Patented Boundary a distance of 208.47 feet to the point of intersection with line 1–2 of the Great Britian Lode, US Mineral Survey No. 18776;
thence S 29° 18' 00" W along said line 1–2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode;
thence S 46° 17' 00" W along line 2–3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4–1 of said Williams Crossing Lode;
thence S 47° 53' 33" E along said line 4–1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6–7 of said Great Britian Lode;
thence N 46° 22' 45" E along said line 6–7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode;
thence N 29° 19' 49" E along line 7–8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Patented Boundary;
thence N 89° 32' 31" E along said east–west centerline of the NE ¼ and City of Black Hawk Patented Boundary a distance of 474.24 feet to the point of intersection with line 16–15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;
thence S 43° 56' 47" W along said line 16–15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;
thence S 46° 21' 54" E along line 15–14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;
thence N 43° 56' 15" E along line 14–13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Patented Boundary;
thence N 89° 32' 31" E along said east–west centerline of the NE ¼ and City of Black Hawk Patented Boundary a distance of 1040.34 feet to the N 1/16th corner of Sections 17 and 18;
thence N 87° 26' 32" E along the east–west centerline of the NW ¼ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3–2 of said East Williams Lode, US Mineral Survey No. 588;
thence S 47° 19' 59" W along said line 3–2 of the East Williams Lode a distance of 204.89 feet to corner No. 2 of said East Williams Lode;
thence S 42° 44' 49" E along line 2–1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;
thence N 47° 20' 23" E along line 1–4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east–west centerline of the NW ¼ of said Section 17 and the City of Black Hawk Patented Boundary;
thence N 87° 26' 32" E along said east–west centerline of the NW ¼ of said Section 17 and City of Black Hawk Patented Boundary a distance of 906.14 feet to the NW 1/16th corner of said Section 17;
thence N 01° 02' 29" W along the north–south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk Patented Boundary a distance of 164.47 feet to the point of intersection with line 1–2 of the Mary Miller Lode, US Mineral Survey No. 969;
thence N 44° 28' 35" E along said line 1–2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk Patented Boundary;
thence N 88° 00' 45" E along said City of Black Hawk Patented Boundary a distance of 96.85 feet;
thence N 00° 18' 42" W along said City of Black Hawk Patented Boundary a distance of 91.93 feet to the point of intersection with line 6–5 of the Morgan Placer US Mineral Survey No. 226;
thence S 42° 19' 52" E along said line 6–5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;
thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;
thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3–4 of said Mary Miller Lode;
thence S 44° 27' 10" W along said line 3–4 of said Mary Miller Lode a distance of 340.78 feet to the north–south centerline of said NW ¼ of said Section 17;
thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;
thence N 45° 33' 27" W along line 3–2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;
thence S 44° 28' 40" W along line 2–1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;
thence S 45° 17' 32" E along line 1–4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;
thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;
thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

(continued from left)

thence along said easterly edge of said Lake Gulch Road the following 32 courses:
1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.67 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of 28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;
17. N 81° 25' 50" W a distance of 28.60 feet;
18. N 76° 41' 49" W a distance of 29.15 feet;
19. N 73° 08' 35" W a distance of 28.55 feet;
20. N 70° 53' 21" W a distance of 28.11 feet;
21. N 69° 40' 34" W a distance of 29.60 feet;
22. N 69° 16' 06" W a distance of 30.58 feet;
23. N 69° 23' 51" W a distance of 31.51 feet;
24. N 69° 00' 03" W a distance of 30.04 feet;
25. N 67° 48' 40" W a distance of 31.55 feet;
26. N 68° 24' 20" W a distance of 27.25 feet;
27. N 62° 37' 03" W a distance of 29.46 feet;
28. N 58° 52' 53" W a distance of 25.03 feet;
29. N 54° 58' 57" W a distance of 28.04 feet;
30. N 57° 56' 49" W a distance of 30.20 feet;
31. N 61° 34' 17" W a distance of 32.80 feet;
32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1–4 of Washingtons Day Lode, US Mineral Survey 11885;

thence along said line 1–4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;
thence along line 4–3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;
thence N 40° 53' 21" W a distance of 1,096.94 feet;
thence N 47° 01' 18" E a distance of 320.86 feet;
thence N 42° 58' 23" W a distance of 169.95 feet;
thence S 47° 00' 48" W a distance of 314.68 feet;
thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning,

EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 100.5 acres gross, 95.35 acres net more or less.

MAYOR'S CERTIFICATE:

THE FOREGOING LAKE GULCH WHISKEY RESORT ANNEXATION NO. 1 IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, ____ , A.D.

CITY OF BLACK HAWK

DAVID D. SPELLMAN, MAYOR _____

MELISSA A. GREINER, CMC, CITY CLERK _____

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. _____ A CERTIFIED COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, ____ , A.D.

MELISSA A. GREINER, CMC, CITY CLERK _____

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20__, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER _____

DEPUTY CLERK _____

NOTES

TOTAL PERIMETER, THIS PLAT (includes Denver Lode) = 18,824.91'
1/6 TOTAL PERIMETER = 3,137.49'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,147.55'

DENOTES BOUNDARY OF LAND ANNEXED

DENOTES CONTIGUOUS CITY BOUNDARY

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL

PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.



His Consultants, Inc.
Lakewood, Colorado
720–273–9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

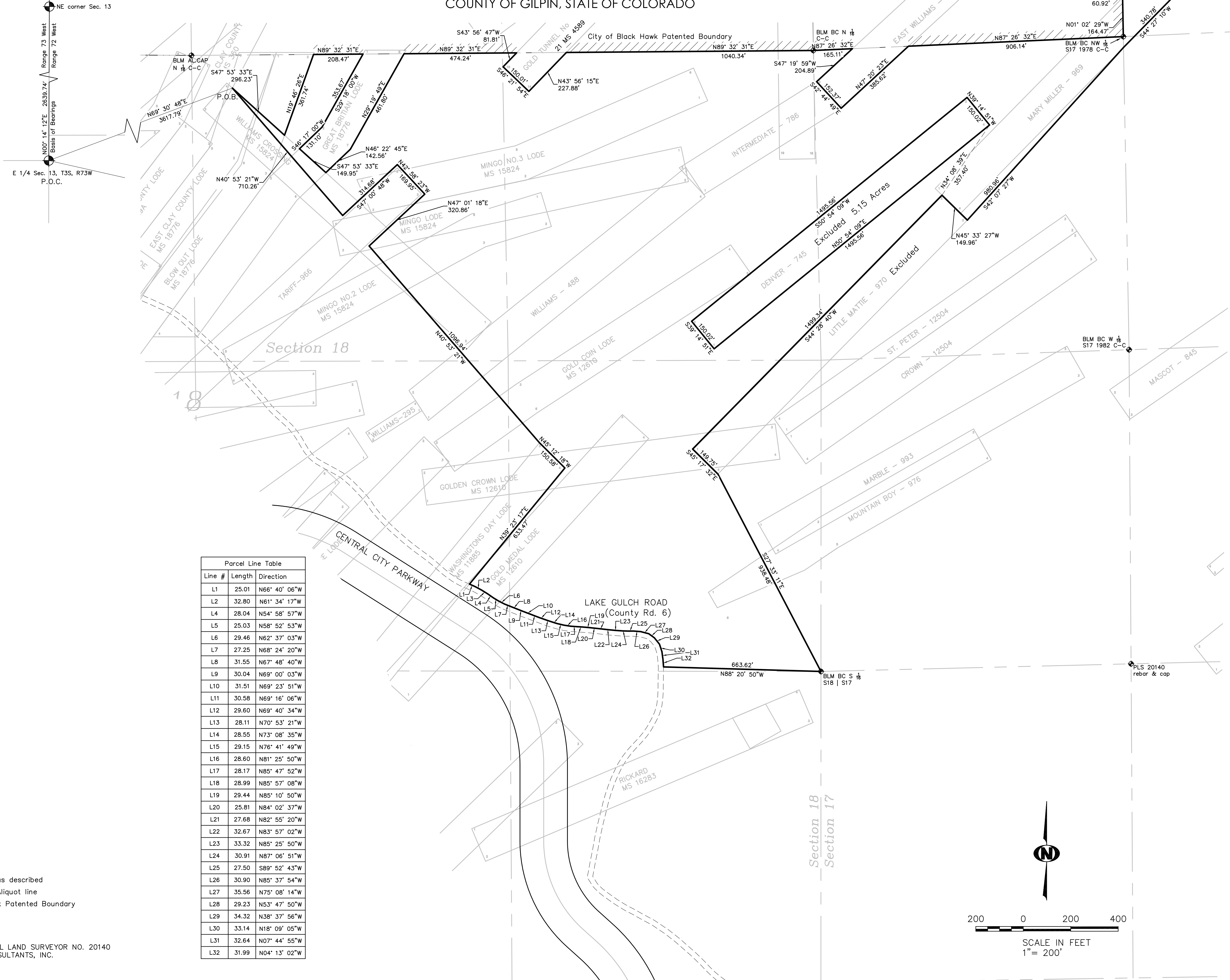
SHEET No.

1 of 2
ANNEXATION PLAT #1

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 1 TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
L1	25.01	N66° 40' 06"W
L2	32.80	N61° 34' 17"W
L4	28.04	N54° 58' 57"W
L5	25.03	N58° 52' 53"W
L6	29.46	N62° 37' 03"W
L7	27.25	N68° 24' 20"W
L8	31.55	N67° 48' 40"W
L9	30.04	N69° 00' 03"W
L10	31.51	N69° 23' 51"W
L11	30.58	N69° 16' 06"W
L12	29.60	N69° 40' 34"W
L13	28.11	N70° 53' 21"W
L14	28.55	N73° 08' 35"W
L15	29.15	N76° 41' 49"W
L16	28.60	N81° 25' 50"W
L17	28.17	N85° 47' 52"W
L18	28.99	N85° 57' 08"W
L19	29.44	N85° 10' 50"W
L20	25.81	N84° 02' 37"W
L21	27.68	N82° 55' 20"W
L22	32.67	N83° 57' 02"W
L23	33.32	N85° 25' 50"W
L24	30.91	N87° 06' 51"W
L25	27.50	S89° 52' 43"W
L26	30.90	N85° 37' 54"W
L27	35.56	N75° 08' 14"W
L28	29.23	N53° 47' 50"W
L29	34.32	N38° 37' 56"W
L30	33.14	N18° 09' 05"W
L31	32.64	N07° 44' 55"W
L32	31.99	N04° 13' 02"W

- LEGEND:
- found monument as described
 - Section or other Aliquot line
 - City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.

2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 2 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3–4 of the Clay County Lode, US Mineral Survey No. 360 with line 4–1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;
thence N 47° 00' 48" E a distance of 314.68 feet;
thence S 42° 58' 23" E a distance of 169.95 feet;
thence S 47° 01' 18" W a distance of 320.86 feet;
thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;
thence along line 3–2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;
thence along said easterly edge the following 42 courses:
1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;
8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;
16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of 27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;
21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;
41. N 47° 16' 09" W a distance of 32.58 feet;
42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4–3 of the Tariff Lode, US Mineral Survey No. 966;
thence N 47° 01' 18" E along said line 4–3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;
thence N 42° 58' 23" W along line 3–2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff lode;
thence S 47° 00' 48" W along line 2–1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2–3 of the Williams Lode, US Mineral Survey No. 15824;
thence N 47° 53' 26" W along said line 2–3 of said Williams Lode a distance of 660.81 feet to the point of intersection with line 6–5 of the East Clay County Lode, US Mineral Survey No. 18776;
thence S 17° 31' 51" W along said line 6–5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3–2 of the Clay County Lode, US Mineral Survey No. 329A;
thence N 51° 26' 36" W along said line 3–2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;
thence N 52° 11' 23" W along line 4–1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;
thence S 37° 28' 00" W along line 2–1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4–1 of the Clay County Lode, US Mineral Survey No. 329B;
thence N 54° 01' 59" W along said line 4–1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;
thence S 50° 08' 44" W along line 1–2 of said Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;
thence along said easterly edge of Lake Gulch Road the following 12 courses:
1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1–2 of the Caledonia Lode, US Mineral Survey No. MS 519;
thence N 49° 29' 47" E along said line 1–2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6–5 of the Golden Gad Lode, US Mineral Survey No. 13048;
thence N 31° 43' 33" W along said line 6–5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east–west centerline of said NW $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;
thence S 89° 38' 09" E along said east–west centerline of the NW $\frac{1}{4}$ and along the City of Black Hawk Patented Boundary a distance of 258.49 feet to the N 1/16th corner on the north–south centerline of said Section 18;
thence N 89° 32' 31" E along the east–west centerline of the NE $\frac{1}{4}$ of said Section 18 and along the City of Black Hawk Patented Boundary a distance of 246.17 feet to the point of intersection with line 3–4 of the Clay County Lode, US Mineral Survey No. 360;
thence S 27° 50' 26" W along said line 3–4 of said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4–1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

MAYOR'S CERTIFICATE:

THE FOREGOING LAKE GULCH WHISKEY RESORT ANNEXATION NO. 2 IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, ____ , A.D.

CITY OF BLACK HAWK

DAVID D. SPELLMAN, MAYOR _____ MELISSA A. GREINER, CMC, CITY CLERK _____

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFIED COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

MELISSA A. GREINER, CMC, CITY CLERK _____

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20____, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK _____

NOTES

TOTAL PERIMETER, THIS PLAT = 9,549.19'
1/6 TOTAL PERIMETER = 1,591.53'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,117.35'
DENOTES BOUNDARY OF LAND ANNEXED _____

DENOTES CONTIGUOUS CITY BOUNDARY _____

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE–SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.



His Consultants, Inc.
Lakewood, Colorado
720–273–9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

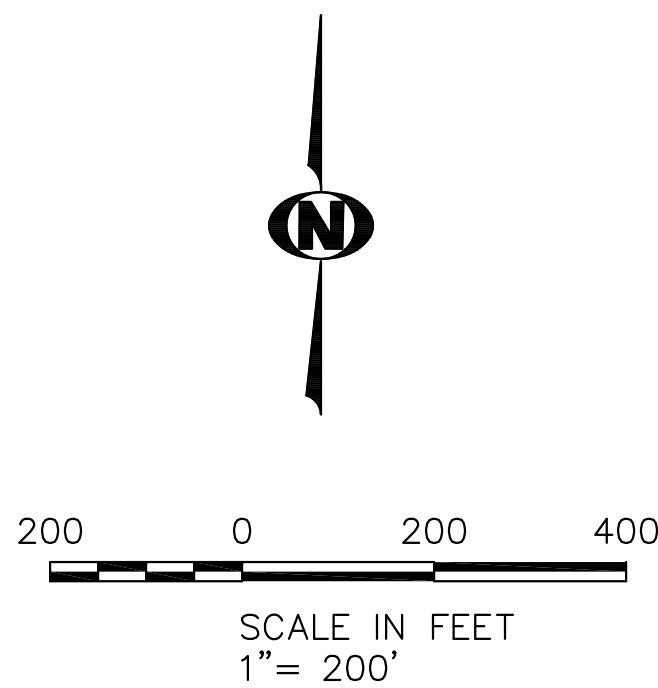
SHEET No.

1 of 2
ANNEXATION PLAT #2

LAKE GULCH WHISKEY RESORT

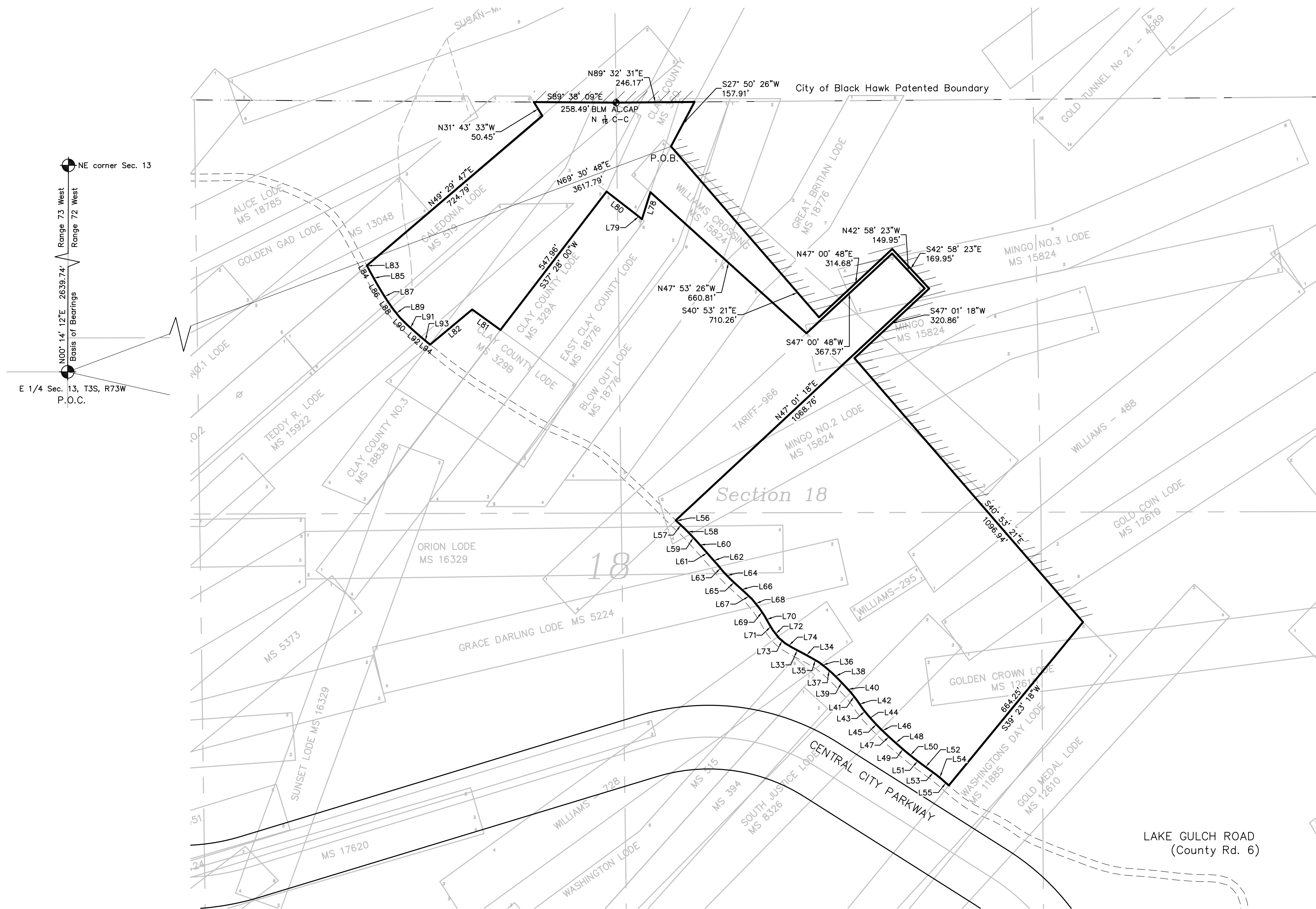
ANNEXATION NO. 2 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
L33	33.59	N61° 44' 13"W
L34	33.52	N61° 25' 24"W
L35	29.16	N59° 58' 24"W
L36	26.06	N51° 35' 16"W
L37	26.55	N49° 06' 25"W
L38	27.74	N45° 20' 47"W
L39	27.96	N43° 58' 04"W
L40	30.25	N42° 43' 23"W
L41	28.83	N37° 44' 53"W
L42	30.46	N34° 08' 31"W
L43	25.88	N38° 01' 46"W
L44	27.54	N42° 12' 45"W
L45	28.13	N43° 31' 15"W
L46	27.49	N45° 09' 35"W
L47	28.24	N47° 37' 34"W
L48	28.91	N48° 21' 34"W
L49	30.52	N49° 32' 52"W
L50	30.55	N51° 12' 12"W
L51	28.19	N52° 37' 45"W
L52	33.90	N53° 43' 00"W
L53	25.59	N53° 50' 43"W
L54	26.25	N50° 23' 24"W
L55	24.56	N48° 28' 12"W
L56	5.81	N44° 25' 34"W
L57	32.58	N47° 16' 09"W
L58	26.51	N44° 56' 55"W
L59	25.71	N42° 17' 50"W
L60	35.65	N41° 52' 51"W
L61	32.31	N41° 29' 04"W
L62	32.61	N41° 30' 58"W
L63	30.10	N39° 40' 26"W
L64	31.28	N43° 51' 36"W
L65	31.08	N47° 25' 27"W
L66	35.15	N47° 57' 34"W
L67	25.97	N46° 02' 34"W
L68	38.09	N38° 52' 14"W
L69	27.44	N33° 48' 48"W
L70	27.32	N29° 24' 22"W
L71	24.48	N30° 56' 40"W
L72	31.32	N37° 52' 45"W
L73	26.70	N49° 29' 24"W
L74	26.42	N59° 21' 59"W
L78	88.60	S17° 31' 51"W
L79	26.56	N51° 26' 36"W
L80	114.49	N52° 11' 23"W
L81	109.70	N54° 01' 59"W
L82	172.25	S50° 08' 44"W
L83	1.33	N28° 12' 54"W
L84	25.05	N28° 29' 34"W
L85	37.67	N29° 02' 31"W

Parcel Line Table		
Line #	Length	Direction
L86	33.92	N30° 53' 34"W
L87	28.92	N32° 21' 41"W
L88	32.85	N34° 37' 33"W
L89	34.04	N38° 27' 56"W
L90	32.08	N44° 59' 11"W
L91	29.52	N48° 19' 15"W
L92	31.84	N48° 45' 27"W
L93	30.12	N50° 32' 17"W
L94	4.07	N52° 05' 43"W



LEGEND:
—●— found monument as described
--- Section or other Aliquot line
- - - - - City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.



2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:
Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74' feet, said line forming the Basis of Bearing for this description; thence N 00°14'12" E along the east line of the NE ¼ of said Section 13 a distance of 876.53' feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 19" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;
14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 46" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.05 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;
24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.67 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 36.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 58" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 79° 17' 59" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;
52. N 77° 38' 35" E a distance of 34.79 feet;
53. N 77° 18' 33" E a distance of 34.86 feet;
54. N 76° 11' 24" E a distance of 34.36 feet;
55. N 76° 19' 36" E a distance of 34.21 feet;
56. N 75° 55' 53" E a distance of 32.92 feet;
57. N 75° 45' 56" E a distance of 33.64 feet;
58. N 77° 56' 07" E a distance of 54.90 feet;
59. N 79° 21' 17" E a distance of 32.59 feet;
60. N 79° 51' 30" E a distance of 30.19 feet;
61. N 81° 04' 54" E a distance of 30.69 feet;
62. N 82° 42' 16" E a distance of 26.71 feet;
63. N 85° 59' 16" E a distance of 29.83 feet;
64. N 87° 30' 36" E a distance of 25.59 feet;
65. N 89° 45' 47" E a distance of 26.85 feet;
66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lodge, US Mineral Survey No. 19174;
- thence N 39° 31' 27" E along said line 3-2 of said St. Anthony Lodge a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lodge, US Mineral Survey No. 694;
- thence S 18° 06' 00" E along said line 1-6 of said Susan-Mary Lodge a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lodge;
- thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lodge a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18, the City of Black Hawk Patented Boundary;
- thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden God Lodge, US Mineral Survey No. 13048;
- thence S 49° 45' 10" W along said line 4-3 of said Golden God Lodge a distance of 340.06 feet to corner No. 3 of said Golden God Lodge;
- thence S 63° 17' 40" W along line 3-2 of said Golden God Lodge a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;
- thence along said easterly edge of Lake Gulch Road the following 178 courses:
79. S 47° 36' 27" E a distance of 20.45 feet;
80. S 37° 01' 46" E a distance of 33.69 feet;
81. S 31° 20' 23" E a distance of 35.62 feet;
82. S 29° 21' 33" E a distance of 35.80 feet;
83. S 28° 33' 24" E a distance of 35.14 feet;
84. S 28° 15' 54" E a distance of 26.48 feet;
85. S 28° 12' 54" E a distance of 25.97 feet;
86. S 28° 29' 34" E a distance of 25.05 feet;
87. S 29° 02' 31" E a distance of 37.67 feet;
88. S 30° 53' 34" E a distance of 33.92 feet;
89. S 32° 21' 41" E a distance of 28.92 feet;
90. S 34° 37' 33" E a distance of 32.85 feet;
91. S 38° 27' 56" E a distance of 34.04 feet;
92. S 44° 59' 11" E a distance of 32.08 feet;
93. S 48° 19' 15" E a distance of 29.52 feet;
94. S 48° 45' 27" E a distance of 31.84 feet;
95. S 50° 32' 17" E a distance of 30.12 feet;
96. S 52° 05' 43" E a distance of 32.15 feet;
97. S 51° 09' 16" E a distance of 29.84 feet;
98. S 51° 16' 35" E a distance of 28.26 feet;
99. S 53° 32' 16" E a distance of 26.81 feet;
100. S 54° 36' 48" E a distance of 27.25 feet;
101. S 54° 32' 13" E a distance of 32.80 feet;
102. S 57° 04' 54" E a distance of 26.24 feet;
103. S 58° 48' 15" E a distance of 27.12 feet;
104. S 58° 36' 20" E a distance of 29.13 feet;
105. S 57° 16' 49" E a distance of 30.45 feet;
106. S 57° 52' 07" E a distance of 29.57 feet;
107. S 57° 47' 48" E a distance of 29.54 feet;
108. S 58° 32' 09" E a distance of 30.64 feet;
109. S 58° 55' 55" E a distance of 31.93 feet;
110. S 60° 47' 03" E a distance of 32.05 feet;
111. S 64° 12' 09" E a distance of 30.05 feet;
112. S 66° 59' 32" E a distance of 31.36 feet;
113. S 64° 57' 54" E a distance of 31.74 feet;
114. S 66° 27' 41" E a distance of 30.74 feet;
115. S 62° 36' 41" E a distance of 31.24 feet;
116. S 56° 45' 33" E a distance of 32.71 feet;
117. S 52° 10' 08" E a distance of 34.04 feet;
118. S 47° 33' 12" E a distance of 35.06 feet;
119. S 46° 14' 32" E a distance of 33.54 feet;
120. S 46° 05' 49" E a distance of 31.95 feet;
121. S 47° 24' 34" E a distance of 33.28 feet;

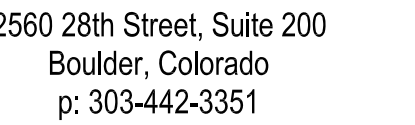
(cont'd from left)

122. S 46° 33' 23" E a distance of 34.15 feet;
123. S 45° 20' 14" E a distance of 34.73 feet;
124. S 45° 08' 49" E a distance of 33.04 feet;
125. S 45° 18' 29" E a distance of 32.28 feet;
126. S 44° 25' 34" E a distance of 31.87 feet;
127. S 47° 16' 09" E a distance of 32.58 feet;
128. S 44° 56' 55" E a distance of 26.51 feet;
129. S 42° 17' 50" E a distance of 25.71 feet;
130. S 41° 52' 51" E a distance of 35.65 feet;
131. S 41° 29' 04" E a distance of 32.31 feet;
132. S 41° 30' 58" E a distance of 32.61 feet;
133. S 39° 40' 26" E a distance of 30.10 feet;
134. S 43° 51' 36" E a distance of 31.28 feet;
135. S 47° 23' 07" E a distance of 35.08 feet;
136. S 47° 57' 34" E a distance of 35.15 feet;
137. S 46° 02' 34" E a distance of 25.97 feet;
138. S 38° 52' 14" E a distance of 38.09 feet;
139. S 33° 48' 48" E a distance of 27.44 feet;
140. S 29° 24' 22" E a distance of 27.32 feet;
141. S 30° 56' 40" E a distance of 24.49 feet;
142. S 37° 52' 45" E a distance of 31.32 feet;
143. S 49° 29' 24" E a distance of 26.70 feet;
144. S 59° 21' 59" E a distance of 26.42 feet;
145. S 61° 44' 13" E a distance of 33.59 feet;
146. S 61° 25' 24" E a distance of 33.52 feet;
147. S 59° 58' 24" E a distance of 29.16 feet;
148. S 51° 35' 16" E a distance of 26.06 feet;
149. S 49° 06' 25" E a distance of 26.55 feet;
150. S 45° 20' 47" E a distance of 27.74 feet;
151. S 43° 58' 04" E a distance of 27.96 feet;
152. S 42° 43' 23" E a distance of 30.25 feet;
153. S 37° 44' 53" E a distance of 28.83 feet;
154. S 34° 08' 31" E a distance of 30.46 feet;
155. S 38° 01' 46" E a distance of 25.88 feet;
156. S 42° 12' 45" E a distance of 27.54 feet;
157. S 43° 31' 15" E a distance of 28.13 feet;
158. S 45° 09' 35" E a distance of 27.49 feet;
159. S 47° 37' 34" E a distance of 28.24 feet;
160. S 48° 21' 34" E a distance of 28.91 feet;
161. S 49° 32' 52" E a distance of 30.52 feet;
162. S 51° 12' 12" E a distance of 30.55 feet;
163. S 52° 37' 45" E a distance of 28.19 feet;
164. S 55° 01' 00" E a distance of 33.90 feet;
165. S 53° 50' 43" E a distance of 25.59 feet;
166. S 50° 23' 24" E a distance of 26.25 feet;
167. S 48° 28' 12" E a distance of 27.86 feet;
168. S 48° 55' 48" E a distance of 29.88 feet;
169. S 51° 44' 53" E a distance of 28.55 feet;
170. S 56° 10' 53" E a distance of 31.14 feet;
171. S 62° 17' 04" E a distance of 31.05 feet;
172. S 66° 41' 03" E a distance of 25.85 feet;
173. S 66° 40' 06" E a distance of 27.06 feet;
174. S 61° 34' 17" E a distance of 32.80 feet;
175. S 57° 56' 49" E a distance of 30.20 feet;
176. S 57° 58' 57" E a distance of 28.04 feet;
177. S 58° 52' 53" E a distance of 25.03 feet;
178. S 62° 37' 03" E a distance of 29.46 feet;
179. S 68° 24' 20" E a distance of 27.25 feet;
180. S 67° 48' 40" E a distance of 31.55 feet;
181. S 69° 00' 03" E a distance of 30.04 feet;
182. S 69° 43' 31" E a distance of 31.51 feet;
183. S 69° 16' 06" E a distance of 30.58 feet;
184. S 69° 40' 34" E a distance of 29.60 feet;
185. S 70° 53' 21" E a distance of 28.11 feet;
186. S 73° 08' 35" E a distance of 28.55 feet;
187. S 76° 41' 49" E a distance of 29.15 feet;
188. S 81° 25' 50" E a distance of 28.60 feet;
189. S 85° 47' 52" E a distance of 28.17 feet;
190. S 85° 57' 08" E a distance of 28.99 feet;
191. S 85° 10' 50" E a distance of 29.44 feet;
192. S 84° 02' 37" E a distance of 25.81 feet;
193. S 87° 65' 20" E a distance of 27.68 feet;
194. S 83° 57' 02" E a distance of 32.67 feet;
195. S 85° 25' 50" E a distance of 33.32 feet;
196. S 87° 06' 51" E a distance of 30.91 feet;
197. N 89° 52' 43" E a distance of 27.50 feet;
198. S 85° 37' 54" E a distance of 30.90 feet;
199. S 75° 08' 14" E a distance of 35.56 feet;
200. S 53° 47' 50" E a distance of 29.23 feet;
201. S 38° 37' 56" E a distance of 34.32 feet;
202. S 18° 09' 05" E a distance of 33.14 feet;
203. S 07° 44' 55" E a distance of 32.64 feet;
204. S 04° 13' 02" E a distance of 31.99 feet;
205. S 00° 41' 58" W a distance of 31.51 feet;
206. S 01° 13' 29" W a distance of 32.44 feet;
207. S 00° 03' 20" E a distance of 32.16 feet;
208. S 02° 47' 46" W a distance of 28.30 feet;
209. S 06° 12' 17" W a distance of 38.26 feet;
210. S 16° 11' 42" W a distance of 37.16 feet;
211. S 24° 29' 21" W a distance of 29.34 feet;
212. S 28° 41' 22" W a distance of 45.06 feet;
213. S 34° 24' 43" W a distance of 30.28 feet;
214. S 40° 01' 56" W a distance of 30.05 feet;
215. S 43° 22' 45" W a distance of 38.41 feet;
216. S 41° 40' 02" W a distance of 34.91 feet;
217. S 37° 13' 45" W a distance of 32.47 feet;
218. S 31° 34' 31" W a distance of 32.66 feet;
219. S 26° 02' 44" W a distance of 35.71 feet;
220. S 24° 24' 12" W a distance of 32.11 feet;
221. S 20° 02' 45" W a distance of 28.30 feet;
222. S 19° 00' 54" W a distance of 35.03 feet;
223. S 15° 53' 59" W a distance of 32.80 feet;
224. S 13° 56' 52" W a distance of 28.35 feet;
225. S 13° 41' 03" W a distance of 27.80 feet;
226. S 14° 06' 12" W a distance of 47.10 feet;
227. S 11° 45' 46" W a distance of 29.86 feet;
228. S 13° 18' 52" W a distance of 15.92 feet;
229. S 10° 22' 47" W a distance of 30.16 feet;
230. S 09° 29' 42" W a distance of 30.12 feet;
231. S 11° 50' 43" W a distance of 31.40 feet;
232. S 11° 03' 12" W a distance of 31.62 feet;
233. S 10° 04' 56" W a distance of 25.34 feet;
234. S 11° 08' 36" W a distance of 19.58 feet;
235. S 32° 47' 37" E a distance of 7.58 feet;
236. S 32° 05' 32" E a distance of 27.59 feet;
237. S 44° 08' 01" E a distance of 29.13 feet;
238. S 52° 04' 36" E a distance of 27.04 feet;
239. S 54° 37' 49" E a distance of 25.73 feet;
240. S 54° 46' 58" E a distance of 26.38 feet;
241. S 58° 03' 45" E a distance of 30.82 feet;
242. S 59° 18' 04" E a distance of 25.17 feet;
243. S 63° 19' 05" E a distance of 29.27 feet;
244. S 60° 16' 48" E a distance of 30.28 feet;
245. S 61° 39' 09" E a distance of 33.01 feet;
246. S 61° 28' 38" E a distance of 33.37 feet;
247. S 55° 46' 17" E a distance of 29.95 feet;
248. S 56° 17' 05" E a distance of 38.86 feet;

(cont'd from left)

249. S 51° 45' 51" E a distance of 57.67 feet;
250. S 48° 44' 08" E a distance of 91.48 feet;
251. S 45° 53' 24" E a distance of 48.20 feet;
252. S 43° 37' 26" E a distance of 41.87 feet;
253. S 45° 38' 04" E a distance of 24.91 feet;
254. S 49° 36' 04" E a distance of 29.00 feet;
255. S 53° 53' 44" E a distance of 30.11 feet;
256. S 58° 27' 45" E a distance of 15.49 feet to the point of intersection with the south line of the SE ¼ of said Section 18;
- thence N 89° 44' 17" W along said south line of said SE ¼ of said Section 18 a distance of 39.68 feet to the point of intersection with the westerly and southerly edge of said Lake Gulch Road;
- thence along said westerly and southerly edge of said Lake Gulch Road the following 259 courses:
1. N 53° 53' 44" W a distance of 14.21 feet;
2. N 49° 36' 04" W a distance of 30.59 feet;
3. N 45° 38' 04" W a distance of 26.06 feet;
4. N 43° 37' 26" W a distance of 41.82 feet;
5. N 45° 53' 24" W a distance of 47.21 feet;
6. N 48° 44' 08" W a distance of 90.36 feet;
7. N 51° 45' 51" W a distance of 56.22 feet;
8. N 56° 17' 05" W a distance of 38.09 feet;
9. N 55° 46' 17" W a distance of 28.96 feet;
10. N 61° 28' 38" W a distance of 32.24 feet;
11. N 61° 39' 09" W a distance of 33.24 feet;
12. N 60° 18' 48" W a distance of 29.96 feet;
13. N 63° 19' 05" W a distance of 29.46 feet;
14. N 59° 18' 04" W a distance of 26.18 feet;
15. N 58° 03' 45" W a distance of 31.69 feet;
16. N 54° 46' 58" W a distance of 27.04 feet;
17. N 54° 37' 49" W a distance of 26.25 feet;
18. N 52° 04' 36" W a distance of 29.05 feet;
19. N 44° 08' 01" W a distance of 32.98 feet;
20. N 32° 05' 32" W a distance of 29.58 feet;
21. N 33° 47' 37" W a distance of 16.35 feet;
22. N 11° 08' 36" E a distance of 28.47 feet;
23. N 10° 04' 56" E a distance of 25.32 feet;
24. N 11° 03' 12" E a distance of 31.96 feet;
25. N 11° 50' 43" E a distance of 31.10 feet;
26. N 09° 29' 42" E a distance of 29.84 feet;
27. N 10° 22' 47" E a distance of 30.89 feet;
28. N 13° 18' 52" E a distance of 16.19 feet;
29. N 11° 45' 46" E a distance of 30.01 feet;
30. N 14° 06' 12" E a distance of 47.47 feet;
31. N 13° 41' 03" E a distance of 27.77 feet;
32. N 13° 56' 52" E a distance of 28.78 feet;
33. N 15° 53' 59" E a distance of 33.77 feet;
34. N 19° 00' 54" E a distance of 35.82 feet;
35. N 20° 02' 45" E a distance of 29.34 feet;
36. N 24° 24' 12" E a distance of 33.26 feet;
37. N 26° 02' 44" E a distance of 37.09 feet;
38. N 31° 34' 31" E a distance of 34.81 feet;
39. N 37° 13' 45" E a distance of 34.41 feet;
40. N 41° 40' 02" E a distance of 36.10 feet;
41. N 43° 22' 45" E a distance of 36.09 feet;
42. N 40° 01' 56" E a distance of 28.32 feet;
43. N 34° 24' 43" E a distance of 28.10 feet;
44. N 28° 41' 22" E a distance of 43.15 feet;
45. N 24° 29' 21" E a distance of 26.96 feet;
46. N 16° 17' 42" E a distance of 33.64 feet;
47. N 06° 12' 17" E a distance of 35.66 feet;
48. N 02° 47' 46" E a distance of 27.09 feet;
49. N 00° 03' 20" W a distance of 31.86 feet;
50. N 01° 13' 29" E a distance of 32.59 feet;
51. N 00° 41' 58" E a distance of 30.52 feet;
52. N 04° 13' 02" W a distance of 30.37 feet;
53. N 07° 44' 55" W a distance of 29.96 feet;
54. N 18° 09' 05" W a distance of 27.17 feet;
55. N 38° 37' 56" W a distance of 27.41 feet;
56. N 53° 47' 50" W a distance of 22.16 feet;
57. N 75° 08' 14" W a distance of 29.40 feet;
58. N 85° 37' 54" W a distance of 28.02 feet;
59. S 89° 52' 43" W a distance of 27.21 feet;
60. N 87° 06' 51" W a distance of 31.81 feet;
61. N 85° 25' 50" W a distance of 33.93 feet;
62. N 83° 57' 02" W a distance of 33.15 feet;
63. N 82° 55' 20" W a distance of 27.67 feet;
64. N 84° 02' 37" W a distance of 25.38 feet;
65. N 85° 10' 50" W a distance of 29.07 feet;
66. N 85° 57' 08" W a distance of 28.87 feet;
67. N 85° 47' 52" W a distance of 29.04 feet;
68. N 81° 25' 50" W a distance of 30.35 feet;
69. N 76° 41' 49" W a distance of 30.74 feet;
70. N 73° 08' 35" W a distance of 29.67 feet;
71. N 70° 53' 21" W a distance of 28.78 feet;
72. N 69° 40' 34" W a distance of 29.91 feet;
73. N 69° 16' 06" W a distance of 30.63 feet;
74. N 69° 23' 51" W a distance of 31.56 feet;
75. N 69° 00' 03" W a distance of 30.35 feet;
76. N 67° 48' 40" W a distance of 31.66 feet;
77. N 68° 24' 20" W a distance of 28.25 feet;
78. N 62° 37' 03" W a distance of 31.29 feet;
79. N 58° 52' 53" W a distance of 26.50 feet;
80. N 54° 58' 57" W a distance of 28.22 feet;
81. N 57° 56' 49" W a distance of 26.94 feet;
82. N 61° 34' 17" W a distance of 31.12 feet;
83. N 66° 40' 06" W a distance of 26.08 feet;
84. N 66° 41' 03" W a distance of 26.69 feet;
85. N 62° 17' 04" W a distance of 33.06 feet;
86. N 56° 10' 53" W a distance of 33.17 feet;
87. N 51° 44' 53" W a distance of 29.94 feet;
88. N 48° 55' 48" W a distance of 30.51 feet;
89. N 48° 28' 12" W a distance of 27.58 feet;
90. N 50° 23' 24" W a distance of 25.21 feet;
91. N 53° 50' 43" W a distance of 24.95 feet;
92. N 53° 43' 00" W a distance of 34.13 feet;
93. N 52° 37' 49" W a distance of 34.14 feet;
94. N 51° 12' 12" W a distance of 31.14 feet;
95. N 49° 32' 52" W a distance of 31.07 feet;
96. N 48° 21' 34" W a distance of 29.28 feet;
97. N 47° 37' 34" W a distance of 28.86 feet;
98. N 45° 09' 35" W a distance of 28.28 feet;
99. N 43° 31' 15" W a distance of 28.64 feet;
100. N 42° 12' 45" W a distance of 28.89 feet;
101. N 38° 01' 46" W a distance of 27.43 feet;
102. N 34° 08' 31" W a distance of 30.52 feet;
103. N 37° 44' 53" W a distance of 27.18 feet;
104. N 42° 43' 23" W a distance of 29.05 feet;
105. N 43° 58' 04" W a distance of 27.4

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK



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ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	ANNEX SUBMITTAL			3.12.2020
2	ANNEX SUBMITTAL			3.23.2020

SHEET No.


2 of 4

2 of 626



See Sheet 3 of 4 for continuation

LEGEND:

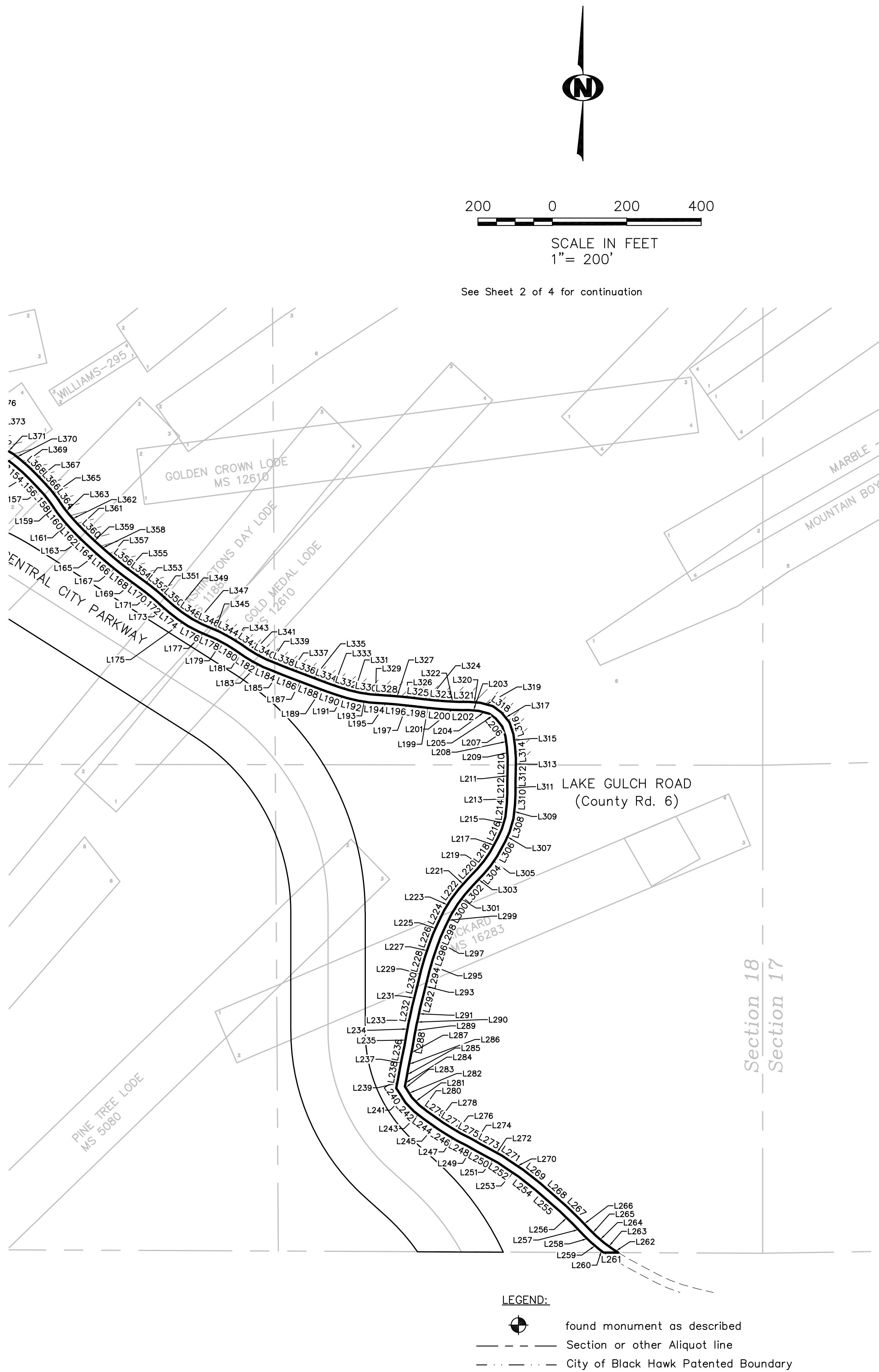
-  found monument as described
 — — — — — Section or other Aliquot line
 - - - - - City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.



2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

Parcel Line Table			
Line #	Length	Direction	
L1	22.08	N00° 14' 12"E	
L2	11.88	N84° 44' 44"W	
L3	35.41	N85° 15' 25"W	
L4	33.73	N84° 42' 28"W	
L5	32.34	N85° 28' 26"W	
L6	31.47	N86° 21' 19"W	
L7	30.21	N87° 13' 04"W	
L8	29.41	N88° 23' 53"W	
L9	34.65	N88° 24' 09"W	
L10	25.20	N88° 22' 11"W	
L11	37.23	N88° 22' 02"W	
L12	35.66	N89° 43' 04"W	
L13	37.12	S88° 16' 44"W	
L14	26.80	S87° 31' 19"W	
L15	28.10	S85° 29' 19"W	
L16	29.34	S84° 48' 46"W	
L17	29.37	S84° 07' 35"W	
L18	28.99	S82° 33' 23"W	
L19	27.66	S78° 58' 54"W	
L20	25.95	S76° 54' 40"W	
L21	25.31	S77° 08' 36"W	
L22	25.19	S78° 10' 02"W	
L23	37.31	S78° 39' 54"W	
L24	25.97	S79° 54' 14"W	
L25	25.95	S80° 28' 29"W	
L26	25.35	S80° 13' 10"W	
L27	25.30	S82° 00' 47"W	
L28	25.74	S83° 11' 19"W	
L29	26.00	S81° 54' 30"W	
L30	37.64	S80° 36' 50"W	
L31	25.96	S77° 53' 04"W	
L32	27.01	S76° 30' 21"W	
L33	27.07	S74° 45' 56"W	
L34	27.76	S73° 10' 29"W	
L35	29.23	S71° 02' 53"W	
L36	29.75	S69° 29' 32"W	
L37	28.95	S68° 02' 26"W	
L38	26.31	S68° 11' 55"W	
L40	27.18	S70° 17' 29"W	
L41	26.00	S72° 23' 23"W	
L42	26.92	S72° 28' 10"W	
L43	27.19	S68° 41' 24"W	
L44	26.69	S71° 51' 48"W	
L45	27.02	S74° 45' 31"W	
L46	28.46	S75° 42' 50"W	
L47	28.92	S77° 13' 39"W	
L48	28.33	S78° 51' 11"W	
L49	27.26	S78° 32' 38"W	
L50	24.88	S76° 41' 51"W	
L51	28.84	S79° 17' 59"W	
L52	5.81	S78° 11' 27"W	
L53	34.96	S77° 38' 35"W	
L54	35.14	S77° 18' 33"W	
L55	34.55	S76° 11' 24"W	
L56	34.26	S76° 19' 36"W	
L57	33.03	S75° 55' 53"W	
L58	33.26	S75° 45' 56"W	
L59	54.21	S77° 56' 07"W	
L60	32.22	S79° 21' 17"W	
L61	29.85	S79° 51' 30"W	
L62	30.14	S81° 04' 54"W	
L63	25.77	S82° 42' 42"W	
L64	28.91	S85° 59' 16"W	
L65	24.87	S87° 30' 36"W	
L66	26.33	S89° 45' 47"W	
L67	29.71	N89° 47' 40"W	
L68	25.73	N89° 16' 33"W	
L69	25.02	S89° 11' 13"W	
L70	28.08	S89° 11' 41"W	
L71	28.75	S87° 57' 44"W	

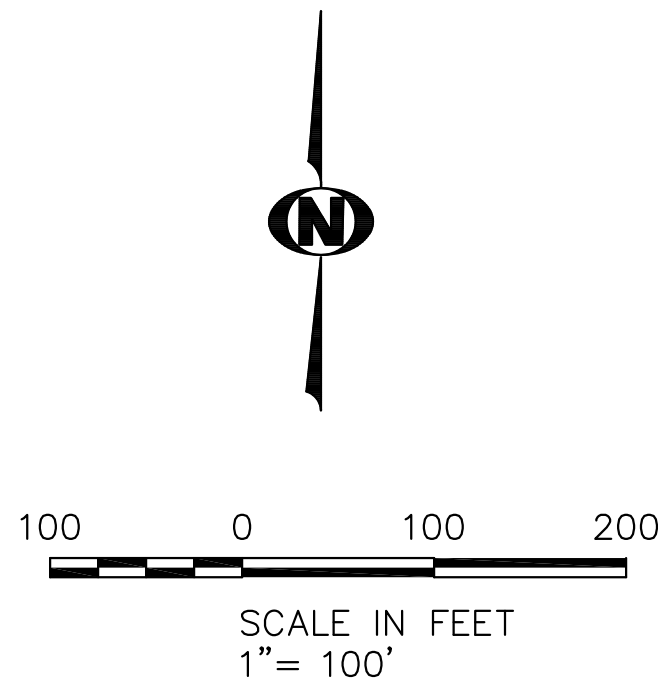
Parcel Line Table			
Line #	Length	Direction	
L72	25.28	S89° 07' 00"W	
L73	28.15	N88° 32' 40"W	
L74	26.04	N82° 16' 38"W	
L75	25.62	N77° 37' 44"W	
L76	30.03	N73° 18' 40"W	
L77	26.36	N71° 44' 22"W	
L78	31.66	N69° 56' 57"W	
L79	26.00	N67° 22' 05"W	
L80	25.12	N64° 31' 22"W	
L81	26.32	N63° 34' 32"W	
L82	25.13	N61° 36' 30"W	
L83	30.91	N55° 33' 38"W	
L84	27.50	N47° 36' 27"W	
L85	30.56	N37° 01' 46"W	
L86	34.15	N31° 20' 23"W	
L87	35.27	N29° 21' 33"W	
L88	34.93	N28° 33' 24"W	
L89	26.41	N28° 15' 54"W	
L90	26.03	N28° 12' 54"W	
L91	25.20	N28° 29' 34"W	
L92	38.14	N29° 02' 31"W	
L93	34.55	N30° 53' 34"W	
L94	29.64	N32° 21' 41"W	
L95	34.03	N34° 37' 33"W	
L96	36.03	N38° 27' 56"W	
L97	33.97	N44° 59' 11"W	
L98	30.25	N48° 19' 15"W	
L99	32.27	N48° 45' 27"W	
L100	30.76	N50° 32' 17"W	
L101	32.27	N52° 05' 43"W	
L102	29.69	N51° 09' 16"W	
L103	28.72	N51° 16' 35"W	
L104	27.45	N53° 32' 16"W	
L105	27.44	N54° 36' 48"W	
L106	33.27	N54° 32' 13"W	
L107	27.06	N57° 04' 54"W	
L108	27.42	N58° 48' 15"W	
L109	28.84	N58° 36' 20"W	
L110	30.31	N57° 16' 49"W	
L111	29.67	N57° 52' 07"W	
L112	29.66	N57° 47' 48"W	
L113	30.86	N58° 32' 09"W	
L114	32.37	N58° 55' 55"W	
L115	33.06	N60° 47' 03"W	
L116	31.24	N64° 12' 09"W	
L117	31.51	N66° 59' 32"W	
L118	31.64	N64° 57' 54"W	
L119	30.28	N66° 27' 41"W	
L120	29.38	N62° 36' 41"W	
L121	30.70	N56° 45' 33"W	
L122	32.26	N52° 10' 05"W	
L123	33.92	N47° 33' 12"W	
L124	33.26	N46° 14' 32"W	
L125	32.17	N46° 05' 49"W	
L126	33.36	N47° 24' 34"W	
L127	33.75	N46° 33' 23"W	
L128	34.45	N45° 20' 14"W	
L129	33.03	N45° 05' 49"W	
L130	32.15	N45° 18' 29"W	
L131	32.24	N44° 25' 34"W	
L132	32.68	N47° 16' 09"W	
L133	25.56	N44° 56' 55"W	
L134	25.12	N42° 17' 50"W	
L135	35.49	N41° 52' 51"W	
L136	32.24	N41° 29' 04"W	
L137	32.25	N41° 30' 58"W	
L138	30.55	N39° 40' 26"W	
L139	32.77	N43° 51' 36"W	
L140	30.52	N40° 41' 58"E	
L141	34.89	N47° 57' 34"W	

Parcel Line Table			
Line #	Length	Direction	
L142	24.23	N46° 02' 34"W	
L143	35.74	N38° 52' 14"W	
L144	25.62	N33° 48' 48"W	
L145	26.77	N29° 24' 22"W	
L146	26.10	N30° 56' 40"W	
L147	34.89	N37° 52' 45"W	
L148	30.84	N49° 29' 24"W	
L149	28.78	N59° 21' 59"W	
L150	33.99	N61° 44' 13"W	
L151	33.19	N61° 25' 24"W	
L152	27.27	N59° 58' 24"W	
L153	23.97	N51° 35' 16"W	
L154	25.35	N49° 06' 25"W	
L155	26.75	N45° 20' 47"W	
L156	27.46	N43° 58' 04"W	
L157	29.05	N42° 43' 23"W	
L158	27.18	N37° 44' 53"W	
L159	30.52	N34° 08' 31"W	
L160	27.43	N38° 01' 46"W	
L161	28.59	N42° 12' 45"W	
L162	28.69	N43° 31' 15"W	
L163	28.28	N45° 09' 35"W	
L164	28.86	N47° 37' 34"W	
L165	29.28	N48° 21' 34"W	
L166	31.07	N49° 32' 52"W	
L167	31.14	N51° 12' 12"W	
L168	28.67	N52° 37' 45"W	
L169	34.13	N53° 43' 00"W	
L170	24.95	N50° 50' 43"W	
L171	25.21	N50° 23' 24"W	
L172	27.58	N48° 28' 12"W	
L173	30.51	N48° 55' 48"W	
L174	29.94	N51° 44' 53"W	
L175	33.17	N56° 10' 53"W	
L176	33.06	N62° 17' 04"W	
L177	26.69	N66° 41' 03"W	
L178	26.08	N66° 40' 06"W	
L179	31.12	N61° 34' 17"W	
L180	28.94	N57° 56' 49"W	
L181	28.22	N54° 58' 57"W	
L182	26.50	N58° 52' 53"W	
L183	31.29	N62° 37' 03"W	
L184	28.25	N68° 24' 20"W	
L185	31.66	N67° 48' 40"W	
L186	30.35	N69° 00' 03"W	
L187	31.56	N69° 23' 51"W	
L188	30.63	N69° 16' 06"W	
L189	29.91	N69° 40' 34"W	
L190	28.78	N70° 53' 21"W	
L191	29.67	N73° 08' 35"W	
L192	30.74	N76° 41' 49"W	
L193	30.35	N81° 25' 50"W	
L194	29.04	N85° 47' 52"W	
L195	28.87	N85° 57' 08"W	
L196	29.07	N85° 10' 50"W	
L197	25.38	N84° 02' 37"W	
L198	27.67	N82° 55' 20"W	
L199	33.15	N83° 57' 02"W	
L200	33.93	N85° 25' 50"W	
L201	31.81	N87° 06' 51"W	
L202	27.21	S89° 52' 43"W	
L203	28.02	N85° 37' 54"W	
L204	29.40	N75° 08' 14"W	
L205	22.16	N53° 47' 50"W	
L206	27.41	N38° 37' 56"W	
L207	27.17	N18° 09' 05"W	
L208	29.96	N07° 44' 55"W	
L209	30.37	N04° 13' 02"W	
L210	30.52	N00° 41' 36"E	
L211	32.59	N01° 13' 29"E	

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 4 TO THE CITY OF BLACK HAWK

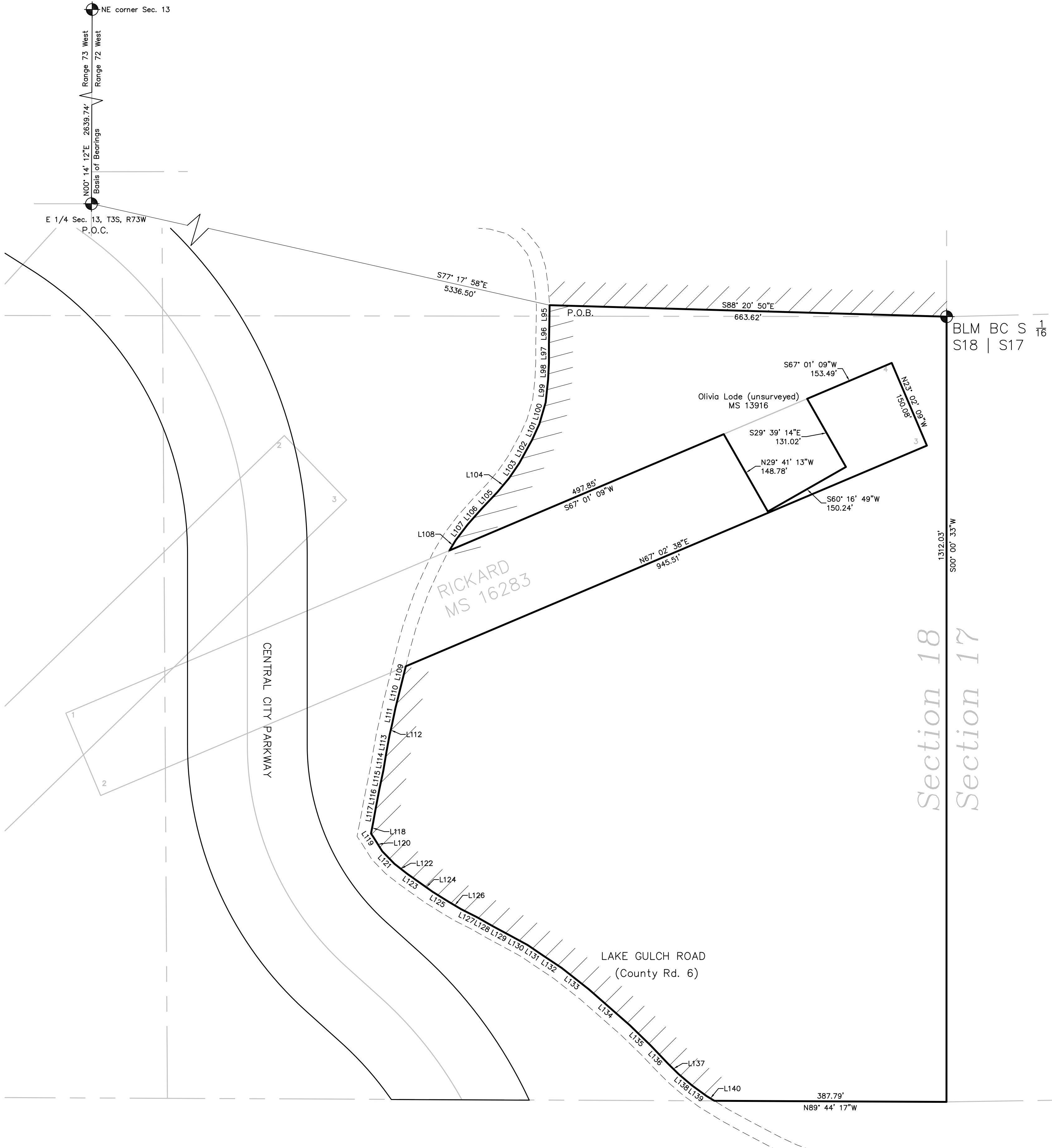
A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
L95	31.57	N00° 41' 58"E
L96	32.44	N01° 13' 29"E
L97	32.16	N00° 03' 20"W
L98	28.30	N02° 47' 46"E
L99	38.26	N06° 12' 17"E
L100	37.16	N16° 17' 42"E
L101	29.34	N24° 29' 21"E
L102	45.06	N28° 41' 22"E
L103	30.28	N34° 24' 43"E
L104	30.05	N40° 01' 56"E
L105	38.41	N43° 22' 45"E
L106	34.91	N41° 40' 02"E
L107	32.47	N37° 13' 45"E
L108	20.73	N31° 34' 31"E
L109	24.47	N13° 41' 03"E
L110	47.10	N14° 06' 12"E
L111	29.86	N11° 45' 46"E
L112	15.92	N13° 18' 52"E
L113	30.16	N10° 22' 47"E
L114	30.12	N09° 29' 42"E
L115	31.40	N11° 50' 43"E
L116	31.62	N11° 03' 12"E
L117	25.34	N10° 04' 56"E
L118	19.58	N11° 08' 36"E
L119	7.58	N33° 47' 37"W
L120	27.59	N32° 05' 32"W
L121	29.13	N44° 08' 01"W
L122	27.04	N52° 04' 36"W
L123	25.73	N54° 37' 49"W
L124	26.38	N54° 46' 58"W
L125	30.82	N58° 03' 45"W
L126	25.17	N59° 18' 04"W
L127	29.27	N63° 19' 05"W
L128	30.28	N60° 16' 48"W
L129	33.01	N61° 39' 09"W
L130	33.37	N61° 28' 38"W
L131	29.95	N55° 46' 17"W
L132	38.86	N56° 17' 05"W
L133	57.67	N51° 45' 51"W
L134	91.48	N48° 44' 08"W
L135	48.20	N45° 53' 24"W
L136	41.87	N43° 37' 26"W
L137	24.91	N45° 38' 04"W
L138	29.00	N49° 36' 04"W
L139	30.11	N53° 53' 44"W
L140	15.49	N58° 27' 45"W

LEGEND:

- found monument as described
- Section or other Aliquot line
- City of Black Hawk Patented Boundary



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DISTILLERY PROJECT
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AND MATERIALS REQUIRED FOR THE
SUCCESSFUL COMPLETION OF THE PROJECT.
THIS INCLUDES BUT IS NOT LIMITED TO THE
QUALITY OF WORKMANSHIP AND MATERIALS
REQUIRED FOR EXECUTION OF THESE
DOCUMENTS AND WORK OR MATERIALS
SUPPLIED BY ANY SUBCONTRACTORS. ALL
WORK SHALL COMPLY WITH GOVERNING
CODES AND ORDINANCES. THE CONTRACTOR
SHALL REVIEW AND UNDERSTAND ALL
DOCUMENTS AND SHALL NOTIFY THE
ARCHITECT IMMEDIATELY OF ANY
DISCREPANCIES IN THE DRAWINGS, FIELD
CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 5 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

MAYOR'S CERTIFICATE:

THE FOREGOING LAKE GULCH WHISKEY RESORT ANNEXATION NO. 5 IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, _____, A.D.

CITY OF BLACK HAWK

DAVID D. SPELLMAN, MAYOR MELISSA A. GREINER, CMC, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFIED COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

MELISSA A. GREINER, CMC, CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20____, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER DEPUTY CLERK

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

NOTES

TOTAL PERIMETER, THIS PLAT = 3,079.32'
1/6 TOTAL PERIMETER = 513.22'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 608.17'
DENOTES BOUNDARY OF LAND ANNEXED

DENOTES CONTIGUOUS CITY BOUNDARY

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

Thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline of said NW ¼ and City of Black Hawk Patented Boundary a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

- S 79° 21' 17" W a distance of 10.12 feet;
- S 77° 56' 07" W a distance of 54.90 feet;
- S 75° 45' 56" W a distance of 33.64 feet;
- S 75° 55' 53" W a distance of 32.92 feet;
- S 76° 19' 36" W a distance of 34.21 feet;
- S 76° 11' 24" W a distance of 34.36 feet;
- S 77° 18' 33" W a distance of 34.86 feet;
- S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;

thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;

thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

- S 80° 36' 50" W a distance of 18.54 feet;
- S 81° 54' 30" W a distance of 25.51 feet;
- S 83° 11' 19" W a distance of 25.72 feet;
- S 82° 00' 47" W a distance of 25.87 feet;
- S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

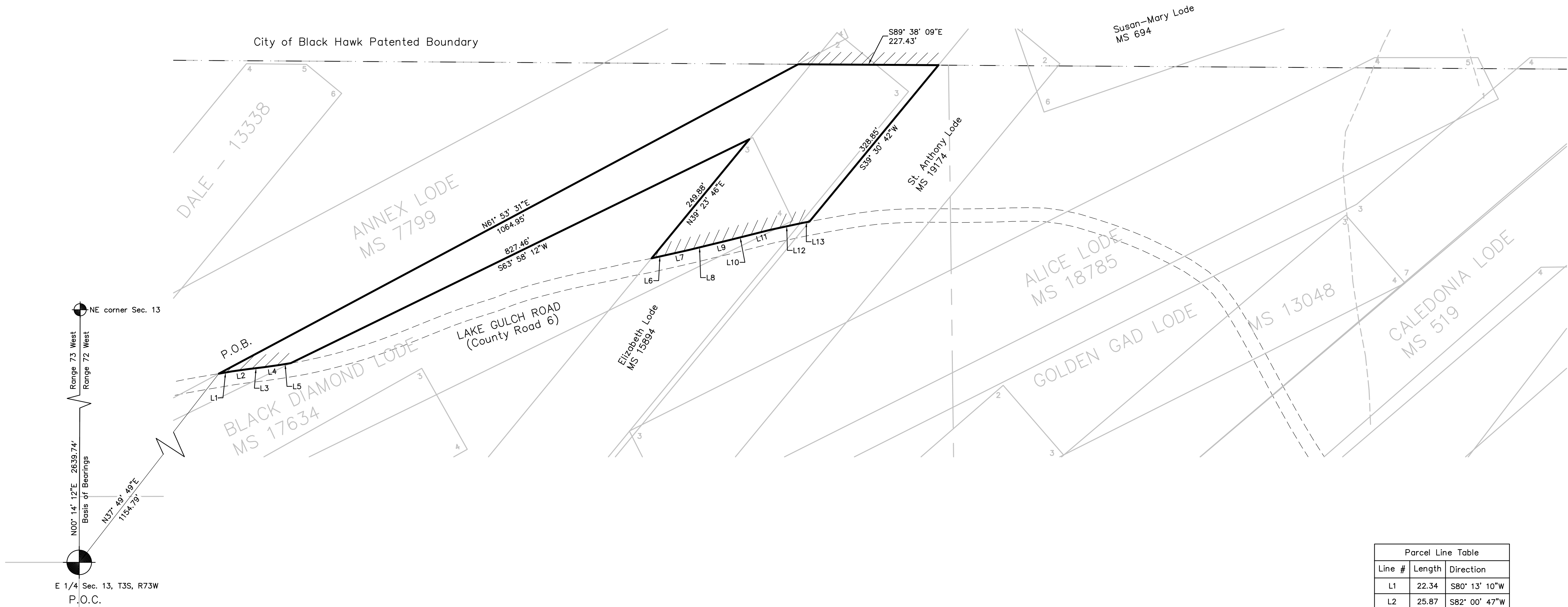
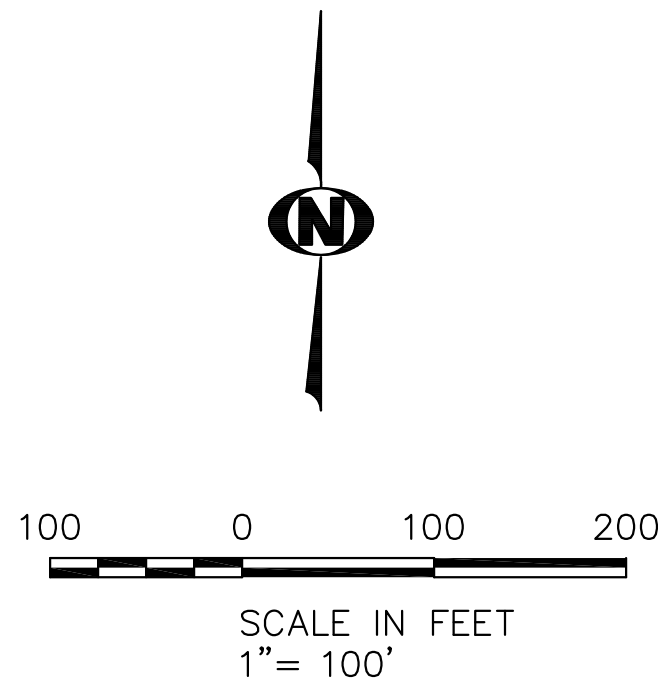
SHEET No.

1 of 2
ANNEXATION PLAT #5

LAKE GULCH WHISKEY RESORT


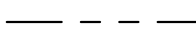
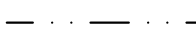
ANNEXATION NO. 5 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
L1	22.34	S80° 13' 10"W
L2	25.87	S82° 00' 47"W
L3	25.72	S83° 11' 19"W
L4	25.51	S81° 54' 30"W
L5	18.54	S80° 36' 50"W
L6	27.75	S77° 38' 35"W
L7	34.86	S77° 18' 33"W
L8	34.36	S76° 11' 24"W
L9	34.21	S76° 19' 36"W
L10	32.92	S75° 55' 53"W
L11	33.64	S75° 45' 56"W
L12	54.90	S77° 56' 07"W
L13	10.12	S79° 21' 17"W

LEGEND:

-  found monument as described
-  Section or other Aliquot line
-  City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.



2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

MAYOR'S CERTIFICATE:

THE FOREGOING LAKE GULCH WHISKEY RESORT ANNEXATION NO. 6 IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, ____ , A.D.

CITY OF BLACK HAWK

DAVID D. SPELLMAN, MAYOR MELISSA A. GREINER, CMC, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFIED COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

MELISSA A. GREINER, CMC, CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20____, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER DEPUTY CLERK

NOTES

TOTAL PERIMETER, THIS PLAT = 3,347.93'
1/6 TOTAL PERIMETER = 557.99'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 756.52'
DENOTES BOUNDARY OF LAND ANNEXED _____

DENOTES CONTIGUOUS CITY BOUNDARY _____

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

- NOTICE:
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- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,839.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Extension Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Extension Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;
thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;
thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Extension Lode;
thence N 24° 10' 55" E along said Line 2-1 of said Notaway Extension Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;
thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;
thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;
thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;
thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;
thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

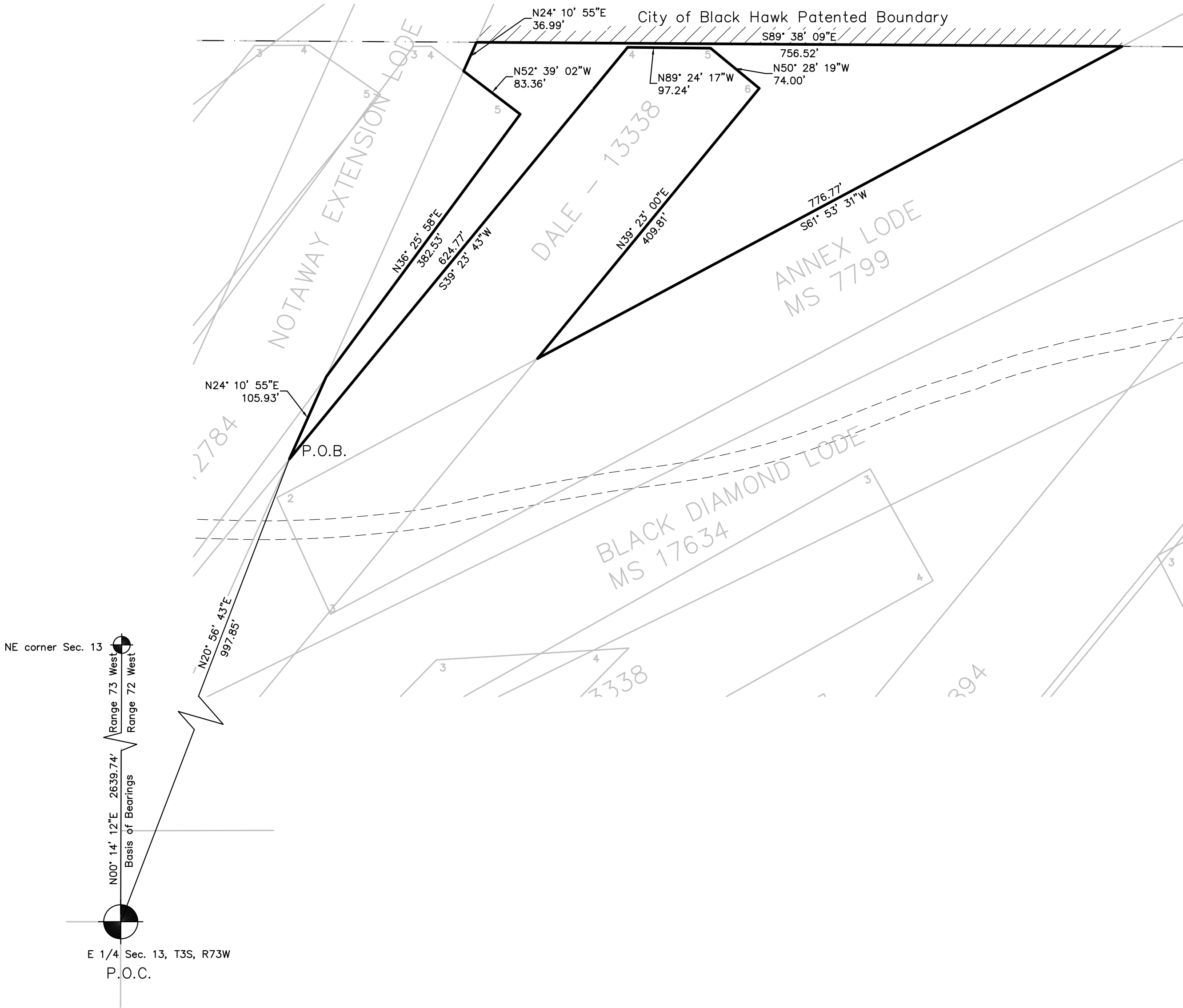
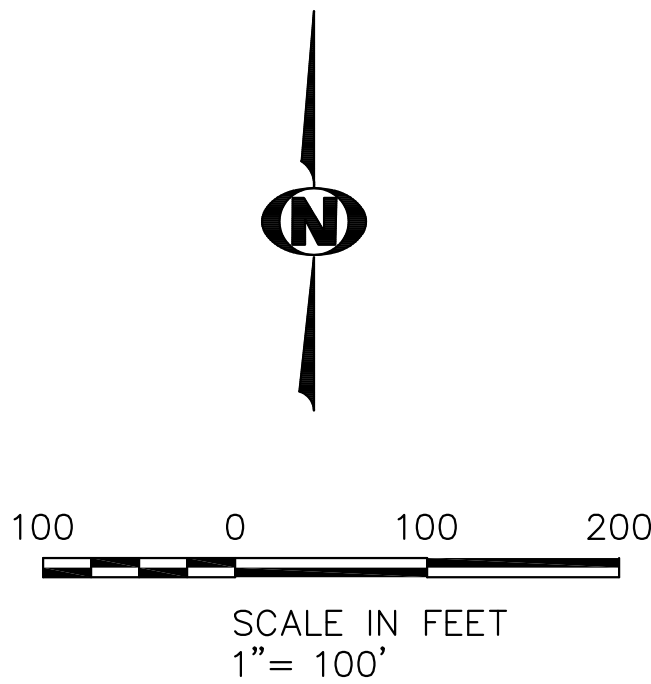
SHEET No.

1 of 2
ANNEXATION PLAT #6


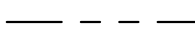
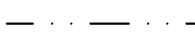
LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



LEGEND:

-  found monument as described
-  Section or other Aliquot line
-  City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

SHEET No.

2 of 2
ANNEXATION PLAT #6

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;
thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.

Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4–3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north–south centerline of the NW ¼ of said Section 17;

thence S 01° 03' 00" E along said north–south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east–west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north–south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1–2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1–2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2–3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north–south centerline of the SW ¼ of said Section 17;

thence S 00° 21' 55" E along said north–south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;

thence S 88° 35' 30" W along the east–west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

MAYOR'S CERTIFICATE:

THE FOREGOING LAKE GULCH WHISKEY RESORT ANNEXATION NO. 7 IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, ____ , A.D.

CITY OF BLACK HAWK

DAVID D. SPELLMAN, MAYOR _____ MELISSA A. GREINER, CMC, CITY CLERK _____

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. _____. A CERTIFIED COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, ____ , A.D.

MELISSA A. GREINER, CMC, CITY CLERK _____

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20__, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK _____

NOTES

TOTAL PERIMETER, THIS PLAT = 7,394.34'
1/6 TOTAL PERIMETER = 1,232.39'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 1,919.44'
DENOTES BOUNDARY OF LAND ANNEXED _____

DENOTES CONTIGUOUS CITY BOUNDARY //////

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

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- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

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His Consultants, Inc.
Lakewood, Colorado
720–273–9940



DISTILLERY PROJECT
Black Hawk, Colorado

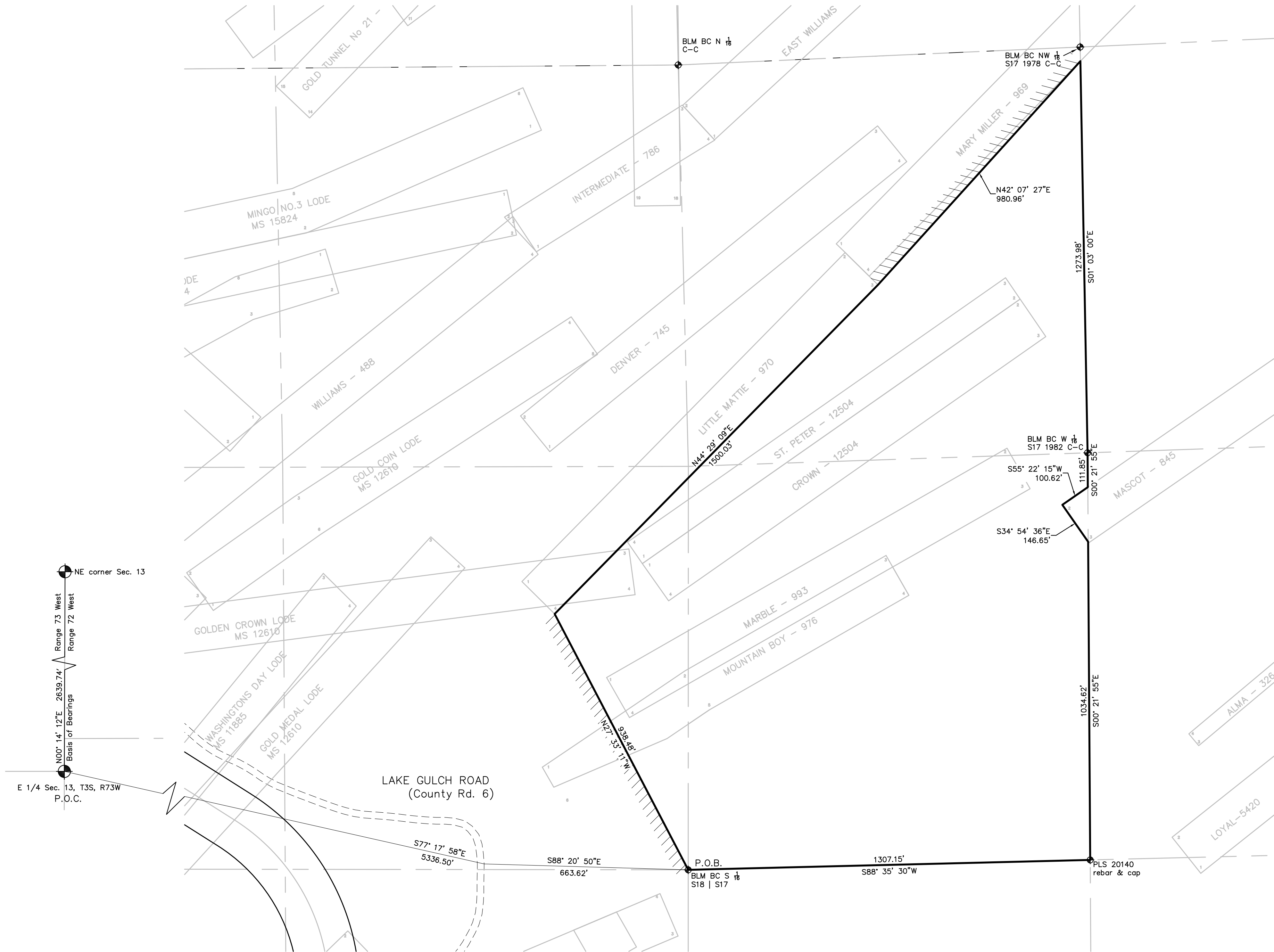
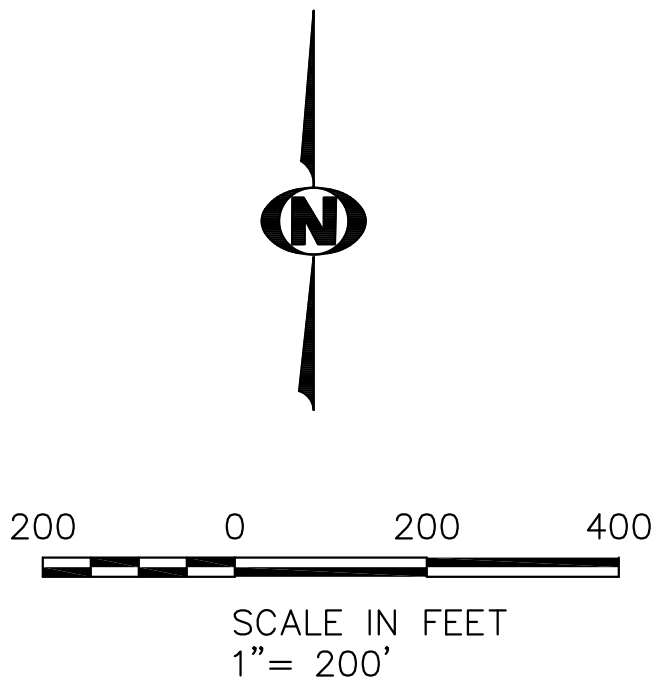
DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



- LEGEND:
- found monument as described
 - Section or other Aliquot line
 - City of Black Hawk Patented Boundary

DOUGLAS L. HOWELL, PLS
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 20140
FOR AND ON BEHALF OF HIS CONSULTANTS, INC.



2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		3.12.2020
2	ANNEX SUBMITTAL		3.23.2020

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

THE UNDERSIGNED, being a "Landowner" as defined in C.R.S. § 31-12-103(6), hereby Petitions the City of Black Hawk (the "City") for annexation for the following described property and further states:

1. The legal description of the land which Landowner requests to be annexed to the City is attached hereto as Exhibit A, hereinafter referred to as the "Property."
2. It is desirable and necessary that the Property be annexed to the City.
3. The requirements of Article II Section 30 of the Colorado Constitution have been met.
4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth ($1/6^{\text{th}}$) of the perimeter of the Property is contiguous with the City.
 - b. A community of interest exists between the Property and the City. The Property is urban or will be urbanized in the near future; and the Property is capable of being integrated into the City.
5. None of the limitations provided in C.R.S. § 31-12-105 are applicable and the requirements of that statute have been met because of the following:
 - a. The annexation of the Property will not result in the Property being divided into separate parts or parcels under identical ownership;
 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
 - c. No annexation proceedings have been commenced for annexation of any part of the Property by any other municipality;
 - d. The entire width of all streets and alleys to be included within the area annexed are included;
 - e. The annexation of the Property will not result in the detachment of area from any school district or the attachment of same to another school district;
 - f. Annexation by the City of the Property will not have the effect of, and will not result in, the denial of reasonable access to landowners, owners of an easement, or

owners of a franchise adjoining a platted street or alley which has been annexed by the City but is not bounded on both sides by the City.

6. The annexation of the Property will not have the effect of extending a boundary of the City more than three miles in any direction from any point of the municipal boundary in the past 12 months.
7. The Landowner comprises the owner in fee of 100 percent of the area of the Property, exclusive of public streets and alleys, and comprises 100 percent of the landowners of the Property. The legal description of the land owned by the signer of this petition is shown on **Exhibit A**.
8. The Landowner requests that the City approve the annexation of the Property.
9. This Petition is accompanied by four copies of an annexation boundary map in the form required by C.R.S. § 31-12-102(1)(d) and attached **Exhibit B**.
10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

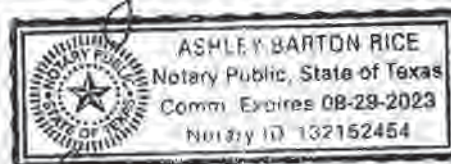
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

- a. I have circulated the Petition for Annexation to the City of Black Hawk set forth herein;
- b. I know the person whose name is subscribed to the foregoing Petition on behalf of the Landowner.
- c. The signature on the foregoing Petition was affixed in my presence and the signature is a true, genuine and correct signature of the person it purports to be.
- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

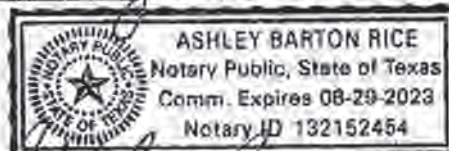
Carl Deddens
Carl Deddens

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER: THESE DOCUMENTS ARE PROVIDED BY CORBIN ARCHITECTURE INC. FOR PROJECT NO. 09-0000000000 AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND INTERNALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY ALL CONCERNED PARTIES OF ANY DISCREPANCIES IN THE DRAWINGS FIELD CONDITIONS OR DIMENSIONS.

ISSUED RETURN ON SCHEDULE			
NO.	DEFINITION	APPROX. CIRCULAR	DATE
1	DEFINITION		10-10-2000

SHFT No.

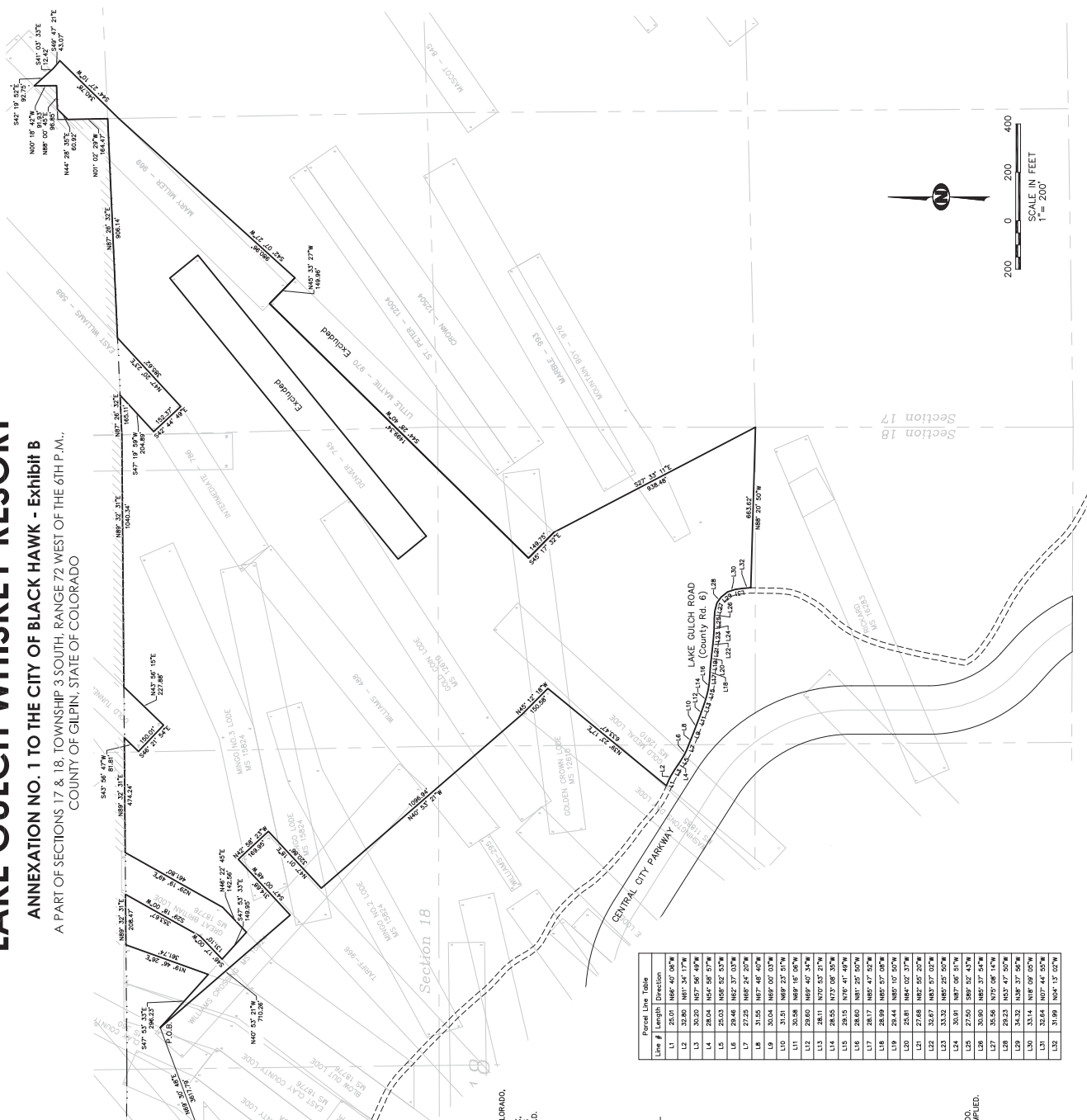
2 of 2

ANNEXATION PLAT #1

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 1 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE:
THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE
BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO
THIS _____ DAY OF _____ A.D. _____

DAVID D. SPELLMAN _____

MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO,
DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE
ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK,
COLORADO, BY ORDINANCE NO. _____. A CERTIFICATE COPY OF WHICH IS
HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____ A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER
OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS _____ DAY OF _____
_____ IN BOOK _____, PAGE _____, RECEPTION NO. _____

MULLEN COUNTY CLERK AND RECORDER

NOTES

TOTAL PERIMETER THIS PLAT = 18.824.01'

PERIMETER = 3,137.49'
/6 TOTAL PERIMETER = 3,137.49'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,147.55'

— INDICATES BOUNDARY OF LAND ANNEXED TO EXISTING CITY OF BLACK HAWK — 5,147.32

ENOTES CONTIGUOUS CITY BOUNDARY

- NOTICE:** According to Colorado law, you must commence any legal action against any contractor within one year of the day one year after you first discover such defect, in no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
1. This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.
 - 2.

SURVEYOR'S CERTIFICATE

DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT ELIMINATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS J. HOWE | PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A SECONDARY SURVEY

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

THE UNDERSIGNED, being a "Landowner" as defined in C.R.S. § 31-12-103(6), hereby Petitions the City of Black Hawk (the "City") for annexation for the following described property and further states:

1. The legal description of the land which Landowner requests to be annexed to the City is attached hereto as Exhibit A, hereinafter referred to as the "Property."
2. It is desirable and necessary that the Property be annexed to the City.
3. The requirements of Article II Section 30 of the Colorado Constitution have been met.
4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth (1/6th) of the perimeter of the Property is contiguous with the City.
 - b. A community of interest exists between the Property and the City. The Property is urban or will be urbanized in the near future; and the Property is capable of being integrated into the City.
5. None of the limitations provided in C.R.S. § 31-12-105 are applicable and the requirements of that statute have been met because of the following:
 - a. The annexation of the Property will not result in the Property being divided into separate parts or parcels under identical ownership;
 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
 - c. No annexation proceedings have been commenced for annexation of any part of the Property by any other municipality;
 - d. The entire width of all streets and alleys to be included within the area annexed are included;
 - e. The annexation of the Property will not result in the detachment of area from any school district or the attachment of same to another school district;
 - f. Annexation by the City of the Property will not have the effect of, and will not result in, the denial of reasonable access to landowners, owners of an easement, or

owners of a franchise adjoining a platted street or alley which has been annexed by the City but is not bounded on both sides by the City.

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9. This Petition is accompanied by four copies of an annexation boundary map in the form required by C.R.S. § 31-12-102(1)(d) and attached **Exhibit B**.
10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

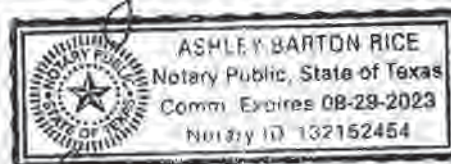
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

- a. I have circulated the Petition for Annexation to the City of Black Hawk set forth herein;
- b. I know the person whose name is subscribed to the foregoing Petition on behalf of the Landowner.
- c. The signature on the foregoing Petition was affixed in my presence and the signature is a true, genuine and correct signature of the person it purports to be.
- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

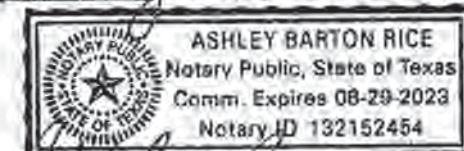
Carl Deddens
Carl Deddens

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public



DISTILLERY PROJECT
Black Hawk, Colorado

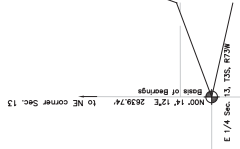
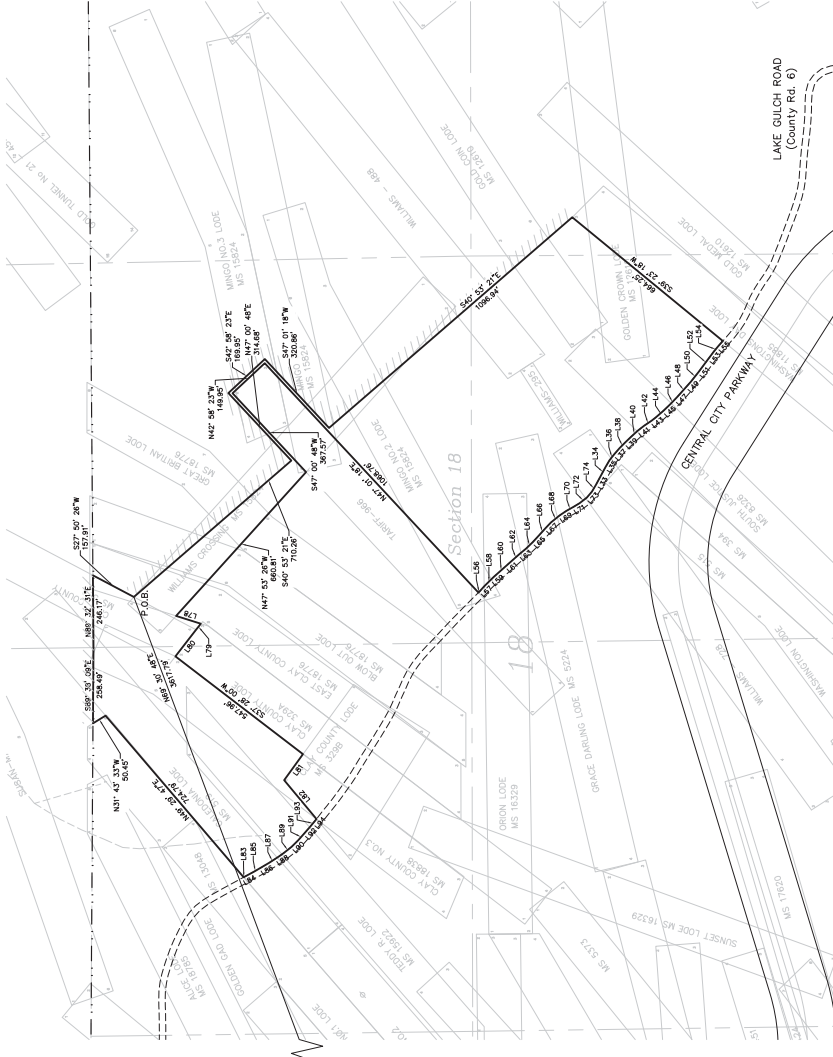
DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY
HIS CONSULTANTS, INC. (HIC) AS A
SERVANT OF THE PEOPLE PROJECT
FOR THE DISTILLERY PROJECT. HIC
SHALL BE RESPONSIBLE FOR THE
ACCURACY OF THE INFORMATION
AND MATERIALS SUBMITTED TO THE
SUCCEEDING COMPLETION OF THE PROJECT.
HIC SHALL NOT BE RESPONSIBLE FOR
THE QUALITY OF INFORMATION AND MATERIALS
SUBMITTED TO THE DISTILLERY PROJECT.
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SUBMITTED TO THE DISTILLERY PROJECT.
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HIC SHALL NOT BE RESPONSIBLE FOR
THE QUALITY OF INFORMATION AND MATERIALS
SUBMITTED TO THE DISTILLERY PROJECT.

SHEET INFORMATION		
SHEET NO.	2 OF 2	ANNEXATION PLAT #2

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 2 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
1.1	33.69	N87°42'13"W
1.2	33.69	N87°25'24"W
1.3	33.69	N87°25'24"W
1.4	26.06	N87°30'16"W
1.5	26.06	N87°06'25"W
1.6	27.74	N45°20'47"W
1.7	27.06	N42°58'04"W
1.8	30.25	N42°44'23"W
1.9	30.46	N42°08'31"W
2.0	27.04	N42°12'45"W
2.1	28.13	N42°31'15"W
2.2	28.13	N42°31'15"W
2.3	28.13	N42°31'15"W
2.4	28.13	N42°31'15"W
2.5	30.55	N42°32'52"W
2.6	30.55	N42°32'52"W
2.7	28.19	N42°37'45"W
2.8	33.90	N42°57'07"W
2.9	25.59	N42°50'43"W
3.0	26.25	N42°23'24"W
3.1	24.96	N42°28'12"W
3.2	5.81	N44°25'34"W
3.3	32.58	N42°16'09"W
3.4	26.01	N44°06'50"W
3.5	25.71	N42°17'50"W
3.6	25.83	N41°52'31"W
3.7	25.71	N41°52'31"W
3.8	30.50	N42°42'30"W
3.9	31.38	N42°51'30"W
4.0	31.08	N42°25'27"W
4.1	35.15	N42°57'34"W
4.2	25.97	N42°57'34"W
4.3	38.09	N28°52'14"W
4.4	27.44	N42°48'48"W
4.5	27.32	N42°24'22"W
4.6	27.32	N42°56'40"W
4.7	31.32	N42°52'45"W
4.8	26.70	N42°29'24"W
4.9	26.42	N42°17'59"W
5.0	30.12	N42°32'17"W
5.1	4.07	N42°08'43"W

Parcel Line Table		
Line #	Length	Direction
1.1	33.69	N87°42'13"W
1.2	33.69	N87°25'24"W
1.3	33.69	N87°25'24"W
1.4	26.06	N87°30'16"W
1.5	26.06	N87°06'25"W
1.6	27.74	N45°20'47"W
1.7	27.06	N42°58'04"W
1.8	30.25	N42°44'23"W
1.9	30.46	N42°08'31"W
2.0	27.04	N42°12'45"W
2.1	28.13	N42°31'15"W
2.2	28.13	N42°31'15"W
2.3	28.13	N42°31'15"W
2.4	28.13	N42°31'15"W
2.5	30.55	N42°32'52"W
2.6	30.55	N42°32'52"W
2.7	28.19	N42°37'45"W
2.8	33.90	N42°57'07"W
2.9	25.59	N42°50'43"W
3.0	26.25	N42°23'24"W
3.1	24.96	N42°28'12"W
3.2	5.81	N44°25'34"W
3.3	32.58	N42°16'09"W
3.4	26.01	N44°06'50"W
3.5	25.71	N42°17'50"W
3.6	25.83	N41°52'31"W
3.7	25.71	N41°52'31"W
3.8	30.50	N42°42'30"W
3.9	31.38	N42°51'30"W
4.0	31.08	N42°25'27"W
4.1	35.15	N42°57'34"W
4.2	25.97	N42°57'34"W
4.3	38.09	N28°52'14"W
4.4	27.44	N42°48'48"W
4.5	27.32	N42°24'22"W
4.6	27.32	N42°56'40"W
4.7	31.32	N42°52'45"W
4.8	26.70	N42°29'24"W
4.9	26.42	N42°17'59"W
5.0	30.12	N42°32'17"W
5.1	4.07	N42°08'43"W

MAYOR'S CERTIFICATE
THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE
BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO
THIS ____ DAY OF ____, A.D.

DAVID D. SPELMAN _____ MEISSA GREENER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, JEREMY GERRY, CLERK OF THE CITY OF BLACK HAWK, COLORADO,
DO HEREBY CERTIFY THAT THIS PLAT IS A CORRECT COPY OF THE
ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK,
COLORADO, BY ORDINANCE NO. ____ AND IS A TRUE AND CORRECT COPY OF THE
RECORD FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER
GILPIN COUNTY AT CENTRAL CITY, COLORADO, THIS ____ DAY OF ____
20__ IN BOOK ____ PAGE ____ RECEPTION NO. ____

GILPIN COUNTY CLERK AND RECORDER

NOTES

TOTAL PERIMETER THIS PLAT = 3,546.19'
TOTAL PERIMETER EXISTING CITY OF BLACK HAWK = 3,117.35'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,117.35'
DENOTES CONTIGUOUS CITY BOUNDARY

- NOTICE:
According to Colorado law, you must commence any legal
action to enforce this plat within the following time limits:
years after you first discover such defect, in no event
commenced more than ten years from the date of certification
shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc.
and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF
COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT
DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST
ONE (1) ADJACENT PROPERTY OWNER HAS BEEN ADVISED OF THE SURVEY
TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO.
THIS ANNEXATION MAP IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED.
DOUGLAS L. HOWELL PLS 20140

NOTICE

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BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A
BOUNDARY SURVEY.

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

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1. The legal description of the land which Landowner requests to be annexed to the City is attached hereto as Exhibit A, hereinafter referred to as the "Property."
2. It is desirable and necessary that the Property be annexed to the City.
3. The requirements of Article II Section 30 of the Colorado Constitution have been met.
4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth ($1/6^{\text{th}}$) of the perimeter of the Property is contiguous with the City.
 - b. A community of interest exists between the Property and the City. The Property is urban or will be urbanized in the near future; and the Property is capable of being integrated into the City.
5. None of the limitations provided in C.R.S. § 31-12-105 are applicable and the requirements of that statute have been met because of the following:
 - a. The annexation of the Property will not result in the Property being divided into separate parts or parcels under identical ownership;
 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
 - c. No annexation proceedings have been commenced for annexation of any part of the Property by any other municipality;
 - d. The entire width of all streets and alleys to be included within the area annexed are included;
 - e. The annexation of the Property will not result in the detachment of area from any school district or the attachment of same to another school district;
 - f. Annexation by the City of the Property will not have the effect of, and will not result in, the denial of reasonable access to landowners, owners of an easement, or

owners of a franchise adjoining a platted street or alley which has been annexed by the City but is not bounded on both sides by the City.

6. The annexation of the Property will not have the effect of extending a boundary of the City more than three miles in any direction from any point of the municipal boundary in the past 12 months.
7. The Landowner comprises the owner in fee of 100 percent of the area of the Property, exclusive of public streets and alleys, and comprises 100 percent of the landowners of the Property. The legal description of the land owned by the signer of this petition is shown on **Exhibit A**.
8. The Landowner requests that the City approve the annexation of the Property.
9. This Petition is accompanied by four copies of an annexation boundary map in the form required by C.R.S. § 31-12-102(1)(d) and attached **Exhibit B**.
10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

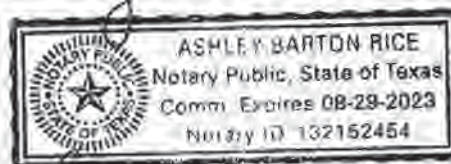
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

- a. I have circulated the Petition for Annexation to the City of Black Hawk set forth herein;
- b. I know the person whose name is subscribed to the foregoing Petition on behalf of the Landowner.
- c. The signature on the foregoing Petition was affixed in my presence and the signature is a true, genuine and correct signature of the person it purports to be.
- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

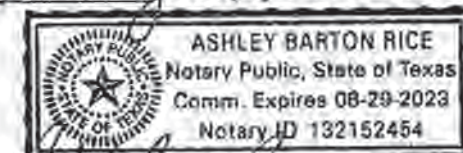
Carl Deddens
Carl Deddens

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public



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BUSINESS SCHEDULE					
NO.	DISCRIPTION	AUTHOR	CHECKED	DATE	
					JUL 2001

ANNEXATION PLAT #3

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

[illegible][illegible][illegible]

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DATE	DESCRIPTION	BY	CHKD
11/11/2010	11/11/2010	11/11/2010	11/11/2010

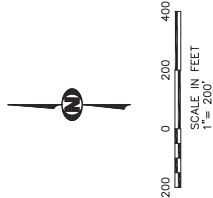
LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit B, 1 of 3

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M., COUNTY OF GILPIN, STATE OF COLORADO



See Sheet 3 of 4 for continuation



MAYOR'S CERTIFICATE
THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF ____ , A.D.

DAVID D. SPELMAN _____ WEISSA GRENER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. _____, CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____ , A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE
ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF ____ , A.D. IN BOOK ____ PAGE ____ RECEPTION NO. ____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK _____

NOTES

TOTAL PERIMETER THIS PLAT IS 16,957.89'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,039.24'
PERIMETER BOUNDARY OF LAND ANNEXED _____
DENOTES CONTIGUOUS CITY BOUNDARY _____

- NOTICE:
According to Colorado law, you must commence any legal action to set aside this map within two years after you first discover such defect. In no event shall the statute of limitations period for such action commence more than ten years from the date of certification shown herein.
- This Survey does not constitute a title search by His Consultants, Inc. It is intended for use as a guide only and does not constitute a warranty or title of record.

SUBJECT'S CERTIFICATE

I, _____, PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST _____ YEARS HAVE ELAPSED SINCE THE DATE OF THE SURVEY OF THE LAND TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HONELL PLS 20140

NOTICE
THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

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NO.	DESCRIPTION	AMOUNT	CHECKED	DATE
1	ANNUAL SUBMITTAL			03-2020

SHEET No.

4 of 4

ANNEXATION PLAT #3

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit B, 3 of 3

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

Person Line Table			Person Line Table		
Line #	Length	Direction	Line #	Length	Direction
L1204	25.26	N80° 41' 12"E	L1204	25.26	S80° 07' 00"W
L1205	25.41	N80° 15' 45"E	L1205	25.41	S80° 37' 00"W
L1206	33.74	N85° 42' 25"E	L1206	33.74	S85° 16' 30"W
L1207	32.34	N85° 25' 45"E	L1207	32.34	S85° 37' 45"W
L1208	35.47	N85° 1' 11"E	L1208	35.47	S85° 1' 11"E
L1209	30.63	N87° 15' 44"E	L1209	30.63	S87° 15' 44"W
L1210	31.66	N88° 56' 57"E	L1210	31.66	S88° 56' 57"W
L1211	34.65	N88° 25' 53"E	L1211	34.65	S88° 27' 00"W
L1212	25.25	N88° 27' 10"E	L1212	25.12	S84° 31' 22"W
L1213	25.12	N84° 31' 22"E	L1213	25.33	S85° 34' 33"W
L1214	25.33	N85° 34' 33"E	L1214	25.33	S85° 34' 33"W
L1215	31.72	N86° 5' 45"E	L1215	31.72	S86° 5' 45"W
L1216	32.54	N86° 25' 45"E	L1216	32.54	S86° 25' 45"W
L1217	32.34	N85° 42' 25"E	L1217	32.34	S85° 42' 25"W
L1218	35.47	N85° 1' 11"E	L1218	35.47	S85° 1' 11"W
L1219	30.63	N87° 15' 44"E	L1219	30.63	S87° 15' 44"W
L1220	31.66	N88° 56' 57"E	L1220	31.66	S88° 56' 57"W
L1221	34.65	N88° 25' 53"E	L1221	34.65	S88° 25' 53"W
L1222	25.25	N88° 27' 10"E	L1222	25.25	S88° 27' 10"W
L1223	25.12	N84° 31' 22"E	L1223	25.12	S84° 31' 22"W
L1224	25.33	N85° 34' 33"E	L1224	25.33	S85° 34' 33"W
L1225	31.72	N86° 5' 45"E	L1225	31.72	S86° 5' 45"W
L1226	32.54	N86° 25' 45"E	L1226	32.54	S86° 25' 45"W
L1227	32.34	N85° 42' 25"E	L1227	32.34	S85° 42' 25"W
L1228	35.47	N85° 1' 11"E	L1228	35.47	S85° 1' 11"W
L1229	30.63	N87° 15' 44"E	L1229	30.63	S87° 15' 44"W
L1230	31.66	N88° 56' 57"E	L1230	31.66	S88° 56' 57"W
L1231	34.65	N88° 25' 53"E	L1231	34.65	S88° 25' 53"W
L1232	25.25	N88° 27' 10"E	L1232	25.25	S88° 27' 10"W
L1233	25.12	N84° 31' 22"E	L1233	25.12	S84° 31' 22"W
L1234	25.33	N85° 34' 33"E	L1234	25.33	S85° 34' 33"W
L1235	31.72	N86° 5' 45"E	L1235	31.72	S86° 5' 45"W
L1236	32.54	N86° 25' 45"E	L1236	32.54	S86° 25' 45"W
L1237	32.34	N85° 42' 25"E	L1237	32.34	S85° 42' 25"W
L1238	35.47	N85° 1' 11"E	L1238	35.47	S85° 1' 11"W
L1239	30.63	N87° 15' 44"E	L1239	30.63	S87° 15' 44"W
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L1242	25.25	N88° 27' 10"E	L1242	25.25	S88° 27' 10"W
L1243	25.12	N84° 31' 22"E	L1243	25.12	S84° 31' 22"W
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L1247	32.34	N85° 42' 25"E	L1247	32.34	S85° 42' 25"W
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L1251	34.65	N88° 25' 53"E	L1251	34.65	S88° 25' 53"W
L1252	25.25	N88° 27' 10"E	L1252	25.25	S88° 27' 10"W
L1253	25.12	N84° 31' 22"E	L1253	25.12	S84° 31' 22"W
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L1258	35.47	N85° 1' 11"E	L1258	35.47	S85° 1' 11"W
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L1260	31.66	N88° 56' 57"E	L1260	31.66	S88° 56' 57"W
L1261	34.65	N88° 25' 53"E	L1261	34.65	S88° 25' 53"W
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L1265	31.72	N86° 5' 45"E	L1265	31.72	S86° 5' 45"W
L1266	32.54	N86° 25' 45"E	L1266	32.54	S86° 25' 45"W
L1267	32.34	N85° 42' 25"E	L1267	32.34	S85° 42' 25"W
L1268	35.47	N85° 1' 11"E	L1268	35.47	S85° 1' 11"W
L1269	30.63	N87° 15' 44"E	L1269	30.63	S87° 15' 44"W
L1270	31.66	N88° 56' 57"E	L1270	31.66	S88° 56' 57"W
L1271	34.65	N88° 25' 53"E	L1271	34.65	S88° 25' 53"W
L1272	25.25	N88° 27' 10"E	L1272	25.25	S88° 27' 10"W
L1273	25.12	N84° 31' 22"E	L1273	25.12	S84° 31' 22"W
L1274	25.33	N85° 34' 33"E	L1274	25.33	S85° 34' 33"W
L1275	31.72	N86° 5' 45"E	L1275	31.72	S86° 5' 45"W
L1276	32.54	N86° 25' 45"E	L1276	32.54	S86° 25' 45"W
L1277	32.34	N85° 42' 25"E	L1277	32.34	S85° 42' 25"W
L1278	35.47	N85° 1' 11"E	L1278	35.47	S85° 1' 11"W
L1279	30.63	N87° 15' 44"E	L1279	30.63	S87° 15' 44"W
L1280	31.66	N88° 56' 57"E	L1280	31.66	S88° 56' 57"W
L1281	34.65	N88° 25' 53"E	L1281	34.65	S88° 25' 53"W
L1282	25.25	N88° 27' 10"E	L1282	25.25	S88° 27' 10"W
L1283	25.12	N84° 31' 22"E	L1283	25.12	S84° 31' 22"W
L1284	25.33	N85° 34' 33"E	L1284	25.33	S85° 34' 33"W
L1285	31.72	N86° 5' 45"E	L1285	31.72	S86° 5' 45"W
L1286	32.54	N86° 25' 45"E	L1286	32.54	S86° 25' 45"W
L1287	32.34	N85° 42' 25"E	L1287	32.34	S85° 42' 25"W
L1288	35.47	N85° 1' 11"E	L1288	35.47	S85° 1' 11"W
L1289	30.63	N87° 15' 44"E	L1289	30.63	S87° 15' 44"W
L1290	31.66	N88° 56' 57"E	L1290	31.66	S88° 56' 57"W
L1291	34.65	N88° 25' 53"E	L1291	34.65	S88° 25' 53"W
L1292	25.25	N88° 27' 10"E	L1292	25.25	S88° 27' 10"W
L1293	25.12	N84° 31' 22"E	L1293	25.12	S84° 31' 22"W
L1294	25.33	N85° 34' 33"E	L1294	25.33	S85° 34' 33"W
L1295	31.72	N86° 5' 45"E	L1295	31.72	S86° 5' 45"W
L1296	32.54	N86° 25' 45"E	L1296	32.54	S86° 25' 45"W
L1297	32.34	N85° 42' 25"E	L1297	32.34	S85° 42' 25"W
L1298	35.47	N85° 1' 11"E	L1298	35.47	S85° 1' 11"W
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L1301	34.65	N88° 25' 53"E	L1301	34.65	S88° 25' 53"W
L1302	25.25	N88° 27' 10"E	L1302	25.25	S88° 27' 10"W
L1303	25.12	N84° 31' 22"E	L1303	25.12	S84° 31' 22"W
L1304	25.33	N85° 34' 33"E	L1304	25.33	S85° 34' 33"W
L1305	31.72	N86° 5' 45"E	L1305	31.72	S86° 5' 45"W
L1306	32.54	N86° 25' 45"E	L1306	32.54	S86° 25' 45"W
L1307	32.34	N85° 42' 25"E	L1307	32.34	S85° 42' 25"W
L1308	35.47	N85° 1' 11"E	L1308	35.47	S85° 1' 11"W
L1309	30.63	N87° 15' 44"E	L1309	30.63	S87° 15' 44"W
L1310	31.66	N88° 56' 57"E	L1310	31.66	S88° 56' 57"W
L1311	34.65	N88° 25' 53"E	L1311	34.65	S88° 25' 53"W
L1312	25.25	N88° 27' 10"E	L1312	25.25	S88° 27' 10"W
L1313	25.12	N84° 31' 22"E	L1313	25.12	S84° 31' 22"W
L1314	25.33	N85° 34' 33"E	L1314	25.33	S85° 34' 33"W
L1315	31.72	N86° 5' 45"E	L1315	31.72	S86° 5' 45"W
L1316	32.54	N86° 25' 45"E	L1316	32.54	S86° 25' 45"W
L1317	32.34	N85° 42' 25"E	L1317	32.34	S85° 42' 25"W
L1318	35.47	N85° 1' 11"E	L1318	35.47	S85° 1' 11"W
L1319	30.63	N87° 15' 44"E	L1319	30.63	S87° 15' 44"W
L1320	31.66	N88° 56' 57"E	L1320	31.66	S88° 56' 57"W
L1321	34.65	N88° 25' 53"E	L1321	34.65	S88° 25' 53"W
L1322	25.25	N88° 27' 10"E	L1322	25.25	S88° 27' 10"W
L1323	25.12	N84° 31' 22"E	L1323	25.12	S84° 31' 22"W
L1324	25.33	N85° 34' 33"E	L1324	25.33	S85° 34' 33"W
L1325	31.72	N86° 5' 45"E	L1325	31.72	S86° 5' 45"W
L1326	32.54	N86° 25' 45"E	L1326	32.54	S86° 25' 45"W
L1327	32.34	N85° 42' 25"E	L1327	32.34	S85° 42' 25"W
L1328	35.47	N85° 1' 11"E	L1328	35.47	S85° 1' 11"W
L1329	30.63	N87° 15' 44"E	L1329	30.63	S87° 15' 44"W
L1330	31.66	N88° 56' 57"E	L1330	31.66	S88° 56' 57"W
L1331	34.65	N88° 25' 53"E	L1331	34.65	S88° 25' 53"W
L1332	25.25	N88° 27' 10"E	L1332	25.25	S88° 27' 10"W
L1333	25.12	N84° 31' 22"E	L1333	25.12	S84° 31' 22"W
L1334	25.33	N85° 34' 33"E	L1334	25.33	S85° 34' 33"W
L1335	31.72	N86° 5' 45"E	L1335	31.72	S86° 5' 45"W
L1336	32.54	N86° 25' 45"E	L1336	32.54	S86° 25' 45"W
L1337	32.34	N85° 42' 25"E	L1337	32.34	S85° 42' 25"W
L1338	35.47	N85° 1' 11"E	L1338	35.47	S85° 1' 11"W
L1339	30.63	N87° 15' 44"E	L1339	30.63	S87° 15' 44"W
L1340	31.66	N88° 56' 57"E	L1340	31.66	S88° 56' 57"W
L1341	34.65	N88° 25' 53"E	L1341	34.65	S88° 25' 53"W
L1342	25.25	N88° 27' 10"E	L1342	25.25	S88° 27' 10"W
L1343	25.12	N84° 31' 22"E	L1343	25.12	S84° 31' 22"W
L1344	25.33	N85° 34' 33"E	L1344	25.33	S85° 34' 33"W
L1345	31.72	N86° 5' 45"E	L1345	31.72	S86° 5' 45"W
L1346	32.54	N86° 25' 45"E	L1346	32.54	S86° 25' 45"W
L1347	32.34	N85° 42' 25"E	L1347	32.34	S85° 42' 25"W
L1348	35.47	N85° 1' 11"E	L1348	35.47	S85° 1' 11"W
L1349	30.63	N87° 15' 44"E	L1349	30.63	S87° 15' 44"W
L1350	31.66	N88° 56' 57"E	L1350	31.66	S88° 56' 57"W
L1351	34.65	N88° 25' 53"E	L1351	34.65	S88° 25' 53"W
L1352	25.25	N88° 27' 10"E	L1352	25.25	S88° 27' 10"W
L1353	25.12	N84° 31' 22"E	L1353	25.12	S84° 31' 22"W
L1354	25.33	N85° 34' 33"E	L1354	25.33	S85° 34' 33"W
L1355	31.72	N86° 5' 45"E	L1355	31.72	S86° 5' 45"W
L1356	32.54	N86° 25' 45"E	L1356	32.54	S86° 25' 45"W
L1357	32.34	N85° 42' 25"E	L1357	32.34	S85° 42' 25"W
L1358	35.47	N85° 1' 11"E	L1358	35.47	S85° 1' 11"W
L1359	30.63	N87° 15' 44"E	L1359	30.63	S87° 15' 44"W
L1360	31.66	N88° 56' 57"E	L1360	31.66	S88° 56' 57"W
L1361	34.65	N88° 25' 53"E	L1361	34.65	S88° 25' 53"W
L1362	25.25	N88° 27' 10"E	L1362	25.25	S88° 27' 10"W
L1363	25.12	N84° 31' 22"E	L1363	25.12	S84° 31' 22"W
L1364	25.33	N85° 34' 33"E	L1364	25.33	S85° 34' 33"W
L1365	31.72	N86° 5' 45"E	L1365	31.72	S86° 5' 45"W
L1366	32.54	N86° 25' 45"E	L1366	32.54	S86° 25' 45"W
L1367	32.34	N85° 42' 25"E	L1367	32.34	S85° 42' 25"W
L1368	35.47	N85° 1' 11"E	L1368	35.47	S85° 1' 11"W
L1369	30.63	N87° 15' 44"E	L1369	30.63	S87° 15' 44"W
L1370	31.66	N88° 56' 57"E	L1370	31.66	S88° 56' 57"W
L1371	34.65				

Forward Line Table			Reverse Line Table		
Line #	Length	Direction	Line #	Length	Direction
L101	25.15	N87° 53' 50" E	L101	31.86	N87° 50' 50" E
L102	25.15	N88° 32' 50" E	L102	31.86	N87° 50' 50" E
L103	25.15	N88° 32' 50" E	L103	31.86	N87° 50' 50" E
L104	25.15	N88° 32' 50" E	L104	31.86	N87° 50' 50" E
L105	25.15	N88° 32' 50" E	L105	31.86	N87° 50' 50" E
L106	25.15	N88° 32' 50" E	L106	31.86	N87° 50' 50" E
L107	25.15	N88° 32' 50" E	L107	31.86	N87° 50' 50" E
L108	25.15	N88° 32' 50" E	L108	31.86	N87° 50' 50" E
L109	25.15	N88° 32' 50" E	L109	31.86	N87° 50' 50" E
L110	25.15	N88° 32' 50" E	L110	31.86	N87° 50' 50" E
L111	25.15	N88° 32' 50" E	L111	31.86	N87° 50' 50" E
L112	25.15	N88° 32' 50" E	L112	31.86	N87° 50' 50" E
L113	25.15	N88° 32' 50" E	L113	31.86	N87° 50' 50" E
L114	25.15	N88° 32' 50" E	L114	31.86	N87° 50' 50" E
L115	25.15	N88° 32' 50" E	L115	31.86	N87° 50' 50" E
L116	25.15	N88° 32' 50" E	L116	31.86	N87° 50' 50" E
L117	25.15	N88° 32' 50" E	L117	31.86	N87° 50' 50" E
L118	25.15	N88° 32' 50" E	L118	31.86	N87° 50' 50" E
L119	25.15	N88° 32' 50" E	L119	31.86	N87° 50' 50" E
L120	25.15	N88° 32' 50" E	L120	31.86	N87° 50' 50" E
L121	25.15	N88° 32' 50" E	L121	31.86	N87° 50' 50" E
L122	25.15	N88° 32' 50" E	L122	31.86	N87° 50' 50" E
L123	25.15	N88° 32' 50" E	L123	31.86	N87° 50' 50" E
L124	25.15	N88° 32' 50" E	L124	31.86	N87° 50' 50" E
L125	25.15	N88° 32' 50" E	L125	31.86	N87° 50' 50" E
L126	25.15	N88° 32' 50" E	L126	31.86	N87° 50' 50" E
L127	25.15	N88° 32' 50" E	L127	31.86	N87° 50' 50" E
L128	25.15	N88° 32' 50" E	L128	31.86	N87° 50' 50" E
L129	25.15	N88° 32' 50" E	L129	31.86	N87° 50' 50" E
L130	25.15	N88° 32' 50" E	L130	31.86	N87° 50' 50" E
L131	25.15	N88° 32' 50" E	L131	31.86	N87° 50' 50" E
L132	25.15	N88° 32' 50" E	L132	31.86	N87° 50' 50" E
L133	25.15	N88° 32' 50" E	L133	31.86	N87° 50' 50" E
L134	25.15	N88° 32' 50" E	L134	31.86	N87° 50' 50" E
L135	25.15	N88° 32' 50" E	L135	31.86	N87° 50' 50" E
L136	25.15	N88° 32' 50" E	L136	31.86	N87° 50' 50" E
L137	25.15	N88° 32' 50" E	L137	31.86	N87° 50' 50" E
L138	25.15	N88° 32' 50" E	L138	31.86	N87° 50' 50" E
L139	25.15	N88° 32' 50" E	L139	31.86	N87° 50' 50" E
L140	25.15	N88° 32' 50" E	L140	31.86	N87° 50' 50" E
L141	25.15	N88° 32' 50" E	L141	31.86	N87° 50' 50" E
L142	25.15	N88° 32' 50" E	L142	31.86	N87° 50' 50" E
L143	25.15	N88° 32' 50" E	L143	31.86	N87° 50' 50" E
L144	25.15	N88° 32' 50" E	L144	31.86	N87° 50' 50" E
L145	25.15	N88° 32' 50" E	L145	31.86	N87° 50' 50" E
L146	25.15	N88° 32' 50" E	L146	31.86	N87° 50' 50" E
L147	25.15	N88° 32' 50" E	L147	31.86	N87° 50' 50" E
L148	25.15	N88° 32' 50" E	L148	31.86	N87° 50' 50" E
L149	25.15	N88° 32' 50" E	L149	31.86	N87° 50' 50" E
L150	25.15	N88° 32' 50" E	L150	31.86	N87° 50' 50" E
L151	25.15	N88° 32' 50" E	L151	31.86	N87° 50' 50" E
L152	25.15	N88° 32' 50" E	L152	31.86	N87° 50' 50" E
L153	25.15	N88° 32' 50" E	L153	31.86	N87° 50' 50" E
L154	25.15	N88° 32' 50" E	L154	31.86	N8

General Line Data			Percol Line Data		
Line #	Length	Direction	Line #	Length	Direction
L381	24.53	N46° 52' 34" W	L381	24.53	N46° 52' 34" W
L382	26.67	N60° 36' 50" E	L382	26.67	N60° 36' 50" E
L383	25.62	N38° 11' 10" E	L383	25.62	N38° 11' 10" E
L384	26.77	N62° 24' 22" E	L384	26.77	N62° 24' 22" E
L385	34.69	N32° 56' 45" E	L385	34.69	N32° 56' 45" E
L386	30.84	N49° 29' 24" E	L386	30.84	N49° 29' 24" E
L387	34.74	N79° 59' 54" E	L387	34.74	N79° 59' 54" E
L388	33.59	N41° 14' 15" W	L388	33.59	N41° 14' 15" W
L389	33.19	N81° 25' 24" E	L389	33.19	N81° 25' 24" E
L390	27.27	N65° 56' 24" E	L390	27.27	N65° 56' 24" E
L391	28.65	N56° 18' 45" E	L391	28.65	N56° 18' 45" E
L392	33.53	N65° 16' 24" E	L392	33.53	N65° 16' 24" E
L393	26.76	N45° 20' 47" W	L393	26.76	N45° 20' 47" W
L394	27.48	N42° 56' 30" E	L394	27.48	N42° 56' 30" E
L395	29.05	N47° 44' 23" E	L395	29.05	N47° 44' 23" E
L396	27.18	N27° 44' 52" W	L396	27.18	N27° 44' 52" W
L397	30.52	N42° 03' 47" E	L397	30.52	N42° 03' 47" E
L398	27.43	N26° 07' 36" W	L398	27.43	N26° 07' 36" W
L399	28.69	N43° 31' 15" E	L399	28.69	N43° 31' 15" E
L400	28.89	N40° 09' 35" E	L400	28.89	N40° 09' 35" E
L401	28.86	N47° 34' 35" E	L401	28.86	N47° 34' 35" E
L402	31.07	N48° 21' 54" E	L402	31.07	N48° 21' 54" E
L403	31.07	N48° 21' 54" E	L403	31.07	N48° 21' 54" E
L404	31.07	N48° 21' 54" E	L404	31.07	N48° 21' 54" E
L405	31.14	S68° 21' 19" E	L405	31.14	S68° 21' 19" E
L406	28.67	N52° 37' 12" W	L406	28.67	N52° 37' 12" W
L407	28.67	N52° 37' 12" W	L407	28.67	N52° 37' 12" W
L408	28.67	N52° 37' 12" W	L408	28.67	N52° 37' 12" W
L409	25.21	N52° 33' 24" E	L409	25.21	N52° 33' 24" E
L410	25.21	N52° 33' 24" E	L410	25.21	N52° 33' 24" E
L411	27.68	N48° 58' 12" W	L411	27.68	N48° 58' 12" W
L412	29.84	N55° 48' 59" E	L412	29.84	N55° 48' 59" E
L413	29.84	N57° 40' 53" W	L413	29.84	N57° 40' 53" W
L414	33.06	N68° 17' 04" E	L414	33.06	N68° 17' 04" E
L415	26.08	N66° 41' 03" W	L415	26.08	N66° 41' 03" W
L416	26.08	N66° 41' 03" W	L416	26.08	N66° 41' 03" W
L417	31.12	N41° 34' 17" W	L417	31.12	N41° 34' 17" W
L418	28.84	N56° 56' 49" E	L418	28.84	N56° 56' 49" E
L419	28.84	N56° 56' 49" E	L419	28.84	N56° 56' 49" E
L420	28.84	N56° 56' 49" E	L420	28.84	N56° 56' 49" E
L421	31.29	N52° 37' 03" W	L421	31.29	N52° 37' 03" W
L422	28.68	N42° 24' 20" E	L422	28.68	N42° 24' 20" E
L423	33.68	N67° 46' 45" E	L423	33.68	N67° 46' 45" E
L424	33.68	N67° 46' 45" E	L424	33.68	N67° 46' 45" E
L425	33.68	N67° 46' 45" E	L425	33.68	N67° 46' 45" E
L426	30.63	N65° 16' 00" E	L426	30.63	N65° 16' 00" E
L427	29.81	N62° 40' 34" W	L427	29.81	N62° 40' 34" W
L428	29.81	N62° 40' 34" W	L428	29.81	N62° 40' 34" W
L429	29.81	N62° 40' 34" W	L429	29.81	N62° 40' 34" W
L430	29.81	N62° 40' 34" W	L430	29.81	N62° 40' 34" W
L431	29.81	N62° 40' 34" W	L431	29.81	N62° 40' 34" W
L432	29.81	N62° 40' 34" W	L432	29.81	N62° 40' 34" W
L433	29.81	N62° 40' 34" W	L433	29.81	N62° 40' 34" W
L434	29.81	N62° 40' 34" W	L434	29.81	N

Line #			Length			Direction			Period			Line #			Length			Direction		
L1401			24.23			N43° 52' 14W			L401			31.96			N002° 02' 20W					
L1402			24.23			N43° 52' 14W			L402			31.96			N002° 47' 46E					
L1403			26.17			N007° 17' 17E			L403			26.17			N007° 17' 17E					
L1404			26.17			N007° 17' 17E			L404			26.17			N007° 17' 17E					
L1405			26.17			N007° 17' 17E			L405			26.17			N007° 17' 17E					
L1406			26.17			N007° 17' 17E			L406			26.17			N007° 17' 17E					
L1407			26.17			N007° 17' 17E			L407			26.17			N007° 17' 17E					
L1408			26.17			N007° 17' 17E			L408			26.17			N007° 17' 17E					
L1409			26.17			N007° 17' 17E			L409			26.17			N007° 17' 17E					
L1410			26.17			N007° 17' 17E			L410			26.17			N007° 17' 17E					
L1411			26.17			N007° 17' 17E			L411			26.17			N007° 17' 17E					
L1412			26.17			N007° 17' 17E			L412			26.17			N007° 17' 17E					
L1413			26.17			N007° 17' 17E			L413			26.17			N007° 17' 17E					
L1414			26.17			N007° 17' 17E			L414			26.17			N007° 17' 17E					
L1415			26.17			N007° 17' 17E			L415			26.17			N007° 17' 17E					
L1416			26.17			N007° 17' 17E			L416			26.17			N007° 17' 17E					
L1417			26.17			N007° 17' 17E			L417			26.17			N007° 17' 17E					
L1418			26.17			N007° 17' 17E			L418			26.17			N007° 17' 17E					
L1419			26.17			N007° 17' 17E			L419			26.17			N007° 17' 17E					
L1420			26.17			N007° 17' 17E			L420			26.17			N007° 17' 17E					
L1421			26.17			N007° 17' 17E			L421			26.17			N007° 17' 17E					
L1422			26.17			N007° 17' 17E			L422			26.17			N007° 17' 17E					
L1423			26.17			N007° 17' 17E			L423			26.17			N007° 17' 17E					
L1424			26.17			N007° 17' 17E			L424			26.17			N007° 17' 17E					
L1425			26.17			N007° 17' 17E			L425			26.17			N007° 17' 17E					
L1426			26.17			N007° 17' 17E			L426			26.17			N007° 17' 17E					
L1427			26.17			N007° 17' 17E			L427			26.17			N007° 17' 17E					
L1428			26.17			N007° 17' 17E			L428			26.17			N007° 17' 17E					
L1429			26.17			N007° 17' 17E			L429			26.17			N007° 17' 17E					
L1430			26.17			N007° 17' 17E			L430			26.17			N007° 17' 17E					
L1431			26.17			N007° 17' 17E			L431			26.17			N007° 17' 17E					
L1432			26.17			N007° 17' 17E			L432			26.17			N007° 17' 17E					
L1433			26.17			N007° 17' 17E			L433			26.17			N007° 17' 17E					
L1434			26.17			N007° 17' 17E			L434			26.17			N007° 17' 17E					
L1435			26.17			N007° 17' 17E			L435			26.17			N007° 17' 17E					
L1436			26.17			N007° 17' 17E			L436			26.17			N007° 17' 17E					
L1437			26.17			N007° 17' 17E			L437			26.17			N007° 17' 17E					
L1438			26.17			N007° 17' 17E			L438			26.17			N007° 17' 17E					
L1439			26.17			N007° 17' 17E			L439			26.17			N007° 17' 17E					
L1440			26.17			N007° 17' 17E			L440			26.17			N007° 17' 17E					
L1441			26.17			N007° 17' 17E			L441			26.17			N007° 17' 17E					
L1442			26.17			N007° 17' 17E			L442			26.17			N007° 17' 17E					
L1443			26.17			N007° 17' 17E			L443			26.17			N007° 17' 17E					
L1444			26.17			N007° 17' 17E			L444			26.17			N007° 17' 17E					
L1445			26.17			N007° 17' 17E			L445			26.17			N007° 17' 17E					
L1446			26.17			N007° 17' 17E			L446			26.17			N007° 17' 17E					
L1447			26.17			N007° 17' 17E			L447			26.17			N007° 17' 17E					
L1448			26.17			N007° 17' 17E			L448			26.17			N007° 17' 17E					
L1449			26.17			N007° 17' 17E			L449			26.17			N007° 17' 17E					
L1450			26.17			N007° 17' 17E			L450			26.17			N007° 17' 17E					

Personel Live Table			Personel Live Table		
Line #	Length	Direction	Line #	Length	Direction
L500	31.66	5323 37° 37'E	L500	7.86	5323 37° 37'E
L501	21.96	N607° 05' 27"W	L501	21.96	N607° 05' 27"W
L502	31.67	5324 37° 40'E	L502	31.67	5324 37° 40'E
L503	19.58	S107° 04' 56"W	L503	19.58	S107° 04' 56"W
L504	31.68	5325 37° 43'E	L504	31.68	5325 37° 43'E
L505	33.64	N67° 17° 42'E	L505	33.64	N67° 17° 42'E
L506	48.15	N68° 27' 21"E	L506	48.15	N68° 27' 21"E
L507	28.10	N24° 34' 45"E	L507	28.10	N24° 34' 45"E
L508	31.71	5328 37° 52'E	L508	31.71	5328 37° 52'E
L509	32.32	N607° 05' 27"W	L509	32.32	N607° 05' 27"W
L510	46.59	N63° 22' 05"E	L510	46.59	N63° 22' 05"E
L511	35.10	N67° 17' 42"E	L511	35.10	N67° 17' 42"E
L512	27.86	S107° 04' 56"W	L512	27.86	S107° 04' 56"W
L513	32.62	S107° 04' 56"W	L513	32.62	S107° 04' 56"W
L514	33.26	S107° 04' 56"W	L514	33.26	S107° 04' 56"W
L515	37.09	S107° 04' 56"W	L515	37.09	S107° 04' 56"W
L516	33.26	N67° 17' 42"E	L516	33.26	N67° 17' 42"E
L517	33.26	N67° 17' 42"E	L517	33.26	N67° 17' 42"E
L518	33.26	N67° 17' 42"E	L518	33.26	N67° 17' 42"E
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L531	33.26	N67° 17' 42"E	L531	33.26	N67° 17' 42"E
L532	33.26	N67° 17' 42"E	L532	33.26	N67° 17' 42"E
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1580	23.90	553.50 AC	1580	33.90	553.50 AC	1581	33.90	553.50 AC	1582	33.90	553.50 AC	1583	33.90	553.50 AC	1584	33.90	553.50 AC	1585	33.90	553.50 AC	1586	33.90	553.50 AC	1587	33.90	553.50 AC	1588	33.90	553.50 AC	1589	33.90	553.50 AC	1590	33.90	553.50 AC	1591	33.90	553.50 AC	1592	33.90	553.50 AC	1593	33.90	553.50 AC	1594	33.90	553.50 AC	1595	33.90	553.50 AC	1596	33.90	553.50 AC	1597	33.90	553.50 AC	1598	33.90	553.50 AC	1599	33.90	553.50 AC	1600	33.90	553.50 AC	1601	33.90	553.50 AC	1602	33.90	553.50 AC	1603	33.90	553.50 AC	1604	33.90	553.50 AC	1605	33.90	553.50 AC	1606	33.90	553.50 AC	1607	33.90	553.50 AC	1608	33.90	553.50 AC	1609	33.90	553.50 AC	1610	33.90	553.50 AC	1611	33.90	553.50 AC	1612	33.90	553.50 AC	1613	33.90	553.50 AC	1614	33.90	553.50 AC	1615	33.90	553.50 AC	1616	33.90	553.50 AC	1617	33.90	553.50 AC	1618	33.90	553.50 AC	1619	33.90	553.50 AC	1620	33.90	553.50 AC	1621	33.90	553.50 AC	1622	33.90	553.50 AC	1623	33.90	553.50 AC	1624	33.90	553.50 AC	1625	33.90	553.50 AC	1626	33.90	553.50 AC	1627	33.90	553.50 AC	1628	33.90	553.50 AC	1629	33.90	553.50 AC	1630	33.90	553.50 AC	1631	33.90	553.50 AC	1632	33.90	553.50 AC	1633	33.90	553.50 AC	1634	33.90	553.50 AC	1635	33.90	553.50 AC	1636	33.90	553.50 AC	1637	33.90	553.50 AC	1638	33.90	553.50 AC	1639	33.90	553.50 AC	1640	33.90	553.50 AC	1641	33.90	553.50 AC	1642	33.90	553.50 AC	1643	33.90	553.50 AC	1644	33.90	553.50 AC	1645	33.90	553.50 AC	1646	33.90	553.50 AC	1647	33.90	553.50 AC	1648	33.90	553.50 AC	1649	33.90	553.50 AC	1650	33.90	553.50 AC	1651	33.90	553.50 AC	1652	33.90	553.50 AC	1653	33.90	553.50 AC	1654	33.90	553.50 AC	1655	33.90	553.50 AC	1656	33.90	553.50 AC	1657	33.90	553.50 AC	1658	33.90	553.50 AC	1659	33.90	553.50 AC	1660	33.90	553.50 AC	1661	33.90	553.50 AC	1662	33.90	553.50 AC	1663	33.90	553.50 AC	1664	33.90	553.50 AC	1665	33.90	553.50 AC	1666	33.90	553.50 AC	1667	33.90	553.50 AC	1668	33.90	553.50 AC	1669	33.90	553.50 AC	1670	33.90	553.50 AC	1671	33.90	553.50 AC	1672	33.90	553.50 AC	1673	33.90	553.50 AC	1674	33.90	553.50 AC	1675	33.90	553.50 AC	1676	33.90	553.50 AC	1677	33.90	553.50 AC	1678	33.90	553.50 AC	1679	33.90	553.50 AC	1680	33.90	553.50 AC	1681	33.90	553.50 AC	1682	33.90	553.50 AC	1683	33.90	553.50 AC	1684	33.90	553.50 AC	1685	33.90	553.50 AC	1686	33.90	553.50 AC	1687	33.90	553.50 AC	1688	33.90	553.50 AC	1689	33.90	553.50 AC	1690	33.90	553.50 AC	1691	33.90	553.50 AC	1692	33.90	553.50 AC	1693	33.90	553.50 AC	1694	33.90	553.50 AC	1695	33.90	553.50 AC	1696	33.90	553.50 AC	1697	33.90	553.50 AC	1698	33.90	553.50 AC	1699	33.90	553.50 AC	1700	33.90	553.50 AC	1701	33.90	553.50 AC	1702	33.90	553.50 AC	1703	33.90	553.50 AC	1704	33.90	553.50 AC	1705	33.90	553.50 AC	1706	33.90	553.50 AC	1707	33.90	553.50 AC	1708	33.90	553.50 AC	1709	33.90	553.50 AC	1710	33.90	553.50 AC	1711	33.90	553.50 AC	1712	33.90	553.50 AC	1713	33.90	553.50 AC	1714	33.90	553.50 AC	1715	33.90	553.50 AC	1716	33.90	553.50 AC	1717	33.90	553.50 AC	1718	33.90	553.50 AC	1719	33.90	553.50 AC	1720	33.90	553.50 AC	1721	33.90	553.50 AC	1722	33.90	553.50 AC	1723	33.90	553.50 AC	1724	33.90	553.50 AC	1725	33.90	553.50 AC	1726	33.90	553.50 AC	1727	33.90	553.50 AC	1728	33.90	553.50 AC	1729	33.90	553.50 AC	1730	33.90	553.50 AC	1731	33.90	553.50 AC	1732	33.90	553.50 AC	1733	33.90	553.50 AC	1734	33.90	553.50 AC	1735	33.90	553.50 AC	1736	33.90	553.50 AC	1737	33.90	553.50 AC	1738	33.90	553.50 AC	1739	33.90	553.50 AC	1740	33.90	553.50 AC	1741	33.90	553.50 AC	1742	33.90	553.50 AC	1743	33.90	553.50 AC	1744	33.90	553.50 AC	1745	33.90	553.50 AC	1746	33.90	553.50 AC	1747	33.90	553.50 AC	1748	33.90	553.50 AC	1749	33.90	553.50 AC	1750	33.90	553.50 AC	1751	33.90	553.50 AC	1752	33.90	553.50 AC	1753	33.90	553.50 AC	1754	33.90	553.50 AC	1755	33.90	553.50 AC	1756	33.90	553.50 AC	1757	33.90	553.50 AC	1758	33.90	553.50 AC	1759	33.90	553.50 AC	1760	33.90	553.50 AC	1761	33.90	553.50 AC	1762	33.90	553.50 AC	1763	33.90	553.50 AC	1764	33.90	553.50 AC	1765	33.90	553.50 AC	1766	33.90	553.50 AC	1767	33.90	553.50 AC	1768	33.90	553.50 AC	1769	33.90	553.50 AC	1770	33.90	553.50 AC	1771	33.90	553.50 AC	1772	33.90	553.50 AC	1773	33.90	553.50 AC	1774	33.90	553.50 AC	1775	33.90	553.50 AC	1776	33.90	553.50 AC	1777	33.90	553.50 AC	1778	33.90	553.50 AC	1779	33.90	553.50 AC	1780	33.90	553.50 AC	1781	33.90	553.50 AC	1782	33.90	553.50 AC	1783	33.90	553.50 AC	1784	33.90	553.50 AC	1785	33.90	553.50 AC	1786	33.90	553.50 AC	1787	33.90	553.50 AC	1788	33.90	553.50 AC	1789	33.90	553.50 AC	1790	33.90	553.50 AC	1791	33.90	553.50 AC	1792	33.90	553.50 AC	1793	33.90	553.50 AC	1794	33.90	553.50 AC	1795	33.90	553.50 AC	1796	33.90	553.50 AC	1797	33.90	553.50 AC	1798	33.90	553.50 AC	1799	33.90	553.50 AC	1800	33.90	553.50 AC	1801	33.90	553.50 AC	1802	33.90	553.50 AC	1803	33.90	553.50 AC	1804	33.90	553.50 AC	1805	33.90	553.50 AC	1806	33.90	553.50 AC	1807	33.90	553.50 AC	1808	33.90	553.50 AC	1809	33.90	553.50 AC	1810	33.90	553.50 AC	1811	33.90	553.50 AC	1812	33.90	553.50 AC	1813	33.90	553.50 AC	1814	33.90	553.50 AC	1815	33.90	553.50 AC	1816	33.90	553.50 AC	1817	33.90	553.50 AC	1818	33.90	553.50 AC	1819	33.90	553.50 AC	1820	33.90	553.50 AC	1821	33.90	553.50 AC	1822	33.90	553.50 AC	1823	33.90	553.50 AC	1824	33.90	553.50 AC	1825	33.90	553.50 AC	1826	33.90	553.50 AC	1827	33.90	553.50 AC	1828	33.90	553.50 AC	1829	33.90	553.50 AC	1830	33.90	553.50 AC	1831	33.90	553.50 AC	1832	33.90	553.50 AC	1833	33.90	553.50 AC	1834	33.90	553.50 AC	1835	33.90	553.50 AC	1836	33.90	553.50 AC	1837	33.90	553.50 AC	1838	33.90	553.50 AC	1839	33.90	553.50 AC	1840	33.90	553.50 AC	1841	33.90	553.50 AC	1842	33.90	553.50 AC	1843	33.90	553.50 AC	1844	33.90	553.50 AC	1845	33.90	553.50 AC	1846	33.90	553.50 AC	1847	33.90	553.50 AC	1848	33.90	553.50 AC	1849	33.90	553.50 AC	1850	33.90	553.50 AC	1851	33.90	553.50 AC	1852	33.90	553.50 AC	1853	33.90	553.50 AC	1854	33.90	553.50 AC	1855	33.90	553.50 AC	1856	33.90	553.50 AC	1857	33.90	553.50 AC	1858	33.90	553.50 AC	1859	33.90	553.50 AC	1860	33.90	553.50 AC	1861	33.90	553.50 AC	1862	33.90	553.50 AC	1863	33.90	553.50 AC	1864	33.90	553.50 AC	1865	33.90	553.50 AC	1866	33.90	553.50 AC	1867	33.90	553.50 AC	1868	33.90	553.50 AC	1869	33.90	553.50 AC	1870	33.90	553.50 AC	1871	33.90	553.50 AC	1872	33.90	553.50 AC	1873	33.90	553.50 AC	1874	33.90	553.50 AC	1875	33.90	553.50 AC	1876	33.90	553.50 AC	1877	33.90	553.50 AC	1878	33.90	553.50 AC	1879	33.90	553.50 AC	1880	33.90	553.50 AC	1881	33.90	553.50 AC	1882	33.90	553.50 AC	1883	33.90	553.50 AC	1884	33.90	553.50 AC	1885	33.90	553.50 AC	1886	33.90	553.50 AC	1887	33.90	553.50 AC	1888	33.90	553.50 AC	1889	33.90	553.50 AC	1890	33.90	553.50 AC	1891	33.90	553.50 AC	1892	33.90	553.50 AC	1893	33.90	553.50 AC	1894	33.90	553.50 AC	1895	33.90	553.50 AC	1896	33.90	553.50 AC	1897	33.90	553.50 AC	1898	33.90	553.50 AC	1899	33.90	553.50 AC	1900	33.90	553.50 AC	1901	33.90	553.50 AC	1902	33.90	553.50 AC	1903	33.90	553.50 AC	1904	33.90	553.50 AC	1905	33.90	553.50 AC	1906	33.90	553.50 AC	1907	33.90	553.50 AC	1908	33.90	553.50 AC	1909	33.90	553.50 AC	1910	33.90	553.50 AC	1911	33.90	553.50 AC	1912	33.90	553.50 AC	1913	33.90	553.50 AC	1914	33.90	553.50 AC	1915	33.90	553.50 AC	1916	33.90	553.50 AC	1917	33.90	553.50 AC	1918	33.90	553.50 AC	1919	33.90	553.50 AC	1920	33.90	553.50 AC	1921	33.90	553.50 AC	1922	33.90	553.50 AC	1923	33.90	553.50 AC	1924	33.90	553.50 AC	1925	33.90	553.50 AC	1926	33.90	553.50 AC	1927	33.90	553.50 AC	1928	33.90	553.50 AC	1929	33.90	553.50 AC	1930	33.90	553.50 AC	1931	33.90	553.50 AC	1932	33.90	553.50 AC	1933	33.90	553.50 AC	1934	33.90	553.50 AC	1935	33.90	553.50 AC	1936	33.90	553.50 AC	1937	33.90	553.50 AC	1938	33.90	553.50 AC	1939	33.90	553.50 AC	1940	33.90	553.50 AC	1941	33.90	553.50 AC	1942	33.90	553.50 AC	1943	33.90	553.50 AC	1944	33.90	553.50 AC	1945	33.90	553.50 AC	1946	33.90	553.50 AC	1947	33.90	553.50 AC	1948	33.90	553.50 AC	1949	33.90	553.50 AC	1950	33.90	553.50 AC	1951	33.90	553.50 AC	1952	33.90	553.50 AC	1953	33.90	553.50 AC	1954	33.90	553.50 AC	1955	33.90	553.50 AC	1956	33.90	553.50 AC	1957	33.90	553.50 AC	1958	33.90	553.50 AC	1959	33.90	553.50 AC	1960	33.90	553.50 AC	1961	33.90	553.50 AC	1962	33.90	553.50 AC	1963	33.90	553.50 AC	1964	33.90	553.50 AC	1965	33.90	553.50 AC	1966	33.90	553.50 AC	1967	33.90	553.50 AC	1968	33.90	553.50 AC	1969	33.90	553.50 AC	1970	33.90	553.50 AC	1971	33.90	553.50 AC	1972	33.90	553.50 AC	1973	33.90	553.50 AC	1974	33.90	553.50 AC	1975	33.90	553.50 AC	1976	33.90	55

Parent Line Table			Parent Line Table		
Line #	Length	Direction	Line #	Length	Direction
L060	33.97	1444-56-17°W	L600	33.97	1444-56-17°W
L061	32.25	1449-19-27°W	L601	32.25	1449-19-27°W
L062	30.27	1445-45-27°W	L602	30.27	1445-45-27°W
L063	30.55	1450-12-17°E	L603	30.55	1450-12-17°E
L064	28.36	1507-35-10°E	L604	28.36	1507-35-10°E
L065	28.81	1507-35-10°E	L605	28.81	1507-35-10°E
L066	32.15	1507-06-43°E	L606	32.15	1507-06-43°E
L067	30.12	1505-37-17°E	L607	30.12	1505-37-17°E
L068	31.84	1548-54-27°E	L608	31.84	1548-54-27°E
L069	29.52	1548-19-15°E	L609	29.52	1548-19-15°E
L070	34.04	1549-59-11°E	L670	34.04	1549-59-11°E
L671	32.68	1547-27-56°E	L671	32.68	1547-27-56°E

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

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1. The legal description of the land which Landowner requests to be annexed to the City is attached hereto as Exhibit A, hereinafter referred to as the "Property."
2. It is desirable and necessary that the Property be annexed to the City.
3. The requirements of Article II Section 30 of the Colorado Constitution have been met.
4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth ($1/6^{\text{th}}$) of the perimeter of the Property is contiguous with the City.
 - b. A community of interest exists between the Property and the City. The Property is urban or will be urbanized in the near future; and the Property is capable of being integrated into the City.
5. None of the limitations provided in C.R.S. § 31-12-105 are applicable and the requirements of that statute have been met because of the following:
 - a. The annexation of the Property will not result in the Property being divided into separate parts or parcels under identical ownership;
 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
 - c. No annexation proceedings have been commenced for annexation of any part of the Property by any other municipality;
 - d. The entire width of all streets and alleys to be included within the area annexed are included;
 - e. The annexation of the Property will not result in the detachment of area from any school district or the attachment of same to another school district;
 - f. Annexation by the City of the Property will not have the effect of, and will not result in, the denial of reasonable access to landowners, owners of an easement, or

owners of a franchise adjoining a platted street or alley which has been annexed by the City but is not bounded on both sides by the City.

6. The annexation of the Property will not have the effect of extending a boundary of the City more than three miles in any direction from any point of the municipal boundary in the past 12 months.
7. The Landowner comprises the owner in fee of 100 percent of the area of the Property, exclusive of public streets and alleys, and comprises 100 percent of the landowners of the Property. The legal description of the land owned by the signer of this petition is shown on **Exhibit A**.
8. The Landowner requests that the City approve the annexation of the Property.
9. This Petition is accompanied by four copies of an annexation boundary map in the form required by C.R.S. § 31-12-102(1)(d) and attached **Exhibit B**.
10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

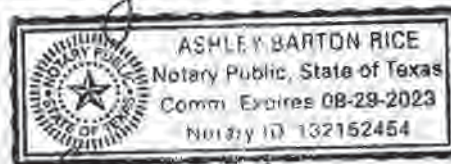
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

- a. I have circulated the Petition for Annexation to the City of Black Hawk set forth herein;
- b. I know the person whose name is subscribed to the foregoing Petition on behalf of the Landowner.
- c. The signature on the foregoing Petition was affixed in my presence and the signature is a true, genuine and correct signature of the person it purports to be.
- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

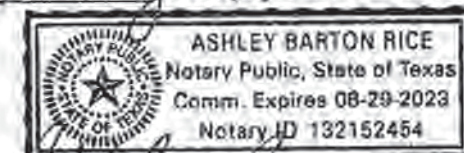
Carl Deddens
Carl Deddens

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Ashley Rice
Notary Public



DISTILLERY PROJECT
Black Hawk, Colorado

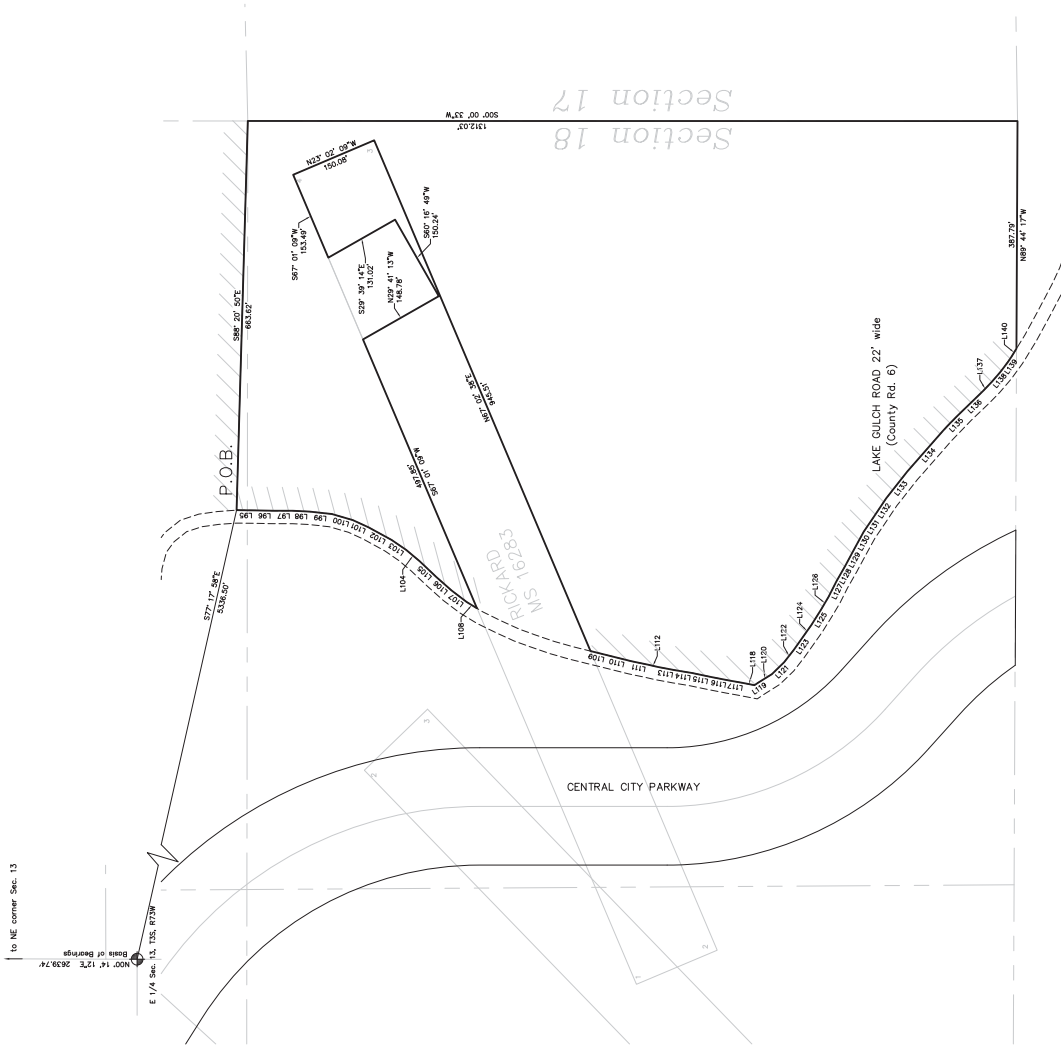
DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY
HIS CONSULTANTS, INC. (HIC) FOR THE
DEBENTMENT OF THE DISTILLERY PROJECT
AND HIC SHALL BE RESPONSIBLE FOR ALL
SOURCES OF INFORMATION AND MATERIALS
OBTAINED FROM THE PROJECT.
SOURCES OF INFORMATION AND MATERIALS
OBTAINED FROM THE PROJECT SHALL BE
THE SOLE RESPONSIBILITY OF THE
CLIENT. HIC SHALL NOT BE RESPONSIBLE
FOR ANY ERRORS OR OMISSIONS IN
THESE DOCUMENTS OR FOR ANY
CONSEQUENCES ARISING FROM THE
USE OF THESE DOCUMENTS. HIC
DISCLAIMS ANY AND ALL LIABILITY FOR
THESE DOCUMENTS AND THE FIELD
CONTRACTS OR AGREEMENTS.

SHEET INFORMATION		
NO.	DESCRIPTION	DATE
1	ANNEXATION PLAT #4	11/11/2017

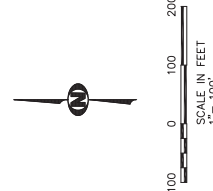
LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 4 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Line #	Length	Direction
L105	31.57	N80° 41' 59"E
L106	32.44	N01° 12' 29"E
L107	32.06	N02° 02' 20"W
L108	28.30	N02° 47' 46"E
L109	36.28	N03° 12' 17"E
L110	36.28	N03° 12' 17"E
L111	36.28	N03° 12' 17"E
L112	36.28	N03° 12' 17"E
L113	36.28	N03° 12' 17"E
L114	36.28	N03° 12' 17"E
L115	36.28	N03° 12' 17"E
L116	36.28	N03° 12' 17"E
L117	36.28	N03° 12' 17"E
L118	36.28	N03° 12' 17"E
L119	36.28	N03° 12' 17"E
L120	36.28	N03° 12' 17"E
L121	36.28	N03° 12' 17"E
L122	36.28	N03° 12' 17"E
L123	36.28	N03° 12' 17"E
L124	36.28	N03° 12' 17"E
L125	36.28	N03° 12' 17"E
L126	36.28	N03° 12' 17"E
L127	36.28	N03° 12' 17"E
L128	36.28	N03° 12' 17"E
L129	36.28	N03° 12' 17"E
L130	36.28	N03° 12' 17"E
L131	36.28	N03° 12' 17"E
L132	36.28	N03° 12' 17"E
L133	36.28	N03° 12' 17"E
L134	36.28	N03° 12' 17"E
L135	36.28	N03° 12' 17"E
L136	36.28	N03° 12' 17"E
L137	36.28	N03° 12' 17"E
L138	36.28	N03° 12' 17"E
L139	36.28	N03° 12' 17"E
L140	36.28	N03° 12' 17"E



MAYOR'S CERTIFICATE.
THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE
BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO
THIS ____ DAY OF ____ , A.D.

DAVID D. SPELMAN _____ **MEISSA GREENER, CITY CLERK**

CITY CLERK'S CERTIFICATE
I, **TERESA GREY** MAY THIS ____ DAY OF ____ A.D.,
ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK,
COLORADO, BY ORDINANCE NO. ____ CERTIFICATE COPY OF WHICH IS
HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____ , A.D.

CITY CLERK _____
CLERK AND RECORDER'S CERTIFICATE
ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER
OF GILPIN COUNTY AT DENVER, COLORADO, THIS ____ DAY OF ____
20____ IN BOOK ____ PAGE ____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER _____ **DEPUTY CLERK** _____
NOTES
TOTAL PERIMETER THIS PLAT = 6,020.03'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 2,143.24'
DENOTES CONTIGUOUS CITY BOUNDARY _____

- NOTICE:
According to Colorado law, you must commence any legal
action to enforce this plat within the period of one year
after you first discover such defect. In no event
shall the period of limitation be longer than the period
commenced more than ten years from the date of certification
shown hereon.
 - This Survey does not constitute a title search by His Consultants, Inc.
and title of record.
- SURVEYOR'S CERTIFICATE**
I, **DOUGLAS L. HOWELL**, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF
COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT
DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST
ONE EIGHTH (1/8) OF THE PARCEL SHOWN IS NOT SUBJECT TO ANY OTHER PLAT
TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO.
THIS ANNEXATION MAP IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED.
- DOUGLAS L. HOWELL PLS 20140

NOTICE
THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO
BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A
BOUNDARY SURVEY.

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

THE UNDERSIGNED, being a "Landowner" as defined in C.R.S. § 31-12-103(6), hereby Petitions the City of Black Hawk (the "City") for annexation for the following described property and further states:

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4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth (1/6th) of the perimeter of the Property is contiguous with the City.
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 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
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10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

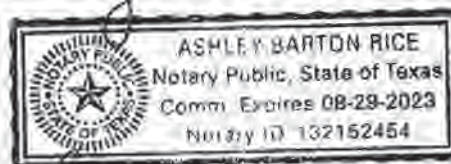
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) S.S.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

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- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

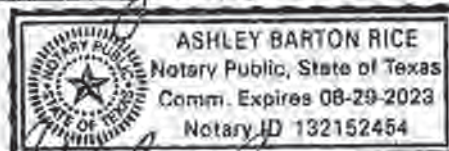
Carl Deddens
Carl Deddens

STATE OF Texas)
COUNTY OF Brazos) s.s.

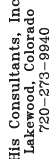
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Notary Public



DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE, INC. FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS USED FOR THE EXECUTION OF THE PROJECT. DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS, ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED REFERENCE SCHEDULE				
NO.	SUBSCRIPTION	AMOUNT	CHECKED	DATE
1	ANNUAL SUBSCRIPTION			1-03-2020

SHEET No.

1 of 2

ANNEXATION PLAT #5

[illegible]

PETITION FOR ANNEXATION

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By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

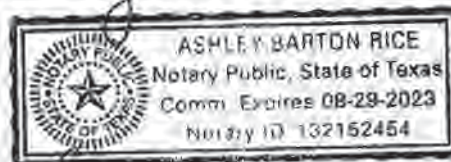
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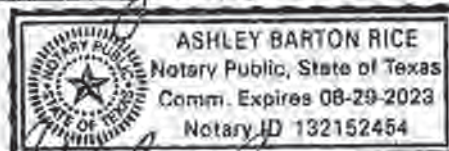
Carl Deddens
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DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY HIS CONSULTANTS, INC. FOR THE SOLE INFORMATION OF THE CLIENT. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR ALL INFORMATION PROVIDED HEREIN. HIS CONSULTANTS, INC. DOES NOT WARRANT THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION PROVIDED HEREIN. HIS CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES, LOSSES, OR INJURIES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THESE DOCUMENTS AND WORK OR MATERIALS PROVIDED HEREIN. HIS CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES, LOSSES, OR INJURIES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THESE DOCUMENTS AND WORK OR MATERIALS PROVIDED HEREIN. HIS CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES, LOSSES, OR INJURIES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THESE DOCUMENTS AND WORK OR MATERIALS PROVIDED HEREIN.

SHEET INFORMATION			
NO.	DATE	BY	CHK
1	10/1/2020	JL	JK

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

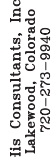
LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East 1/4 corner of Section 13, T3S, R72W, being a US BLM standard brass cap, stamped "T3S R72W R22W 1/4 S13 1986", from whence the northwest corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R72W R22W 1/4 S13 1986", is 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 30° 50' 43" E a distance of 1,338 feet to the intersection of the east-west centerline of the NW 1/4 of the Hobokeny Lode, US Mineral Survey No. 9722, being the Point of Beginning;

thence N 54° 10' 54" E along said line 2-1 of said Hobokeny Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12786;
thence N 30° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 362.53 feet to corner No. 5 of said Gulch Lode;
thence N 92° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Hobokeny Lode;
thence S 81° 53' 31" W along said line 2-1 of said Hobokeny Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18 and the City of Black Hawk Boundary;

thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 12786;
thence S 81° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dole Lode, US Mineral Survey No. 13338;
thence N 1° 02' 00" E along said line 7-6 of said Dole Lode a distance of 409.81 feet to corner No. 6 of said Dole Lode;
thence N 50° 28' 19" W along line 6-5 of said Dole Lode a distance of 74.00 feet to corner No. 5 of said Dole Lode;
thence N 89° 24' 17" W along line 5-4 of said Dole Lode a distance of 97.24 feet to corner No. 4 of said Dole Lode;
thence S 89° 38' 09" E along said line 4-3 of said Dole Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISCLAIMER: THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE, INC. FOR THE CONSIDERATION OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY ALL CONCERNED PARTIES OF ANY DISCREPANCIES OR IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

DISCLAIMER: THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE, INC. FOR THE CONSIDERATION OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY ALL CONCERNED PARTIES OF ANY DISCREPANCIES OR IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

NO.	DATE RECEIVED	AMOUNT	CHECK NO.	DATE
1	12/15/2000			12/15/2000

SHEET No.

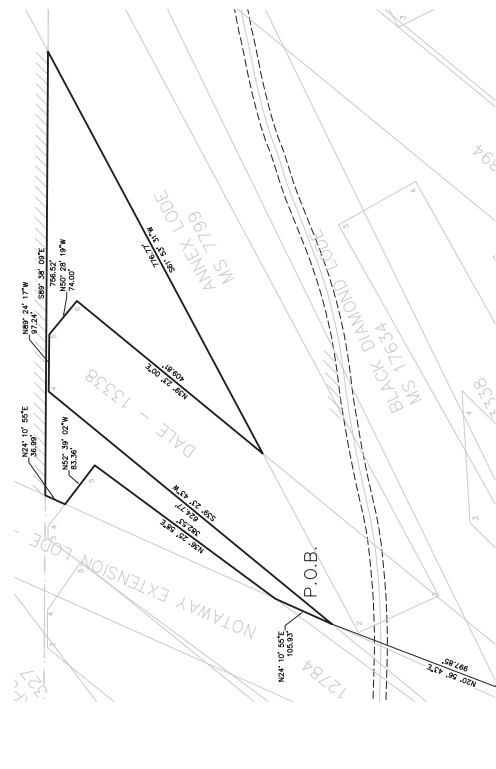
20f2

ANNEXATION PLAT #6

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



PARCEL DESCRIPTION

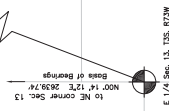
A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R27W $\frac{1}{4}$ S13 1960" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R27W CC S12 S13 1960", bears N 001°44'12" E, a distance of 62,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E, a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lodge, US Mineral Survey No. 13338, with line 2-3 of the Notaway Lodge, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784,
thence S 68° 25' 36" W along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5
of said Gulch Lode;
thence S 68° 25' 36" W along line 2-1 of said Notaway Lode a distance of 83.36 feet to the point of intersection with line 3-4 of said Gulch Lode;
thence N 25° 39' 02" W along line 3-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said line 2-1 of said Notaway Lode;
thence N 24° 10' 55" E along said line 2-1 of said Notaway Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW $\frac{1}{4}$, of said Section 18 and the City of Black Hawk

thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex
code, US Mineral Survey No. 7799;
thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of
intersection with line 7-6 of said Lode; US Mineral Survey No. 13338;

Reference N. 39° 23' 00" E along said line 7-6 of said Dale a distance of 409.81 feet to corner No. 6 of said Dale; Dale N. 50° 28' 19" W along line 6-5 of said Dale a distance of 74.00 feet to corner No. 5 of said Dale; Dale N. 89° 24' 17" W along line 5-4 of said Dale a distance of 97.24 feet to corner No. 4 of said Dale; Dale N. 39° 23' 43" W along line 4-3 of said Dale a distance of 624.77 feet to the Point of Beginning; and Dale N. 23° 43' W along line 3-2 of said Dale a distance of 235.35 feet to the Point of Beginning.



100 0 100 200

SCALE IN FEET
1" = 100'

MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS _____ DAY OF _____, A.D.

DAVID D. SPELLMAN

CITY CLERK'S CERTIFICATE

_____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO,
DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE
ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK
HAWK, COLORADO, BY ORDINANCE NO. _____. A CERTIFICATE COPY OF WHICH IS
HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER
OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS _____ DAY OF _____
_____ IN BOOK _____, PAGE _____, RECEPTION NO. _____

S11

AL PERIMETER, THIS PLAT = 3,347.93'

TOTAL PERIMETER = 557.99'
 PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 756.52'
 NOTES BOUNDARY OF LAND ANNEXED
 NOTES CONTIGUOUS CITY BOUNDARY

NOTICE: According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown herein.

This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

VEYOR'S CERTIFICATE

DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT REPRESENTATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GULPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

304

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A SECONDARY SURVEY.

PETITION FOR ANNEXATION

PETITION FOR ANNEXATION TO THE CITY OF BLACK HAWK, COLORADO

THE UNDERSIGNED, being a "Landowner" as defined in C.R.S. § 31-12-103(6), hereby Petitions the City of Black Hawk (the "City") for annexation for the following described property and further states:

1. The legal description of the land which Landowner requests to be annexed to the City is attached hereto as Exhibit A, hereinafter referred to as the "Property."
2. It is desirable and necessary that the Property be annexed to the City.
3. The requirements of Article II Section 30 of the Colorado Constitution have been met.
4. The following requirements of C.R.S. § 31-12-104 exist or have been met:
 - a. Not less than one-sixth ($1/6^{\text{th}}$) of the perimeter of the Property is contiguous with the City.
 - b. A community of interest exists between the Property and the City. The Property is urban or will be urbanized in the near future; and the Property is capable of being integrated into the City.
5. None of the limitations provided in C.R.S. § 31-12-105 are applicable and the requirements of that statute have been met because of the following:
 - a. The annexation of the Property will not result in the Property being divided into separate parts or parcels under identical ownership;
 - b. No land area within the Property is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate comprising 20 acres or more and having a valuation for assessment in excess of \$200,000 for ad valorem tax purposes has been included in the area of the Property to be annexed without the written consent of the landowners thereof;
 - c. No annexation proceedings have been commenced for annexation of any part of the Property by any other municipality;
 - d. The entire width of all streets and alleys to be included within the area annexed are included;
 - e. The annexation of the Property will not result in the detachment of area from any school district or the attachment of same to another school district;
 - f. Annexation by the City of the Property will not have the effect of, and will not result in, the denial of reasonable access to landowners, owners of an easement, or

owners of a franchise adjoining a platted street or alley which has been annexed by the City but is not bounded on both sides by the City.

6. The annexation of the Property will not have the effect of extending a boundary of the City more than three miles in any direction from any point of the municipal boundary in the past 12 months.
7. The Landowner comprises the owner in fee of 100 percent of the area of the Property, exclusive of public streets and alleys, and comprises 100 percent of the landowners of the Property. The legal description of the land owned by the signer of this petition is shown on **Exhibit A**.
8. The Landowner requests that the City approve the annexation of the Property.
9. This Petition is accompanied by four copies of an annexation boundary map in the form required by C.R.S. § 31-12-102(1)(d) and attached **Exhibit B**.
10. This instrument may be executed in one or more counterparts, all of which taken together shall constitute the same document.

LANDOWNER

RSM Partners LLC, a Colorado Limited
Liability Company

By: Carl Deddens
Carl Deddens
Its: President and Authorized Agent

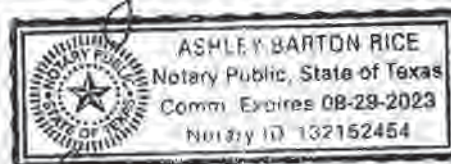
Mailing Address:
950 S. Cherry St., Ste. 1220
Denver, CO 80246

STATE OF Texas)
COUNTY OF Brazos) S.S.

Subscribed and sworn to before me this 2nd day of January, 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public

AFFIDAVIT OF CIRCULATOR IN SUPPORT OF PETITION

STATE OF Texas)
COUNTY OF Brazos) s.s.

I, Carl Deddens, being first duly sworn state as follows:

- a. I have circulated the Petition for Annexation to the City of Black Hawk set forth herein;
- b. I know the person whose name is subscribed to the foregoing Petition on behalf of the Landowner.
- c. The signature on the foregoing Petition was affixed in my presence and the signature is a true, genuine and correct signature of the person it purports to be.
- d. To the best of my knowledge and belief, the person whose name is affixed to the foregoing Petition is authorized to sign such document on behalf of Petitioner.

CIRCULATOR

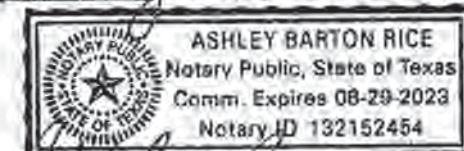
Carl Deddens
Carl Deddens

STATE OF Texas)
COUNTY OF Brazos) s.s.

Subscribed and sworn to before me this 2nd day of January 2020, by Carl Deddens.

Witness my hand and official seal.

My commission expires: 8/29/2023



Ashley Rice
Notary Public



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY HIS CONSULTANTS, INC. FOR THE INFORMATION OF THE CLIENT. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR ALL DESIGN AND CONSTRUCTION OF THE PROJECT. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR THE QUALITY OF WORKMANSHIP AND MATERIALS. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR THE DOCUMENTS AND WORKS OF ARTS. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR THE WORK SHALL COMPLY WITH ALL GOVERNMENT AND NON-GOVERNMENTAL STANDARDS AND REGULATIONS. HIS CONSULTANTS, INC. SHALL BE RESPONSIBLE FOR THE DOCUMENTS AND SHALL NOTIFY THE CLIENT OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR MEASUREMENTS.

SHEET INFORMATION			
NO.	DATE	BY	CHK
1	2024-07-15	JH	JH

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:
"T18S R72W R72W N 313 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T18S R72W R72W CC 512 S13 1980", bears N 00°14'12" E, a distance of 8,336.50 feet to a point on the eastern edge of Lone Gulch Road;
Thence S 89°17'48" E, a distance of 1,747.17 feet to the corner of said Section 17;
Thence S 27°33'11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Martin Lode, US Mineral Survey No. 870;
Thence N 42°07'27" E along line 4-3 of said Little Martin Lode a distance of 1503.03 feet to corner No. 3 of said Little Martin Lode;
Thence N 42°07'27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW ¼ of said Section 17;
Thence S 01°03'00" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;
Thence S 00°21'55" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;
Thence S 34°34'36" E along line 1-2 of said Mascot Lode a distance of 160.02 feet to corner No. 2 of said Mascot Lode;
Thence S 34°34'36" E along line 2-3 of said Mascot Lode a distance of 46.65 feet to the point of intersection with line 3-4 of said Mascot Lode;
Thence S 00°21'55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;
Thence S 00°21'55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER: THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC. FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION, COORDINATION, METHODS AND MATERIALS COMPLIANCE FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES, FIELD CONDITIONS OR AMBIGUOUS CONDITIONS OR CONDITIONS.

ISSUED: 09/13/2018 ON SC-060118			
NO.	SC-060118	DATE	

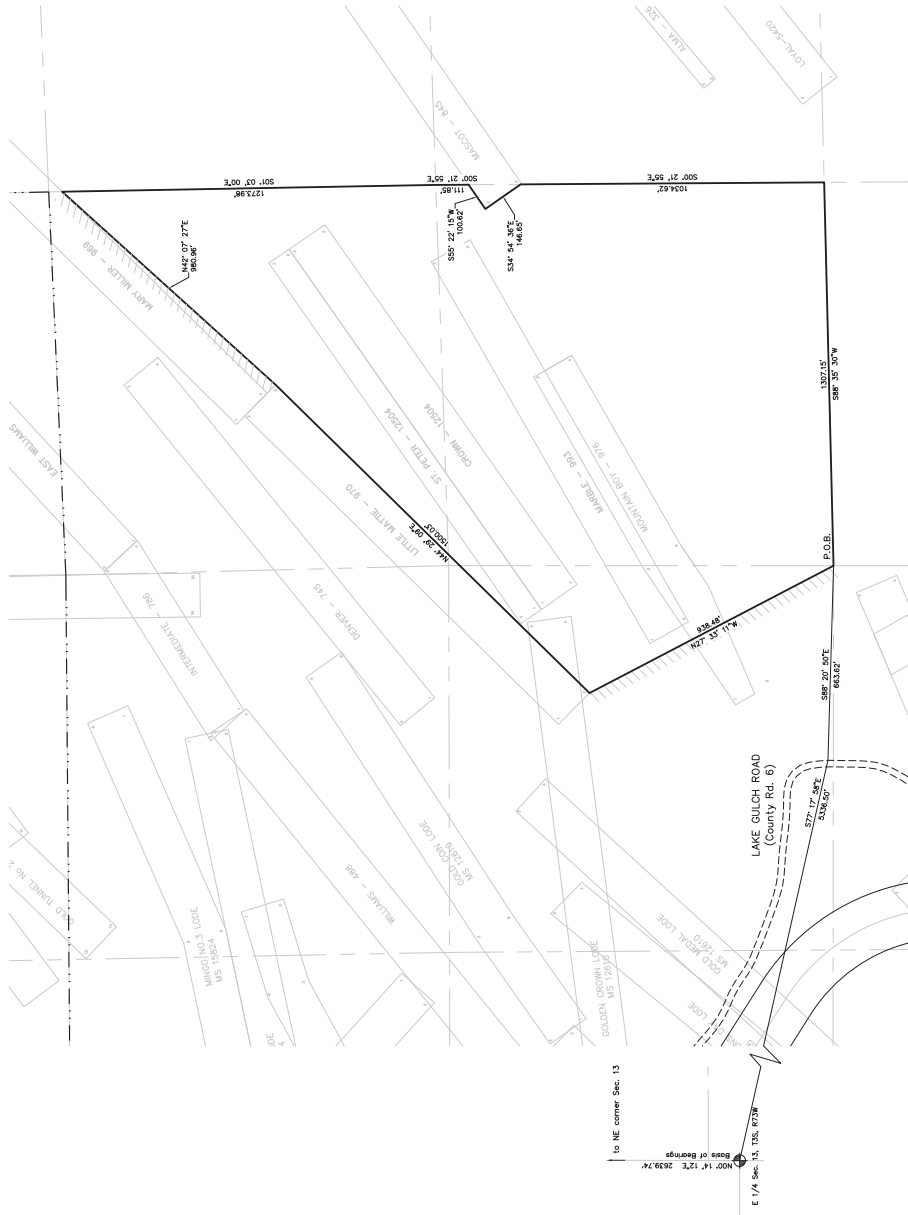
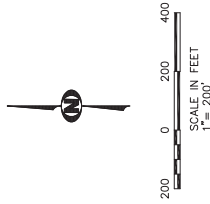
SHIFT No.

2 of 2

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE.

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, A.D.

DAVID D. SPELLMAN _____

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. _____ A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____ A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER
OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS _____ DAY OF _____
20____ IN BOOK _____ PAGE _____ RECEPTION NO. _____

SILPIN COUNTY CLERK AND RECORDER

NOTES

TOTAL PERIMETER THIS PLAT = 7 394 34'

/6 TOTAL PERIMETER = 1,232.39'
 PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 1,919.44'
 DENOTES BOUNDARY OF LAND ANNEXED _____
 DENOTES CONTIGUOUS CITY BOUNDARY _____

1. **NOTICE:** According to Colorado law, you must commence any legal action within two years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
2. This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST NINE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

Resolution No. 10-2020

TITLE: A RESOLUTION ACCEPTING THE PETITIONS FOR ANNEXATION AND ESTABLISHING MARCH 25, 2020 AS THE DATE OF PUBLIC HEARING ON THE REQUESTED ANNEXATION OF PARCELS OF UNINCORPORATED TERRITORY LOCATED IN THE COUNTY OF GILPIN (LAKE GULCH WHISKEY RESORT ANNEXATIONS)

WHEREAS, the owner of unincorporated territory, comprising more than fifty percent (50%) of the area proposed for annexation pursuant to C.R.S. § 31-12-107, have filed seven (7) petitions for annexation of a certain unincorporated property to the City (collectively referred to as the "Petitions"), which territory is more particularly described in Exhibit A, attached to each Petition;

WHEREAS, C.R.S. § 31-12-108 requires that the City accept the Petitions and establish a date, time and place that the City Council will hold a public hearing to consider the annexation and the various requirements of Title 31, Article 12, C.R.S.;

WHEREAS the City Council, at its regular meeting on February 12, 2020, reviewed the Petitions and various documents submitted in support of the Petitions;

WHEREAS, the City Council has examined the record in this case and the various exhibits; has considered the request, the Comprehensive Plan, and the recommendations of the staff; and based upon the record which has been made concerning the request, has arrived at its decision; and

WHEREAS, it has been found and determined that the applicant has substantially complied with all of the procedural requirements as provided in Title 31, Article 12, C.R.S., in connection with the Petitions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, THAT:


Section 1. The Petitions are hereby accepted and found to be in substantial compliance with the requirements of Title 31, Article 12, C.R.S.

Section 2. That a public hearing to consider the Petitions is scheduled for March 25, 2020, at 3:00 p.m., at the Council Chambers of the City of Black Hawk, which is located at 211 Church Street, Black Hawk, Colorado, 80422, to determine if the proposed annexations comply with C.R.S. §§ 31-12-104 and 31-12-105 or such part thereof as may be required to establish eligibility under the terms of Title 31, Article 12, Part 1, as amended, known as the Municipal

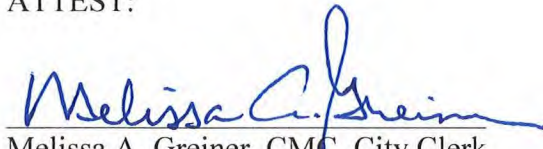
Annexation Act of 1965, and the Constitution of the State of Colorado, Article II, Section 30, as amended.

Section 3. Any person living within the area proposed to be annexed, any landowner of lands thereof, any resident of the municipality to which the area is proposed to be annexed, any municipality located within one mile of the proposed annexation, or the Board of County Commissioners of Gilpin County, may appear at such hearing and present evidence upon any matter to be determined by the City Council.

RESOLVED AND PASSED this 12th day of February, 2020.


David D. Spellman, Mayor

ATTEST:


Melissa A. Greiner, CMC, City Clerk





LAND USE APPLICATION FORM

City of Black Hawk
Community Planning and Development

211 Church Street, P.O. Box 68
Black Hawk, CO 80422

Phone: 303-582-0615
Fax: 303-582-2239

www.cityofblackhawk.org

DATE: 1/3/2020

APPLICANT NAME: COBURN ARCHITECTURE on behalf of PROXIMO DISTILLERS, LLC

APPLICANT ADDRESS: 2560 28th STREET, BOULDER, COLORADO 80501

APPLICANT MAILING ADDRESS: SAME

APPLICANT CONTACT NUMBER: 303.442.3351 X1125 EMAIL ADDRESS: ttengwall@coburnpartners.com

PROPERTY OWNER NAME: RSM PARTNERS, LLC

PROPERTY OWNER ADDRESS: 950 SOUTH CHERRY STREET, #1220, DENVER, COLORADO 80246

PROPERTY OWNER MAILING ADDRESS: SAME

PROPERTY OWNER CONTACT NUMBER: 201-306-7100 EMAIL ADDRESS: cdeedens@maplewoodadvisors.com

PROJECT NAME: LAKE GULCH WHISKEY RESORT

PROJECT ADDRESS: TBD

PROJECT DESCRIPTION: NEW DISTILLERY AND VISITOR'S CENTER FOR TINCUP WHISKEY

IS PROPERTY WITHIN CITY LIMITS: YES ☐ NO ☒

PRESENT ZONING: CURRENT USE: VACANT LAND

NAME OF EXISTING PLANNED UNIT DEVELOPMENT (IF APPLICABLE): N/A

NAME OF EXISTING SUBDIVISION PLAT (IF APPLICABLE): N/A

GILPIN COUNTY ASSESSOR'S I.D. NO.(S): VARIOUS EXISTING PROPERTY SIZE: 221.9 AC ACRES/SQ.FEET

(PLEASE ATTACH A COPY OF SURVEY/PLAT.)

EXISTING BUILDING SIZE: N/A SQ. FT. AND/OR NUMBER OF EXISTING RESIDENTIAL UNITS: 0

APPLICANT HAS READ AND ACKNOWLEDGES THE FOLLOWING:

For informational purposes, the Black Hawk Adopted Fee Schedule and Section 16-370 of the Black Hawk Municipal Code establishes the requirement for applicants to pay fees to cover the costs the City may incur by having City approved consultants evaluate and process applications.

APPLICANT AGREES TO THE FOLLOWING CERTIFICATION STATEMENT AND AFFIDAVIT:

I, as the applicant, hereby certify that I believe to the best of my knowledge that all information supplied with this application is true and accurate and that consent of the property owner listed above, without which the requested action cannot lawfully be accomplished, has been granted. Permission is also hereby granted to the City of Black Hawk staff and their consultants to physically enter upon and inspect the subject property and take photographs as necessary for preparation of the case. In addition, I have read and understand the Black Hawk Adopted Fee Schedule and Section 16-370 of the Black Hawk Municipal Code, and by signing this application I am agreeing that I am authorized to sign on behalf of the property owner, or business-owner, or applicant and commit and agree to the payment of any and all fees associated with processing this application and further agree to pay City of Black Hawk invoices associated with the processing of this application.

The application may be submitted electronically to the CP&D office by emailing Cynthia Linker at CLinker@cityofblackhawk.org with a copy to Janice Beecher at JBeecher@cityofblackhawk.org. Hard copy submittals may be required after the initial review of the electronic submittal. A receipt of application fee payment must accompany the application. Application fees may be paid online at: <http://www.cityofblackhawk.org/city-departments/community-planning-development/>

SIGNATURE OF APPLICANT: Troy Tengwall

Digitally signed by Troy Tengwall
DN: cn=Troy Tengwall, o=City of Black Hawk, ou=Community Planning and Development, email=Tengwall@cityofblackhawk.org, c=CO
Reason: I am not the signer and integrity of this document
Date: 2020.01.03 15:02:44-0700

DATE: 1/3/2020



LAND USE APPLICATION CHECKLIST

City of Black Hawk • Community Planning and Development • www.cityofblackhawk.org
211 Church Street • P.O. Box 68 • Black Hawk, CO 80422 • 303-582-2231

DATE: 1/3/2020 PROJECT NUMBER: 2020-01 PROJECT NAME: LAKE GULCH WHISKEY RESORT

Public Hearing Required with City Council? Yes ☒ No ☐ Administrative Approval: Yes ☐ No ☒

APPLICATION TYPE

- | | |
|---|--|
| <input checked="" type="checkbox"/> ANNEXATION | <input type="checkbox"/> BOUNDARY LINE AGREEMENT |
| <input checked="" type="checkbox"/> ZONING/REZONING | <input type="checkbox"/> FLOOD PLAIN DEVELOPMENT PERMIT |
| <input type="checkbox"/> PLANNED UNIT DEVELOPMENT or AMENDMENT | <input type="checkbox"/> CLOMR/LOMR |
| <input type="checkbox"/> SUBDIVISION PLAT | <input type="checkbox"/> ROADWAY EASEMENT |
| <input type="checkbox"/> SITE DEVELOPMENT PLAN | <input type="checkbox"/> TEMPORARY CONSTRUCTION EASEMENT |
| <input type="checkbox"/> SPECIAL REVIEW USE | <input type="checkbox"/> TEMPORARY USE |
| <input type="checkbox"/> CERTIFICATE OF APPROPRIATENESS | <input type="checkbox"/> VACATION |
| <input type="checkbox"/> CERTIFICATE OF ARCHITECTURAL COMPATIBILITY | <input type="checkbox"/> VARIANCE |
| <input type="checkbox"/> COMPREHENSIVE SIGN PLAN/STD SIGN PLAN | <input type="checkbox"/> BOARD OF APPEALS |
| <input type="checkbox"/> LICENSE AGREEMENT | <input type="checkbox"/> OTHER _____ |

REQUIRED SUBMITTAL MATERIALS

- ☒ One legible copy of the recorded Warranty Deed(s), or other such recorded documents, reflecting current ownership and any recorded copies of all documents references within the Warranty Deed(s).
- ☒ If dedications to the City are to be made, one legible copy of the recorded Deed(s) of Trust, mortgage(s) and/or assignments to any and all lending agencies or individuals, including recorded legible copies of any document(s) referenced within the text.
- ☒ If the applicant is someone other than the current owner, a notarized letter of authorization empowering the applicant to act on behalf of the owner.
- ☒ A title commitment guaranteeing clear title, including legible, recorded copies of all documents referenced within the title commitment by book and page or reception number. The title commitment must have an "Effective date" no earlier than two weeks prior to the date of the Land Use Pre-Planning Application is submitted.
- ☒ If the owner or lender is a corporation, a joint venture, or a partnership, an authorization of signatures (official verification that the signatures are authorized to sign up on behalf of the corporation, joint venture or partnership) will be required in the form of:
- ☒ A copy of the Articles of Incorporation and/or Corporate Bylaws, or a copy of the Partnership or Operating agreement, which identifies by proper name and title those authorized to sign on the corporation, joint venture or partnership's behalf, or
 - ☒ A certified corporate resolution by the board of directors specifically identifying and authorizing the signatories.
- ☒ A detailed written description of the request. Include Structures location, size and general design.
- ☒ Annexation Petition.
- ☒ Annexation Plat.
- ☐ Site Development Plan: prepared in accordance with the Black Hawk Zoning Ordinance.
- ☐ Planned Unit Development (PUD): prepared in accordance with the Black Hawk Zoning Ordinance or conceptual site plan for rezoning proposals to a standard City zone district.
- ☐ Preliminary Map: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☐ Final Plat: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ ALTA Survey of property showing the property dimensions, existing structures, vegetation, adjacent roadways, etc.
- ☐ Lot Line Adjustment Plat: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ Traverse Closure Sheets which include the external boundary and all internal lots, and street centerlines.
- ☐ Preliminary Drainage Report: prepared in accordance with the Black Hawk Regulations.
- ☐ Final Drainage Report: prepared in accordance with the Black Hawk Regulations.
- ☐ Geological Report: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ Traffic Study: prepared in accordance with the Black Hawk Transportation Regulations.
- ☐ Final Grading and Erosion Control Plan; prepared in conformance with the Black Hawk Regulations.
- ☒ Preliminary Plans for public improvements.
- ☐ Final Plans for public improvements.
- ☒ Quantities Estimates for Public Improvements including an 8-1/2 x 11" location map.
- ☐ Subdivision Agreement (SA) Information Sheet.
- ☒ A written legal description prepared by a registered land surveyor if property is not part of an approved Subdivision.
- ☐ Storm Water Management Plan (SWAMP).
- ☒ Other/Additional Requirements: Annex Agreement TBD with City and applicant // // // // // Conceptual Site Plan

RSM PARTNERS LLC
950 S. Cherry Street, #1220
Denver, CO 80246
(201) 306-7100
cdeddens@marilewoodadvisors.com

December 19, 2019

CITY OF BLACK HAWK
Community Planning and Development
211 Church Street
P.O. Box 68
Black Hawk, CO 80422
(303) 582-0615


RE: Letter of Authorization for Proximo Distillers LLC

Sirs:

Please accept this Letter of Authorization on behalf of RSM Partners LLC, as official notice to you that Proximo Distillers, LLC, has the power and authority to pursue the annexation of RSM Partners LLC's property, within Gilpin County, Colorado, and within the Black Hawk annexation area.

If you have any questions, comments or concerns regarding this matter, please do not hesitate to contact me. Thank you very much.

RSM PARTNERS LLC

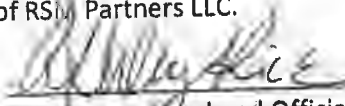

Carl Deddens, Authorized Agent and President
Signature and Date

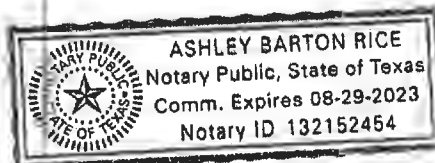
STATE OF Texas

County Of Brazos

The foregoing Letter of Authorization was acknowledged before me on this 20th day of December, 2019 by Carl Deddens, Authorized Agent and President of RSM Partners LLC.

My Commission Expires: 8-29-2023


Witness my Hand and Official Seal
Notary Public



CERTIFICATE OF CORPORATE RESOLUTION OF RSM PARTNERS LLC
AUTHORIZING PROXIMO DISTILLERS LLC TO PROCEED WITH ANNEXATION APPLICATION

I, Carl Deddens, President of RSM PARTNERS LLC, organized and existing under the Laws of the State of Colorado, and having its principal place of business at 950 S. Cherry Street, #1220, Denver, CO 80246, hereby certify that the following is a true copy of a resolution adopted by the RSM Partners LLC (hereinafter the "Company"), and that such resolution is now in full force and effect, and is in accordance with the Operating Agreement of the Company.

RESOLVED, that the Company approves of Proximo Distillers, LLC's right and authority to proceed with an Annexation Application with the City of Black Hawk, for the Company's property located within Gilpin County, Colorado, and within the Black Hawk annexation area; and,

RESOLVED, that Carl Deddens, acting as the Company's President, may sign this Resolution and any other documents necessary to assist Proximo Distillers, LLC's annexation application and/or to complete the purpose of this Resolution.

I further certify that the Company is duly organized and existing under the laws of Colorado, and has the power to take the actions called for by the foregoing Resolution.

RSM PARTNERS LLC

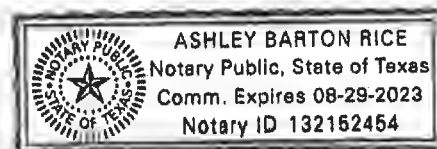
Carl Deddens
Carl Deddens, President
Signature and Date

STATE OF Texas
County Of Brewster

The foregoing Letter of Authorization was acknowledged before me on this 20th day of December, 2019 by Carl Deddens, President of RSM Partners LLC.

My Commission Expires: 8-29-2023
Notary Public

Ashley Rice
Witness my Hand and Official Seal



Frascona, Joiner, Goodman and Greenstein, P.C.

Oliver E. Frascona (1947-2014)

Jonathan A. Goodman

Gregg A. Greenstein

Cynthia M. Manzano

Jonathan H. Sargent

Michael A. Smeenk

Jordan C. May

Attorneys at Law

A Professional Corporation

4750 Table Mesa Drive, Boulder, Colorado 80305-5541

Telephone (303) 494-3000 Facsimile (303) 494-6309

www.frascona.com e-mail: harmon@frascona.com

of Counsel

Gary S. Joiner

Janice H. Loudon

G. Roger Bock

Karen J. Radakovich

Jesse H. Witt

January 3, 2020

Cynthia Linker

Community Planning and Development Administrator

211 Church Street

Black Hawk, CO 80422

Re: Black Hawk Case No. 2020-01A, Lake Gulch Annexations
Black Hawk Case No. 2020-01B, Lake Gulch Whiskey Resort PUD

Dear Ms. Linker:

This law firm represents Proximo Spirits, a major producer and importer of distilled spirits. Proximo owns Tincup Whiskey and numerous other established national brands and has a strong presence in local distilling as the owner of Stranahan's Colorado Whiskey in Denver. We are pleased to present the City of Black Hawk with an Annexation Petition and a Planned Unit Development (PUD) application, which, if approved, would support the development in Black Hawk of a bespoke distillery for the Tincup brand. We are also grateful for the attention, coordination, and collaboration that the City and its consultant, Baseline, have extended to us in the development of these materials.

Proximo's vision is to create a great, authentic whiskey in a great, authentic place by building a new, state-of-the-art whiskey distillery in the mountains of Colorado. To that end, Proximo has negotiated the purchase of the Richest Square Mile Ranch ("RSM"), an approximately 330-acre property located below Miner's Mesa. Pursuant to annexation and the approval of the PUD, Proximo would expect to close on the purchase of the RSM, and soon after that would begin the development of the distillery.

The portion of the RSM that is within Black Hawk's Growth Area (and which is subject to the annexation and PUD) comprises 221.9 acres. Proximo's development plan and program involve a distillery to produce and bottle Tincup Whiskey, several barrelhouses, a visitor's center, guesthouse and cabins, a restaurant, event space, retail, parking, and an array of outdoor activities focused on both active and passive recreation. The project is envisioned to be completed in phases, with the distillery and the visitor's center highlighting the first phase. At completion, the project is expected to result in over 40 direct net-new full-time equivalent jobs and over \$50,000,000 in capital investment.

The distillery would be a destination attraction and would benefit Black Hawk by identifying it as the home of the brand. Visitors would be welcomed both to observe the

January 3, 2020

Page 2 of 4

production and enjoy the product, and the distillery and visitor experience would bring in a unique tourism target group. It is anticipated that a high percentage of visitors would visit Black Hawk's other attractions before or after the distillery. We believe that the project would complement and diversify Black Hawk's economy, contribute to the community's achievement of its planning goals, and fit with the rugged image, mountain lifestyle, and mining heritage of the area.

To fit in with its surroundings, the project would always hew to the philosophy of *Distilling in Place*. Distilling in Place is a way to create authenticity through the relationship between the whiskey and where it is made. One way to cement that relationship is through the use of compelling architecture that respects and furthers the architectural heritage of Black Hawk. Some concept examples of the future Tincup distillery and visitor's center are below:



January 3, 2020

Page 3 of 4

Another way for the project to complement its surroundings is by respecting the natural landscape as shown in the photograph below:



As is evident from the conceptual site plan below, the majority of the RSM is intended to remain in its natural state:



January 3, 2020

Page 4 of 4

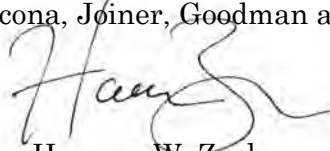
The Tincup distillery project is a labor of love for Proximo. There is an ample supply of light industrial property in the Front Range with easy access, more cooperative weather, and ready utilities. Nonetheless, we have focused on the RSM location for the past 18 months, performing exhaustive title analysis, survey work, utility design exercises, architecture and planning, cost estimation, and a host of other due diligence tasks. We are dedicated to completing this project in this location, and to creating a one-of-a-kind destination and production facility that would represent Colorado, and Black Hawk, proudly within the portfolio of Proximo's brands.¹

We believe that our Annexation Petition and PD application are complete, compliant with the Municipal Code, and supportive of the policies and principles embodied in the Black Hawk Comprehensive Plan. As to the Comp Plan, the proposed project would improve the sustainability of the area through expansion of recreational and non-gaming activities (see Policy EST-3.1), significant improvements in utility infrastructure (see Policies EST-4.1 and 4.2), and contribution to the overall health and vitality of Black Hawk (see Policies LU-2.1 through 2.3). The project would support a multitude of Comp Plan principles, including PRINCIPLE LU-4: *Encourage the orderly annexation of the land within the Black Hawk Growth Area.*

Based on the foregoing, Proximo respectfully requests that Black Hawk approve Case Nos. 2020-01A and 2020-01B and permit the proposed annexation and PUD project.

Sincerely yours,

Frascona, Joiner, Goodman and Greenstein, P.C.



By: Harmon W. Zuckerman, Esq.

¹ Proximo's portfolio of brands includes the world's largest selling tequila, Jose Cuervo®, as well as 1800® Tequila, Bushmills® Irish Whiskey, The Kraken® Black Spiced Rum, Pendleton® Canadian Whisky, Three Olives® Vodka, Maestro Dobel® Tequila, Gran Centenario® Tequila, Creyente® Mezcal, Tincup® American Whiskey, The Sexton® Single Malt Irish Whiskey, Hangar 1® Vodka, Boodles® Gin, O'neal's® Rum, Matusalem® Rum, Agavero® Liqueur, Stranahan's® Colorado Whiskey, Black Dirt® Bourbon and Old Camp® Whiskey. Proximo also is the global distribution partner for Proper No. Twelve™ Irish Whiskey. In addition, Proximo and its affiliates have a substantial track record of operating successful state-of-the-art distilleries with authentic visitor experiences. These facilities include the Old Bushmills Distillery in Northern Ireland, which receives over 150,000 visitors per year. Stranahan's Distillery in Denver, CO is ranked by Trip Advisor as the #1 thing to do in Denver and was recently named by Yelp as the #1 whiskey bar in America.



City of Black Hawk

**Lake Gulch Whiskey Resort
Annexations 1-7
Annexation Impact Report**

March 5, 2020

Report Prepared by:



Introduction

RSM Partners, LLC, has submitted a petition (dated January 3, 2020) to annex property consisting of approximately 222 acres (more or less) into the City of Black Hawk. The proposed area is generally vacant and will include numerous parcels to the south of a geographical area of the City commonly referred to as Miners Mesa. Seven annexation petitions have been submitted. See Exhibits A and B for maps of the area. Lake Gulch Whiskey Resort Annexation #1 will extend the southern city boundary down to a portion of Lake Gulch Road. Annexation #2 includes a portion between Lake Gulch Road and the newly annexed land. Annexation #3 includes another portion along Lake Gulch Road, along with the right-of-way for the road itself. Annexation #4 extends the boundary to the furthest southern edge along Lake Gulch Road. Annexations #5 and #6 include portions of the remaining strip between the north side of Lake Gulch Road and the existing southern city boundary. Annexation #7 includes the eastern-most portion of the property.

The proposed annexation consists of large portions of both Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian. The property proposed to be annexed is generally bounded to the south and west by Gilpin County Road 6 (Lake Gulch Road), to the north by Miner's Mesa Road and the existing Black Hawk city limits, and finally to the south and east by the extent of RSM Partners, LLC property. The 22 feet of public road (Lake Gulch Road) within Black Hawk's growth boundary will also be included in this annexation (as part of Annexation #3). See Exhibits A and B in the Appendix for existing and proposed city boundaries.

A map showing the present streets and utilities in the vicinity of the proposed annexation is included in Exhibit F.

Lake Gulch Whiskey Resort Annexation 1-7
Annexation Impact Report



Shaded area indicated existing City of Black Hawk City Limits

Gas

The property to be annexed lies within the service area of Public Service Company of Colorado dba Xcel Energy. At the time of development, costs to extend gas services will be financed by the petitioner or its assigns.

Electricity

The property to be annexed lies within the service area of Public Service Company of Colorado dba Xcel Energy. At the time of development, costs to extend electrical services will be financed by the petitioner or its assigns.

Water

The City of Black Hawk has a water distribution system to serve its community. The City of Black Hawk Water Department has existing water lines in the area and new main line extension and taps and private service lines can be accommodated. At the time of development, costs to extend water services will be financed by the petitioner or its assigns.

Fire Protection

The property to be annexed is currently within the Timberline Fire Protection District. The existing boundaries of Timberline are shown in Exhibit C. Once annexed to the City of Black Hawk, the City's Fire Department will assume the property into its own service area for fire response services. The City of Black Hawk and the petitioner, or assigns, will work with Timberline Fire Protection District to have the lands withdrawn from the district.

Sewer

The property to be annexed is not within the boundaries of a sanitation district. The petitioner has indicated its intent to annex all or a portion of its property into the Black Hawk Central City Sanitation District (BHCCSD). The existing boundaries of BHCCSD are shown in Exhibit D. A letter from BHCCSD indicating its availability to service the property is provided in Exhibit E.

At the time of development, costs to extend sewer services will be financed by the petitioner or its assigns. BHCCSD has indicated that the landowner will be able to annex the property into the District and the District will be able to provide sanitation services.

Streets

The existing 22-foot wide public road (Lake Gulch Rd.) included with this proposed annexation (see Exhibit B) and shown on the annexation plats shall be maintained by the City of Black Hawk. See Exhibit F.

School District

The subject property lies within the Gilpin County RE-1 School District. The specific impacts will be determined during review of future phases which may contain any residential development. Such reviews may include subdivision platting and/or site development plans. At this time the number of potential residential units is not known. It is anticipated that the school district will receive additional property tax revenue over time with the land improvements.

Districts

Taxing districts that currently cover the Lake Gulch Whiskey Resort Annexation properties include the following:

- Timberline Fire Protection District
- Gilpin County RE-1 School District

DRAFT Annexation Agreement

A copy of the DRAFT annexation agreement is attached. See Exhibit G.

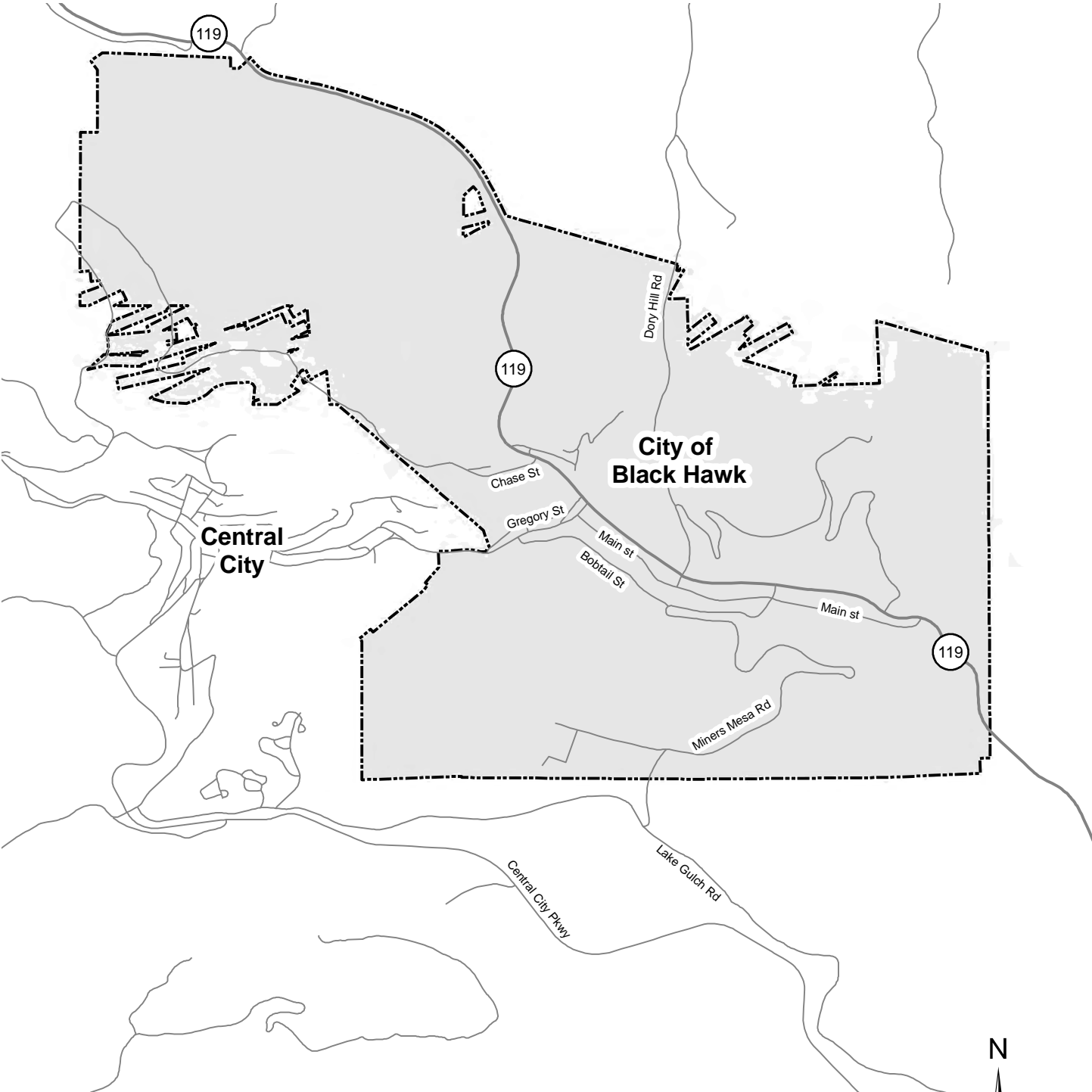
Requirements

This annexation impact report for the proposed Lake Gulch Whiskey Resort Annexations to the City of Black Hawk, Colorado has been prepared as required by the Colorado Municipal Annexation Act of 1965, as amended, and the City of Black Hawk Municipal Code.

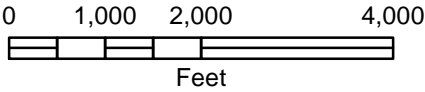
Appendix

- Exhibit A – Existing City Boundary Map
- Exhibit B – Proposed City Boundary Map
- Exhibit C – Timberline Fire Protection District Boundary Map
- Exhibit D – Black Hawk Central City Sanitation District Boundary Map
- Exhibit E – Black Hawk Central City Sanitation District Availability of Sanitary Service
- Exhibit F – Existing Utility & Street Map
- Exhibit G – DRAFT Annexation Agreement

Exhibit A
Existing City Boundary



Graphic Scale



1 inch = 2,000 feet



Exhibit B
Proposed City Boundaries

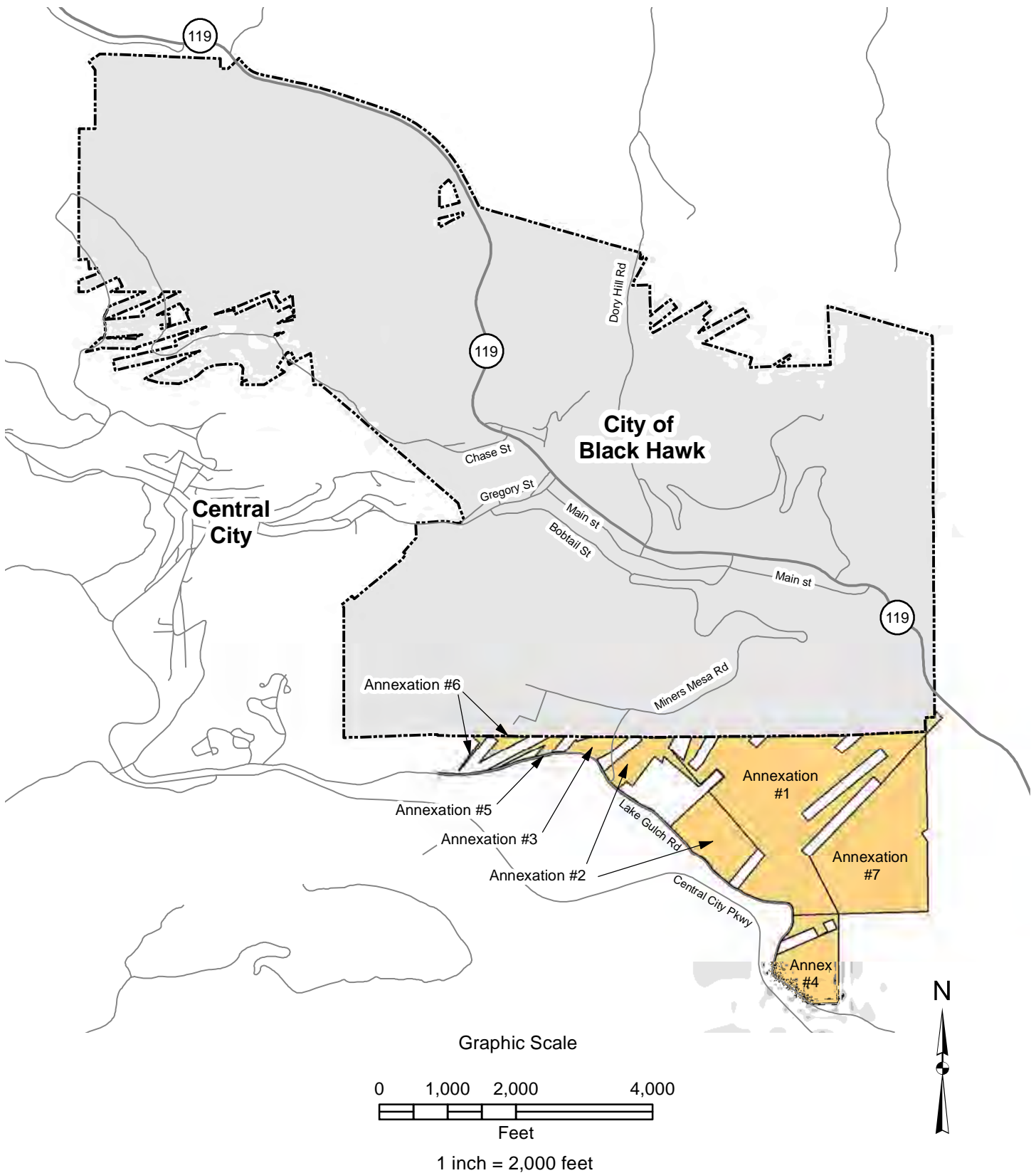
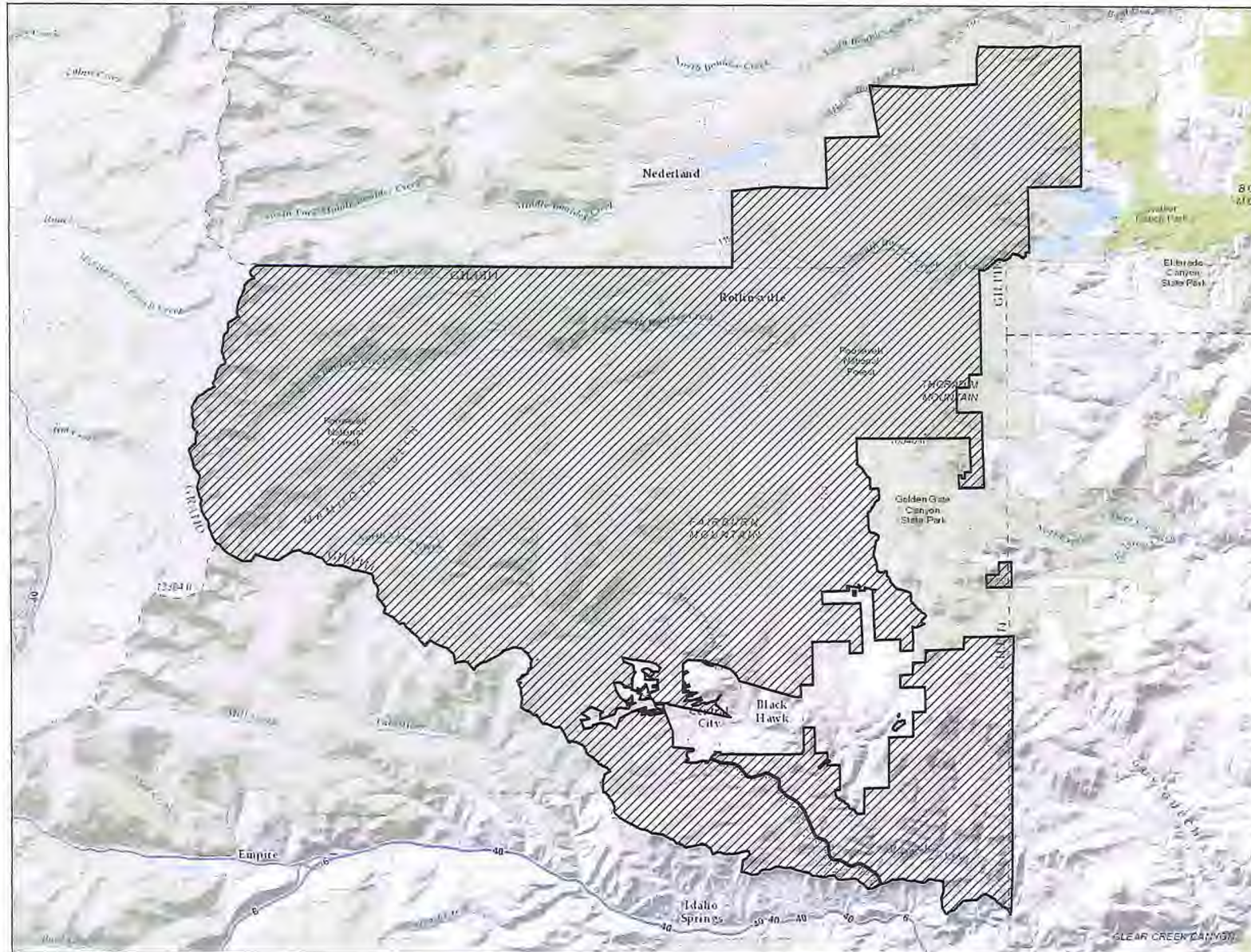


Exhibit C



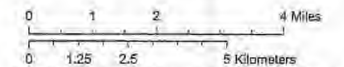
Timberline Fire Protection District

Legend



District Boundary

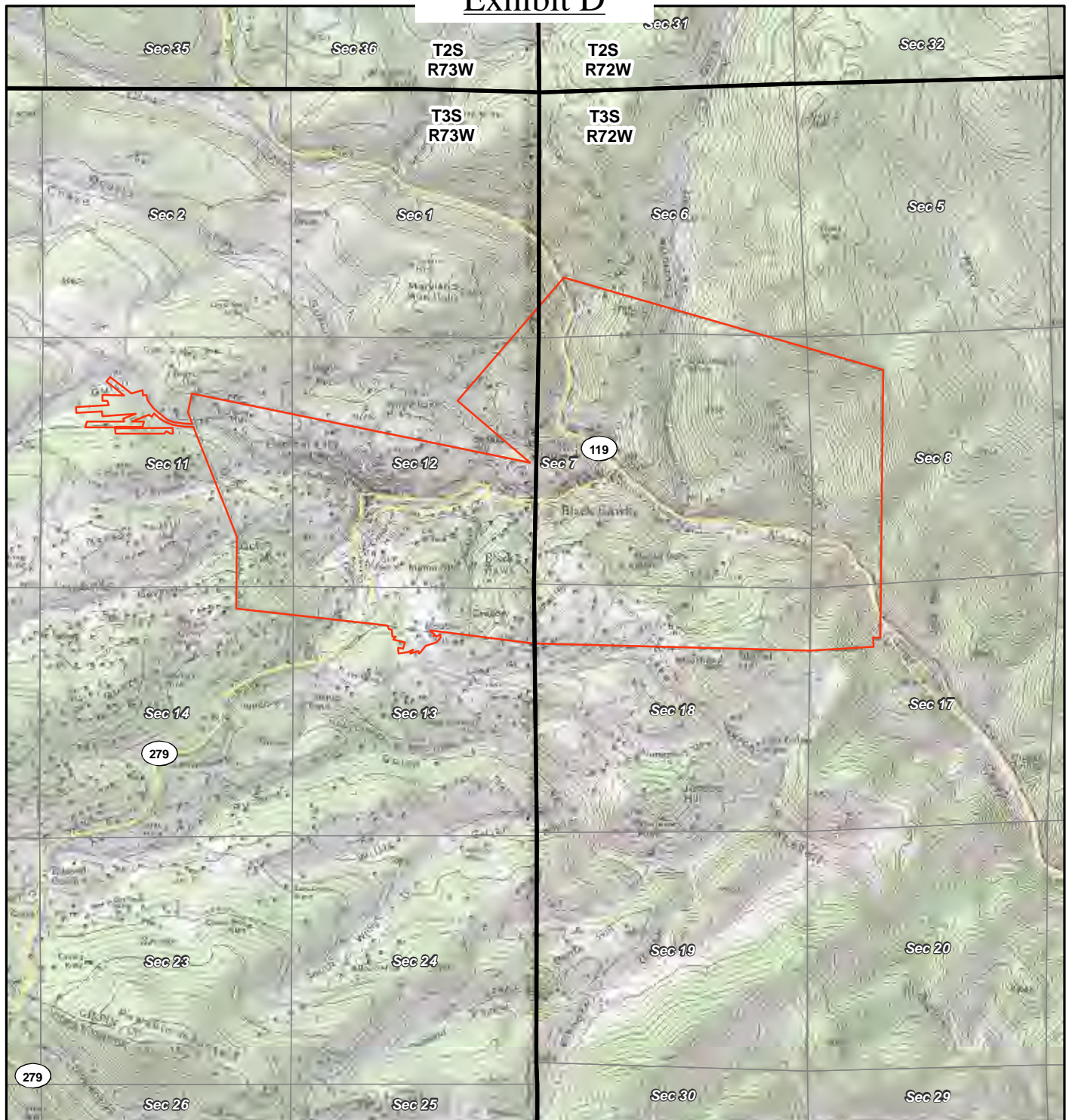
*This district boundary includes
US Forest Service lands which
are excluded.*







NAD 1983 StatePlane Colorado North FIPS 0501 Feet
Prepared by: Digital Data Services, Inc. (DDS)
Date: 10/26/2017

*DDS makes every effort to ensure this map is free of
errors but does not warrant the map or its features are either
spatially nor temporally accurate or fit for a particular use.
The depiction of features is representative not authoritative.
Notification of any errors will be appreciated.*

Exhibit D



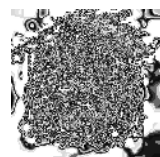
Substantial efforts have been made to accurately compile GIS data and documentation. Accuracy is not guaranteed. This product is for reference purposes only and is not to be construed as a legal document or survey instrument.

-  Black Hawk / Central City Sanitation District (December 2009)
-  Township and Range
-  Sections
-  Highways



DECEMBER 2009

BLACK HAWK / CENTRAL CITY SANITATION DISTRICT



Black Hawk/Central City Sanitation District
P.O. Box 362, Black Hawk, CO 80422
(303) 582-3422 Office
(303) 582-3424 Fax

Exhibit E

BLACK HAWK / CENTRAL CITY SANITATION DISTRICT

135 CHIEF OF WAR STREET 2ND FLOOR • P.O. BOX 362 BLACK HAWK, CO 80422
PHONE: 303-582-3422 • FAX: 303-582-3424



February 21, 2020

Troy Tengwall
Coburn Architecture
Via email: ttengwall@coburnpartners.com

Regarding: Availability of Sanitary Sewer Service – Lake Gulch Whiskey Resort

Dear Troy:

As of this date, the Black Hawk/Central City Sanitation District has sufficient capacity to serve the Lake Gulch Whiskey Resort based on the stated flows of 60,000 gallons of wastewater per day.

Sincerely,

**BLACK HAWK/CENTRAL CITY
SANITATION DISTRICT**

A handwritten signature in cursive script that reads 'Lynn M. Hillary'. The signature is written in dark ink and is positioned below the printed name of the District Administrator.

Lynn M. Hillary
District Administrator

/lmh
Cc: Black Hawk Planning Department

Exhibit F

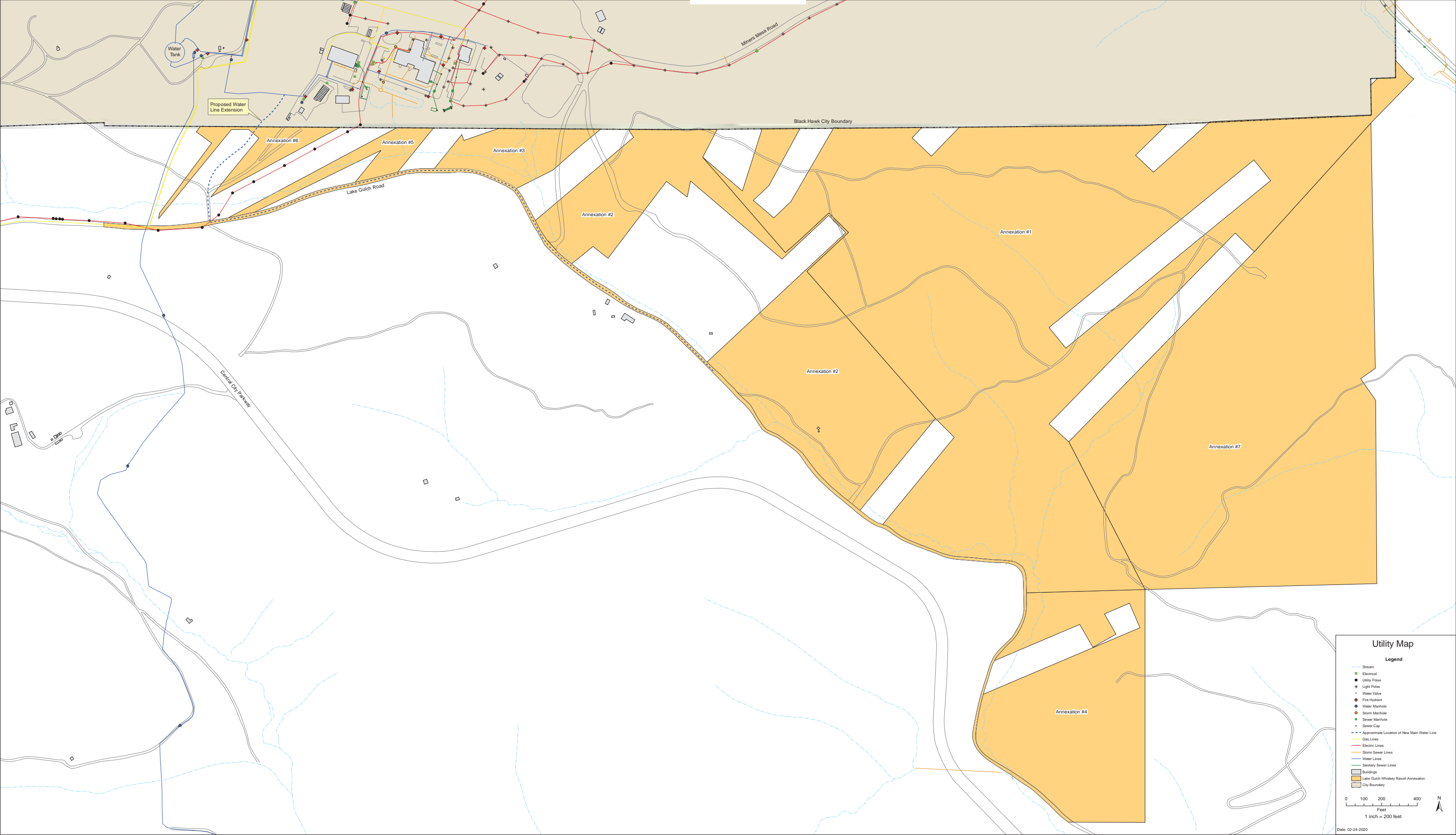


Exhibit G
DRAFT Annexation Agreement

DRAFT

DRAFT

DRAFT

ANNEXATION AGREEMENT

THIS AGREEMENT is made and entered into as of the ____ day of _____, 2020, by and between RSM, LLC, and its contract purchaser, PROXIMO DISTILLERS LLC hereinafter collectively referred to as ("Property Owner"), and the CITY OF BLACK HAWK, a home rule municipal corporation of the State of Colorado, (hereinafter referred to the "City").

A. The Property Owner is the owner of certain real property (the "Property") situated in the County of Gilpin, State of Colorado, which Property is described in **Exhibit A**, attached hereto and made a part hereof.

B. The Property Owner desires to have the Property annexed to the City.

C. The City wishes to annex the Property in a series of annexations, and zone the Property into the City, and shall consider the annexation petitions and zoning application for the Property upon the condition that this Agreement is approved by the City and is executed by the City and the Property Owner.

NOW, THEREFORE, in consideration of the foregoing recitals, mutual covenants, and promises set forth below, the receipt and sufficiency of which are mutually acknowledged, the City and the Property Owner hereby agree as follows:

1. Annexation. The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, as amended.

2. Purpose. The purpose of this Agreement is to set forth the terms, conditions, and fees to be paid by the Property Owner upon annexation and initial development of the Property. Unless otherwise expressly provided to the contrary herein, all conditions contained herein are in addition to any and all requirements of the City of Black Hawk Zoning Ordinance and Subdivision Regulations, as amended, any and all state statutes, and the City of Black Hawk Home Rule Charter and the ordinances of the City of Black Hawk.

3. Definitions. As used in this Agreement, the following terms shall have the meanings indicated:

a. Annexation Ordinance(s). An ordinance or ordinances of the City annexing the Property, or any portion thereof to the City.

b. Effective Date of Annexation. As set forth in Section 5 hereof.

c. Legal Challenge. For purposes of this Agreement, either of the following will constitute a Legal Challenge: (i) any third party commences any legal proceeding, request for reconsideration pursuant to § 31-12-116, C.R.S. or other action that directly or indirectly challenges (A) this Agreement, (B) the annexation and/or initial zoning of the Property; or (ii) any third party submits a petition for a referendum or other challenge seeking to reverse or nullify any such ordinances or actions.

d. Zoning Ordinance. An ordinance or ordinances zoning the Property, or any portion thereof.

4. Zoning and Development.

a. Zoning. The Property Owner is entering into this Agreement and is undertaking the obligations imposed upon the Property Owner herein in reliance upon the City's adoption of certain ordinances annexing the Property into the City and the taking of the following additional actions more particularly described in subsection 4.b. regarding the permitted development of the Property.

b. Permitted Development. The Property Owner shall develop the Property in accordance with this Agreement, City ordinances and regulations, and applicable state and federal law and regulations. The Property Owner specifically agrees that the design, improvement, construction, development and use of the Property shall be in conformance with, and that the Property Owner shall comply with, all the City ordinances and resolutions, including, without limitation, ordinances and resolutions pertaining to annexation, subdivision, zoning, storm drainage, utilities and flood control. The City shall allow and permit the development of the Property upon submission of proper application and payment of fees imposed by City ordinances and regulations. In the case of conflict between City ordinances and regulations and the terms of this Agreement, this Agreement shall control. Specifically, the Parties agree that the Property shall be developed in accordance with the Lake Gulch Whiskey Resort Planned Unit Development (the "Lake Gulch Whiskey Resort PUD"), approved by the City by ordinance concurrently with the approval of this Annexation and the Annexation Agreement.

5. Effective Date of Annexation. The annexation of the Property to the City shall become effective upon the filing of the Annexation Ordinance and map(s) with the Gilpin County Clerk & Recorder pursuant to C.R.S. § 31-12-113(2). The City shall make such filing upon the last to occur of the following, and not otherwise:

a. Final approval of the Annexation Ordinance(s);

b. Final approval of the Zoning Ordinance; and

c. Expiration of the time for a Legal Challenge to the Annexation Ordinance(s) or the Zoning Ordinance.

6. City Fees.

a. Administrative Fee. The Property Owner hereby agrees to pay the City the actual cost plus fifteen percent (15%) to defray the administrative and review expenses of the City, and for planning, engineering, surveying, and legal services rendered in connection with the review of the annexation of the Property, which costs shall be determined by the City Manager. In addition, the Property Owner shall reimburse the City for the actual cost of making corrections or additions to the official City Map, with a fee for recording such map, if necessary, and accompanying documents with the County Clerk and Recorder.

b. Impact Fees. The Property Owner shall pay the impact fees as established by City ordinances in effect at the time this Agreement is executed. The City as an inducement to the annexation of the Property hereby waives the imposition of the City's Parking Impact Fee otherwise required by Article VI of Chapter 4 of the Black Hawk Municipal Code, and further waives the imposition of the Fire and Police Protection Impact Fee otherwise required by Article VII of Chapter 4 of the Black Hawk Municipal Code.

c. Enforcement; Amendment. The City may withhold any plat approval or withhold the issuance of any permits for construction or occupancy for failure to pay City fees as provided herein. All fees recited in this Agreement shall be subject to amendment by the City Council by ordinance so long as any amendment is City-wide. Any amendment to such fees shall be incorporated into this Agreement as if originally set forth herein.

7. Summary Exhibit Depicting Land Exchange, Rights of Way, and Water Line Improvements. The Parties agree that **Exhibit B**, attached hereto and incorporated herein by this reference, depicts the land exchange more particularly described in Section 8, the right-of-way obligations described in Section 9, and the water line construction obligations more particularly described on Section 10 of this Agreement.

8. Land Exchange. The City and the Property Owner agree to exchange the property owned by the Property Owner as depicted on Exhibit B and more particularly described on **Exhibit C**, attached hereto and incorporated hereby by reference (the "New City Property"), in exchange for the City conveying the property more particularly described in **Exhibit D**, attached hereto and incorporated herein by this reference (the "New Whiskey Gulch Resort Property") to the Property Owner. The property exchange described herein shall be in lieu of any open space dedication otherwise required by the City as a condition of annexation or subdivision of the Property.

9. Rights of Way.

a. Subject to the reimbursement provisions set forth in Section 11.b.i., the Property Owner shall be required to design and construct with City approval, at the Property Owner's sole cost and expense, the road generally depicted on Exhibit B and identified as the Miner's Mesa Road Extension No. 2 ("Miner's Mesa Road Extension No. 2"), which Miner's Mesa Road Extension No. 2 shall connect Lake Gulch Road to the Miner's Mesa Road Extension No. 1 as depicted on Exhibit B, and which Miner's Mesa Road Extension No. 2 shall connect to Lake Gulch Road with a roundabout as depicted on Exhibit B.

b. To the extent Miner's Mesa Road Extension No. 2 includes property not owned by the Property Owner, it shall be the City's obligation to acquire the necessary property interests for Miner's Mesa Road Extension No. 2, and the Property Owner shall not be obligated to construct Miner's Mesa Road Extension No. 2 until the City acquires the necessary property interests to cause the construction of Miner's Mesa Road Extension No. 2.

c. The Property Owner shall also be required to design and construct to the City's road standards set forth in subsection e. of this Section 9 that portion of Lake Gulch Road more particularly described on Exhibit B (the "Lake Gulch Road Improvements"). The City

agrees to reimburse as more particularly described in Section 11.b.i. that portion of the Lake Gulch Road Improvements, excluding the 0.45 miles of the Lake Gulch Road Improvements more particularly depicted in Exhibit B.

d. The City agrees, at the City's sole cost and expense, that it shall design and construct the Miner's Mesa Road Extension No. 1 are more particularly described in Exhibit B, consisting of approximately 0.32 miles of right-of-way, and the City's design and construction of Miner's Mesa Road Extension No. 1 shall include a roundabout at the westernmost location of Miner's Mesa Road Extension No. 1 as depicted on Exhibit B.

e. Road Standards. The Property Owner shall construct Miner's Mesa Road Extension No. 2 and the Lake Gulch Road Improvements to include a fifty (50) foot right-of-way, consisting of forty-two (42) feet of pavement with two (2) fifteen (15) foot lanes and two six (6) foot shoulders, and shall include drainage, streetlights and undergrounded utilities as described in Section 10, subsection d. of this Agreement. In addition, to the extent Property Owner is obligated to construct additional public roadways to serve the Property, the Property Owner shall be obligated to construct such public roadways to the fifty (50) foot template described in this subsection d.

10. Utilities.

a. Water Service. Upon annexation, the City shall provide municipal domestic water service to the Property in accordance with the uses authorized by the City's approval of the Lake Gulch Whiskey Resort PUD.

b. Sewer Service. The Property Owner shall be required to apply to the Black Hawk-Central City Sanitation District (the "Sanitation District") for inclusion into the Sanitation District's service area and corresponding service by the Sanitation District in accordance with the Rules, Regulations, and Resolutions in effect for the Sanitation District in effect for the entire Sanitation District at the time of application.

c. Water Tap and System Development Fees. Based on the proposed uses for the Property in accordance with the Lake Gulch Whiskey Resort PUD, the Property Owner shall require an appropriately sized water tap, which water tap size may be expanded as more particularly described in the water tap schedule attached hereto as **Exhibit C**, and incorporated herein by this reference, and shall further require a twelve (12) inch water line in the locations depicted on Exhibit B. The Property Owner shall design and construct, in accordance with City water standards including necessary pressure reducing valves and meter vaults, approximately Four Thousand Two Hundred and Sixty (4,260) lineal feet of the twelve (12) inch water line in the location depicted on Exhibit B. The Property Owner shall be required to pay the tap fee and system development fees for the water tap and water line described herein; provided, however, the City agrees it shall rebate the system development fee to the Property Owner to reimburse the Property Owner for the actual cost of design and construction of the twelve (12) inch water line located within Lake Gulch Road and Miners Mesa Road Extension No. 2. In addition, in the event the amount of the system development fee paid by Property Owner exceeds the cost of the design and construction of the twelve (12) inch water line located within Lake Gulch Road and Miners

Mesa Road Extension No. 2, the City agrees that it shall use the remainder of the system development fees paid by Property Owner to pay for additional extensions of water lines necessary to service Property Owner's future development so long as such future development occurs within ten (10) years of the issuance of the first building permit issued for the Property.

d. Undergrounding of Utilities. Property Owner shall be obligated to construct underground all utilities constructed pursuant to this Agreement and necessary to serve the Property.

e. Easements. The Property Owner agrees to dedicate to the City by plat all utility easements within the Property and elsewhere as necessary to provide for the location of water distribution, collection and transmission lines and related facilities.

11. Other Terms and Condition of Annexation.

a. Gregory Street Presence. The Parties agree that no later than four (4) years after the issuance of the first Certificate of Occupancy for the first phase of development on the Property, Property Owner shall establish a tasting room or other presence on Gregory Street within the City of Black Hawk.

b. Use Tax Rebates. In order to assist Property Owner in the costs of public infrastructure associated with the development of the Property, the City agrees to reimburse Property Owner with use tax rebates as follows:

i. The City shall reimburse Property Owner for the actual costs of design and construction of the approximately 0.46 miles of the Miners Mesa Road Extension No. 2 and that portion of the Lake Gulch Road depicted on Exhibit B. The reimbursement of the actual costs of design and construction shall be in the form of a use tax rebate of the use taxes paid by Property Owner for the construction materials, furniture, fixtures, and equipment paid by Property Owner for the first phase of development on the Property.

ii. In addition to the reimbursement for use tax on construction materials and furniture, fixtures, and equipment paid by Property Owner set forth in Section 11.b.i above, the City shall consider additional rebates in future phases of the Property's development upon agreement between the parties regarding bottle labeling and marketing and other negotiations the Parties deem appropriate. In order to be eligible for potential future use tax rebates, such an agreement regarding bottle labeling and marketing shall be finalized prior to the issuance of the first Certificate of Occupancy for the first phase of development on the Property. In any event, no use tax reimbursement agreement shall extend beyond the date of ten (10) years from the issuance of the first Certificate of Occupancy for the first phase of development on the Property.

c. Exclusion from Timberline Fire Protection District. Within thirty (30) days of the Effective Date, Property Owner shall commence proceedings to exclude the Property from the boundaries of the Timberline Fire Protection District.

c. Residential Component of the Lake Gulch Whiskey Resort PUD. To the extent the Lake Gulch Whiskey Resort PUD contains the residential component of the Gold Mountain Development Plan as more particularly described in Section 5 of that Intergovernmental Agreement dated September 29, 1999 between the City of Central, the City of Black Hawk, the County of Gilpin and the Black Hawk-Central City Sanitation District (the "Growth IGA"), the City and Property Owner agree as follows:

i. The City's reimbursement obligations set forth in this Section 11, and any other obligations of the City in Section 9 of this Agreement shall only be obligations of the City if Property Owner constructs the commercial and industrial land uses set forth in the incentives set forth in the Lake Gulch Whiskey Resort PUD. The Property Owner shall not be eligible for any reimbursement in the event the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD.

ii. Notwithstanding the provisions of Section 10.c. of this Agreement, in the event the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD, the City shall not be obligated to use the system development fee paid by the Property Owner to pay for the design and construction of the twelve (12) inch water line, nor shall the City have any additional obligations to use such system development fees for any purpose.

iii. In order to address the public health, safety and welfare of the citizens of the City, if the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD, Property Owner shall be required to dedicate property for and construct (A) a new City of Black Hawk Fire Station including space for an additional ambulance; and (B) a Police Station Annex to address the needs caused by the additional residential uses on the Property. In addition, Property Owner shall, be required to pay for any personnel costs incurred by the City for a period of ten (10) years from the date of the first Certificate of Occupancy for such Fire and Police facilities for the residential uses more particularly described in the Gold Mountain Development Plan.

12. Vested Rights.

a. Waiver. The Property Owner waives any prior vested property rights acquired in Gilpin County so long as the Property remains annexed into the City.

b. Vested Rights Created. Consistent with the purpose of this Agreement, the Parties hereby agree that the Annexation and Zoning Ordinances shall constitute a "site specific development plan" as defined in C.R.S. §24-68-102(4); that certain rights shall be vested property rights as provided in this Agreement; and that Property Owner and its designated successors and assigns shall have a vested property right to undertake and complete development and use of the Property as provided in this Agreement. The rights and

obligations under this Agreement shall vest in the Property Owner and its designated successors and assigns as benefits and burdens to the land and which shall run with title to the land.

c. Rights Which are Vested. Only the rights which are identified herein shall constitute vested property rights under this Agreement. These rights are as follows:

- i. The right to be protected against the City initiating any zoning action to reduce the zoning entitlements granted upon annexation of the Property all as more particularly described in Section 4;
- ii. The right to develop the Property and engage in land uses in the manner and to the extent set forth on the terms and conditions set forth herein;
- iii. The right to continue and complete development of the Property with conditions, standards, dedications, and requirements which are no more onerous than those then being imposed by the City on other developers within the City's municipal boundaries on a reasonably uniform and consistent basis, except to the extent such conditions, standards, dedications, and requirements conflict with the terms and conditions of this Agreement, in which event this Agreement shall control; and
- iv. The right to be protected against the City approving a special or metropolitan taxing district which includes within its boundaries all or any portion of the Property, without the written consent of the Property Owner first being obtained in each instance, except that this provision shall not apply if the boundaries of the taxing district include the entire municipal boundaries of the City and if the creation of such a taxing district is approved by the entire electorate of the City.

d. Term of Vested Rights. The City by rights identified in this Section shall continue and have a duration until three (3) years after the date hereof. Extension of this period of vesting may be granted by the City in its sole discretion, upon request of the Property Owner or its designated successors and assigns.

e. Compliance with General Regulations. The establishment of the rights vested under this Agreement shall not preclude the application of City regulations of general applicability including, but not limited to, the application of local improvement districts, building, fire, plumbing, engineering, electrical and mechanical codes, or the application of regional, state or federal regulations, as all of the foregoing exist on the date of this Agreement or may be enacted or amended after the date hereof, except as otherwise provided herein. The Property Owner does not waive its rights to oppose adoption of any such regulations.

13. Remedies.

a. The Property Owner's remedies against the City for the City's breach of this Agreement include: (i) breach of contract claims; and (ii) specific performance of the non-legislative obligations of the City as set forth herein.

- b. The City's remedies under this Agreement include, the following:
 - i. The refusal to issue any building permit or certificate of occupancy;
 - ii. A demand that the security given for the completion of the public improvements be paid or honored; and
 - iii. Any other remedy available at law.
- c. Rights to Cure. Should either Party fail to comply with the terms of this Agreement, the other Party shall give written notice of breach or default and a period of thirty (30) days after receipt of said notice in which to cure any such breach or default; provided, however, if the breach or default is not reasonably susceptible of cure within such thirty (30) day period, there shall be given an additional period of time as may be reasonably necessary to complete the cure provided that the Party commences to cure the breach or default within such thirty (30) day period and thereafter diligently pursue the same to completion. Should the breaching Party fail to cure any such breach or default, the other Party shall have the right to pursue all equitable remedies.

14. Authority of the City. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of existing codes or ordinances or as a waiver or abrogation of the City's legislative, governmental, or police powers to promote and protect the health, safety and general welfare of the City or its inhabitants; nor shall this Agreement prohibit the enactment by the City of any tax or fee that is of uniform or general application, all in conformance with Colorado Revised Statutes.

15. Force Majeure -- Development Restrictions or Delays. In the event of the unavailability of water and sewer taps necessary for the development and use of the Property as contemplated herein, or in the event of the imposition of any moratorium or other ordinance or action by the City or any other governmental or quasi-governmental authority which materially prevents or delays development or use of the Property, the Property Owner's obligations hereunder to pay fees or to construct or convey to the City improvements shall be suspended for a period of time equal to the time period in which such described events either delay or prevent development or use of the Property. The term "material" as used herein means the inability of the Property Owner to obtain plat approval, building permits or certificates of occupancy.

16. Construction of Public Streets. As specified and limited by Section 9, the Property Owner agrees to design, construct, pave, improve, and provide signage, lighting and signalization for all public streets and other public ways within or adjacent to the Property in accordance with City ordinances and resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions and standards, and to make such other improvements as required by City ordinances and resolutions, to guarantee construction of all required improvements. If requested by the City, the Property Owner agrees to enter into an agreement pertaining to such improvements and other matters prior to any development of the Property.

17. Severability. The Parties agree that if any part, term, portion or provision of this Agreement is held by a court of competent jurisdiction to be illegal or in conflict with any law of

the State of Colorado, the validity of the remaining parts, terms, portions or provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular part, term, portion or provision held to be invalid.

18. Municipal Services. The City agrees to make available to the Property all of the usual municipal services in accordance with the ordinances and policies of the City. The Property Owner acknowledges that City services do not include, as of the date of the execution of this Agreement, sanitary sewer services, which are provided by the Sanitation District.

19. Amendments. This Agreement may be amended by the City and the Property Owner. Such amendments shall be in writing, shall be recorded with the County Clerk of Gilpin County, Colorado, shall be covenants running with the land, and shall be binding upon all persons or entities having an interest in the Property subject to the amendment unless otherwise specified in the amendment. Except as otherwise provided herein, this Agreement shall not be amended unless approved in writing by all Parties hereto.

20. Entire Agreement. This Agreement embodies the entire agreement of the Parties. There are no promises, terms, conditions or obligations other than those contained herein; and this Agreement supersedes all previous communications, representations or agreements, either verbal or written, between the Parties.

21. Indemnification. The Property Owner agrees to indemnify and hold harmless the City and the City's officers, employees, agents and contractors from and against all liability, claims and demands, including attorneys' fees and court costs, which arise out of or are in any manner connected with the annexation of the Property, or other action by the City in order to effectuate the annexation of the Property, or which are in any manner connected with the City's enforcement of this Agreement, with the exception of enforcement of this Agreement against the Property Owner if the Property Owner substantially prevails. The Property Owner further agrees to investigate, handle, respond to and to provide defense for and defend against or, at the City's option, to pay the attorneys' fees for defense counsel of the City's choice for any such liability, claims or demands.

22. Assignment. As used in this Agreement, the term "Property Owner" shall include any of the heirs, transferees, successors or assigns of the Property Owner, and all such parties shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original parties thereto.

23. Effect of City Ordinances and Resolutions. As used in this Agreement, unless otherwise specifically provided herein, any reference to any provision of any City ordinance, resolution or policy is intended to refer to any subsequent amendments or revisions to such ordinance, resolution or policy and the Parties agree that such amendments or revisions shall be binding upon the Property Owner.

24. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the heirs, transferees, successors and assigns hereof, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk of Gilpin County, Colorado, at the Property Owner's expense. Subject to the conditions precedent herein, this Agreement may be

enforced in any court of competent jurisdiction. In the event this Agreement is terminated as permitted herein, and the Property is not annexed, the City agrees to execute a sufficient release for recording.

25. Legislative Discretion. The Property Owner acknowledges that the annexation and zoning of the Property are subject to the legislative discretion of the City Council of the City of Black Hawk. No assurances of annexation or zoning have been made or relied upon by the Property Owner. In the event that, in the exercise of its legislative discretion, any action with respect to the Property herein contemplated is not taken, then the sole and exclusive remedy for the breach hereof accompanied by the exercise of such discretion, shall be the withdrawal of the petition for annexation by the Property Owner, or disconnection from the City in accordance with state law, as may be appropriate.

26. Recordation of Agreement. This Agreement shall be recorded with the Clerk and Recorder of Gilpin County, Colorado, shall run with the land, and shall be binding upon and shall inure to the benefit of the heirs, successors, and permitted assigns of the Parties hereto.

27. Effective Date. This Agreement shall be effective and binding upon the Parties immediately upon execution by both of the Parties.

28. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should either Party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that venue of such suit or action shall be in Gilpin County, Colorado.

29. Notice. All notice required under this Agreement shall be in writing and shall be hand-delivered or sent by registered or certified mail, return-receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices so given shall be considered effective on the earlier of actual receipt or seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either Party by notice so given may change the address to which future notices shall be sent.

To the City:

Stephen N. Cole, City Manager
P. O. Box 68
Black Hawk, Colorado 80422

With copy to:

Corey Y. Hoffmann, Esq.
Hoffmann, Parker, Wilson & Carberry, P.C.
511 16th Street, Suite 610
Denver, Colorado 80202

To the Property Owner:

With copies to:

IN WITNESS WHEREOF, the Parties to this Agreement have set their hands and seals the day and year first written above.

CITY OF BLACK HAWK, COLORADO

By: _____
David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

PROPERTY OWNER RSM LLC

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The above and foregoing signature of _____ was subscribed and sworn to before me this ____ day of _____, 2020.

Witness my hand and official seal.

My commission expires: _____

Notary Public

**CONTRACT PURCHASER PROXIMO
DISTILLERS, LLC**

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The above and foregoing signature of _____ was subscribed and sworn to before me this ____ day of _____, 2020.

Witness my hand and official seal.

My commission expires: _____

Notary Public

EXHIBIT A

Legal Description of the Property

Public Notices & Legals cont'd

NOTICE OF PUBLIC HEARING ON PROPOSED ANNEXATION

Notice is hereby given that the Black Hawk City Council shall hold a public hearing upon Resolution No. 10-2020 for the purpose of determining and finding whether the area proposed to be annexed meets the applicable requirements of section 30 of article II of the state constitution and Colorado Revised Statutes sections 31-12-104 and 31-12-105, and is considered eligible for annexation.

The public hearing is to be held before the Black Hawk City Council on March 25, 2020, at 3:00 p.m., or as soon as possible thereafter. The public hearing shall be held in the City of Black Hawk City Council Chambers located at 211 Church Street, Black Hawk, Colorado 80422.

ALL INTERESTED PARTIES MAY ATTEND.

A complete copy of Resolution No. 10-2020 including a legal description of the proposed property to be annexed is set forth in full below:

STATE OF COLORADO COUNTY OF GILPIN CITY OF BLACK HAWK Resolution No. 10-2020

TITLE: A RESOLUTION ACCEPTING THE PETITIONS FOR ANNEXATION AND ESTABLISHING MARCH 25, 2020 AS THE DATE OF PUBLIC HEARING ON THE REQUESTED ANNEXATION OF PARCELS OF UNINCORPORATED TERRITORY LOCATED IN THE COUNTY OF GILPIN (LAKE GULCH WHISKEY RESORT ANNEXATIONS)

WHEREAS, the owner of unincorporated territory, comprising more than fifty percent (50%) of the area proposed for annexation pursuant to C.R.S. § 31-12-107, have filed seven (7) petitions for annexation of a certain unincorporated property to the City (collectively referred to as the "Petitions"), which territory is more particularly described in Exhibit A, attached to each Petition;

WHEREAS, C.R.S. § 31-12-108 requires that the City accept the Petitions and establish a date, time and place that the City Council will hold a public hearing to consider the annexation and the various requirements of Title 31, Article 12, C.R.S.;

WHEREAS the City Council, at its regular meeting on February 12, 2020, reviewed the Petitions

and various documents submitted in support of the Petitions;

WHEREAS, the City Council has examined the record in this case and the various exhibits; has considered the request, the Comprehensive Plan, and the recommendations of the staff; and based upon the record which has been made concerning the request, has arrived at its decision; and

WHEREAS, it has been found and determined that the applicant has substantially complied with all of the procedural requirements as provided in Title 31, Article 12, C.R.S., in connection with the Petitions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, THAT:

Section 1. The Petitions are hereby accepted and found to be in substantial compliance with the requirements of Title 31, Article 12, C.R.S.

Section 2. That a public hearing to consider the Petitions is scheduled for March 25, 2020, at 3:00 p.m., at the Council Chambers of the City of Black Hawk, which is located at 211 Church Street, Black Hawk, Colorado, 80422, to determine if the proposed annexations comply with C.R.S. §§ 31-12-104 and 31-12-105 or such part thereof as may be required to establish eligibility under the terms of Title 31, Article 12, Part 1, as amended, known as the Municipal Annexation Act of 1965, and the Constitution of the State of Colorado, Article II, Section 30, as amended.

Section 3. Any person living within the area proposed to be annexed, any landowner of lands thereof, any resident of the municipality to which the area is proposed to be annexed, any municipality located within one mile of the proposed annexation, or the Board of County Commissioners of Gilpin County, may appear at such hearing and present evidence upon any matter to be determined by the City Council.

RESOLVED AND PASSED this 12th day of February, 2020.

/s/ David D. Spellman, Mayor

ATTEST:

/s/ Melissa A. Greiner, CM, City Clerk

Name of Publication:

Weekly Register-Call

First Publication: 2/20/2020

Last Publication: 3/19/2020

EXHIBIT A

LEGAL DESCRIPTION

Lake Gulch Whiskey Resort Annexation No. 1

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

thence S 47° 53' 33" E along said line 4-1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3-2 of the Blow Out Lode, US Mineral Survey No. 18776;

thence N 19° 46' 26" E along said line 3-2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east-west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east-west centerline of the NE ¼ a distance of 208.47 feet to the point of intersection with line 1-2 of the Great Britain Lode, US Mineral Survey No. 18776;

thence S 29° 18' 00" W along said line 1-2 of said Great Britain Lode a distance of 353.67 feet to corner No. 2 of said Great Britain Lode;

thence S 46° 17' 00" W along line 2-3 of said Great Britain Lode a distance of 131.10 feet to the point of intersection with line 4-1 of said Williams Crossing Lode;

thence S 47° 53' 33" E along said line 4-1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6-7 of said Great Britain Lode;

thence N 46° 22' 45" E along said line 6-7 of said Great Britain Lode a distance of 142.56 feet to corner No. 7 of said Great Britain Lode;

thence N 29° 19' 49" E along line 7-8 of said Great Britain Lode a distance of 461.80 feet to the point of intersection with said east-west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east-west centerline of the NE ¼ a distance of 474.24 feet to the point of intersection with line 16-15 of

the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;

thence S 43° 56' 47" W along said line 16-15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;

thence S 46° 21' 54" E along line 15-14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N 43° 56' 15" E along line 14-13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east-west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east-west centerline of the NE ¼ a distance of 1040.34 feet to the N 1/16th corner of Sections 17 and 18;

thence N 87° 26' 32" E along the east-west centerline of the NW ¼ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3-2 of said East Williams Lode, US Mineral Survey No. 588;

thence S 47° 19' 59" W along said line 3-2 of the East Williams Lode a distance of 204.89 feet to corner No. 2 of said East Williams Lode;

thence S 42° 44' 49" E along line 2-1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;

thence N 47° 20' 23" E along line 1-4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east-west centerline of the NW ¼ of said Section 17;

thence N 87° 26' 32" E along said east-west centerline of the NW ¼ of said Section 17 a distance of 906.14 feet to the NW 1/16th corner of said Section 17;

thence N 01° 02' 29" W along the north-south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk boundary a distance of 164.47 feet to the point of intersection with line 1-2 of the Mary Miller Lode, US Mineral Survey No. 969;

thence N 44° 28' 35" E along said line 1-2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk boundary;

thence N 88° 00' 45" E along said City of Black Hawk boundary a distance of 96.85 feet;

thence N 00° 18' 42" W along said City of Black Hawk boundary a distance of 91.93 feet to the point of intersection with line 6-5 of the Morgan Placer US Mineral Survey No. 226;

thence S 42° 19' 52" E along said line 6-5 of said Morgan Placer a distance of 92.75 feet to corner No.

5 of said Morgan Placer;

thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;

thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3-4 of said Mary Miller Lode;

thence S 44° 27' 10" W along said line 3-4 of said Mary Miller Lode a distance of 340.78 feet to the north-south centerline of said NW ¼ of said Section 17;

thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3-2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;

thence S 44° 28' 40" W along line 2-1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;

thence S 45° 17' 32" E along line 1-4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;

thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;

thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.61 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of

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28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;
17. N 81° 25' 50" W a distance of 28.60 feet;
18. N 76° 41' 49" W a distance of 29.15 feet;
19. N 73° 08' 35" W a distance of 28.55 feet;
20. N 70° 53' 21" W a distance of 28.11 feet;
21. N 69° 40' 34" W a distance of 29.60 feet;
22. N 69° 16' 06" W a distance of 30.58 feet;
23. N 69° 23' 51" W a distance of 31.51 feet;
24. N 69° 00' 03" W a distance of 30.04 feet;
25. N 67° 48' 40" W a distance of 31.55 feet;
26. N 68° 24' 20" W a distance of 27.25 feet;
27. N 62° 37' 03" W a distance of 29.46 feet;
28. N 58° 52' 53" W a distance of 25.03 feet;
29. N 54° 58' 57" W a distance of 28.04 feet;
30. N 57° 56' 49" W a distance of 30.20 feet;
31. N 61° 34' 17" W a distance of 32.80 feet;
32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1-4 of Washingtons Day Lode, US Mineral Survey 11885;
thence along said line 1-4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;
thence along line 4-3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;
thence N 40° 53' 21" W a distance of 1,096.94 feet;
thence N 47° 01' 18" E a distance of 320.86 feet;
thence N 42° 58' 23" W a distance of 169.95 feet;
thence S 47° 00' 48" W a distance of 314.68 feet;
thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning.

EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 95.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.2
A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a

US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;
thence N 47° 00' 48" E a distance of 314.68 feet;
thence S 40° 53' 21" E a distance of 169.95 feet;
thence S 47° 01' 18" W a distance of 320.86 feet;
thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;
thence along line 3-2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;
thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;
8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;
16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of

27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;
21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;
41. N 47° 16' 09" W a distance of 32.58 feet;
42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4-3 of the Tariff Lode, US Mineral Survey No. 966;
thence N 47° 01' 18" E along said line 4-3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;
thence N 42° 58' 23" W along line 3-2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff Lode;
thence S 47° 00' 48" W along line 2-1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2-3 of the Williams Lode, US Mineral Survey No. 15824;
thence N 47° 53' 26" W along said line 2-3 of said Williams Lode a distance of 660.81 feet to the point of intersection with line 6-5 of the East Clay County Lode, US Mineral Survey No. 18776;
thence S 17° 31' 51" W along said line 6-5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3-2

of the Clay County Lode, US Mineral Survey No. 329A;

thence N 51° 26' 36" W along said line 3-2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;
thence N 52° 11' 23" W along line 4-1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;
thence S 37° 28' 00" W along line 2-1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4-1 of the Clay County Lode, US Mineral Survey No. 329B;

thence N 54° 01' 59" W along said line 4-1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1-2 of said Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1-2 of the Caledonia Lode, US Mineral Survey No. MS 519;
- thence N 49° 29' 47" E along said line 1-2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6-5 of the Golden Gad Lode, US Mineral Survey No. 13048;
- thence N 31° 43' 33" W along said line 6-5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east-west centerline of said NW ¼ of said Section 18;

thence S 89° 38' 09" E along said east-west centerline of the NW ¼ and along the City of Black Hawk Boundary a distance of 258.49 feet to the N 1/16th corner on the north-south centerline of said Section 18;

thence N 89° 32' 31" E along the east-west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Boundary a distance of 246.17 feet to the point of intersection with line 3-4 of the Clay County Lode, US Mineral Survey No. 360;

thence S 27° 50' 26" W along said line 3-4 of said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

Lake Gulch Whiskey Resort Annexation No.3

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description feet; thence N 00°14'12" E along the east line of the NE ¼ of said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 26" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;

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12. N 88° 16' 44" E a distance of 36.59 feet;
 13. N 87° 31' 19" E a distance of 26.26 feet;
 14. N 85° 29' 19" E a distance of 27.58 feet;
 15. N 84° 48' 46" E a distance of 29.08 feet;
 16. N 84° 07' 35" E a distance of 28.85 feet;
 17. N 82° 03' 23" E a distance of 28.00 feet;
 18. N 78° 58' 54" E a distance of 26.68 feet;
 19. N 76° 54' 40" E a distance of 25.60 feet;
 20. N 77° 08' 36" E a distance of 25.55 feet;
 21. N 78° 10' 02" E a distance of 25.48 feet;
 22. N 78° 39' 54" E a distance of 37.64 feet;
 23. N 79° 54' 14" E a distance of 26.32 feet;
 24. N 80° 28' 29" E a distance of 26.01 feet;
 25. N 80° 13' 10" E a distance of 25.64 feet;
 26. N 82° 00' 47" E a distance of 25.87 feet;
 27. N 83° 11' 19" E a distance of 25.72 feet;
 28. N 81° 54' 30" E a distance of 25.51 feet;
 29. N 80° 36' 50" E a distance of 36.86 feet;
 30. N 77° 53' 04" E a distance of 25.17 feet;
 31. N 76° 30' 21" E a distance of 26.42 feet;
 32. N 74° 45' 56" E a distance of 26.43 feet;
 33. N 73° 10' 29" E a distance of 27.05 feet;
 34. N 71° 02' 53" E a distance of 28.52 feet;
 35. N 69° 29' 32" E a distance of 29.17 feet;
 36. N 68° 02' 26" E a distance of 28.70 feet;
 37. N 68° 11' 55" E a distance of 28.34 feet;
 38. N 68° 11' 21" E a distance of 28.58 feet;
 39. N 70° 17' 29" E a distance of 27.99 feet;
 40. N 72° 23' 23" E a distance of 26.42 feet;
 41. N 72° 28' 10" E a distance of 26.21 feet;
 42. N 68° 41' 24" E a distance of 27.08 feet;
 43. N 71° 51' 48" E a distance of 27.85 feet;
 44. N 74° 45' 31" E a distance of 27.76 feet;
 45. N 75° 42' 50" E a distance of 28.93 feet;
 46. N 77° 13' 39" E a distance of 29.52 feet;
 47. N 78° 51' 11" E a distance of 28.58 feet;
 48. N 78° 32' 38" E a distance of 26.85 feet;
 49. N 76° 41' 51" E a distance of 25.03 feet;
 50. N 79° 17' 59" E a distance of 29.12 feet;
 51. N 78° 11' 27" E a distance of 5.49 feet;
 52. N 77° 38' 35" E a distance of 34.79 feet;
 53. N 77° 18' 33" E a distance of 34.86 feet;
 54. N 76° 11' 24" E a distance of 34.36 feet;
 55. N 76° 19' 36" E a distance of 34.21 feet;
 56. N 75° 55' 53" E a distance of 32.92 feet;
 57. N 75° 45' 56" E a distance of 33.64 feet;
 58. N 77° 56' 07" E a distance of 54.90 feet;
 59. N 79° 21' 17" E a distance of 32.59 feet;
 60. N 79° 51' 30" E a distance of 30.19 feet;
 61. N 81° 04' 54" E a distance of 30.69 feet;
 62. N 82° 42' 42" E a distance of 26.71 feet;
 63. N 85° 59' 16" E a distance of 29.83 feet;
 64. N 87° 30' 36" E a distance of 25.59 feet;
 65. N 89° 45' 47" E a distance of 26.85 feet;
 66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lode, US Mineral Survey No. 19174;
 thence N 39° 31' 37" E along said line 3-2 of said St. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lode, US Mineral Survey No. 694;
 thence S 19° 06' 00" E along said line 1-6 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode;
 thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18, the City of Black Hawk Boundary;
 thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden Gad Lode, US Mineral Survey No. 13048;
 thence S 49° 45' 10" W along said line 4-3 of said Golden Gad Lode a distance of 340.06 feet to corner No. 3 of said Golden Gad Lode;
 thence S 63° 17' 40" W along line 3-2 of said Golden Gad Lode a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;
 thence along said easterly edge of Lake Gulch Road the following 177 courses:
 79. S 47° 36' 27" E a distance of 20.45 feet;
 80. S 37° 01' 46" E a distance of 33.69 feet;
 81. S 31° 20' 23" E a distance of 35.62 feet;
 82. S 29° 21' 33" E a distance of 35.80 feet;
 83. S 28° 33' 24" E a distance of 35.14 feet;
 84. S 28° 15' 54" E a distance of 26.48 feet;
 85. S 28° 12' 54" E a distance of 25.97 feet;
 86. S 28° 29' 34" E a distance of 25.05 feet;
 87. S 29° 02' 31" E a distance of 37.67 feet;
 88. S 30° 53' 34" E a distance of 33.92 feet;
 89. S 32° 21' 41" E a distance of 28.92 feet;
 90. S 34° 37' 33" E a distance of 32.85 feet;
 91. S 38° 27' 56" E a distance of 34.04 feet;
 92. S 44° 59' 11" E a distance of 32.08 feet;
 93. S 48° 19' 15" E a distance of 29.52 feet;
 94. S 48° 45' 27" E a distance of 31.84 feet;
 95. S 50° 32' 17" E a distance of 30.12 feet;
 96. S 52° 05' 43" E a distance of 32.15 feet;
 97. S 51° 09' 16" E a distance of 29.84 feet;
 98. S 51° 16' 35" E a distance of 28.26 feet;
 99. S 53° 32' 16" E a distance of 26.81 feet;
 100. S 54° 36' 48" E a distance of 27.25 feet;
 101. S 54° 32' 13" E a distance of 32.80 feet;
 102. S 57° 04' 54" E a distance of 26.24 feet;
 103. S 58° 48' 15" E a distance of 27.12 feet;
 104. S 58° 36' 20" E a distance of 29.13 feet;
 105. S 57° 16' 49" E a distance of 30.45 feet;
 106. S 57° 52' 07" E a distance of 29.57 feet;
 107. S 57° 47' 48" E a distance of 29.54 feet;
 108. S 58° 32' 09" E a distance of 30.64 feet;
 109. S 58° 55' 55" E a distance of 31.93 feet;
 110. S 60° 47' 03" E a distance of 32.05 feet;
 111. S 64° 12' 09" E a distance of 30.05 feet;
 112. S 66° 59' 32" E a distance of 31.36 feet;
 113. S 64° 57' 54" E a distance of 31.74 feet;
 114. S 66° 27' 41" E a distance of 30.74 feet;
 115. S 62° 36' 41" E a distance of 31.24 feet;
 116. S 56° 45' 33" E a distance of 32.71 feet;
 117. S 52° 10' 05" E a distance of 34.02 feet;
 118. S 47° 33' 12" E a distance of 35.06 feet;
 119. S 46° 14' 32" E a distance of 33.54 feet;
 120. S 46° 05' 49" E a distance of 31.95 feet;
 121. S 47° 24' 34" E a distance of 33.28 feet;
 122. S 46° 33' 23" E a distance of 34.15 feet;
 123. S 45° 20' 14" E a distance of 34.73 feet;
 124. S 45° 05' 49" E a distance of 33.04 feet;
 125. S 45° 18' 29" E a distance of 32.28 feet;
 126. S 44° 25' 34" E a distance of 31.87 feet;
 127. S 47° 16' 09" E a distance of 32.58 feet;
 128. S 44° 56' 55" E a distance of 26.51 feet;
 129. S 42° 17' 50" E a distance of 25.71 feet;
 130. S 41° 52' 51" E a distance of 35.65 feet;
 131. S 41° 29' 04" E a distance of 32.31 feet;
 132. S 41° 30' 58" E a distance of 32.61 feet;
 133. S 39° 40' 26" E a distance of 30.10 feet;
 134. S 43° 51' 36" E a distance of 31.28 feet;
 135. S 47° 25' 27" E a distance of 31.08 feet;
 136. S 47° 57' 34" E a distance of 35.15 feet;
 137. S 46° 02' 34" E a distance of 25.97 feet;
 138. S 38° 52' 14" E a distance of 38.09 feet;
 139. S 33° 48' 48" E a distance of 27.44 feet;
 140. S 29° 24' 22" E a distance of 27.32 feet;
 141. S 30° 56' 40" E a distance of 24.48 feet;
 142. S 37° 52' 45" E a distance of 31.32 feet;
 143. S 49° 29' 24" E a distance of 26.70 feet;
 144. S 59° 21' 59" E a distance of 26.42 feet;
 145. S 61° 44' 13" E a distance of 33.59 feet;
 146. S 61° 25' 24" E a distance of 33.52 feet;
 147. S 59° 58' 24" E a distance of 29.16 feet;
 148. S 51° 35' 16" E a distance of 26.06 feet;
 149. S 49° 06' 25" E a distance of 26.55 feet;
 150. S 45° 20' 47" E a distance of 27.74 feet;
 151. S 43° 58' 04" E a distance of 27.96 feet;
 152. S 42° 43' 23" E a distance of 30.25 feet;
 153. S 37° 44' 53" E a distance of 28.83 feet;
 154. S 34° 08' 31" E a distance of 30.46 feet;
 155. S 33° 01' 46" E a distance of 25.88 feet;
 156. S 42° 12' 45" E a distance of 27.54 feet;
 157. S 43° 31' 15" E a distance of 28.13 feet;
 158. S 45° 09' 35" E a distance of 27.49 feet;
 159. S 38° 37' 34" E a distance of 28.24 feet;
 160. S 48° 21' 34" E a distance of 28.91 feet;
 161. S 43° 32' 52" E a distance of 30.52 feet;
 162. S 51° 12' 12" E a distance of 30.55 feet;
 163. S 52° 37' 45" E a distance of 28.19 feet;
 164. S 53° 43' 00" E a distance of 33.90 feet;
 165. S 53° 50' 43" E a distance of 25.59 feet;
 166. S 50° 23' 24" E a distance of 26.25 feet;
 167. S 48° 28' 12" E a distance of 27.86 feet;
 168. S 48° 55' 48" E a distance of 29.88 feet;
 169. S 51° 44' 53" E a distance of 28.55 feet;
 170. S 56° 10' 53" E a distance of 31.14 feet;
 171. S 62° 17' 04" E a distance of 31.05 feet;
 172. S 66° 41' 03" E a distance of 25.85 feet;
 173. S 66° 40' 06" E a distance of 27.06 feet;
 174. S 61° 34' 17" E a distance of 32.80 feet;
 175. S 57° 56' 49" E a distance of 30.20 feet;
 176. S 54° 58' 57" E a distance of 28.04 feet;
 177. S 58° 52' 53" E a distance of 25.03 feet;
 178. S 62° 37' 03" E a distance of 29.46 feet;
 179. S 68° 24' 20" E a distance of 27.25 feet;
 180. S 67° 48' 40" E a distance of 31.55 feet;
 181. S 69° 00' 03" E a distance of 30.04 feet;
 182. S 69° 23' 51" E a distance of 31.51 feet;
 183. S 69° 16' 06" E a distance of 30.58 feet;
 184. S 69° 40' 34" E a distance of 29.60 feet;
 185. S 70° 53' 21" E a distance of 28.11 feet;
 186. S 73° 08' 35" E a distance of 28.55 feet;
 187. S 76° 41' 49" E a distance of 29.15 feet;
 188. S 81° 25' 50" E a distance of 28.60 feet;

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Public Notices & Legals cont'd

continued from page 21

189. S 85° 47' 52" E a distance of 28.17 feet;
 190. S 85° 57' 08" E a distance of 28.99 feet;
 191. S 85° 10' 50" E a distance of 29.44 feet;
 192. S 84° 02' 37" E a distance of 25.81 feet;
 193. S 82° 55' 20" E a distance of 27.68 feet;
 194. S 83° 57' 02" E a distance of 32.67 feet;
 195. S 85° 25' 50" E a distance of 33.32 feet;
 196. S 87° 06' 51" E a distance of 30.91 feet;
 197. N 89° 52' 43" E a distance of 27.50 feet;
 198. S 85° 37' 54" E a distance of 30.90 feet;
 199. S 75° 08' 14" E a distance of 35.56 feet;
 200. S 53° 47' 50" E a distance of 29.23 feet;
 201. S 38° 37' 56" E a distance of 34.32 feet;
 202. S 18° 09' 05" E a distance of 33.14 feet;
 203. S 07° 44' 55" E a distance of 32.64 feet;
 204. S 04° 13' 02" E a distance of 31.99 feet;
 205. S 00° 41' 58" W a distance of 31.57 feet;
 206. S 01° 13' 29" W a distance of 32.44 feet;
 207. S 00° 03' 20" E a distance of 32.16 feet;
 208. S 02° 47' 46" W a distance of 28.30 feet;
 209. S 06° 12' 17" W a distance of 38.26 feet;
 210. S 16° 17' 42" W a distance of 37.16 feet;
 211. S 24° 29' 21" W a distance of 29.34 feet;
 212. S 28° 41' 22" W a distance of 45.06 feet;
 213. S 34° 24' 43" W a distance of 30.28 feet;
 214. S 40° 01' 56" W a distance of 30.05 feet;
 215. S 43° 22' 45" W a distance of 38.41 feet;
 216. S 41° 40' 02" W a distance of 34.91 feet;
 217. S 37° 13' 45" W a distance of 32.47 feet;
 218. S 31° 34' 31" W a distance of 32.66 feet;
 219. S 26° 02' 44" W a distance of 35.71 feet;
 220. S 24° 24' 12" W a distance of 32.11 feet;
 221. S 20° 02' 45" W a distance of 28.30 feet;
 222. S 19° 00' 54" W a distance of 35.03 feet;
 223. S 15° 53' 59" W a distance of 32.80 feet;
 224. S 13° 56' 52" W a distance of

28.35 feet;
 225. S 13° 41' 03" W a distance of 27.80 feet;
 226. S 14° 06' 12" W a distance of 47.10 feet;
 227. S 11° 45' 46" W a distance of 29.86 feet;
 228. S 13° 18' 52" W a distance of 15.92 feet;
 229. S 10° 22' 47" W a distance of 30.16 feet;
 230. S 09° 29' 42" W a distance of 30.12 feet;
 231. S 11° 50' 43" W a distance of 31.40 feet;
 232. S 11° 03' 12" W a distance of 31.62 feet;
 233. S 10° 04' 56" W a distance of 25.34 feet;
 234. S 11° 08' 36" W a distance of 19.58 feet;
 235. S 33° 47' 37" E a distance of 7.58 feet;
 236. S 32° 05' 32" E a distance of 27.59 feet;
 237. S 44° 08' 01" E a distance of 29.13 feet;
 238. S 52° 04' 36" E a distance of 27.04 feet;
 239. S 54° 37' 49" E a distance of 25.73 feet;
 240. S 54° 46' 58" E a distance of 26.38 feet;
 241. S 58° 03' 45" E a distance of 30.82 feet;
 242. S 59° 18' 04" E a distance of 25.17 feet;
 243. S 63° 19' 05" E a distance of 29.27 feet;
 244. S 60° 16' 48" E a distance of 30.28 feet;
 245. S 61° 39' 09" E a distance of 33.01 feet;
 246. S 61° 28' 38" E a distance of 33.37 feet;
 247. S 55° 46' 17" E a distance of 29.95 feet;
 248. S 56° 17' 05" E a distance of 38.86 feet;
 253. S 51° 45' 51" E a distance of 57.67 feet;
 254. S 48° 44' 08" E a distance of 91.48 feet;
 255. S 45° 53' 24" E a distance of 48.20 feet;
 256. S 43° 37' 26" E a distance of 41.87 feet;
 257. S 45° 38' 04" E a distance of 24.91 feet;
 258. S 49° 36' 04" E a distance of 29.00 feet;
 259. S 53° 53' 44" E a distance of 30.11 feet;
 260. S 58° 27' 45" E a distance of 15.49 feet to the point of intersection with the south line of the SE ¼ of said Section 18;
 thence N 89° 44' 17" W along said south line of said SE ¼ of said Section 18 a distance of 39.68 feet to the point of intersection with the westerly and southerly edge of said Lake Gulch Road;

thence along said westerly and southerly edge of said Lake Gulch Road the following 260 courses:

1. N 53° 53' 44" W a distance of 14.21 feet;
 2. N 49° 36' 04" W a distance of 30.59 feet;
 3. N 45° 38' 04" W a distance of 26.06 feet;
 4. N 43° 37' 26" W a distance of 41.82 feet;
 5. N 45° 53' 24" W a distance of 47.21 feet;
 6. N 48° 44' 08" W a distance of 90.36 feet;
 7. N 51° 45' 51" W a distance of 56.22 feet;
 8. N 56° 17' 05" W a distance of 38.09 feet;
 9. N 55° 46' 17" W a distance of 28.96 feet;
 10. N 61° 28' 38" W a distance of 32.24 feet;
 11. N 61° 39' 09" W a distance of 33.24 feet;
 12. N 60° 16' 48" W a distance of 29.96 feet;
 13. N 63° 19' 05" W a distance of 29.46 feet;
 14. N 59° 18' 04" W a distance of 26.18 feet;
 15. N 58° 03' 45" W a distance of 31.69 feet;
 16. N 54° 46' 58" W a distance of 27.04 feet;
 17. N 54° 37' 49" W a distance of 26.25 feet;
 18. N 52° 04' 36" W a distance of 29.05 feet;
 19. N 44° 08' 01" W a distance of 32.98 feet;
 20. N 32° 05' 32" W a distance of 29.58 feet;
 21. N 33° 47' 37" W a distance of 16.35 feet;
 22. N 11° 08' 36" E a distance of 28.47 feet;
 23. N 10° 04' 56" E a distance of 25.32 feet;
 24. N 11° 03' 12" E a distance of 31.96 feet;
 25. N 11° 50' 43" E a distance of 31.10 feet;
 26. N 09° 29' 42" E a distance of 29.84 feet;
 27. N 10° 22' 47" E a distance of 30.89 feet;
 28. N 13° 18' 52" E a distance of 16.19 feet;
 29. N 11° 45' 46" E a distance of 30.01 feet;
 30. N 14° 06' 12" E a distance of 47.47 feet;
 31. N 13° 41' 03" E a distance of 27.77 feet;
 32. N 13° 56' 52" E a distance of 28.78 feet;
 33. N 15° 53' 59" E a distance of 33.77 feet;
 34. N 19° 00' 54" E a distance of 35.82 feet;
 35. N 20° 02' 45" E a distance of 29.34 feet;
 36. N 24° 24' 12" E a distance of 33.26 feet;

37. N 26° 02' 44" E a distance of 37.09 feet;
 38. N 31° 34' 31" E a distance of 34.81 feet;
 39. N 37° 13' 45" E a distance of 34.41 feet;
 40. N 41° 40' 02" E a distance of 36.10 feet;
 41. N 43° 22' 45" E a distance of 38.09 feet;
 42. N 40° 01' 56" E a distance of 28.32 feet;
 43. N 34° 24' 43" E a distance of 28.10 feet;
 44. N 28° 41' 22" E a distance of 43.15 feet;
 45. N 24° 29' 21" E a distance of 26.96 feet;
 46. N 16° 17' 42" E a distance of 33.64 feet;
 47. N 06° 12' 17" E a distance of 35.66 feet;
 48. N 02° 47' 46" E a distance of 27.09 feet;
 49. N 00° 03' 20" W a distance of 31.86 feet;
 50. N 01° 13' 29" E a distance of 32.59 feet;
 51. N 00° 41' 58" E a distance of 30.52 feet;
 52. N 04° 13' 02" W a distance of 30.37 feet;
 53. N 07° 44' 55" W a distance of 29.96 feet;
 54. N 18° 09' 05" W a distance of 27.17 feet;
 55. N 38° 37' 56" W a distance of 27.41 feet;
 56. N 53° 47' 50" W a distance of 22.16 feet;
 57. N 75° 08' 14" W a distance of 29.40 feet;
 58. N 85° 37' 54" W a distance of 28.02 feet;
 59. S 89° 52' 43" W a distance of 27.21 feet;
 60. N 87° 06' 51" W a distance of 31.81 feet;
 61. N 85° 25' 50" W a distance of 33.93 feet;
 62. N 83° 57' 02" W a distance of 33.15 feet;
 63. N 82° 55' 20" W a distance of 27.67 feet;
 64. N 84° 02' 37" W a distance of 25.38 feet;
 65. N 85° 10' 50" W a distance of 29.07 feet;
 66. N 85° 57' 08" W a distance of 28.87 feet;
 67. N 85° 47' 52" W a distance of 29.04 feet;
 68. N 81° 25' 50" W a distance of 30.35 feet;
 69. N 76° 41' 49" W a distance of 30.74 feet;
 70. N 73° 08' 35" W a distance of 29.67 feet;
 71. N 70° 53' 21" W a distance of 28.78 feet;
 72. N 69° 40' 34" W a distance of 29.91 feet;
 73. N 69° 16' 06" W a distance of 30.63 feet;
 74. N 69° 23' 51" W a distance of

31.56 feet;
 75. N 69° 00' 03" W a distance of 30.35 feet;
 76. N 67° 48' 40" W a distance of 31.66 feet;
 77. N 68° 24' 20" W a distance of 28.25 feet;
 78. N 62° 37' 03" W a distance of 31.29 feet;
 79. N 58° 52' 53" W a distance of 26.50 feet;
 80. N 54° 58' 57" W a distance of 28.22 feet;
 81. N 57° 56' 49" W a distance of 28.94 feet;
 82. N 61° 34' 17" W a distance of 31.12 feet;
 83. N 66° 40' 06" W a distance of 26.08 feet;
 84. N 66° 41' 03" W a distance of 26.69 feet;
 85. N 62° 17' 04" W a distance of 33.06 feet;
 86. N 56° 10' 53" W a distance of 33.17 feet;
 87. N 53° 44' 53" W a distance of 29.94 feet;
 88. N 48° 55' 48" W a distance of 30.51 feet;
 89. N 48° 28' 12" W a distance of 27.58 feet;
 90. N 50° 23' 24" W a distance of 25.21 feet;
 91. N 53° 50' 43" W a distance of 24.95 feet;
 92. N 53° 43' 00" W a distance of 34.13 feet;
 93. N 52° 37' 45" W a distance of 28.67 feet;
 94. N 51° 12' 12" W a distance of 31.14 feet;
 95. N 49° 32' 52" W a distance of 31.07 feet;
 96. N 48° 21' 34" W a distance of 29.28 feet;
 97. N 47° 37' 34" W a distance of 28.86 feet;
 98. N 45° 09' 35" W a distance of 28.28 feet;
 99. N 43° 31' 15" W a distance of 28.69 feet;
 100. N 42° 12' 45" W a distance of 28.59 feet;
 101. N 38° 01' 46" W a distance of 27.43 feet;
 102. N 34° 08' 31" W a distance of 30.52 feet;
 103. N 37° 44' 53" W a distance of 27.18 feet;
 104. N 42° 43' 23" W a distance of 29.05 feet;
 105. N 43° 58' 04" W a distance of 27.46 feet;
 106. N 45° 20' 47" W a distance of 26.75 feet;
 107. N 49° 06' 25" W a distance of 25.35 feet;
 108. N 51° 35' 16" W a distance of 23.97 feet;
 109. N 59° 58' 24" W a distance of 27.27 feet;
 110. N 61° 25' 24" W a distance of 33.19 feet;
 111. N 61° 44' 13" W a distance of 33.99 feet;

Public Notices & Legals cont'd

112. N 59° 21' 59" W a distance of 28.78 feet;
 113. N 49° 29' 24" W a distance of 30.84 feet;
 114. N 37° 52' 45" W a distance of 34.89 feet;
 115. N 30° 56' 40" W a distance of 26.10 feet;
 116. N 29° 24' 22" W a distance of 26.77 feet;
 117. N 33° 48' 48" W a distance of 25.62 feet;
 118. N 38° 52' 14" W a distance of 35.74 feet;
 119. N 46° 02' 34" W a distance of 24.23 feet;
 120. N 47° 57' 34" W a distance of 34.89 feet;
 121. N 47° 25' 27" W a distance of 31.87 feet;
 122. N 43° 51' 36" W a distance of 32.77 feet;
 123. N 39° 40' 26" W a distance of 30.55 feet;
 124. N 41° 30' 58" W a distance of 32.25 feet;
 125. N 41° 29' 04" W a distance of 32.24 feet;
 126. N 41° 52' 51" W a distance of 35.49 feet;
 127. N 42° 17' 50" W a distance of 25.12 feet;
 128. N 44° 56' 55" W a distance of 25.56 feet;
 129. N 47° 16' 09" W a distance of 32.68 feet;
 130. N 44° 25' 34" W a distance of 32.24 feet;
 131. N 45° 18' 29" W a distance of 32.15 feet;
 132. N 45° 05' 49" W a distance of 33.03 feet;
 133. N 45° 20' 14" W a distance of 34.45 feet;
 134. N 46° 33' 23" W a distance of 33.75 feet;
 135. N 47° 24' 34" W a distance of 33.36 feet;
 136. N 46° 05' 49" W a distance of 32.17 feet;
 137. N 46° 14' 32" W a distance of 33.26 feet;
 138. N 47° 33' 12" W a distance of 33.92 feet;
 139. N 52° 10' 05" W a distance of 32.26 feet;
 140. N 56° 45' 33" W a distance of 30.70 feet;
 141. N 62° 36' 41" W a distance of 29.38 feet;
 142. N 66° 27' 41" W a distance of 30.28 feet;
 143. N 64° 57' 54" W a distance of 31.64 feet;
 144. N 66° 59' 32" W a distance of 31.51 feet;
 145. N 64° 12' 09" W a distance of 31.24 feet;
 146. N 60° 47' 03" W a distance of 33.06 feet;
 147. N 58° 55' 55" W a distance of 32.37 feet;
 148. N 58° 32' 09" W a distance of 30.86 feet;
 149. N 57° 47' 48" W a distance of 29.66 feet;
 150. N 57° 52' 07" W a distance of 29.67 feet;
 151. N 57° 16' 49" W a distance of 30.31 feet;
 152. N 58° 36' 20" W a distance of 28.84 feet;
 153. N 58° 48' 15" W a distance of 27.42 feet;
 154. N 57° 04' 54" W a distance of 27.06 feet;
 155. N 54° 32' 13" W a distance of 33.27 feet;
 156. N 54° 36' 48" W a distance of 27.44 feet;
 157. N 53° 32' 16" W a distance of 27.45 feet;
 158. N 51° 16' 35" W a distance of 28.72 feet;
 159. N 51° 09' 16" W a distance of 29.69 feet;
 160. N 52° 05' 43" W a distance of 32.27 feet;
 161. N 50° 32' 17" W a distance of 30.76 feet;
 162. N 48° 45' 27" W a distance of 32.27 feet;
 163. N 48° 19' 15" W a distance of 30.25 feet;
 164. N 44° 59' 11" W a distance of 33.97 feet;
 165. N 38° 27' 56" W a distance of 36.03 feet;
 166. N 34° 37' 33" W a distance of 34.03 feet;
 167. N 32° 21' 41" W a distance of 29.64 feet;
 168. N 30° 53' 34" W a distance of 34.55 feet;
 169. N 29° 02' 31" W a distance of 38.14 feet;
 170. N 28° 29' 34" W a distance of 25.20 feet;
 171. N 28° 12' 54" W a distance of 26.03 feet;
 172. N 28° 15' 54" W a distance of 26.41 feet;
 173. N 28° 33' 24" W a distance of 34.93 feet;
 174. N 29° 21' 33" W a distance of 35.27 feet;
 175. N 31° 20' 23" W a distance of 34.15 feet;
 176. N 37° 01' 46" W a distance of 30.56 feet;
 177. N 47° 36' 27" W a distance of 27.50 feet;
 178. N 55° 33' 38" W a distance of 30.91 feet;
 179. N 61° 36' 30" W a distance of 25.13 feet;
 180. N 63° 34' 32" W a distance of 26.32 feet;
 181. N 64° 31' 22" W a distance of 25.12 feet;
 182. N 67° 22' 05" W a distance of 26.00 feet;
 183. N 69° 56' 57" W a distance of 31.66 feet;
 184. N 71° 44' 22" W a distance of 26.36 feet;

185. N 73° 18' 40" W a distance of 30.03 feet;
 186. N 77° 37' 44" W a distance of 25.62 feet;
 187. N 82° 16' 38" W a distance of 26.04 feet;
 188. N 88° 32' 40" W a distance of 28.15 feet;
 189. S 89° 07' 00" W a distance of 25.28 feet;
 190. S 87° 57' 44" W a distance of 28.75 feet;
 191. S 89° 11' 41" W a distance of 28.08 feet;
 192. S 89° 11' 13" W a distance of 25.02 feet;
 193. N 89° 16' 33" W a distance of 25.73 feet;
 194. N 89° 47' 40" W a distance of 29.71 feet;
 195. S 89° 45' 47" W a distance of 26.33 feet;
 196. S 87° 30' 36" W a distance of 24.87 feet;
 197. S 85° 59' 16" W a distance of 28.91 feet;
 198. S 82° 42' 42" W a distance of 25.77 feet;
 199. S 81° 04' 54" W a distance of 30.14 feet;
 200. S 79° 51' 30" W a distance of 29.85 feet;
 201. S 79° 21' 17" W a distance of 32.22 feet;
 202. S 77° 56' 07" W a distance of 54.21 feet;
 203. S 75° 45' 56" W a distance of 33.26 feet;
 204. S 75° 55' 53" W a distance of 33.03 feet;
 205. S 76° 19' 36" W a distance of 34.26 feet;
 206. S 76° 11' 24" W a distance of 34.55 feet;
 207. S 77° 18' 33" W a distance of 35.14 feet;
 208. S 77° 38' 35" W a distance of 34.96 feet;
 209. S 78° 11' 27" W a distance of 5.81 feet;
 210. S 79° 17' 59" W a distance of 28.84 feet;
 211. S 76° 41' 51" W a distance of 24.88 feet;
 212. S 78° 32' 38" W a distance of 27.26 feet;
 213. S 78° 51' 11" W a distance of 28.33 feet;
 214. S 77° 13' 39" W a distance of 28.92 feet;
 215. S 75° 42' 50" W a distance of 28.46 feet;
 216. S 74° 45' 31" W a distance of 27.02 feet;
 217. S 71° 51' 48" W a distance of 26.69 feet;
 218. S 68° 41' 24" W a distance of 27.19 feet;
 219. S 72° 28' 10" W a distance of 26.92 feet;
 220. S 72° 23' 23" W a distance of 26.00 feet;
 221. S 70° 17' 29" W a distance of 27.18 feet;
 222. S 68° 11' 21" W a distance of 28.17 feet;
 223. S 68° 11' 55" W a distance of 28.31 feet;
 224. S 68° 02' 26" W a distance of 28.95 feet;
 225. S 69° 29' 32" W a distance of 29.75 feet;
 226. S 71° 02' 53" W a distance of 29.23 feet;
 227. S 73° 10' 29" W a distance of 27.76 feet;
 228. S 74° 45' 56" W a distance of 27.07 feet;
 229. S 76° 30' 21" W a distance of 27.01 feet;
 230. S 77° 53' 04" W a distance of 25.96 feet;
 231. S 80° 36' 50" W a distance of 37.64 feet;
 232. S 81° 54' 30" W a distance of 26.00 feet;
 233. S 83° 11' 19" W a distance of 25.74 feet;
 234. S 82° 00' 47" W a distance of 25.30 feet;
 235. S 80° 13' 10" W a distance of 25.35 feet;
 236. S 80° 28' 29" W a distance of 25.95 feet;
 237. S 79° 54' 14" W a distance of 25.97 feet;
 238. S 78° 39' 54" W a distance of 37.31 feet;
 239. S 78° 10' 02" W a distance of 25.19 feet;
 240. S 77° 08' 36" W a distance of 25.31 feet;
 241. S 76° 54' 40" W a distance of 25.95 feet;
 242. S 78° 58' 54" W a distance of 27.66 feet;
 243. S 82° 03' 23" W a distance of 28.99 feet;
 244. S 84° 07' 35" W a distance of 29.37 feet;
 245. S 84° 48' 46" W a distance of 29.34 feet;
 246. S 85° 29' 19" W a distance of 28.10 feet;
 247. S 87° 31' 19" W a distance of 26.80 feet;
 248. S 88° 16' 44" W a distance of 37.12 feet;
 249. N 89° 43' 04" W a distance of 35.66 feet;
 250. N 88° 22' 02" W a distance of 37.23 feet;
 251. N 88° 22' 11" W a distance of 25.20 feet;
 252. N 88° 24' 09" W a distance of 34.65 feet;
 253. N 88° 23' 53" W a distance of 29.41 feet;
 254. N 87° 13' 04" W a distance of 30.21 feet;
 255. N 86° 21' 19" W a distance of 31.47 feet;
 256. N 85° 28' 26" W a distance of 32.34 feet;
 257. N 84° 42' 28" W a distance of 33.73 feet;
 258. N 85° 15' 25" W a distance of 35.41 feet;
 259. N 84° 44' 44" W a distance of 11.88 feet to the point of intersec-

tion with the east line of said NE ¼ of said Section 13;
 260. N 00° 14' 12" E along said east line of said NE ¼ of said Section 13 a distance of 22.08 feet to the Point of Beginning containing 8.03 acres more or less.

Lake Gulch Whiskey Resort Annexation No.4

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18;

thence S 00° 00' 33" W along the east line of the SE ¼ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;

thence N 89° 44' 17" W along the south line of the SE ¼ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 58° 27' 45" W a distance of 15.49 feet;
2. N 53° 53' 44" W a distance of 30.11 feet;
3. N 49° 36' 04" W a distance of 29.00 feet;
4. N 45° 38' 04" W a distance of 24.91 feet;
5. N 43° 37' 26" W a distance of 41.87 feet;
6. N 45° 53' 24" W a distance of 48.20 feet;
7. N 48° 44' 08" W a distance of 91.48 feet;
8. N 51° 45' 51" W a distance of 57.67 feet;
9. N 56° 17' 05" W a distance of 38.86 feet;
10. N 55° 46' 17" W a distance of 29.95 feet;
11. N 61° 28' 38" W a distance of 33.37 feet;

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12. N 61° 39' 09" W a distance of 33.01 feet;
 13. N 60° 16' 48" W a distance of 30.28 feet;
 14. N 63° 19' 05" W a distance of 29.27 feet;
 15. N 59° 18' 04" W a distance of 25.17 feet;
 16. N 58° 03' 45" W a distance of 30.82 feet;
 17. N 54° 46' 58" W a distance of 26.38 feet;
 18. N 54° 37' 49" W a distance of 25.73 feet;
 19. N 52° 04' 36" W a distance of 27.04 feet;
 20. N 44° 08' 01" W a distance of 29.13 feet;
 21. N 32° 05' 32" W a distance of 27.59 feet;
 22. N 33° 47' 37" W a distance of 7.58 feet;
 23. N 11° 08' 36" E a distance of 19.58 feet;
 24. N 10° 04' 56" E a distance of 25.34 feet;
 25. N 11° 03' 12" E a distance of 31.62 feet;
 26. N 11° 50' 43" E a distance of 31.40 feet;
 27. N 09° 29' 42" E a distance of 30.12 feet;
 28. N 10° 22' 47" E a distance of 30.16 feet;
 29. N 13° 18' 52" E a distance of 15.92 feet;
 30. N 11° 45' 46" E a distance of 29.86 feet;
 31. N 14° 06' 12" E a distance of 47.10 feet;
 32. N 13° 41' 03" E a distance of 24.47 feet to the point of intersection with line 2-3 of the Rickard Lode, US Mineral Survey No. 16283;
 thence N 67° 02' 38" E along said line 2-3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;
 thence N 23° 02' 09" W along line 3-4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;
 thence S 67° 01' 09" W along line 4-1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3-4 of the Olivia Lode, US Mineral Survey No. 13916;
 thence S 29° 39' 14" E along said line 3-4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode;
 thence S 60° 16' 49" W along line 4-1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode;
 thence N 29° 41' 13" W along line 1-2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4-1 of said Rickard Lode;

thence S 67° 01' 09" W along said line 4-1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road;

thence along said easterly edge of said Lake Gulch Road the following 14 courses:

1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;
8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.

Lake Gulch Whiskey Resort Annexation No.5

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary;

thence S 89° 38' 09" E along said east-west centerline of said NW ¼ a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
2. S 77° 56' 07" W a distance of 54.90 feet;
3. S 75° 45' 56" W a distance of 33.64 feet;
4. S 75° 55' 53" W a distance of 32.92 feet;
5. S 76° 19' 36" W a distance of 34.21 feet;
6. S 76° 11' 24" W a distance of 34.36 feet;
7. S 77° 18' 33" W a distance of 34.86 feet;
8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;

thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;

thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

1. S 80° 36' 50" W a distance of 18.54 feet;
2. S 81° 54' 30" W a distance of 25.51 feet;
3. S 83° 11' 19" W a distance of 25.72 feet;
4. S 82° 00' 47" W a distance of 25.87 feet;
5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

Lake Gulch Whiskey Resort Annexation No.6

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13,

being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;

thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;

thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Lode;

thence N 24° 10' 55" E along said Line 2-1 of said Notaway Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary;

thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;

thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;

thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;

thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;

thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;

thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.7

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a

US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.

thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4-3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW ¼ of said Section 17;

thence S 01° 03' 00" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east-west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1-2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2-3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north-south centerline of the SW ¼ of said Section 17;

thence S 00° 21' 55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;

thence S 88° 35' 30" W along the east-west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

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BLACK HAWK ®



INCORPORATED 1864

Administrative Services

201 Selak Street
P.O. Box 68
Black Hawk, CO 80422
www.cityofblackhawk.org
303-582-2293 Office
303-582-0429 Fax

Mayor

David D. Spellman

Aldermen

Linda Armbright
Paul G. Bennett
Hal Midcap
Jim Johnson
Greg Moates
Benito Torres

City Attorney

Corey Y. Hoffmann

City Manager

Stephen N. Cole

City Clerk /

Administrative Services Director

Melissa A. Greiner

Finance Director

Lance R. Hillis

Fire Chief / Emergency Manager

Christopher K. Woolley

Police Chief

Kenneth E. Lloyd

Public Works Director

Thomas Isbester

Community Planning & Development Director

Cynthia L. Linker

COLORADO'S SECOND OLDEST
MUNICIPAL CORPORATION

February 4, 2020

Abel Montoya, County Manager

County of Gilpin

203 Eureka Street

P.O. Box 429

Central City, Colorado 80427

(Via Hand Delivery)

Daniel R. Miera, MPA, City Manager

City of Central

141 Nevada Street

P.O. Box 249

Central City, Colorado 80427

(Via Hand Delivery)

Lynn Hillary, District Administrator

Black Hawk-Central City Sanitation District

135 Clear Creek Street, 2nd Floor

P.O. Box 362

Black Hawk, Colorado 80422

(Via Hand Delivery)

Re: Notice of Proposed Annexation Pursuant to
Intergovernmental Agreement, Dated September 29, 1999

Ladies and Gentlemen:

While not explicitly required under that Intergovernmental Agreement, dated September 29, 1999 (hereafter, the "Growth IGA") between the City of Central, Colorado ("Central"), the City of Black Hawk, Colorado ("Black Hawk"), the County of Gilpin, Colorado (the "County"), and the Black Hawk-Central City Sanitation District (the "District"), the purpose of this correspondence is to provide notice to Central, the County and the District of a proposed annexation of property in a series to Black Hawk pursuant to Sections 2, 5 and 8 of the Growth IGA.

A legal description of the property proposed to be annexed (the "Annexation Property") is attached to this correspondence for your review. Please note the Annexation Property encompasses a portion of the property referenced as the "Gold Mountain Annexation" property under the Growth IGA. A proposed

preliminary proposal for Planned Unit Development Zoning under the Black Hawk Municipal Code is provided with this Notice.

Please note that the Gold Mountain Development Plan referenced in Section 5 of the Growth IGA is no longer applicable. More particularly, the proposed owner/developer of the Annexation Property at the time of the execution of the Growth IGA no longer owns the Annexation Property, and the proposed "Predominant Land Uses" as described in the Gold Mountain Conceptual Development Plan attached as Exhibit I to the Growth IGA are no longer viable. However, please be aware that the proposed Planned Unit Development Zoning for the Annexation Property contains less density, more open space, and significantly less school district impacts than those uses set forth in Exhibit I.

In addition, because the Annexation Property is not within the Black Hawk/Gilpin Joint Planning Area described in Section 8 of the Growth IGA, this notice is provided as a courtesy to you, notwithstanding the fact that the Annexation Property is not within the above referenced Black Hawk/Gilpin Joint Planning Area, and thus not subject to the provisions of C.R.S. § 29-20-105(2) referenced in the Growth IGA as the mutually binding and enforceable comprehensive development plan set forth therein.

Black Hawk welcomes any comments that the District, County and Central may have regarding the Annexation Property and the proposed annexation, and further recognizes that the owner of the Annexation Property will be responsible for addressing its sanitation service needs with the District in the event the annexation is approved by Black Hawk.

Please contact the undersigned City Manager Steve Cole and/or Black Hawk's planning consultant Vince Harris, Planning Director of Baseline Engineering Corporation with any questions or comments.

Very truly yours,



Stephen N. Cole
City Manager

Attachment: Annexation maps with legal descriptions

c: Marcus A. McAskin, Central City Attorney
Bradford Benning, County Attorney
Kim J. Seter, Attorney for the Black Hawk-Central City Sanitation District
Vincent Harris, Baseline Engineering Corporation



BLACK HAWK ®



INCORPORATED 1864

Administrative Services

201 Selak Street
P.O. Box 68
Black Hawk, CO 80422
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Lance R. Hillis

Fire Chief / Emergency Manager

Christopher K. Woolley

Police Chief

Kenneth E. Lloyd

Public Works Director

Thomas Isbester

**Community Planning & Development
Director**

Cynthia L. Linker

COLORADO'S SECOND OLDEST
MUNICIPAL CORPORATION

February 27, 2020

Board of County Commissioners
County of Gilpin
203 Eureka Street
P.O. Box 366
Central City, Colorado 80427
(Via Registered Mail and Hand Delivery)

Bradford Benning, County Attorney
County of Gilpin
203 Eureka Street
P.O. Box 366
Central City, Colorado 80427
(Via Registered Mail and Hand Delivery)

Dr. David S. MacKenzie, PhD
Gilpin County RE-1 School District
10595 Highway 119
Black Hawk, Colorado 80422
(Via Registered Mail and Hand Delivery)

Jennifer Hinderman, Business Manager
Timberline Fire Protection District
660 Highway 46
Black Hawk, Colorado 80422
(Via Registered Mail and Hand Delivery)

**Re: Notice of Proposed Annexation Pursuant to Colorado
Revised Statutes**

Ladies and Gentlemen:

Pursuant to Colorado Revised Statute § 31-12-108(2) attached
are copies of the published notice, together with a copy of the
resolution, and petitions as filed concerning proposed annexation
to the City of Black Hawk.

Very truly yours,

Melissa Greiner
City Clerk/Administrative Services Director

c: Black Hawk City Council
Stephen N. Cole, City Manager
Corey Y. Hoffmann, City Attorney
Ethan Watel, Baseline Engineering



GILPIN COUNTY SCHOOL DISTRICT

Board of Education

10595 CO 119*Black Hawk, CO 80422*(303)582-3444

Home of the Eagles!

RESOLUTION

WHEREAS, the Gilpin County School Board of Education strongly supports adequate and equitable funding to ensure high quality public education is available for all Gilpin County students; and

WHEREAS, the State of Colorado funding to Gilpin County School students and families has been reduced by the “negative factor,” also known as the budget stabilization (BS) factor, by more than \$5 million since 2009;

WHEREAS, reduced State funding created a deficit of funding, negatively impacting Gilpin students and families, which could have been used to recruit and retain teachers and staff; to improve student and staff safety and security; to expand student and staff technology; and, to address deferred building maintenance and facility improvements;

WHEREAS, reduced State funding threatens the financial viability of Gilpin County School, and, to that end, threatens the existence of a school operated and managed by the local Board of Education, and financial instability causes Gilpin County School to be consolidated into another existing school district;

WHEREAS, the City of Black Hawk annexation of parcels of unincorporated territory located in the County of Gilpin, (Lake Gulch Whiskey Resort Annexations) would provide increased property assessed valuation and generate additional revenue for Gilpin County School District students;

WHEREAS, the City of Black Hawk Lake Gulch Whiskey Resort Annexations would provide additional patronage to Black Hawk businesses and increase the revenue generated by the 1.5% sales tax on food, beverage, and lodging, generating additional revenue for Gilpin County School District students;

NOW, THEREFORE, BE IT RESOLVED that the Gilpin County RE-1 Board of Education officially supports the request of annexation of parcels of unincorporated territory located in the County of Gilpin (Lake Gulch Whiskey Resort Annexations) for Gilpin County School District students.

ADOPTED AND APPROVED this 17th day of March, 2020.

Steve Boulter, President

Sarah Swanson, Vice President

Cherokee Blake, Member at Large

Tracy Krug, Member at Large

Joe Marr, Member at Large

ANNEXATION AGREEMENT

THIS AGREEMENT (this "Agreement") is made and entered into as of the ____ day of _____, 2020, by and between RSM, LLC, and its contract purchaser, PROXIMO DISTILLERS, LLC (hereinafter collectively referred to as the "Property Owner"), and the CITY OF BLACK HAWK, a home rule municipal corporation of the State of Colorado (hereinafter referred to as the "City" and, collectively with the Property Owner, as the "Parties").

A. The Property Owner is the owner of certain real property (the "Property") situated in the County of Gilpin, State of Colorado, which Property is described in **Exhibit A**, attached hereto and made a part hereof.

B. The Property Owner desires to have the Property annexed to the City.

C. The City wishes to annex the Property in a series of annexations, and zone the Property into the City, and shall consider the annexation petitions and zoning application for the Property upon the condition that this Agreement is approved by the City and is executed by the City and the Property Owner.

NOW, THEREFORE, in consideration of the foregoing recitals, and the mutual covenants and promises set forth below, the receipt and sufficiency of which are mutually acknowledged, the City and the Property Owner hereby agree as follows:

1. Annexation. The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, as amended.

2. Purpose. The purpose of this Agreement is to set forth the terms, conditions, and fees to be paid by the Property Owner upon annexation and initial development of the Property. Unless otherwise expressly provided to the contrary herein, all conditions contained herein are in addition to any and all requirements of the City of Black Hawk Zoning Ordinance and Subdivision Regulations, as amended, any and all state statutes, and the City of Black Hawk Home Rule Charter and the ordinances of the City.

3. Definitions. As used in this Agreement, the following terms shall have the meanings indicated:

a. *Annexation Ordinance(s)*. An ordinance or ordinances of the City annexing the Property, or any portion thereof, to the City.

b. *Effective Date of Annexation*. As set forth in Section 5 hereof.

c. *Legal Challenge*. For purposes of this Agreement, either of the following will constitute a Legal Challenge: (i) any third party commences any legal proceeding, request for reconsideration pursuant to C.R.S. § 31-12-116, or other action that directly or indirectly challenges (A) this Agreement or (B) the annexation and/or initial zoning of

the Property; or (ii) any third party submits a petition for a referendum or other challenge seeking to reverse or nullify any such ordinances or actions.

d. Zoning Ordinance. An ordinance or ordinances zoning the Property, or any portion thereof.

4. Zoning and Development.

a. Zoning. The Property Owner is entering into this Agreement and is undertaking the obligations imposed upon the Property Owner herein in reliance upon the City's adoption of certain ordinances annexing the Property into the City and the taking of the following additional actions more particularly described in Section 4.b. regarding the permitted development of the Property.

b. Permitted Development. All development of the Property shall be conducted in accordance with this Agreement, City ordinances and regulations, and applicable state and federal law and regulations. The Property Owner specifically agrees that the design, improvement, construction, development, and use of the Property shall be in conformance with, and that the Property Owner shall comply with, all City ordinances and resolutions, including, without limitation, ordinances and resolutions pertaining to annexation, subdivision, zoning, storm drainage, utilities, and flood control. The City shall allow and permit the development of the Property upon submission of proper application and payment of fees imposed by City ordinances and regulations. In the case of conflict between City ordinances and regulations and the terms of this Agreement, this Agreement shall control. Specifically, the Parties agree that all development of the Property shall be conducted in accordance with the Lake Gulch Whiskey Resort Planned Unit Development (the "Lake Gulch Whiskey Resort PUD"), approved by the City by ordinance concurrently with the approval of the annexation of the Property and this Agreement.

5. Effective Date of Annexation. The annexation of the Property to the City shall become effective upon the filing of the Annexation Ordinance(s) and map(s) with the Clerk & Recorder of Gilpin County, Colorado, pursuant to C.R.S. § 31-12-113(2). The City shall make such filing upon the last to occur of the following, and not otherwise:

a. Final approval of the Annexation Ordinance(s);

b. Final approval of the Zoning Ordinance; and

c. Expiration of the time for a Legal Challenge to the Annexation Ordinance(s) or the Zoning Ordinance.

6. City Fees.

a. Administrative Fee. The Property Owner hereby agrees to pay the City the actual cost plus fifteen percent (15%) to defray the administrative and review expenses of the City, and for planning, engineering, surveying, and legal services rendered in connection with the review of the annexation of the Property, which costs shall be the City's

reasonable and documented actual costs, not including any costs incurred before January 3, 2020, and which will be invoiced to the Property Owner on a monthly basis by the City Manager. In addition, the Property Owner shall reimburse the City for the actual cost of making corrections or additions to the official City Map, with a fee for recording such map, if necessary, and accompanying documents with the Clerk & Recorder of Gilpin County, Colorado.

b. Impact Fees/Cash in Lieu of Land Dedication. The City as an inducement to the annexation of the Property hereby waives the imposition of the City's Parking Impact Fee otherwise required by Article VI of Chapter 4 of the Black Hawk Municipal Code, and further waives the imposition of the Fire and Police Protection Impact Fee otherwise required by Article VII of Chapter 4 of the Black Hawk Municipal Code. Provided however, the Property Owner shall pay the amount of Eleven Thousand Dollars (\$11,000.00) per residential unit, whether single family, or multi-family, to offset the impacts to the Gilpin County School District RE-1, based on the calculations set forth in Exhibit G to that Intergovernmental Agreement dated September 29, 1999 between the City of Central, the City of Black Hawk, the County of Gilpin and the Black Hawk-Central City Sanitation District (the "Growth IGA"). This obligation shall not apply to the single caretaker residence or any lodging as defined in the Black Hawk Municipal Code included within the commercial and industrial component of the Lake Gulch Whiskey Resort PUD, but shall otherwise apply to the residential components.

c. Enforcement; Amendment. The City may withhold any plat approval or withhold the issuance of any permits for construction or occupancy for failure to pay City fees as provided herein. All fees recited in this Agreement shall be subject to amendment by the City Council by ordinance so long as any amendment is City-wide and generally applicable. Any amendment to such fees shall be incorporated into this Agreement as if originally set forth herein.

7. Summary Exhibit Depicting Land Exchange, Rights of Way, and Water Line Improvements. The Parties agree that **Exhibit B**, attached hereto and incorporated herein by this reference, depicts the land exchange more particularly described in Section 8, the right-of-way obligations described in Section 9, and the water line construction obligations more particularly described on Section 10 of this Agreement.

8. Land Exchange. The City and the Property Owner agree to exchange the property owned by the Property Owner as depicted on **Exhibit B** and more particularly described on **Exhibit C**, attached hereto and incorporated herein by this reference, as the "New City Property", in exchange for the City conveying the property more particularly described in **Exhibit D**, attached hereto and incorporated herein by this reference, as the "New Whiskey Gulch Resort Property", to the Property Owner. The property exchange described herein shall be in lieu of any open space dedication otherwise required by the City as a condition of annexation or subdivision of the Property. The Parties recognize the potential for discrepancy between the City's mapping based on Gilpin County Assessor records and actual title ownership vested in the Property Owner, and therefore the Parties agree that the Property Owner shall only be obligated to transfer the property in Section 13 within the City boundaries depicted on **Exhibit B** to the extent that it legally owns and can transfer such property.

9. Rights of Way.

a. Miner's Mesa Road Extension No. 2. Subject to the reimbursement provisions set forth in Section 11.b.i., the Property Owner shall be required to design and construct with City approval, at the Property Owner's sole cost and expense, the road generally depicted on **Exhibit B** and identified as the Miner's Mesa Road Extension No. 2 ("Miner's Mesa Road Extension No. 2"), which Miner's Mesa Road Extension No. 2 shall connect Lake Gulch Road to the Miner's Mesa Road Extension No. 1 as depicted on **Exhibit B**, and which Miner's Mesa Road Extension No. 2 shall connect to Lake Gulch Road with a roundabout as depicted on **Exhibit B**.

b. Additional Property Acquisitions. To the extent Miner's Mesa Road Extension No. 2 includes property not owned by the Property Owner, it shall be the City's obligation to acquire the necessary property interests for Miner's Mesa Road Extension No. 2, and the Property Owner shall not be obligated to construct Miner's Mesa Road Extension No. 2 until the City acquires the necessary property interests to cause the construction of Miner's Mesa Road Extension No. 2.

c. Lake Gulch Road Improvements. The Property Owner shall also be required to design and construct to the City's road standards set forth in subsection e. of this Section 9 that portion of Lake Gulch Road more particularly described on **Exhibit B** (the "Lake Gulch Road Improvements"). The City agrees to reimburse as more particularly described in Section 11.b.i. that portion of the Lake Gulch Road Improvements, excluding the 0.45 miles of the Lake Gulch Road Improvements more particularly depicted in **Exhibit B**.

d. Miner's Mesa Road Extension No. 1. The City agrees, at the City's sole cost and expense, that it shall design and construct the Miner's Mesa Road Extension No. 1 as more particularly described in **Exhibit B**, consisting of approximately 0.32 miles of right-of-way, and the City's design and construction of Miner's Mesa Road Extension No. 1 shall include a roundabout at the westernmost location of Miner's Mesa Road Extension No. 1 as depicted on **Exhibit B**.

e. Road Standards. To the extent possible within the Black Hawk Growth Area under the Growth IGA (defined in Section 11.d. below), the Property Owner shall construct Miner's Mesa Road Extension No. 2 and the Lake Gulch Road Improvements to include a fifty (50) foot right-of-way, including thirty-six (36) feet of pavement with two (2) twelve (12) foot lanes and two six (6) foot shoulders, and shall include drainage, and undergrounded utilities as described in Section 10.d. of this Agreement. The Property Owner shall also at a minimum be required to install conduit for streetlights, and the necessity and extent of installed streetlights shall be determined at the time of approval of the subdivision and/or site plan of the Property. In addition, to the extent the Property Owner is obligated to construct additional public roadways to serve the Property, the Property Owner shall be obligated to construct such public roadways to the fifty (50) foot template described in this subsection e.

10. Utilities.

a. Water Service. Upon annexation, the City shall provide municipal domestic water service to the Property in accordance with the uses authorized by the City's approval of the Lake Gulch Whiskey Resort PUD and the water service needs of such uses at full build-out of such PUD.

b. Sewer Service. The Property Owner shall be required to apply to the Black Hawk-Central City Sanitation District (the "Sanitation District") for inclusion into the Sanitation District's service area and corresponding service by the Sanitation District in accordance with the Rules, Regulations, and Resolutions in effect for the Sanitation District in effect for the entire Sanitation District at the time of application.

c. Water Tap and System Development Fees. Based on the proposed uses for the Property in accordance with the Lake Gulch Whiskey Resort PUD, the Property Owner shall require an appropriately sized water tap, which water tap size may be expanded as more particularly described in the water tap schedule attached hereto as **Exhibit C**, and incorporated herein by this reference, and shall further require a twelve (12) inch water line in the locations depicted on **Exhibit B**. The Property Owner shall design and construct, in accordance with City water standards including necessary pressure reducing valves and meter vaults, approximately four thousand two hundred and sixty (4,260) lineal feet of the twelve (12) inch water line in the location depicted on **Exhibit B**. The Property Owner shall be required to pay the tap fee and system development fees for the water tap and water line described herein; provided, however, the City agrees it shall rebate the system development fees to the Property Owner to reimburse the Property Owner for the actual cost of design and construction of the twelve (12) inch water line located within Lake Gulch Road and Miners Mesa Road Extension No. 2. In addition, in the event the amount of the system development fees paid by the Property Owner exceed the cost of the design and construction of the twelve (12) inch water line located within Lake Gulch Road and Miners Mesa Road Extension No. 2, the City agrees that it shall use the remainder of the system development fees paid by the Property Owner to pay for additional extensions of water lines necessary to service the Property Owner's future development so long as such future development is within the City's municipal boundaries and occurs within ten (10) years of the issuance of the first Certificate of Occupancy for the first phase of development on the Property. Furthermore, the Property Owner intends to construct the Lake Gulch Whiskey Resort PUD in several phases. In the event that the cost of the design and construction of the twelve (12) inch water line that is to be paid in the first phase exceeds the amount of the system development fees paid by the Property Owner in such phase, system development fees paid by the Property Owner in future phases shall be reimbursed to the Property Owner until the cost of the design and construction of the twelve (12) inch water line has been covered.

d. Undergrounding of Utilities. The Property Owner shall be obligated to construct underground all utilities constructed pursuant to this Agreement and necessary to serve the Property.

e. Easements. The Property Owner agrees to dedicate to the City by plat all utility easements within the Property and elsewhere as necessary to provide for the location of water distribution, collection, and transmission lines and related facilities.

11. Other Terms and Condition of Annexation.

a. Gregory Street Presence. The Parties agree that no later than four (4) years after the issuance of the first Certificate of Occupancy for the first phase of development on the Property or the substantial completion and occupation of the Gregory Street HARD District, whichever comes last, the Property Owner shall use commercially reasonable efforts to establish a tasting room or other presence, the nature of which presence shall be determined in the reasonable discretion of the Property Owner, on Gregory Street within the City (the "Gregory Street Presence"). The Property Owner agrees that it shall not establish another tasting room featuring the brand referenced in Section 11.b.ii. within thirty (30) miles' driving distance of the Property, other than the Gregory Street Presence and on the Property.

b. Use Tax Rebates. In order to assist the Property Owner in the costs of public infrastructure associated with the development of the Property, the City agrees to reimburse the Property Owner with use tax rebates as follows:

i. The City shall reimburse the Property Owner for the actual costs of design and construction of the approximately 0.46 miles of the Miners Mesa Road Extension No. 2 and that portion of Lake Gulch Road depicted on **Exhibit B**. The reimbursement of the actual costs of design and construction shall be in the form of a use tax rebate of the use taxes paid by the Property Owner for the construction materials, furniture, fixtures, and equipment paid by the Property Owner for the first phase of development on the Property.

ii. In addition to the reimbursement for use tax on construction materials and furniture, fixtures, and equipment paid by the Property Owner set forth in Section 11.b.i. above, the City shall reimburse the Property Owner for the actual costs of design and construction of roads and other public infrastructure in future phases of the Property's development, in the form of use tax rebates of the use taxes paid by the Property Owner for the construction materials, furniture, fixtures, and equipment paid by the Property Owner for such future phases of development on the Property, in the event that (A) the Property Owner elects by written notice to the City to display on all commercially available 375ml or larger bottles of Tincup American Whiskey (or such other brand of distilled spirits as is principally identified with the Property in the Property Owner's advertising and marketing materials from time to time) containing distilled spirits principally distilled on the Property, for a period of twenty-five (25) years after the date of the first use of the words "BLACK HAWK" as set forth in this clause (A), the words "BLACK HAWK" with at least the same relative prominence as the words "JESS GRABER" or "ROCKY MOUNTAIN WATER" are displayed on the bottle of Tincup American Whiskey as of the date of this Agreement, and in the event that the Property Owner receives such use tax rebates pursuant to this clause (A) and thereafter ceases to satisfy such requirements prior to the date that is twenty-five (25) years after the date of

the first use of the words "BLACK HAWK" as set forth in this clause (A), the City shall be entitled to recover the unamortized portions of such use tax rebates (amortized on a straight-line basis commencing upon their respective payment dates) as its sole remedy, or (B) the Parties reasonably agree upon other bottle design, labeling or other advertising and marketing activities of the Property Owner having substantially equivalent value to the City. The bottle design set forth in the foregoing clause (A), if elected by the Property Owner, shall commence no later than the bottling of the first distilled spirits principally distilled on the Property, and shall be in addition to the reference (which shall be included to the extent accurate) on the bottle that the spirits are distilled in Black Hawk, Colorado. In any event, no use tax reimbursement agreement shall extend beyond the date that is ten (10) years after the issuance of the first Certificate of Occupancy for the first phase of development on the Property.

c. Exclusion from Timberline Fire Protection District. Within thirty (30) days after the Effective Date of Annexation, the Property Owner shall commence proceedings to exclude the Property from the boundaries of the Timberline Fire Protection District.

d. Residential Component of the Lake Gulch Whiskey Resort PUD. To the extent the Lake Gulch Whiskey Resort PUD contains the residential component of the Gold Mountain Development Plan as more particularly described in Section 5 of the Growth IGA, the City and the Property Owner agree as follows:

i. The City's reimbursement obligations set forth in this Section 11, and any other obligations of the City in Section 9 of this Agreement, shall only be obligations of the City to the extent that the Property Owner constructs the corresponding commercial and industrial land uses set forth in the Lake Gulch Whiskey Resort PUD. The Property Owner shall not be eligible for any reimbursement in the event the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD, and the Parties agree that none of the incentives set forth in this Agreement shall apply in the event that the Property Owner elects to develop such residential component of the Lake Gulch Whiskey Resort PUD.

ii. Notwithstanding the provisions of Section 10.c. of this Agreement, in the event the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD, the City shall not be obligated to use the system development fees paid by the Property Owner to pay for the design and construction of the twelve (12) inch water line, nor shall the City have any additional obligations to use such system development fee for any purpose.

iii. In order to address the public health, safety, and welfare of the citizens of the City, if the Property Owner constructs the residential component of the Lake Gulch Whiskey Resort PUD as more particularly described as the Gold Mountain Development Plan, and incorporated into the Lake Gulch Whiskey Resort PUD, the Property Owner shall be required to dedicate property for and construct (A) a new City of Black Hawk Fire Station including space for an additional ambulance; and (B) a Police Station Annex

to address the needs caused by the additional residential uses on the Property. In addition, in such event, the Property Owner shall be required to pay for any personnel costs incurred by the City for a period of ten (10) years after the date of the first Certificate of Occupancy for such Fire Station and Police Station Annex facilities for the residential uses more particularly described in the Gold Mountain Development Plan.

e. Participation Agreements. The City will require that new users that connect within ten (10) years after the date of completion of construction to public water improvements constructed by the Property Owner sign participation agreements. Such agreements will require that such new users pay their pro rata share of the cost of such improvements. The City will collect any such pro rata shares and pay same to the Property Owner to the extent that the cost of the design and construction of the twelve (12) inch water line has not been covered by system development fee reimbursement.

f. Additions to the PUD. In the event that the Property Owner obtains title to property adjacent to the Lake Gulch Whiskey Resort PUD and annexes such additional property into the City, the zoning for such additional property shall be similar in all material aspects to the zoning approved with the Lake Gulch Whiskey Resort PUD, subject to the limitation that no additional residential units shall be allowed without amendment of this Agreement.

g. Further Cooperation. The City will support the Property Owner in any endeavor to consolidate lots within the Property, adjust boundary lines within the Property, and establish easements for access and utilities as necessary.

h. ESTIP Rebate. The City will rebate to the Property Owner twenty-five percent (25%) of taxes collected on the Property under the Enhanced Sales Tax Incentive Program for the purpose of assisting the Property Owner in operation of shuttle service to bring guests to and from the Property to shuttle stops located in the City, should the Property Owner elect to operate such service at any time. The Parties specifically agree that the City may declare a breach of the Agreement implementing the Enhanced Sales Tax Incentive Program in the event the Property Owner breaches any obligations undertaken pursuant to Section 11.b.ii. of this Agreement.

12. Vested Rights.

a. Waiver. The Property Owner waives any prior vested property rights acquired in Gilpin County so long as the Property remains annexed into the City.

b. Vested Rights Created. Consistent with the purpose of this Agreement, the Parties hereby agree that the Annexation and Zoning Ordinances shall constitute a "site specific development plan" as defined in C.R.S. §24-68-102(4); that certain rights shall be vested property rights as provided in this Agreement; and that the Property Owner and its designated successors and assigns shall have a vested property right to undertake and complete development and use of the Property as provided in this Agreement. The rights and obligations under this Agreement shall vest in the Property Owner and its designated

successors and assigns as benefits and burdens to the land and shall run with title to the land.

c. Rights That are Vested. Only the rights that are identified herein shall constitute vested property rights under this Agreement. These rights are as follows:

- i. The right to be protected against the City initiating any zoning action to reduce the zoning entitlements granted upon annexation of the Property all as more particularly described in Section 4;
- ii. The right to develop the Property and engage in land uses in the manner and to the extent set forth on the terms and conditions set forth herein;
- iii. The right to continue and complete development of the Property with conditions, standards, dedications, and requirements that are no more onerous than those then being imposed by the City on other developers within the City's municipal boundaries on a reasonably uniform and consistent basis, except to the extent such conditions, standards, dedications, and requirements conflict with the terms and conditions of this Agreement, in which event this Agreement shall control;
- iv. The right to be protected against the City approving a special or metropolitan taxing district that includes within its boundaries all or any portion of the Property, without the written consent of the Property Owner first being obtained in each instance, except that this provision shall not apply if the boundaries of the taxing district include the entire municipal boundaries of the City and if the creation of such a taxing district is approved by the entire electorate of the City; and
- v. The City will support the Property Owner's establishment of a metropolitan district, implementation of a public improvement fee, and/or application for any state or federal incentive programs, including, but not limited to, private activity bonds.

d. Term of Vested Rights. The City by rights identified in this Section shall continue and have a duration until three (3) years after the date hereof. Extension of this period of vesting may be granted by the City in its sole discretion, upon request of the Property Owner or its designated successors and assigns.

e. Compliance with General Regulations. The establishment of the rights vested under this Agreement shall not preclude the application of City regulations of general applicability including, but not limited to, building, fire, plumbing, engineering, electrical, and mechanical codes, or the application of regional, state, or federal regulations, as all of the foregoing exist on the date of this Agreement or may be enacted or amended after the date hereof, except as otherwise provided herein. The Property Owner does not waive its rights to oppose adoption of any such regulations and shall expressly not be obligated to annex into or otherwise submit to the authority of any local improvement districts.

13. Remedies.

a. The Property Owner's remedies against the City for the City's breach of this Agreement include: (i) breach of contract claims; and (ii) specific performance of the non-legislative obligations of the City as set forth herein.

b. The City's remedies against the Property Owner for the Property Owner's breach of this Agreement include:

- i. The refusal to issue any building permit or certificate of occupancy;
- ii. A demand that the security given for the completion of the public improvements be paid or honored; and
- iii. Any other remedy available at law, with the exception of specific performance to compel the Property Owner to develop, construct, maintain, or operate all or any portion of the Lake Gulch Whiskey Resort PUD, or damages for the Property Owner's failure to do so, to the extent that the Property Owner determines in its sole discretion that such development, construction, maintenance, or operation is not commercially practicable.

c. Rights to Cure. Should any Party fail to comply with the terms of this Agreement, the other Party or Parties shall give written notice of breach or default and a period of thirty (30) days after receipt of said notice in which to cure any such breach or default; provided, however, if the breach or default is not reasonably susceptible of cure within such thirty (30) day period, there shall be given an additional period of time as may be reasonably necessary to complete the cure provided that the breaching or defaulting Party commences to cure the breach or default within such thirty (30) day period and thereafter diligently pursue the same to completion. Should the breaching or defaulting Party fail to cure any such breach or default, the other Party or Parties shall have the right to pursue all equitable remedies.

14. Authority of the City. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of existing codes or ordinances or as a waiver or abrogation of the City's legislative, governmental, or police powers to promote and protect the health, safety, and general welfare of the City or its inhabitants; nor shall this Agreement prohibit the enactment by the City of any tax or fee that is of uniform or general application, all in conformance with Colorado Revised Statutes.

15. Force Majeure – Development Restrictions or Delays. In the event of the unavailability of water and sewer taps necessary for the development and use of the Property as contemplated herein, or in the event of the imposition of any moratorium or other ordinance or action by the City or any other governmental or quasi-governmental authority that materially prevents or delays development or use of the Property, the Property Owner's obligations hereunder to pay fees or to construct or convey to the City improvements shall be suspended for a period of time equal to the time period in which such described events either delay or prevent development or use of the Property. The term "material" as used herein means the inability of the Property Owner to obtain plat approval, building permits, or certificates of occupancy.

16. Construction of Public Streets. As specified and limited by Section 9, the Property Owner agrees to design, construct, pave, improve, and provide signage, lighting (or conduit to support future construction of lighting to be decided at the time of approval of the subdivision and/or site development plan of the Property), and signalization for all public streets and other public ways within or adjacent to the Property in accordance with City ordinances and resolutions and other applicable standards except as modified pursuant to the approval of the Lake Gulch Whiskey Resort PUD, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards, and to make such other improvements as required by City ordinances and resolutions, to guarantee construction of all required improvements. If requested by the City, the Property Owner agrees to enter into an agreement reasonably satisfactory to the Property Owner pertaining to such improvements and other matters prior to any development of the Property.

17. Severability. The Parties agree that if any part, term, portion, or provision of this Agreement is held by a court of competent jurisdiction to be illegal or in conflict with any law of the State of Colorado, the validity of the remaining parts, terms, portions, or provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular part, term, portion, or provision held to be invalid.

18. Municipal Services. The City agrees to make available to the Property all of the usual municipal services in accordance with the ordinances and policies of the City. The Property Owner acknowledges that City services do not include, as of the date of the execution of this Agreement, sanitary sewer services, which are provided by the Sanitation District.

19. Amendments. This Agreement may be amended by the City and the Property Owner. Such amendments shall be in writing, shall be recorded with the Clerk & Recorder of Gilpin County, Colorado, shall be covenants running with the land, and shall be binding upon all persons or entities having an interest in the Property subject to the amendment unless otherwise specified in the amendment. Except as otherwise provided herein, this Agreement shall not be amended unless approved in writing by all Parties.

20. Entire Agreement. This Agreement embodies the entire agreement of the Parties. There are no promises, terms, conditions, or obligations other than those contained herein; and this Agreement supersedes all previous communications, representations, or agreements, either verbal or written, between the Parties.

21. Indemnification. The Property Owner agrees to indemnify and hold harmless the City and the City's officers, employees, agents, and contractors from and against all liability, claims, and demands, including attorneys' fees and court costs, that arise out of action by the City in order to enforce this Agreement, with the exception of enforcement of this Agreement against the Property Owner if the Property Owner substantially prevails. The Property Owner further agrees to investigate, handle, respond to, provide defense for and defend against or, at the City's option, to pay the reasonable and documented attorneys' fees for defense counsel of the City's choice for, any such liability, claims, or demands.

22. Assignment. As used in this Agreement, the term "Property Owner" shall include any of the heirs, transferees, successors or assigns of the Property Owner, and all such parties

shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original parties thereto; provided that the term "Property Owner" shall not include RSM, LLC after the transfer of its interests in the Property to Proximo Distillers, LLC or any other person or entity.

23. Effect of City Ordinances and Resolutions. As used in this Agreement, unless otherwise specifically provided herein, any reference to any provision of any City ordinance, resolution, or policy is intended to refer to any subsequent amendments or revisions to such ordinance, resolution, or policy, and the Parties agree that such amendments or revisions shall be binding upon the Property Owner.

24. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the heirs, transferees, successors, and assigns of each Party, and shall constitute covenants running with the land. Subject to the conditions precedent herein, this Agreement may be enforced in any court of competent jurisdiction. In the event this Agreement is terminated as permitted herein, and the Property is not annexed, the City agrees to execute a sufficient release for recording.

25. Legislative Discretion. The Property Owner acknowledges that the annexation and zoning of the Property are subject to the legislative discretion of the City Council of the City of Black Hawk. No assurances of annexation or zoning have been made or relied upon by the Property Owner. In the event that, in the exercise of its legislative discretion, any action with respect to the Property herein contemplated is not taken, then the sole and exclusive remedy for the breach hereof accompanied by the exercise of such discretion, shall be the withdrawal of the petition for annexation by the Property Owner, or disconnection from the City in accordance with state law, as may be appropriate.

26. Business Discretion. Notwithstanding anything to the contrary set forth in this Agreement, neither this Agreement nor any other documents provided by any Party in connection with the annexation or zoning of the Property shall be deemed to create any obligation of the Property Owner to commence or continue the development, construction, maintenance, or operation of the Property or to conduct any other activities on the Property, and the Property Owner shall be entitled to terminate such activities in its sole discretion at any time.

27. Recordation of Agreement. This Agreement shall be recorded with the Clerk & Recorder of Gilpin County, Colorado, at the Property Owner's expense, shall run with the land, and shall be binding upon and shall inure to the benefit of the heirs, successors, and permitted assigns of the Parties.

28. Effective Date. This Agreement shall be effective and binding upon the Parties immediately upon execution by all of the Parties.

29. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should any Party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that venue of such suit or action shall be in Gilpin County, Colorado.

30. Notice. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by registered or certified mail, return-receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices so given shall be considered effective on the earlier of actual receipt or seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Any Party by notice so given may change the address to which future notices shall be sent.

To the City: Stephen N. Cole, City Manager
P. O. Box 68
Black Hawk, Colorado 80422

With copy to: Corey Y. Hoffmann, Esq.
Hoffmann, Parker, Wilson & Carberry, P.C.
511 16th Street, Suite 610
Denver, Colorado 80202

To the Property Owner: Proximo Distillers, LLC
Attn: Dean Mades, General Counsel
333 Washington Street, 4th Floor
Jersey City, NJ 07302

With copy to: Frascona, Joiner, Goodman & Greenstein, P.C.
Attn: Harmon Zuckerman, Esq.
4750 Table Mesa Drive
Boulder, CO 80305

31. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by facsimile, e-mail, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

IN WITNESS WHEREOF, the Parties to this Agreement have set their hands and seals the day and year first written above.

CITY OF BLACK HAWK, COLORADO

By: _____
David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

PROPERTY OWNER RSM LLC

By

Carl Deddens

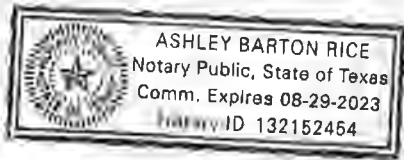
STATE OF TEXAS)

COUNTY OF Brazos) ss.

The above and foregoing signature of Carl Deddens was subscribed and sworn to before me this 17 day of March 2020.

Witness my hand and official seal

My commission expires: 8-29-2023



Notary Public

Ashley Rice

CONTRACT PURCHASER PROXIMO
DISTILLERS, LLC

By:

Michael Keyes

STATE OF NEW JERSEY)

COUNTY OF Hudson) ss.

The above and foregoing signature of Michael Keyes was subscribed and sworn to before me this 17 day of MARCH 2020.

Witness my hand and official seal

My commission expires: 7/13/20

Notary Public

Scott E. Niemi
SCOTT E. NIEMI
ID # 2308238
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 7/13/20

LAKE GULCH WHISKEY RESORT

ANNEXATION EXHIBIT TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

EXHIBIT

A



COBURN
ARCHITECTURE

2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940

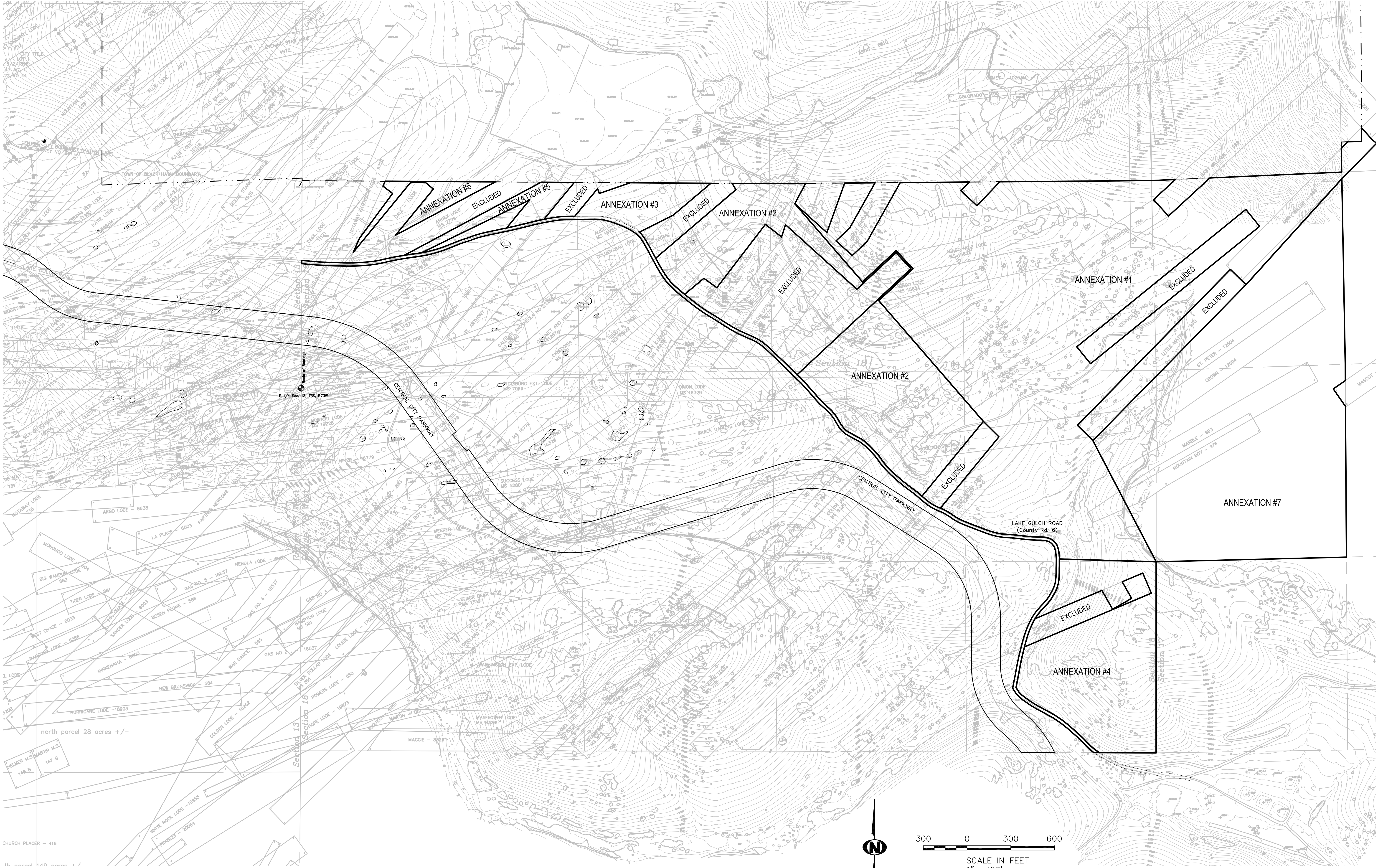


TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY
COBURN ARCHITECTURE INC., FOR THE
DESIGN INTENT OF THIS SPECIFIC PROJECT
AND ONLY THIS PROJECT. THE CONTRACTOR
SHALL BE RESPONSIBLE FOR ALL
CONSTRUCTION COORDINATION, METHODS
AND MATERIALS REQUIRED FOR THE
SUCCESSFUL COMPLETION OF THE PROJECT.
THIS INCLUDES BUT IS NOT LIMITED TO THE
QUALITY OF WORKMANSHIP AND MATERIALS
REQUIRED FOR EXECUTION OF THESE
DOCUMENTS AND WORK OR MATERIALS
SUPPLIED BY ANY SUBCONTRACTORS. ALL
WORK SHALL COMPLY WITH GOVERNING
CODES AND ORDINANCES. THE CONTRACTOR
SHALL REVIEW AND UNDERSTAND ALL
DOCUMENTS AND SHALL NOTIFY THE
ARCHITECT IMMEDIATELY OF ANY
DISCREPANCIES IN THE DRAWINGS, FIELD
CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020



SHEET NO.

1 of 1

ANNEXATION EXHIBIT -
OVERALL

220 of 626

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 1 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3–4 of the Clay County Lode, US Mineral Survey No. 360 with line 4–1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 47° 53' 33" E along said line 4–1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3–2 of the Blow Out Lode, US Mineral Survey No. 18776;

thence N 19° 46' 26" E along said line 3–2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east–west centerline of the NE ¼ a distance of 208.47 feet to the point of intersection with line 1–2 of the Great Britian Lode, US Mineral Survey No. 18776;

thence S 29° 18' 00" W along said line 1–2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode;

thence S 46° 17' 00" W along line 2–3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4–1 of said Williams Crossing Lode;

thence S 47° 53' 33" E along said line 4–1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6–7 of said Great Britian Lode;

thence N 46° 22' 45" E along said line 6–7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode;

thence N 29° 19' 49" E along line 7–8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east–west centerline of the NE ¼ a distance of 474.24 feet to the point of intersection with line 16–15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;

thence S 43° 56' 47" W along said line 16–15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;

thence S 46° 21' 54" E along line 15–14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N 43° 56' 15" E along line 14–13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east–west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;

thence N 89° 32' 31" E along said east–west centerline of the NE ¼ a distance of 1040.34 feet to the N 1/16th corner of Sections 17 and 18;

thence N 87° 26' 32" E along the east–west centerline of the NW ¼ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3–2 of said East Williams Lode, US Mineral Survey No. 588;

thence S 47° 19' 59" W along said line 3–2 of the East Williams Lode a distance of 204.89 feet to corner No. 2 of said East Williams Lode;

thence S 42° 44' 49" E along line 2–1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;

thence N 47° 20' 23" E along line 1–4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east–west centerline of the NW ¼ of said Section 17;

thence N 87° 26' 32" E along said east–west centerline of the NW ¼ of said Section 17 a distance of 906.14 feet to the NW 1/16th corner of said Section 17;

thence N 01° 02' 29" W along the north–south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk boundary a distance of 164.47 feet to the point of intersection with line 1–2 of the Mary Miller Lode, US Mineral Survey No. 969;

thence N 44° 28' 35" E along said line 1–2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk boundary;

thence N 88° 00' 45" E along said City of Black Hawk boundary a distance of 96.85 feet;

thence N 00° 18' 42" W along said City of Black Hawk boundary a distance of 91.93 feet to the point of intersection with line 6–5 of the Morgan Placer US Mineral Survey No. 226;

thence S 42° 19' 52" E along said line 6–5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;

thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;

thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3–4 of said Mary Miller Lode;

thence S 44° 27' 10" W along said line 3–4 of said Mary Miller Lode a distance of 340.78 feet to the north–south centerline of said NW ¼ of said Section 17;

thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3–2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;

thence S 44° 28' 40" W along line 2–1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;

thence S 45° 17' 32" E along line 1–4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;

thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;

thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

(continued from left)

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;

2. N 07° 44' 55" W a distance of 32.64 feet;

3. N 18° 09' 05" W a distance of 33.14 feet;

4. N 38° 37' 56" W a distance of 34.32 feet;

5. N 53° 47' 50" W a distance of 29.23 feet;

6. N 75° 08' 14" W a distance of 35.56 feet;

7. N 85° 37' 54" W a distance of 30.90 feet;

8. S 89° 52' 43" W a distance of 27.50 feet;

9. N 87° 06' 51" W a distance of 30.91 feet;

10. N 85° 25' 50" W a distance of 33.32 feet;

11. N 83° 57' 02" W a distance of 32.67 feet;

12. N 82° 55' 20" W a distance of 27.68 feet;

13. N 84° 02' 37" W a distance of 25.81 feet;

14. N 85° 10' 50" W a distance of 29.44 feet;

15. N 85° 57' 08" W a distance of 28.99 feet;

16. N 85° 47' 52" W a distance of 28.17 feet;

17. N 81° 25' 50" W a distance of 28.60 feet;

18. N 76° 41' 49" W a distance of 29.15 feet;

19. N 73° 08' 35" W a distance of 28.55 feet;

20. N 70° 53' 21" W a distance of 28.11 feet;

21. N 69° 40' 34" W a distance of 29.60 feet;

22. N 69° 16' 06" W a distance of 30.58 feet;

23. N 69° 23' 51" W a distance of 31.51 feet;

24. N 69° 00' 03" W a distance of 30.04 feet;

25. N 67° 48' 40" W a distance of 31.55 feet;

26. N 68° 24' 20" W a distance of 27.25 feet;

27. N 62° 37' 03" W a distance of 29.46 feet;

28. N 58° 52' 53" W a distance of 25.03 feet;

29. N 54° 58' 57" W a distance of 28.04 feet;

30. N 57° 56' 49" W a distance of 30.20 feet;

31. N 61° 34' 17" W a distance of 32.80 feet;

32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1–4 of Washingtons Day Lode, US Mineral Survey 11885;

thence along said line 1–4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;

thence along line 4–3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;

thence N 40° 53' 21" W a distance of 1,096.94 feet;

thence N 47° 01' 18" E a distance of 320.86 feet;

thence N 42° 58' 23" W a distance of 169.95 feet;

thence S 47° 00' 48" W a distance of 314.68 feet;

thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning.

EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 95.35 acres more or less.



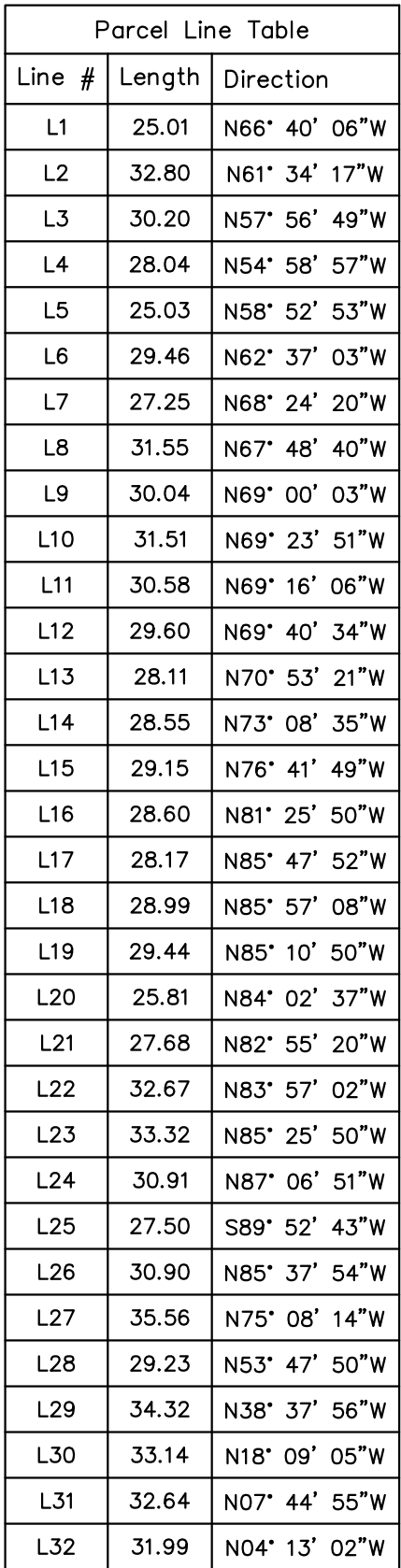
His Consultants, Inc.
Lakewood, Colorado
720–273–9940



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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



222 of 626

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3—4 of the Clay County Lode, US Mineral Survey No. 360 with line 4—1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;

thence N 47° 00' 48" E a distance of 314.68 feet;

thence S 42° 58' 23" E a distance of 169.95 feet;

thence S 47° 01' 18" W a distance of 320.86 feet;

thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;

thence along line 3—2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;

2. N 50° 23' 24" W a distance of 26.25 feet;

3. N 53° 50' 43" W a distance of 25.59 feet;

4. N 53° 43' 00" W a distance of 33.90 feet;

5. N 52° 37' 45" W a distance of 28.19 feet;

6. N 51° 12' 12" W a distance of 30.55 feet;

7. N 49° 32' 52" W a distance of 30.52 feet;

8. N 48° 21' 34" W a distance of 28.91 feet;

9. N 47° 37' 34" W a distance of 28.24 feet;

10. N 45° 09' 35" W a distance of 27.49 feet;

11. N 43° 31' 15" W a distance of 28.13 feet;

12. N 42° 12' 45" W a distance of 27.54 feet;

13. N 38° 01' 46" W a distance of 25.88 feet;

14. N 34° 08' 31" W a distance of 30.46 feet;

15. N 37° 44' 53" W a distance of 28.83 feet;

16. N 42° 43' 23" W a distance of 30.25 feet;

17. N 43° 58' 04" W a distance of 27.96 feet;

18. N 45° 20' 47" W a distance of 27.74 feet;

19. N 49° 06' 25" W a distance of 26.55 feet;

20. N 51° 35' 16" W a distance of 26.06 feet;

21. N 59° 58' 24" W a distance of 29.16 feet;

22. N 61° 25' 24" W a distance of 33.52 feet;

23. N 61° 44' 13" W a distance of 33.59 feet;

24. N 59° 21' 59" W a distance of 26.42 feet;

25. N 49° 29' 24" W a distance of 26.70 feet;

26. N 37° 52' 45" W a distance of 31.32 feet;

27. N 30° 56' 40" W a distance of 24.48 feet;

28. N 29° 24' 22" W a distance of 27.32 feet;

29. N 33° 48' 48" W a distance of 27.44 feet;

30. N 38° 52' 14" W a distance of 38.09 feet;

31. N 46° 02' 34" W a distance of 25.97 feet;

32. N 47° 57' 34" W a distance of 35.15 feet;

33. N 47° 25' 27" W a distance of 31.08 feet;

34. N 43° 51' 36" W a distance of 31.28 feet;

35. N 39° 40' 26" W a distance of 30.10 feet;

36. N 41° 30' 58" W a distance of 32.61 feet;

37. N 41° 29' 04" W a distance of 32.31 feet;

38. N 41° 52' 51" W a distance of 35.65 feet;

39. N 42° 17' 50" W a distance of 25.71 feet;

40. N 44° 56' 55" W a distance of 26.51 feet;

41. N 47° 16' 09" W a distance of 32.58 feet;

42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4—3 of the Tariff Lode, US Mineral Survey No. 966;

thence N 47° 01' 18" E along said line 4—3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;

thence N 42° 58' 23" W along line 3—2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff lode;

thence S 47° 00' 48" W along line 2—1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2—3 of the Williams Lode, US Mineral Survey No. 15824;

thence N 47° 53' 26" W along said line 2—3 of said Williams Lode a distance of 660.81 feet to the point of intersection with line 6—5 of the East Clay County Lode, US Mineral Survey No. 18776;

thence S 17° 31' 51" W along said line 6—5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3—2 of the Clay County Lode, US Mineral Survey No. 329A;

thence N 51° 26' 36" W along said line 3—2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;

thence N 52° 11' 23" W along line 4—1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;

thence S 37° 28' 00" W along line 2—1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4—1 of the Clay County Lode, US Mineral Survey No. 329B;

thence N 54° 01' 59" W along said line 4—1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1—2 of said Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;

2. N 50° 32' 17" W a distance of 30.12 feet;

3. N 48° 45' 27" W a distance of 31.84 feet;

4. N 48° 19' 15" W a distance of 29.52 feet;

5. N 44° 59' 11" W a distance of 32.08 feet;

6. N 38° 27' 56" W a distance of 34.04 feet;

7. N 34° 37' 33" W a distance of 32.85 feet;

8. N 32° 21' 41" W a distance of 28.92 feet;

9. N 30° 53' 34" W a distance of 33.92 feet;

10. N 29° 02' 31" W a distance of 37.67 feet;

11. N 28° 29' 34" W a distance of 25.05 feet;

12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1—2 of the Caledonia Lode, US Mineral Survey No. MS 519;

thence N 49° 29' 47" E along said line 1—2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6—5 of the Golden Gad Lode, US Mineral Survey No. 13048;

thence N 31° 43' 33" W along said line 6—5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east—west centerline of said NW ¼ of said Section 18;

thence S 89° 38' 09" E along said east—west centerline of the NW ¼ and along the City of Black Hawk Boundary a distance of 258.49 feet to the N 1/16th corner on the north—south centerline of said Section 18;

thence N 89° 32' 31" E along the east—west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Boundary a distance of 246.17 feet to the point of intersection with line 3—4 of the Clay County Lode, US Mineral Survey No. 360;

thence S 27° 50' 26" W along said line 3—4 of said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4—1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 2 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



His Consultants, Inc.
Lakewood, Colorado
720-273-9940



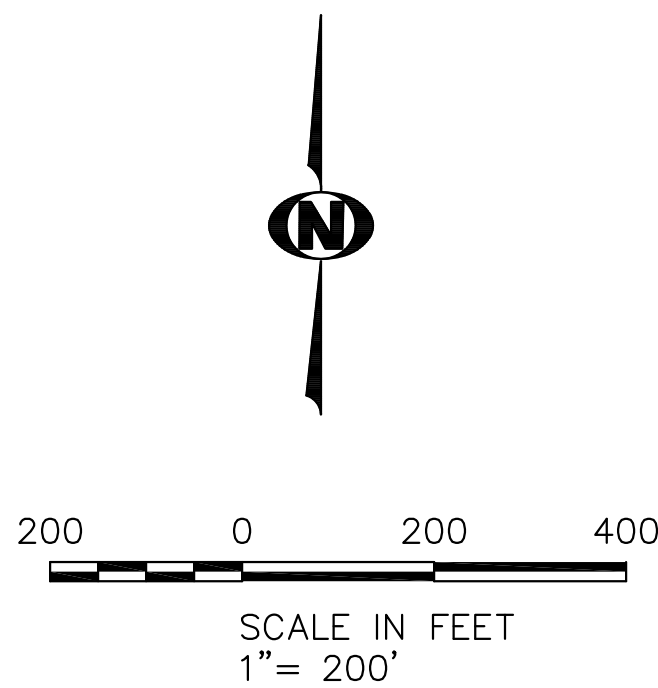
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 2 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF ____, A.D.

DAVID D. SPELLMAN _____ MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF ____ 20__, IN BOOK ____, PAGE ____ RECEPTION NO. ____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK

NOTES

TOTAL PERIMETER, THIS PLAT = 9,549.19'
1/6 TOTAL PERIMETER = 1,591.53'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 3,117.35'
DENOTES BOUNDARY OF LAND ANNEXED _____

DENOTES CONTIGUOUS CITY BOUNDARY _____

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

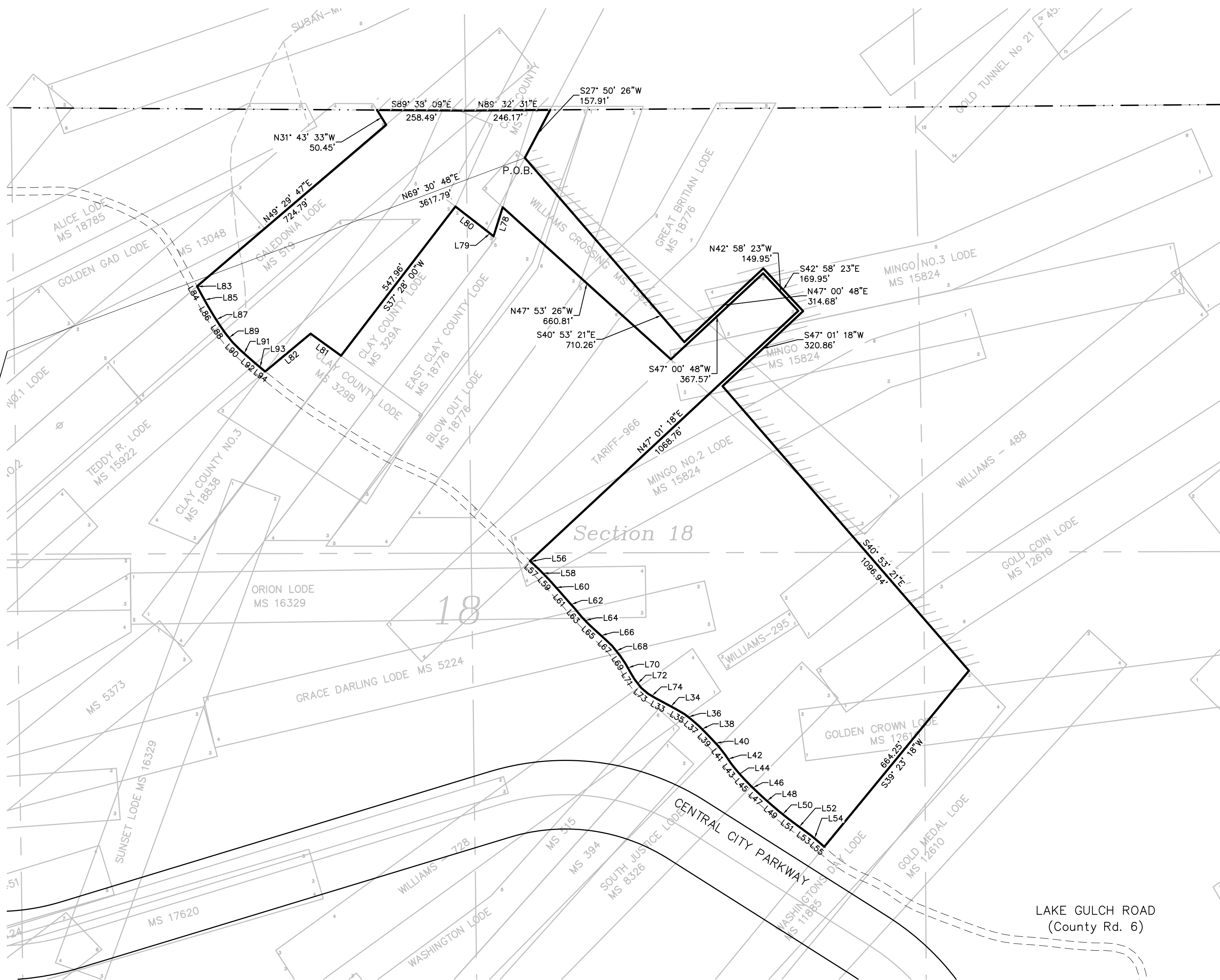
DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

Parcel Line Table		
Line #	Length	Direction
L33	33.59	N61° 44' 13"W
L34	33.52	N61° 25' 24"W
L35	29.16	N59° 58' 24"W
L36	26.06	N51° 35' 16"W
L37	26.55	N49° 06' 25"W
L38	27.74	N45° 20' 47"W
L39	27.96	N43° 58' 04"W
L40	30.25	N42° 43' 23"W
L41	28.83	N37° 44' 53"W
L42	30.46	N34° 08' 31"W
L43	25.88	N38° 01' 46"W
L44	27.54	N42° 12' 45"W
L45	28.13	N43° 31' 15"W
L46	27.49	N45° 09' 35"W
L47	28.24	N47° 37' 34"W
L48	28.91	N48° 21' 34"W
L49	30.52	N49° 32' 52"W
L50	30.55	N51° 12' 12"W
L51	28.19	N52° 37' 45"W
L52	33.90	N53° 43' 00"W
L53	25.59	N53° 50' 43"W
L54	26.25	N50° 23' 24"W
L55	24.56	N48° 28' 12"W
L56	5.81	N44° 25' 34"W
L57	32.58	N47° 16' 09"W
L58	26.51	N44° 56' 55"W
L59	25.71	N42° 17' 50"W
L60	35.65	N41° 52' 51"W
L61	32.31	N41° 29' 04"W
L62	32.61	N41° 30' 58"W
L63	30.10	N39° 40' 26"W
L64	31.28	N43° 51' 36"W
L65	31.08	N47° 25' 27"W
L66	35.15	N47° 57' 34"W
L67	25.97	N46° 02' 34"W
L68	38.09	N38° 52' 14"W
L69	27.44	N33° 48' 48"W
L70	27.32	N29° 24' 22"W
L71	24.48	N30° 56' 40"W
L72	31.32	N37° 52' 45"W
L73	26.70	N49° 29' 24"W
L74	26.42	N59° 21' 59"W
L78	88.60	S17° 31' 51"W
L79	26.56	N51° 26' 36"W
L80	114.49	N52° 11' 23"W
L81	109.70	N54° 01' 59"W
L82	172.25	S50° 08' 44"W
L83	1.33	N28° 12' 54"W
L84	25.05	N28° 29' 34"W
L85	37.67	N29° 02' 31"W

Parcel Line Table		
Line #	Length	Direction
L86	33.92	N30° 53' 34"W
L87	28.92	N32° 21' 41"W
L88	32.85	N34° 37' 33"W
L89	34.04	N38° 27' 56"W
L90	32.08	N44° 59' 11"W
L91	29.52	N48° 19' 15"W
L92	31.84	N48° 45' 27"W
L93	30.12	N50° 32' 17"W
L94	4.07	N52° 05' 43"W



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

SHEET No.

2 of 2
ANNEXATION PLAT #2

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:
Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description feet; thence N 00°14'12" E along the east line of the NE ¼ of said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 19" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.88 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;
14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 48" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.05 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;
24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.87 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 26.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 58" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 78° 17' 58" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;
52. N 77° 38' 35" E a distance of 34.79 feet;
53. N 77° 18' 33" E a distance of 34.86 feet;
54. N 76° 11' 24" E a distance of 34.36 feet;
55. N 76° 19' 36" E a distance of 34.21 feet;
56. N 75° 55' 53" E a distance of 32.92 feet;
57. N 75° 45' 56" E a distance of 33.64 feet;
58. N 77° 56' 07" E a distance of 54.90 feet;
59. N 79° 21' 17" E a distance of 32.59 feet;
60. N 79° 51' 30" E a distance of 30.19 feet;
61. N 81° 04' 54" E a distance of 30.69 feet;
62. N 82° 42' 42" E a distance of 26.71 feet;
63. N 85° 59' 16" E a distance of 29.83 feet;
64. N 87° 30' 36" E a distance of 25.59 feet;
65. N 89° 45' 47" E a distance of 26.85 feet;
66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lode, US Mineral Survey No. 19174;
- thence N 39° 31' 37" E along said line 3-2 of said St. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lode, US Mineral Survey No. 694;
- thence S 18° 06' 00" E along said line 1-6 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode;
- thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18, the City of Black Hawk Boundary,
- thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden God Lode, US Mineral Survey No. 13048;
- thence S 49° 45' 10" W along said line 4-3 of said Golden God Lode a distance of 340.06 feet to corner No. 3 of said Golden God Lode;
- thence S 63° 17' 40" W along line 3-2 of said Golden God Lode a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;
- thence along said easterly edge of Lake Gulch Road the following 181 courses:
79. S 47° 36' 27" E a distance of 20.45 feet;
80. S 37° 01' 46" E a distance of 33.69 feet;
81. S 31° 20' 23" E a distance of 35.62 feet;
82. S 29° 21' 33" E a distance of 35.80 feet;
83. S 28° 33' 24" E a distance of 35.14 feet;
84. S 28° 15' 54" E a distance of 26.48 feet;
85. S 28° 12' 54" E a distance of 25.97 feet;
86. S 28° 29' 34" E a distance of 25.05 feet;
87. S 29° 02' 31" E a distance of 37.67 feet;
88. S 30° 13' 34" E a distance of 33.92 feet;
89. S 32° 21' 41" E a distance of 28.92 feet;
90. S 34° 37' 33" E a distance of 32.85 feet;
91. S 38° 27' 56" E a distance of 34.04 feet;
92. S 44° 59' 11" E a distance of 32.08 feet;
93. S 48° 19' 15" E a distance of 29.52 feet;
94. S 48° 45' 27" E a distance of 31.84 feet;
95. S 50° 32' 17" E a distance of 30.12 feet;
96. S 52° 05' 43" E a distance of 32.15 feet;
97. S 51° 09' 16" E a distance of 29.84 feet;
98. S 51° 16' 35" E a distance of 28.26 feet;
99. S 53° 32' 16" E a distance of 26.81 feet;
100. S 54° 36' 48" E a distance of 27.25 feet;
101. S 54° 32' 13" E a distance of 32.80 feet;
102. S 57° 04' 54" E a distance of 26.24 feet;
103. S 58° 48' 15" E a distance of 27.12 feet;
104. S 58° 36' 20" E a distance of 29.13 feet;
105. S 57° 16' 49" E a distance of 30.45 feet;
106. S 57° 52' 07" E a distance of 29.57 feet;
107. S 57° 47' 48" E a distance of 29.54 feet;
108. S 58° 32' 09" E a distance of 30.64 feet;
109. S 58° 55' 55" E a distance of 31.93 feet;
110. S 60° 47' 03" E a distance of 32.05 feet;
111. S 64° 12' 09" E a distance of 30.05 feet;
112. S 66° 59' 32" E a distance of 31.36 feet;
113. S 64° 57' 54" E a distance of 31.74 feet;
114. S 66° 27' 41" E a distance of 30.74 feet;
115. S 62° 36' 41" E a distance of 31.24 feet;
116. S 56° 45' 33" E a distance of 32.71 feet;
117. S 52° 10' 08" E a distance of 34.04.02 feet;
118. S 47° 33' 12" E a distance of 35.06 feet;
119. S 46° 14' 32" E a distance of 33.54 feet;
120. S 46° 05' 49" E a distance of 31.95 feet;
121. S 47° 24' 34" E a distance of 33.28 feet;

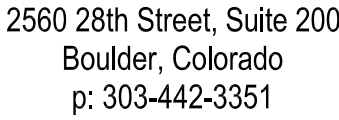
(cont'd from left)

122. S 46° 33' 23" E a distance of 34.15 feet;
123. S 45° 20' 14" E a distance of 34.73 feet;
124. S 45° 08' 49" E a distance of 33.04 feet;
125. S 45° 18' 29" E a distance of 32.28 feet;
126. S 44° 25' 34" E a distance of 31.87 feet;
127. S 47° 16' 09" E a distance of 32.58 feet;
128. S 44° 56' 55" E a distance of 26.51 feet;
129. S 42° 17' 50" E a distance of 25.71 feet;
130. S 41° 52' 51" E a distance of 35.65 feet;
131. S 41° 29' 04" E a distance of 32.31 feet;
132. S 41° 30' 58" E a distance of 32.61 feet;
133. S 39° 40' 26" E a distance of 30.10 feet;
134. S 43° 51' 36" E a distance of 31.28 feet;
135. S 47° 23' 29" E a distance of 35.08 feet;
136. S 47° 57' 34" E a distance of 35.15 feet;
137. S 46° 02' 34" E a distance of 25.97 feet;
138. S 38° 52' 14" E a distance of 38.09 feet;
139. S 33° 48' 48" E a distance of 27.44 feet;
140. S 29° 24' 22" E a distance of 27.32 feet;
141. S 30° 56' 40" E a distance of 24.48 feet;
142. S 37° 52' 45" E a distance of 31.32 feet;
143. S 49° 29' 24" E a distance of 26.70 feet;
144. S 59° 21' 59" E a distance of 26.42 feet;
145. S 61° 44' 13" E a distance of 33.59 feet;
146. S 61° 25' 24" E a distance of 33.52 feet;
147. S 59° 58' 24" E a distance of 29.16 feet;
148. S 51° 35' 16" E a distance of 26.06 feet;
149. S 49° 06' 25" E a distance of 26.55 feet;
150. S 45° 20' 47" E a distance of 27.74 feet;
151. S 43° 58' 04" E a distance of 27.96 feet;
152. S 42° 43' 23" E a distance of 30.25 feet;
153. S 37° 44' 53" E a distance of 28.83 feet;
154. S 34° 08' 31" E a distance of 30.46 feet;
155. S 38° 01' 46" E a distance of 25.88 feet;
156. S 42° 12' 45" E a distance of 27.54 feet;
157. S 43° 31' 15" E a distance of 28.13 feet;
158. S 45° 09' 35" E a distance of 27.49 feet;
159. S 47° 37' 34" E a distance of 28.24 feet;
160. S 48° 21' 34" E a distance of 28.91 feet;
161. S 49° 32' 52" E a distance of 30.52 feet;
162. S 51° 12' 12" E a distance of 30.55 feet;
163. S 52° 37' 45" E a distance of 28.19 feet;
164. S 53° 41' 00" E a distance of 33.90 feet;
165. S 53° 50' 43" E a distance of 25.59 feet;
166. S 50° 23' 24" E a distance of 26.25 feet;
167. S 48° 28' 12" E a distance of 27.86 feet;
168. S 48° 55' 48" E a distance of 29.88 feet;
169. S 51° 44' 53" E a distance of 28.55 feet;
170. S 56° 10' 53" E a distance of 31.14 feet;
171. S 62° 17' 27" E a distance of 31.05 feet;
172. S 66° 41' 03" E a distance of 25.85 feet;
173. S 66° 40' 06" E a distance of 27.06 feet;
174. S 61° 34' 17" E a distance of 32.80 feet;
175. S 57° 56' 49" E a distance of 30.20 feet;
176. S 54° 58' 57" E a distance of 28.04 feet;
177. S 58° 52' 53" E a distance of 25.03 feet;
178. S 62° 37' 03" E a distance of 29.46 feet;
179. S 68° 24' 20" E a distance of 27.25 feet;
180. S 67° 48' 40" E a distance of 31.55 feet;
181. S 69° 00' 03" E a distance of 30.04 feet;
182. S 69° 23' 51" E a distance of 31.51 feet;
183. S 69° 16' 06" E a distance of 30.58 feet;
184. S 69° 40' 34" E a distance of 29.60 feet;
185. S 70° 53' 21" E a distance of 28.11 feet;
186. S 73° 08' 35" E a distance of 28.55 feet;
187. S 76° 41' 49" E a distance of 29.15 feet;
188. S 81° 25' 50" E a distance of 28.60 feet;
189. S 85° 47' 52" E a distance of 28.17 feet;
190. S 85° 57' 08" E a distance of 28.99 feet;
191. S 85° 10' 50" E a distance of 29.44 feet;
192. S 84° 02' 37" E a distance of 25.81 feet;
193. S 82° 53' 20" E a distance of 27.68 feet;
194. S 83° 57' 02" E a distance of 32.67 feet;
195. S 85° 25' 50" E a distance of 33.32 feet;
196. S 87° 06' 51" E a distance of 30.91 feet;
197. N 89° 52' 43" W a distance of 27.50 feet;
198. S 85° 37' 54" E a distance of 30.90 feet;
199. S 75° 08' 14" E a distance of 35.56 feet;
200. S 53° 47' 50" E a distance of 29.23 feet;
201. S 38° 37' 56" E a distance of 34.32 feet;
202. S 18° 09' 05" E a distance of 33.14 feet;
203. S 07° 44' 55" E a distance of 32.64 feet;
204. S 04° 13' 02" E a distance of 31.99 feet;
205. S 00° 41' 58" W a distance of 31.57 feet;
206. S 01° 13' 29" W a distance of 32.44 feet;
207. S 00° 03' 20" E a distance of 32.16 feet;
208. S 02° 47' 46" W a distance of 28.30 feet;
209. S 06° 12' 17" W a distance of 38.26 feet;
210. S 16° 11' 42" W a distance of 37.16 feet;
211. S 24° 29' 21" W a distance of 29.34 feet;
212. S 28° 41' 22" W a distance of 45.06 feet;
213. S 34° 24' 43" W a distance of 30.28 feet;
214. S 40° 01' 56" W a distance of 30.05 feet;
215. S 43° 22' 45" W a distance of 38.41 feet;
216. S 41° 40' 02" W a distance of 34.91 feet;
217. S 37° 13' 45" W a distance of 32.47 feet;
218. S 31° 34' 31" W a distance of 32.66 feet;
219. S 26° 02' 44" W a distance of 35.71 feet;
220. S 24° 24' 12" W a distance of 32.11 feet;
221. S 20° 02' 45" W a distance of 28.30 feet;
222. S 19° 00' 54" W a distance of 35.03 feet;
223. S 15° 53' 59" W a distance of 32.80 feet;
224. S 13° 56' 52" W a distance of 28.35 feet;
225. S 13° 41' 03" W a distance of 27.80 feet;
226. S 14° 06' 12" W a distance of 47.10 feet;
227. S 11° 45' 46" W a distance of 29.86 feet;
228. S 13° 18' 52" W a distance of 15.92 feet;
229. S 10° 22' 47" W a distance of 30.16 feet;
230. S 09° 29' 42" W a distance of 30.12 feet;
231. S 11° 50' 43" W a distance of 31.40 feet;
232. S 11° 03' 12" W a distance of 31.62 feet;
233. S 10° 04' 56" W a distance of 25.34 feet;
234. S 11° 08' 36" W a distance of 19.58 feet;
235. S 33° 47' 37" E a distance of 7.58 feet;
236. S 32° 05' 32" E a distance of 27.59 feet;
237. S 44° 08' 01" E a distance of 29.13 feet;
238. S 52° 04' 36" E a distance of 27.04 feet;
239. S 54° 37' 49" E a distance of 25.73 feet;
240. S 54° 46' 58" E a distance of 26.38 feet;
241. S 58° 03' 45" E a distance of 30.82 feet;
242. S 59° 18' 04" E a distance of 25.17 feet;
243. S 63° 19' 05" E a distance of 29.27 feet;
244. S 60° 16' 48" E a distance of 30.02 feet;
245. S 61° 39' 09" E a distance of 33.01 feet;
246. S 61° 28' 38" E a distance of 33.37 feet;
247. S 55° 46' 17" E a distance of 29.95 feet;
248. S 56° 17' 05" E a distance of 38.86 feet;

(cont'd from left)

253. S 51° 45' 51" E a distance of 57.67 feet;
254. S 48° 44' 08" E a distance of 91.48 feet;
255. S 45° 53' 24" E a distance of 48.20 feet;
256. S 43° 37' 26" E a distance of 41.87 feet;
257. S 45° 38' 04" E a distance of 24.91 feet;
258. S 49° 36' 04" E a distance of 29.00 feet;
259. S 53° 53' 44" E a distance of 30.11 feet;
260. S 58° 27' 45" E a distance of 15.49 feet to the point of intersection with the south line of the SE ¼ of said Section 18;
- thence N 89° 44' 17" W along said south line of said SE ¼ of said Section 18 a distance of 39.68 feet to the point of intersection with the westerly and southerly edge of said Lake Gulch Road;
- thence along said westerly and southerly edge of said Lake Gulch Road the following 260 courses:
1. N 53° 53' 44" W a distance of 14.21 feet;
2. N 49° 36' 04" W a distance of 30.59 feet;
3. N 45° 38' 04" W a distance of 26.06 feet;
4. N 43° 37' 26" W a distance of 41.82 feet;
5. N 45° 53' 24" W a distance of 47.21 feet;
6. N 48° 44' 08" W a distance of 90.36 feet;
7. N 51° 45' 51" W a distance of 56.22 feet;
8. N 56° 17' 05" W a distance of 38.09 feet;
9. N 55° 46' 17" W a distance of 28.96 feet;
10. N 61° 28' 38" W a distance of 32.24 feet;
11. N 61° 39' 09" W a distance of 33.24 feet;
12. N 60° 16' 48" W a distance of 29.96 feet;
13. N 63° 19' 05" W a distance of 29.46 feet;
14. N 59° 18' 04" W a distance of 26.18 feet;
15. N 58° 03' 45" W a distance of 31.69 feet;
16. N 54° 46' 58" W a distance of 27.04 feet;
17. N 54° 37' 49" W a distance of 30.70 feet;
18. N 52° 04' 36" W a distance of 29.05 feet;
19. N 44° 08' 01" W a distance of 32.98 feet;
20. N 32° 05' 32" W a distance of 29.58 feet;
21. N 33° 47' 37" W a distance of 16.35 feet;
22. N 11° 08' 36" E a distance of 28.47 feet;
23. N 10° 04' 56" E a distance of 25.32 feet;
24. N 11° 03' 12" E a distance of 31.96 feet;
25. N 11° 50' 43" W a distance of 31.10 feet;
26. N 09° 29' 42" E a distance of 29.84 feet;
27. N 10° 22' 47" E a distance of 30.89 feet;
28. N 13° 18' 52" E a distance of 16.19 feet;
29. N 11° 45' 46" E a distance of 30.01 feet;
30. N 14° 06' 12" E a distance of 47.47 feet;
31. N 13° 41' 03" E a distance of 27.77 feet;
32. N 13° 56' 52" E a distance of 28.78 feet;
33. N 15° 53' 59" E a distance of 33.77 feet;
34. N 19° 00' 54" E a distance of 35.82 feet;
35. N 20° 02' 45" E a distance of 29.34 feet;
36. N 24° 24' 12" E a distance of 33.26 feet;
37. N 28° 02' 44" E a distance of 37.09 feet;
38. N 31° 34' 31" E a distance of 34.81 feet;
39. N 37° 13' 45" E a distance of 34.41 feet;
40. N 41° 40' 02" E a distance of 36.10 feet;
41. N 43° 22' 45" E a distance of 38.09 feet;
42. N 40° 01' 58" E a distance of 28.32 feet;
43. N 34° 24' 43" E a distance of 28.10 feet;
44. N 28° 41' 22" E a distance of 43.15 feet;
45. N 24° 29' 21" E a distance of 26.96 feet;
46. N 16° 17' 42" E a distance of 33.64 feet;
47. N 06° 12' 17" E a distance of 35.66 feet;
48. N 02° 47' 46" E a distance of 27.09 feet;
49. N 00° 03' 20" W a distance of 31.86 feet;
50. N 01° 13' 29" E a distance of 32.59 feet;
51. N 00° 41' 58" E a distance of 30.52 feet;
52. N 04° 13' 02" W a distance of 30.37 feet;
53. N 07° 44' 55" W a distance of 29.96 feet;
54. N 18° 09' 05" W a distance of 27.17 feet;
55. N 38° 37' 56" W a distance of 27.41 feet;
56. N 53° 47' 50" W a distance of 22.16 feet;
57. N 75° 08' 14" W a distance of 29.40 feet;
58. N 85° 37' 54" W a distance of 28.02 feet;
59. N 89° 52' 43" W a distance of 27.21 feet;
60. N 87° 06' 51" W a distance of 31.81 feet;
61. N 85° 25' 50" W a distance of 33.93 feet;
62. N 83° 57' 02" W a distance of 33.15 feet;
63. N 82° 55' 20" W a distance of 27.67 feet;
64. N 84° 02' 37" W a distance of 25.38 feet;
65. N 85° 10' 50" W a distance of 29.07 feet;
66. N 85° 57' 08" W a distance of 28.87 feet;
67. N 85° 47' 52" W a distance of 29.04 feet;
68. N 81° 25' 50" W a distance of 30.35 feet;
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74. N 69° 23' 51" W a distance of 31.56 feet;
75. N 69° 00' 03" W a distance of 30.35 feet;
76. N 67° 48' 40" W a distance of 31.66 feet;
77. N 68° 24' 20" W a distance of 28.25 feet;
78. N 62° 37' 03" W a distance of 31.29 feet;
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80. N 54° 58' 57" W a distance of 28.22 feet;
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85. N 62° 17' 04" W a distance of 33.06 feet;
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88. N 48° 55' 48" W a distance of 30.51 feet;
89. N 48° 28' 19" W a distance of 27.58 feet;
90. N 50° 23' 24" W a distance of 25.21 feet;
91. N 53° 50' 43" W a distance of 24.95 feet;
92. N 53° 43' 00" W a distance of 34.13 feet;
93. N 52° 37' 45" W a distance of 28.67 feet;
94. N 51° 12' 12" W a distance of 31.14 feet;
95. N 49° 32' 52" W a distance of 31.07 feet;
96. N 48° 21' 34" W a distance of 29.28 feet;
97. N 47° 37' 34" W a distance of 28.86 feet;
98. N 45° 09' 35" W a distance of 28.28 feet;
99. N 43° 31' 15" W a distance of 28.69 feet;
100. N 42° 12' 45" W a distance of 28.59 feet;
101. N 38° 01' 46" W a distance of 27.43 feet;
102. N 34° 08' 31" W a distance of 30.52 feet;
103. N 37° 44' 53" W a distance of 27.18 feet;
104. N 42° 43' 23" W a distance of 29.05 feet;
105. N 43° 58' 04" W

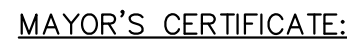
ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit B, 1 of 3



TINCUP
MOUNTAIN WHISKEY

DISCLAIMER: THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT AND FOR THIS SPECIFIC PROJECT AND ONLY ON THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF THE MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	ANNEX SUBMITTAL			1.03.2020



DAVID D. SPELLMAN MELISSA GREINER, CITY CLERK

CITY CLERK

GILPIN COUNTY CLERK AND RECORDER	DEPUTY CLERK
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DENOTES CONTIGUOUS CITY BOUNDARY

- DOUGLAS L. HOWELL PLS 2014C

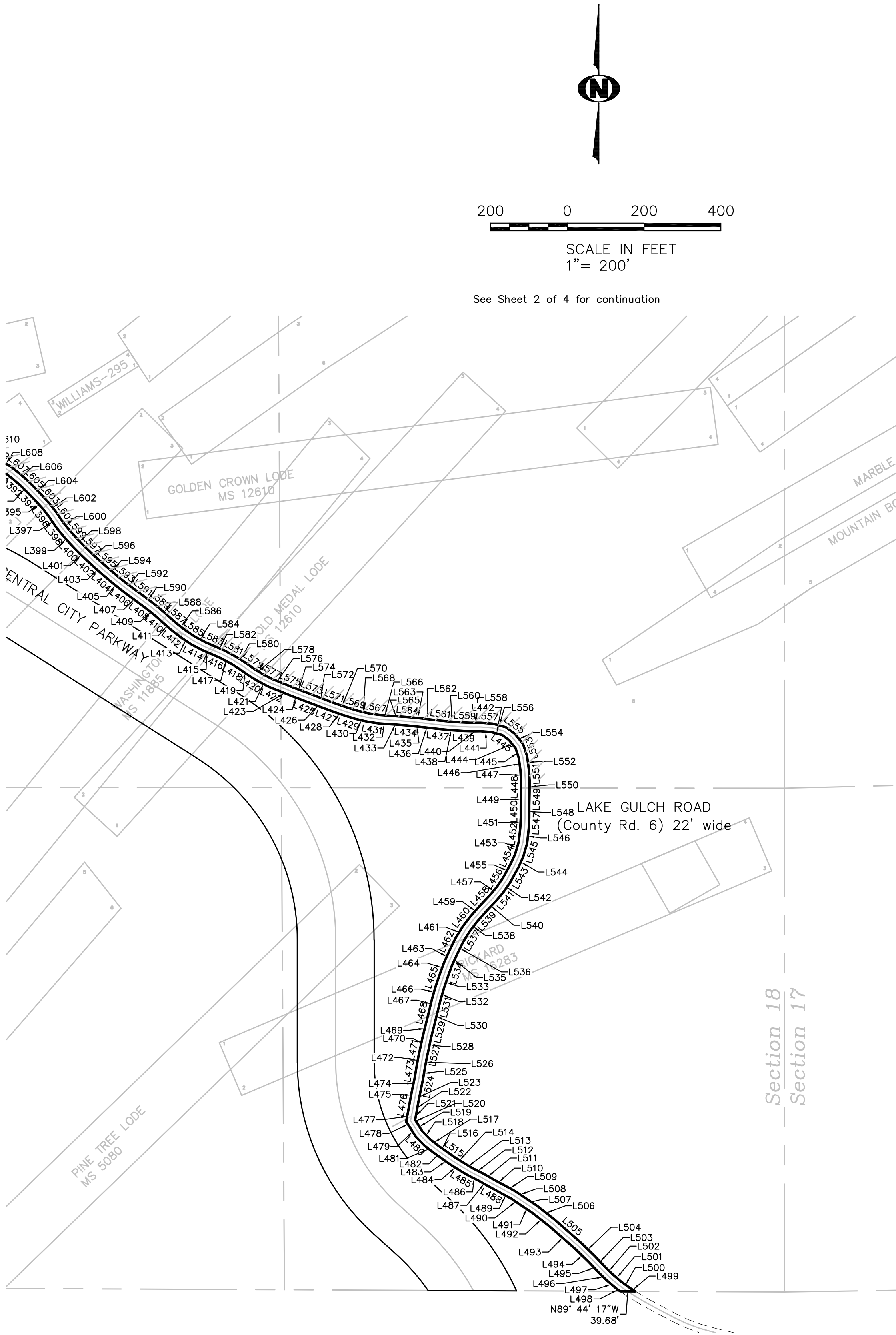
SHEET No.

226 of 626

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit B, 2 of 3

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 3 TO THE CITY OF BLACK HAWK - Exhibit B, 3 of 3

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

Parcel Line Table		
Line #	Length	Direction
L154	22.08	N00° 14' 12"E
L155	35.41	N85° 15' 25"W
L156	33.73	N84° 42' 28"W
L157	32.34	N85° 28' 26"W
L158	31.47	N86° 21' 19"W
L159	30.21	N87° 13' 04"W
L160	29.41	N88° 23' 53"W
L161	34.65	N88° 24' 09"W
L162	25.20	N88° 22' 11"W
L163	37.23	N88° 22' 02"W
L164	35.66	N89° 43' 04"W
L165	37.12	S88° 16' 44"W
L166	26.80	S87° 31' 19"W
L167	28.10	S85° 29' 19"W
L168	29.34	S84° 48' 46"W
L169	29.37	S84° 07' 35"W
L170	28.99	S82° 03' 23"W
L171	27.66	S78° 58' 54"W
L172	25.95	S76° 54' 40"W
L173	25.31	S77° 08' 36"W
L174	25.19	S78° 10' 02"W
L175	37.31	S78° 39' 54"W
L176	25.97	S79° 54' 14"W
L177	25.95	S80° 28' 29"W
L178	25.35	S80° 13' 10"W
L179	25.30	S82° 00' 47"W
L180	25.74	S83° 11' 19"W
L181	26.00	S81° 54' 30"W
L182	37.64	S80° 36' 50"W
L183	25.96	S77° 53' 04"W
L184	27.01	S76° 30' 21"W
L185	27.07	S74° 45' 56"W
L186	27.76	S73° 10' 29"W
L187	29.23	S71° 02' 53"W
L188	29.75	S69° 29' 32"W
L189	28.95	S68° 02' 26"W
L190	28.31	S68° 11' 55"W
L191	28.17	S68° 11' 21"W
L192	27.18	S70° 17' 29"W
L193	26.00	S72° 23' 23"W
L194	26.92	S72° 28' 10"W
L195	27.19	S68° 41' 24"W
L196	26.69	S71° 51' 48"W
L197	27.02	S74° 45' 31"W
L198	28.46	S75° 42' 50"W
L199	28.92	S77° 13' 39"W
L200	28.33	S78° 51' 11"W
L201	27.26	S78° 32' 38"W
L202	24.88	S76° 41' 51"W
L203	28.84	S79° 17' 59"W
L204	5.81	S78° 11' 27"W
L205	34.96	S77° 38' 35"W
L206	35.14	S77° 18' 33"W
L207	34.55	S76° 11' 24"W
L208	34.26	S76° 19' 36"W
L209	33.03	S75° 55' 53"W
L210	33.26	S75° 45' 56"W
L211	54.21	S77° 56' 07"W
L212	32.22	S79° 21' 17"W
L213	29.85	S79° 51' 30"W
L214	30.14	S81° 04' 54"W
L215	25.77	S82° 42' 42"W
L216	28.91	S85° 59' 16"W
L217	24.87	S87° 30' 36"W
L218	26.33	S89° 45' 47"W
L219	29.71	N89° 47' 40"W
L220	25.73	N88° 16' 33"W
L221	25.02	S89° 11' 13"W
L222	28.08	S89° 11' 41"W
L223	28.75	S87° 57' 44"W

Parcel Line Table		
Line #	Length	Direction
L224	25.28	S89° 07' 00"W
L225	28.15	N88° 32' 40"W
L226	26.04	N82° 16' 38"W
L227	25.62	N77° 37' 44"W
L228	30.03	N73° 18' 40"W
L229	26.36	N71° 44' 22"W
L230	31.66	N69° 56' 57"W
L231	26.00	N67° 22' 05"W
L232	25.12	N64° 31' 22"W
L233	26.32	N63° 34' 32"W
L234	25.13	N61° 36' 30"W
L235	30.91	N55° 33' 38"W
L236	27.50	N47° 36' 27"W
L237	30.56	N37° 01' 46"W
L238	34.15	N31° 20' 23"W
L239	35.27	N29° 21' 33"W
L240	34.93	N28° 33' 24"W
L241	26.41	N28° 15' 54"W
L242	26.03	N28° 12' 54"W
L243	25.20	N28° 29' 34"W
L244	38.14	N29° 02' 31"W
L245	34.55	N30° 53' 34"W
L246	32.85	S34° 37' 33"E
L247	28.92	S32° 21' 41"E
L248	33.92	S30° 53' 34"E
L249	37.67	S29° 02' 31"E
L250	25.05	S28° 29' 34"E
L251	25.97	S28° 12' 54"E
L252	26.48	S28° 15' 54"E
L253	35.14	S28° 33' 24"E
L254	35.80	S29° 21' 33"E
L255	35.62	S31° 20' 23"E
L256	33.69	S37° 01' 46"E
L257	20.45	S47° 36' 27"E
L274	21.27	S89° 47' 40"E
L275	26.85	N89° 45' 47"E
L276	25.59	N87° 30' 36"E
L277	29.83	N85° 59' 16"E
L278	26.71	N82° 42' 42"E
L279	30.69	N81° 04' 54"E
L280	30.19	N79° 51' 30"E
L281	32.59	N79° 21' 17"E
L282	54.90	N77° 56' 07"E
L283	33.64	N75° 45' 56"E
L284	32.92	N75° 55' 53"E
L285	34.21	N76° 19' 36"E
L286	34.36	N76° 11' 24"E
L287	34.86	N77° 18' 33"E
L288	34.79	N77° 38' 35"E
L289	5.49	N78° 11' 27"E
L290	29.12	N79° 17' 59"E
L291	25.03	N76° 41' 51"E
L292	26.85	N78° 32' 38"E
L293	28.58	N78° 51' 11"E
L294	29.52	N77° 13' 39"E
L295	28.93	N75° 42' 50"E
L296	27.76	N74° 45' 31"E
L297	27.85	N71° 51' 48"E
L298	27.08	N68° 41' 24"E
L299	26.21	N72° 28' 10"E
L300	26.42	N72° 23' 23"E
L301	27.99	N70° 17' 29"E
L302	28.58	N68° 11' 21"E
L303	28.34	N68° 11' 55"E
L304	28.70	N68° 02' 26"E
L305	29.17	N69° 29' 32"E
L306	28.52	N70° 44' 53"E
L307	27.05	N73° 10' 29"E
L308	26.43	N74° 45' 56"E
L309	26.42	N76° 30' 21"E

Parcel Line Table		
Line #	Length	Direction
L310	25.17	N77° 53' 04"E
L311	36.86	N80° 36' 50"E
L312	25.51	N81° 54' 30"E
L313	25.72	N83° 11' 19"E
L314	25.87	N82° 00' 47"E
L315	25.64	N80° 13' 10"E
L316	26.01	N80° 28' 29"E
L317	26.32	N79° 54' 14"E
L318	37.64	N78° 39' 54"E
L319	25.48	N78° 10' 02"E
L320	25.55	N77° 08' 36"E
L321	25.60	N76° 54' 40"E
L322	26.68	N78° 58' 54"E
L323	26.00	N37° 01' 46"W
L324	28.85	N84° 07' 35"E
L325	29.08	N84° 48' 46"E
L326	27.58	N85° 29' 19"E
L327	26.26	N87° 31' 19"E
L328	36.59	N88° 16' 44"E
L329	35.02	S89° 43' 04"E
L330	36.97	S88° 22' 02"E
L331	25.20	S88° 22' 11"E
L332	34.66	S88° 24' 09"E
L333	29.18	S88° 23' 53"E
L334	29.82	S87° 13' 04"E
L335	31.14	S86° 21' 19"E
L336	32.03	S85° 28' 26"E
L337	33.69	S84° 42' 28"E
L338	35.41	S85° 15' 25"E
L339	32.27	N52° 05' 43"W
L340	29.69	N51° 09' 16"W
L341	28.72	N51° 16' 35"W
L342	27.45	N53° 32' 48"W
L343	27.44	N54° 36' 48"W
L344	33.27	N54° 32' 13"W
L345	27.06	N57° 04' 54"W
L346	27.42	N58° 48' 15"W
L347	28.84	N58° 36' 20"W
L348	30.31	N57° 56' 49"W
L349	29.67	N57° 52' 07"W
L350	29.66	N57° 47' 48"W
L351	30.86	N58° 32' 09"W
L352	32.37	N58° 55' 55"W
L353	33.06	N60° 47' 03"W
L354	31.24	N64° 12' 09"W
L355	31.51	N66° 59' 32"W
L356	31.64	N64° 57' 54"W
L357	30.28	N66° 27' 41"W
L358	29.38	N62° 36' 41"W
L359	30.70	N56° 45' 33"W
L360	32.26	N52° 10' 05"W
L361	33.92	N47° 33' 12"W
L362	33.26	N46° 14' 32"W
L363	32.17	N46° 05' 49"W
L364	33.36	N47° 13' 39"E
L365	33.75	N46° 33' 23"W
L366	34.45	N45° 20' 14"W
L367	33.03	N45° 05' 49"W
L368	32.15	N45° 18' 29"W
L369	32.24	N44° 25' 34"W
L370	32.68	N47° 16' 09"W
L371	25.56	N44° 56' 55"W
L372	25.12	N42° 17' 50"W
L373	35.49	N43° 51' 51"W
L374	32.24	N41° 29' 04"W
L375	32.25	N41° 30' 58"W
L376	30.55	N39° 40' 26"W
L377	32.77	N43° 51' 36"W
L378	31.87	N47° 25' 27"W
L379	34.89	N47° 57' 34"W

Parcel Line Table		
Line #	Length	Direction
L380	24.23	N46° 02' 34"W
L381	35.74	N38° 52' 14"W
L382	25.62	N33° 48' 48"W
L383	26.77	N29° 24' 22"W
L384	26.10	N30° 56' 40"W
L385	34.89	N37° 52' 45"W
L386	30.84	N49° 29' 24"W
L387	28.78	N59° 21' 59"W
L388	33.99	N61° 44' 13"W
L389	33.19	N61° 25' 24"W
L390	27.27	N59° 58' 24"W
L391	23.97	N51° 35' 16"W
L392	25.35	N49° 06' 25"W
L393	26.75	N45° 20' 47"W
L394	27.46	N43° 58' 04"W
L395	29.05	N42° 43' 23"W
L396	27.18	N37° 44' 53"W
L397	30.52	N34° 08' 31"W
L398	27.43	N38° 01' 46"W
L399	28.59	N42° 12' 45"W
L400	28.69	N43° 31' 15"W
L401	28.28	N45° 09' 35"W
L402	28.86	N47° 37' 34"W
L403	29.28	N48° 21' 34"W
L404	31.07	N49° 32' 52"W
L405	31.14	N51° 12' 12"W
L406	28.67	N52° 37' 45"W
L407	34.13	N53° 43' 00"W
L408	24.95	N53° 50' 43"W
L409	25.21	N50° 23' 24"W
L410	27.58	N48° 28' 12"W
L411	30.51	N48° 55' 48"W
L412	29.94	N51° 44' 53"W
L413	33.17	N56° 10' 53"W
L414	33.06	N62° 17' 04"W
L415	26.89	N66° 41' 03"W
L416	26.08	N66° 40' 06"W
L417	31.12	N61° 34' 17"W
L418	28.94	N57° 56' 49"W
L419	28.22	N54° 58' 57"W
L420	26.50	N58° 52' 53"W
L421	31.29	N62° 37' 03"W
L422	28.25	N68° 24' 20"W
L423	31.66	N67° 48' 40"W
L424	30.35	N69° 00' 03"W
L425	31.56	N69° 23' 51"W
L426	30.63	N69° 16' 06"W
L427	29.91	N69° 40' 34"W
L428	28.78	N70° 53' 21"W
L429	29.67	N73° 08' 35"W
L430	30.74	N76° 41' 49"W
L431	30.35	N81° 25' 50"W
L432	29.04	N85° 47' 52"W
L433	28.87	N85° 57' 08"W
L434	29.07	N85° 10' 50"W
L435	25.38	N84° 02' 37"W
L436	27.67	N82° 55' 20"W
L437	33.15	N83° 57' 02"W
L438	33.93	N85° 25' 50"W
L439	31.81	N87° 06' 51"W
L440	27.21	S89° 52' 43"W
L441	28.02	N85° 37' 54"W
L442	29.40	N75° 08' 14"W
L443	22.16	N53° 47' 50"W
L444	27.41	N38° 37' 56"W
L445	27.17	N18° 09' 05"W
L446	26.98	N07° 44' 55"W
L447	30.37	N04° 13' 02"W
L448	30.52	N00° 41' 58"E
L449	32.59	N01° 13' 29"E

Parcel Line Table		
Line #	Length	Direction
L450	31.86	N00° 03' 20"W
L451	27.09	N02° 47' 46"E
L452	35.66	N06° 12' 17"E
L453	33.64	N16° 17' 42"E
L454	26.96	N24° 29' 21"E
L455	43.15	N28° 41' 22"E
L456	28.10	N34° 24' 43"E
L457	28.32	N45° 01' 56"E
L458	38.09	N43° 22' 45"E
L459	36.10	N41° 40' 02"E
L460	34.41	N37° 13' 45"E
L461	34.81	N31° 34' 31"E
L462	37.09	N26° 02' 44"E
L463	33.26	N24° 24' 12"E
L464	29.34	N20° 02' 45"E
L465	35.82	N19° 00' 54"E
L466	33.77	N15° 53' 59"E
L467	28.78	N13° 56' 52"E
L468	27.77	N13° 41' 03"E
L469	47.47	N14° 06' 12"E
L470	30.01	N11° 45' 46"E
L471	16.19	N13° 18' 52"E
L472	30.89	N10° 22' 47"E
L473	29.84	N09° 29' 42"E
L474	31.10	N11° 50' 43"E
L475	31.96	N11° 03' 12"E
L476	25.32	N10° 04' 56"E
L477	28.47	N11° 08' 36"E
L478	16.35	N33° 47' 37"W
L479	29.58	N32° 05' 32"W
L480	32.98	N44° 08' 01"W
L481	29.95	N52° 04° 36"W
L482	26.25	N54° 37' 49"W
L483	27.04	N54° 46' 58"W
L484	31.69	N58° 03' 45"W
L485	26.18	N59° 18' 04"W
L486	29.46	N63° 19' 05"W
L487	29.96	N60° 16' 48"W
L488	33.24	N61° 39' 09"W
L489	32.24	N61° 28' 38"W
L490	28.96	N55° 46' 17"W
L491	38.09	N56° 17' 05"W
L492	56.22	N51° 45' 51"W
L493	90.36	N48° 44' 08"W
L494	47.21	N45° 53' 24"W
L495	41.82	N43° 37' 26"W
L496	26.66	N45° 38' 04"W
L497	30.09	N49° 36' 04"W
L498	14.21	N53° 53' 44"W
L499	15.49	S58° 27' 45"E
L500	30.41	S53° 23' 44"E
L501	29.00	S49° 36' 04"E
L502	24.91	S45° 38' 04"E
L503	41.87	S43° 37' 26"E
L504	48.20	S45° 53' 24"E
L505	91.48	S48° 44' 08"E
L506	57.67	S51° 45' 51"E
L507	38.86	S56° 17' 05"E
L508	29.95	S55° 46' 17"E
L509	33.37	S61° 28' 38"E
L510	33.01	S61° 39' 09"E
L511	30.28	S60° 16' 48"E
L512	29.27	S63° 19' 05"E
L513	25.17	S69° 18' 04"E
L514	30.82	S58° 03' 45"E
L515	26.38	S54° 46' 58"E
L516	25.73	S54° 37' 49"E
L517	27.04	S52° 04' 36"E
L518	29.13	S44° 08' 01"E
L519	27.59	S32° 05' 32"E

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 4 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

Thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18;
thence S 00° 00' 33" W along the east line of the SE ¼ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;
thence N 89° 44' 17" W along the south line of the SE ¼ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;
thence along said easterly edge of said Lake Gulch Road the following 32 courses:
1. N 58° 27' 45" W a distance of 15.49 feet;
2. N 53° 53' 44" W a distance of 30.11 feet;
3. N 49° 36' 04" W a distance of 29.00 feet;
4. N 45° 38' 04" W a distance of 24.91 feet;
5. N 43° 37' 26" W a distance of 41.87 feet;
6. N 45° 53' 24" W a distance of 48.20 feet;
7. N 48° 44' 08" W a distance of 91.48 feet;
8. N 51° 45' 51" W a distance of 57.67 feet;
9. N 56° 17' 05" W a distance of 38.86 feet;
10. N 55° 46' 17" W a distance of 29.95 feet;
11. N 61° 28' 38" W a distance of 33.37 feet;
12. N 61° 39' 09" W a distance of 33.01 feet;
13. N 60° 16' 48" W a distance of 30.28 feet;
14. N 63° 19' 05" W a distance of 29.27 feet;
15. N 59° 18' 04" W a distance of 25.17 feet;
16. N 58° 03' 45" W a distance of 30.82 feet;
17. N 54° 46' 58" W a distance of 26.38 feet;
18. N 54° 37' 49" W a distance of 25.73 feet;
19. N 52° 04' 36" W a distance of 27.04 feet;
20. N 44° 08' 01" W a distance of 29.13 feet;
21. N 32° 05' 32" W a distance of 27.59 feet;
22. N 33° 47' 37" W a distance of 7.58 feet;
23. N 11° 08' 36" E a distance of 19.58 feet;
24. N 10° 04' 56" E a distance of 25.34 feet;
25. N 11° 03' 12" E a distance of 31.62 feet;
26. N 11° 50' 43" E a distance of 31.40 feet;
27. N 09° 29' 42" E a distance of 30.12 feet;
28. N 10° 22' 47" E a distance of 30.16 feet;
29. N 13° 18' 52" E a distance of 15.92 feet;
30. N 11° 45' 46" E a distance of 29.86 feet;
31. N 14° 06' 12" E a distance of 47.10 feet;
32. N 13° 41' 03" E a distance of 24.47 feet to the point of intersection with line 2–3 of the Rickard Lode, US Mineral Survey No. 16283;

thence N 67° 02' 38" E along said line 2–3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;
thence N 23° 02' 09" W along line 3–4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;
thence S 67° 01' 09" W along line 4–1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3–4 of the Olivia Lode, US Mineral Survey No. 13916;
thence S 29° 39' 14" E along said line 3–4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode;
thence S 60° 16' 49" W along line 4–1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode;
thence N 29° 41' 13" W along line 1–2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4–1 of said Rickard Lode;
thence S 67° 01' 09" W along said line 4–1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road;
thence along said easterly edge of said Lake Gulch Road the following 14 courses:
1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;
8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720–273–9940



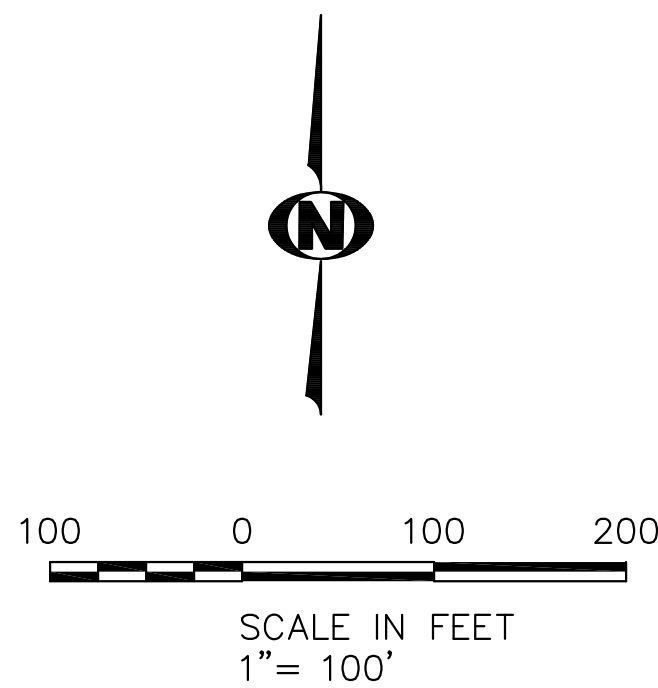
DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 4 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF ____, ____, A.D.

DAVID D. SPELLMAN _____ MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF ____ 20__, IN BOOK ____, PAGE ____ RECEPTION NO. ____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK _____

NOTES

TOTAL PERIMETER, THIS PLAT = 6,020.03'
1/6 TOTAL PERIMETER = 1,003.34'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 2,143.24'
DENOTES BOUNDARY OF LAND ANNEXED _____

DENOTES CONTIGUOUS CITY BOUNDARY _____

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

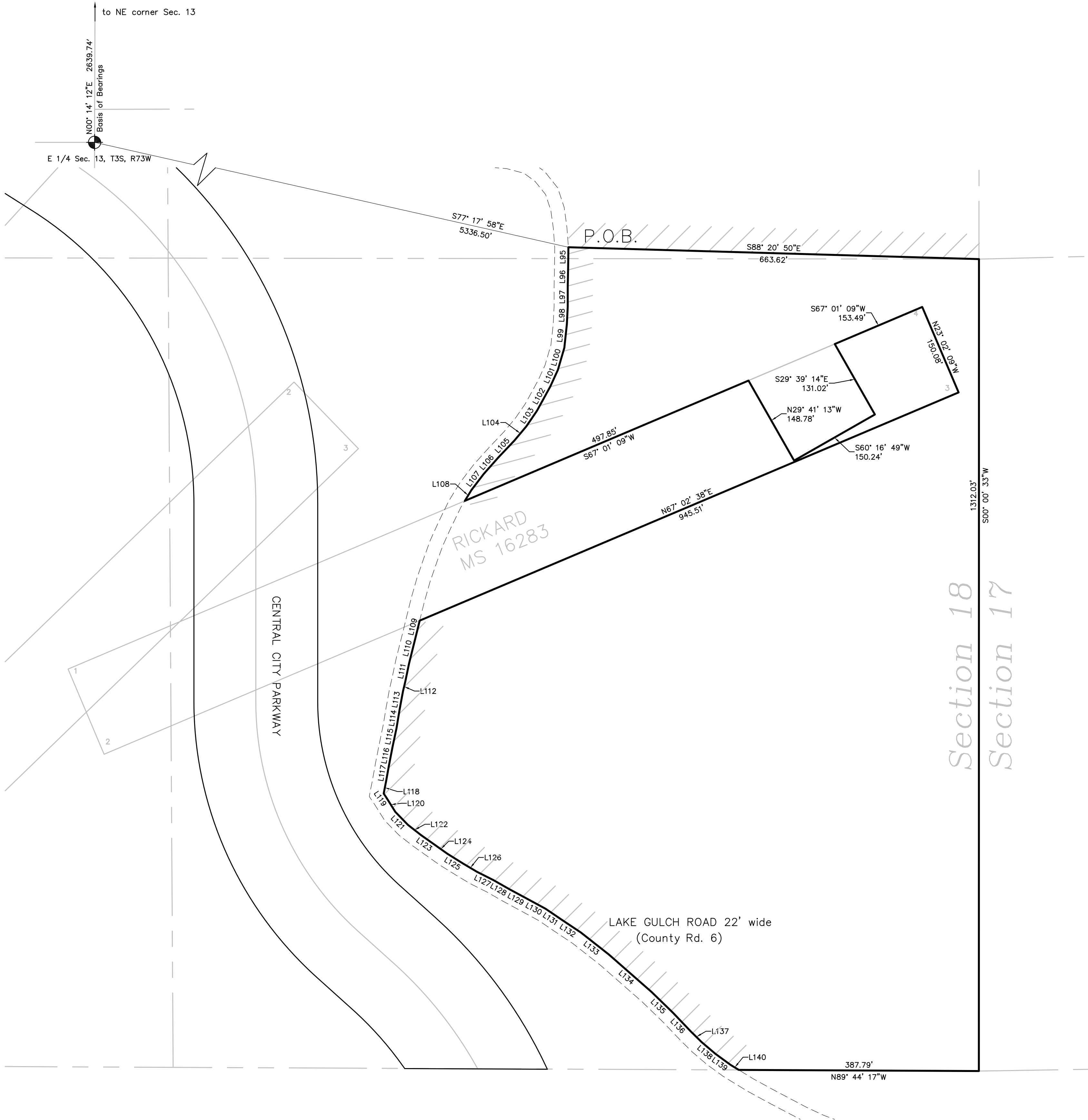
I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

Parcel Line Table		
Line #	Length	Direction
L95	31.57	N00° 41' 58"E
L96	32.44	N01° 13' 29"E
L97	32.16	N00° 03' 20"W
L98	28.30	N02° 47' 46"E
L99	38.26	N06° 12' 17"E
L100	37.16	N16° 17' 42"E
L101	29.34	N24° 29' 21"E
L102	45.06	N28° 41' 22"E
L103	30.28	N34° 24' 43"E
L104	30.05	N40° 01' 56"E
L105	38.41	N43° 22' 45"E
L106	34.91	N41° 40' 02"E
L107	32.47	N37° 13' 45"E
L108	20.73	N31° 34' 31"E
L109	24.47	N13° 41' 03"E
L110	47.10	N14° 06' 12"E
L111	29.86	N11° 45' 46"E
L112	15.92	N13° 18' 52"E
L113	30.16	N10° 22' 47"E
L114	30.12	N09° 29' 42"E
L115	31.40	N11° 50' 43"E
L116	31.62	N11° 03' 12"E
L117	25.34	N10° 04' 56"E
L118	19.58	N11° 08' 36"E
L119	7.58	N33° 47' 37"W
L120	27.59	N32° 05' 32"W
L121	29.13	N44° 08' 01"W
L122	27.04	N52° 04' 36"W
L123	25.73	N54° 37' 49"W
L124	26.38	N54° 46' 58"W
L125	30.82	N58° 03' 45"W
L126	25.17	N59° 18' 04"W
L127	29.27	N63° 19' 05"W
L128	30.28	N60° 16' 48"W
L129	33.01	N61° 39' 09"W
L130	33.37	N61° 28' 38"W
L131	29.95	N55° 46' 17"W
L132	38.86	N56° 17' 05"W
L133	57.67	N51° 45' 51"W
L134	91.48	N48° 44' 08"W
L135	48.20	N45° 53' 24"W
L136	41.87	N43° 37' 26"W
L137	24.91	N45° 38' 04"W
L138	29.00	N49° 36' 04"W
L139	30.11	N53° 53' 44"W
L140	15.49	N58° 27' 45"W



DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 5 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°4'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3–4 of the Annex Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

Thence N 61° 53' 31" E along said line 3–4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east–west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary; thence S 89° 38' 09" E along said east–west centerline of said NW ¼ a distance of 227.43 feet to the point of intersection with line 1–4 of the St. Anthony Lode, US Mineral Survey No. 19174; thence S 39° 30' 42" W along said line 1–4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road; thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
2. S 77° 56' 07" W a distance of 54.90 feet;
3. S 75° 45' 56" W a distance of 33.64 feet;
4. S 75° 55' 53" W a distance of 32.92 feet;
5. S 76° 19' 36" W a distance of 34.21 feet;
6. S 76° 11' 24" W a distance of 34.36 feet;
7. S 77° 18' 33" W a distance of 34.86 feet;
8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1–2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1–2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3–2 of the Black Diamond Lode, US Mineral Survey No. 17634; thence S 63° 58' 12" W along said line 3–2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road; thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

1. S 80° 36' 50" W a distance of 18.54 feet;
2. S 81° 54' 30" W a distance of 25.51 feet;
3. S 83° 11' 19" W a distance of 25.72 feet;
4. S 82° 00' 47" W a distance of 25.87 feet;
5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720–273–9940



DISTILLERY PROJECT
Black Hawk, Colorado

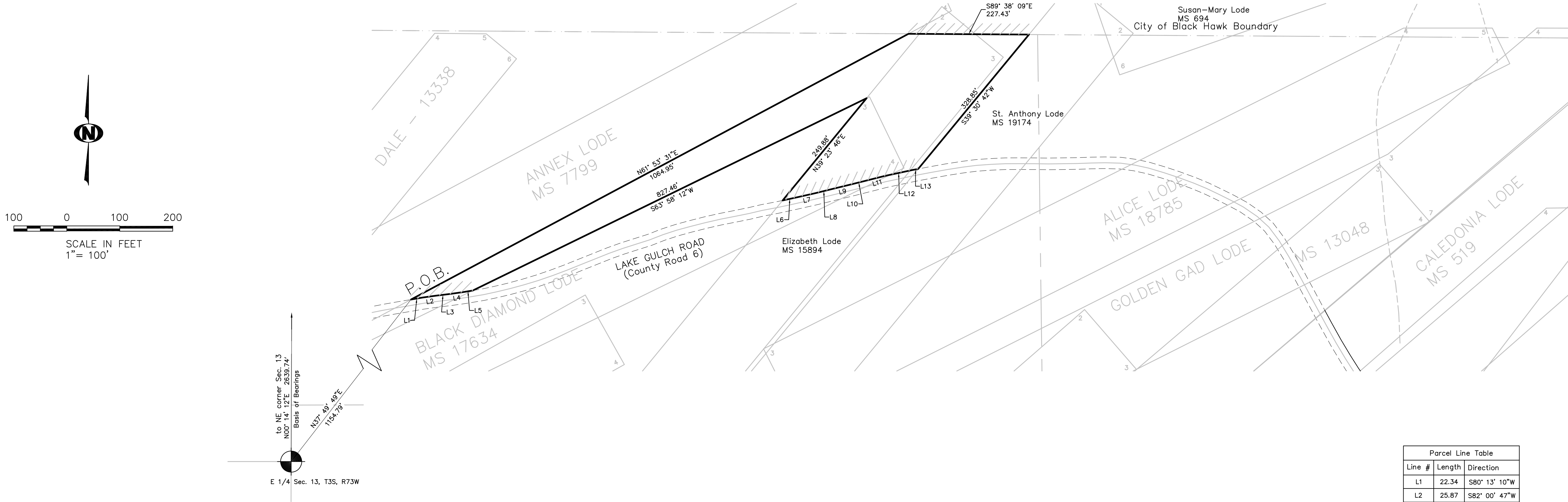
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 5 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



Parcel Line Table		
Line #	Length	Direction
L1	22.34	S80° 13' 10"W
L2	25.87	S82° 00' 47"W
L3	25.72	S83° 11' 19"W
L4	25.51	S81° 54' 30"W
L5	18.54	S80° 36' 50"W
L6	27.75	S77° 38' 35"W
L7	34.86	S77° 18' 33"W
L8	34.36	S76° 11' 24"W
L9	34.21	S76° 19' 36"W
L10	32.92	S75° 55' 53"W
L11	33.64	S75° 45' 56"W
L12	54.90	S77° 56' 07"W
L13	10.12	S79° 21' 17"W

MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, _____, A.D.

DAVID D. SPELLMAN MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____ 20____, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER DEPUTY CLERK

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.

NOTES

TOTAL PERIMETER, THIS PLAT = 3,079.32'
1/6 TOTAL PERIMETER = 513.22'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 608.17'
DENOTES BOUNDARY OF LAND ANNEXED

DENOTES CONTIGUOUS CITY BOUNDARY

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140



His Consultants, Inc.
Lakewood, Colorado
720-273-9940



DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3–4 of the Dale Lode, US Mineral Survey No. 13338 with line 2–1 of the Notaway Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2–1 of said Notaway Lode a distance of 105.93 feet to the point of intersection with line 1–5 of the Gulch Lode, US Mineral Survey No. 12784;
thence N 36° 25' 58" E along said line 1–5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;
thence N 52° 39' 02" W along line 5–4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2–1 of said Notaway Lode;
thence N 24° 10' 55" E along said Line 2–1 of said Notaway Lode a distance of 36.99 feet to the point of intersection with the east–west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary;

thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1–2 of the Annex Lode, US Mineral Survey No. 7799;
thence S 61° 53' 31" W along said line 1–2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7–6 of said Dale Lode, US Mineral Survey No. 13338;
thence N 39° 23' 00" E along said line 7–6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;
thence N 50° 28' 19" W along line 6–5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;
thence N 89° 24' 17" W along line 5–4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;
thence S 39° 23' 43" W along line 4–3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.



COBURN
ARCHITECTURE

2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720–273–9940



TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

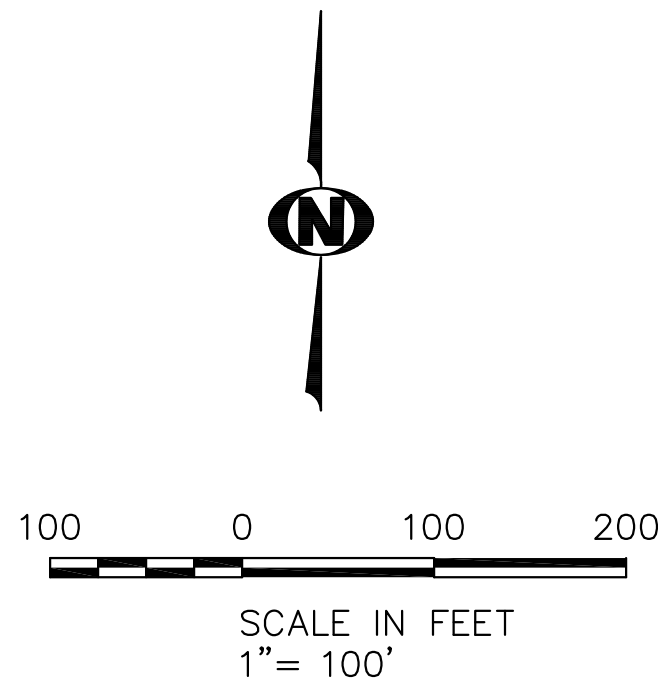
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NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 6 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF ____, ____, A.D.

DAVID D. SPELLMAN

MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. ____ A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON ____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF ____ 20__, IN BOOK ____, PAGE ____ RECEPTION NO. ____

GILPIN COUNTY CLERK AND RECORDER

DEPUTY CLERK

NOTES

TOTAL PERIMETER, THIS PLAT = 3,347.93'
1/6 TOTAL PERIMETER = 557.99'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 756.52'
DENOTES BOUNDARY OF LAND ANNEXED

DENOTES CONTIGUOUS CITY BOUNDARY

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Survey does not constitute a title search by His Consultants, Inc. to determine ownership or easements of record, right-of-way and title of record.

SURVEYOR'S CERTIFICATE

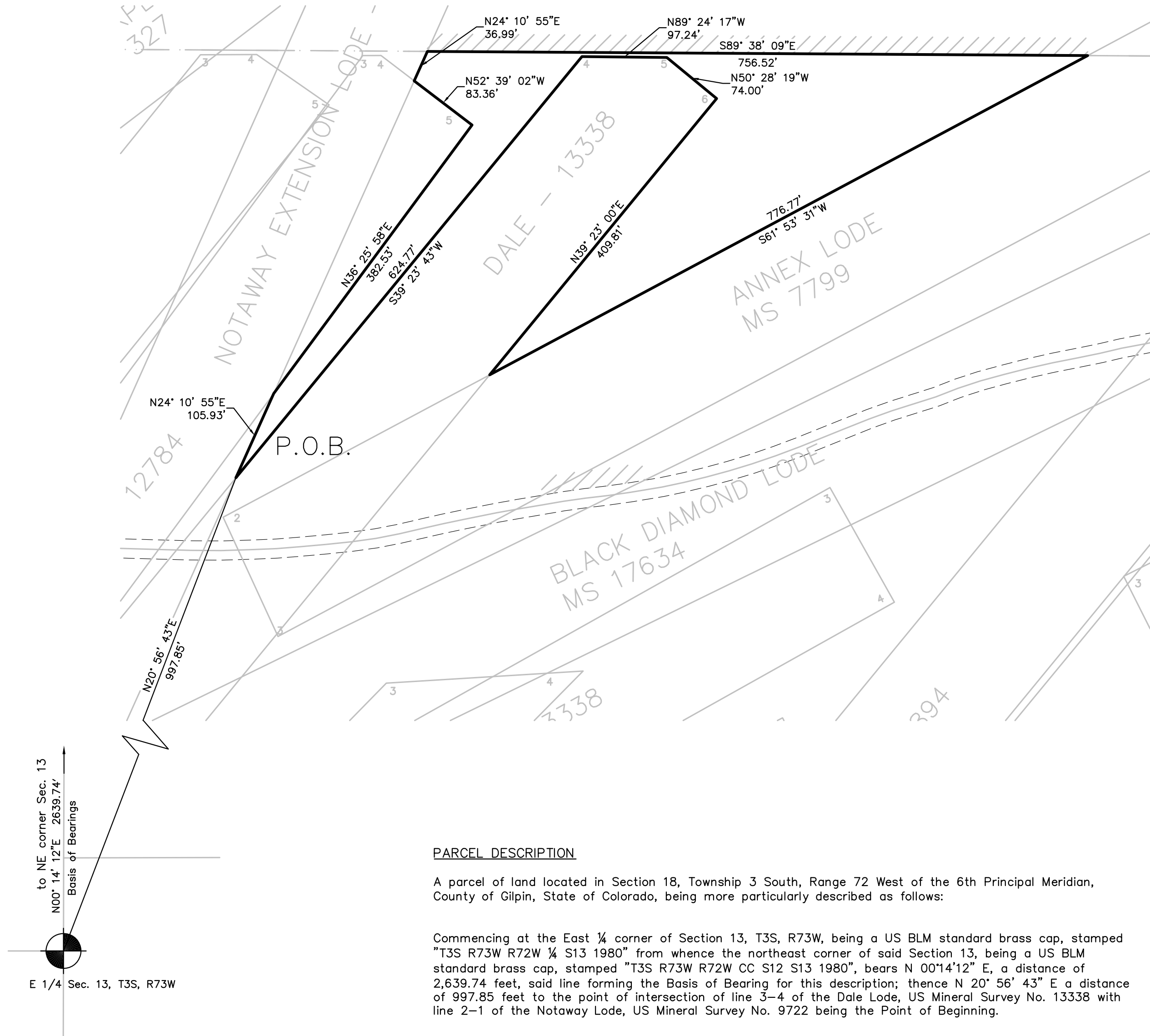
I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL

PLS 20140

NOTICE

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PARCEL DESCRIPTION

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notoway Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notoway Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;
thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;
thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notoway Lode;
thence N 24° 10' 55" E along said Line 2-1 of said Notoway Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary;

thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;
thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;
thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;
thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;
thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;
thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

His Consultants, Inc.
Lakewood, Colorado
720-273-9940

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK - Exhibit A

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

LEGAL DESCRIPTION

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.

Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4–3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north–south centerline of the NW ¼ of said Section 17;

thence S 01° 03' 00" E along said north–south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east–west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north–south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1–2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1–2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2–3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north–south centerline of the SW ¼ of said Section 17;

thence S 00° 21' 55" E along said north–south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;

thence S 88° 35' 30" W along the east–west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.



His Consultants, Inc.
Lakewood, Colorado
720–273–9940



DISTILLERY PROJECT
Black Hawk, Colorado

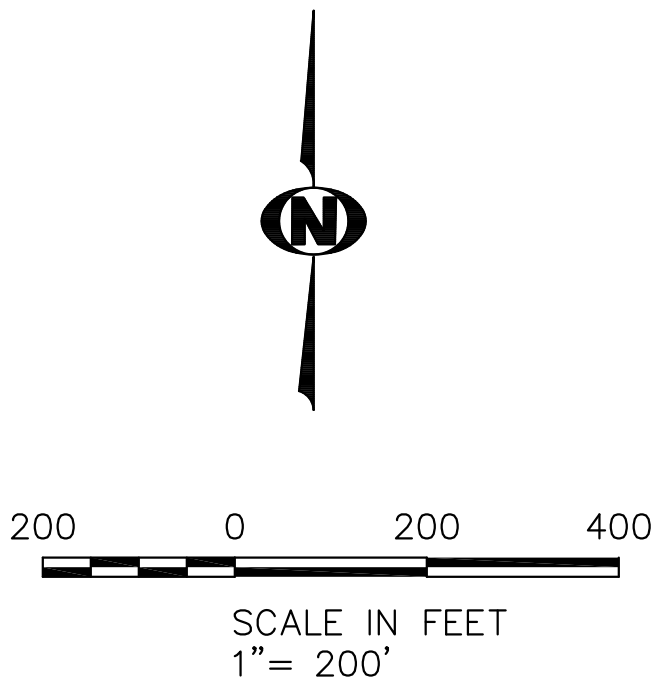
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

LAKE GULCH WHISKEY RESORT

ANNEXATION NO. 7 TO THE CITY OF BLACK HAWK - Exhibit B

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO



MAYOR'S CERTIFICATE:

THE FOREGOING PLAT IS APPROVED FOR FILING AND IS ACCEPTED BY THE BOARD OF ALDERMEN OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO THIS ____ DAY OF _____, ____, A.D.

DAVID D. SPELLMAN _____ MELISSA GREINER, CITY CLERK

CITY CLERK'S CERTIFICATE

I, _____, CITY CLERK OF THE CITY OF BLACK HAWK, COLORADO, DO HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ANNEXATION MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, BY ORDINANCE NO. _____. A CERTIFICATE COPY OF WHICH IS HEREBY FILED, WHICH ORDINANCE BECAME EFFECTIVE ON _____, A.D.

CITY CLERK

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF GILPIN COUNTY AT CENTRAL CITY, COLORADO THIS ____ DAY OF _____, 20____, IN BOOK _____, PAGE _____ RECEPTION NO. _____

GILPIN COUNTY CLERK AND RECORDER _____ DEPUTY CLERK _____

NOTES

TOTAL PERIMETER, THIS PLAT = 7,394.34'
1/6 TOTAL PERIMETER = 1,232.39'
PERIMETER CONTIGUOUS TO EXISTING CITY OF BLACK HAWK = 1,919.44'
DENOTES BOUNDARY OF LAND ANNEXED

DENOTES CONTIGUOUS CITY BOUNDARY

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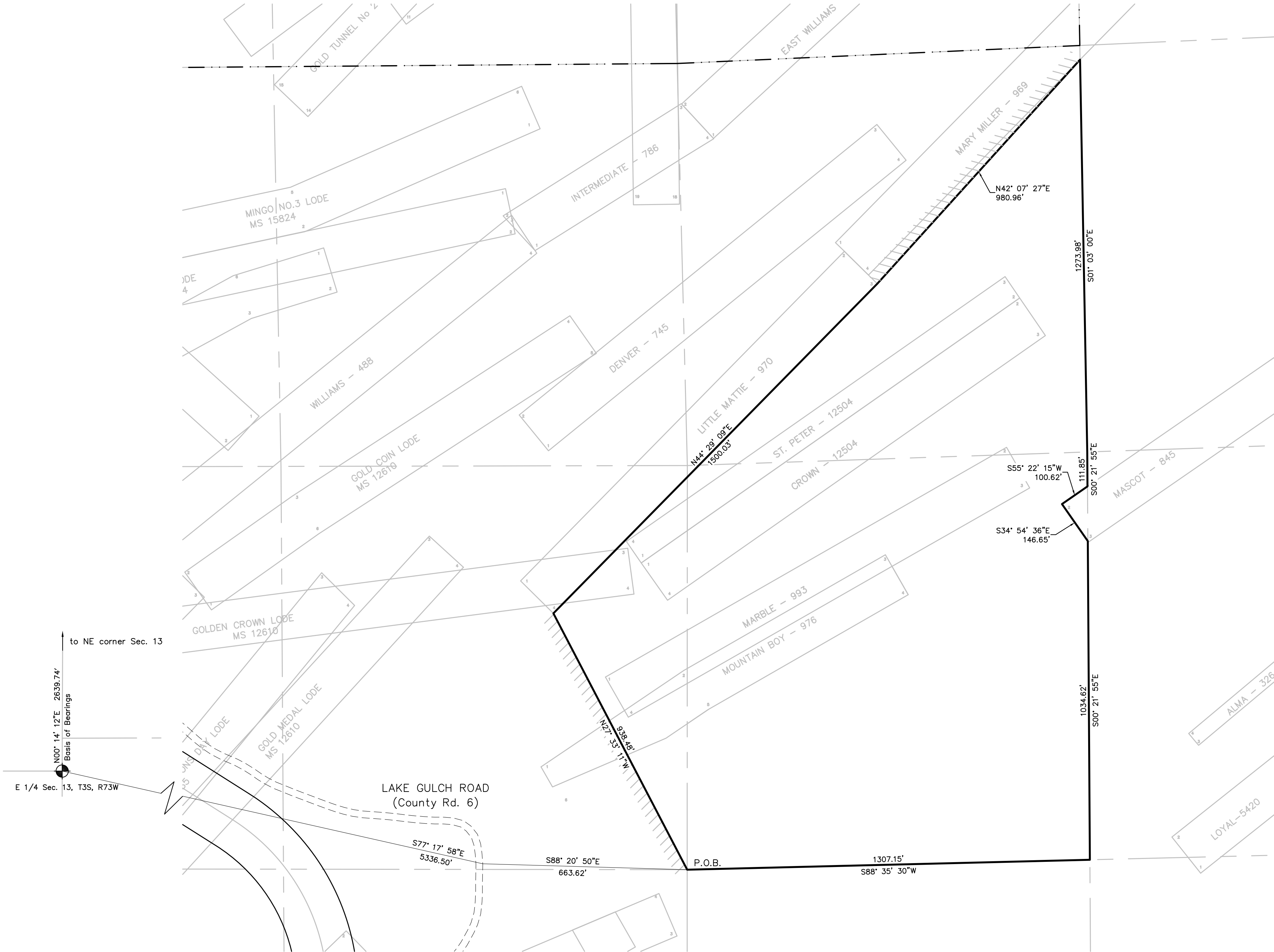
SURVEYOR'S CERTIFICATE

I, DOUGLAS L. HOWELL, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE MAP HEREON SHOWN IS A CORRECT DELINEATION OF THE ABOVE DESCRIBED PARCEL OF LAND AND THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF SAID PARCEL IS CONTIGUOUS TO THE PRESENT BOUNDARY OF THE CITY OF BLACK HAWK, GILPIN COUNTY, COLORADO. THIS ANNEXATION MAP IS NOT A GUARANTY OF WARRANTY, EITHER EXPRESSED OR IMPLIED.

DOUGLAS L. HOWELL PLS 20140

NOTICE

THIS MAP IS PREPARED EXCLUSIVELY FOR ANNEXATION PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSE AND SHOULD NOT BE CONSTRUED AS A BOUNDARY SURVEY.



His Consultants, Inc.
Lakewood, Colorado
720-273-9940

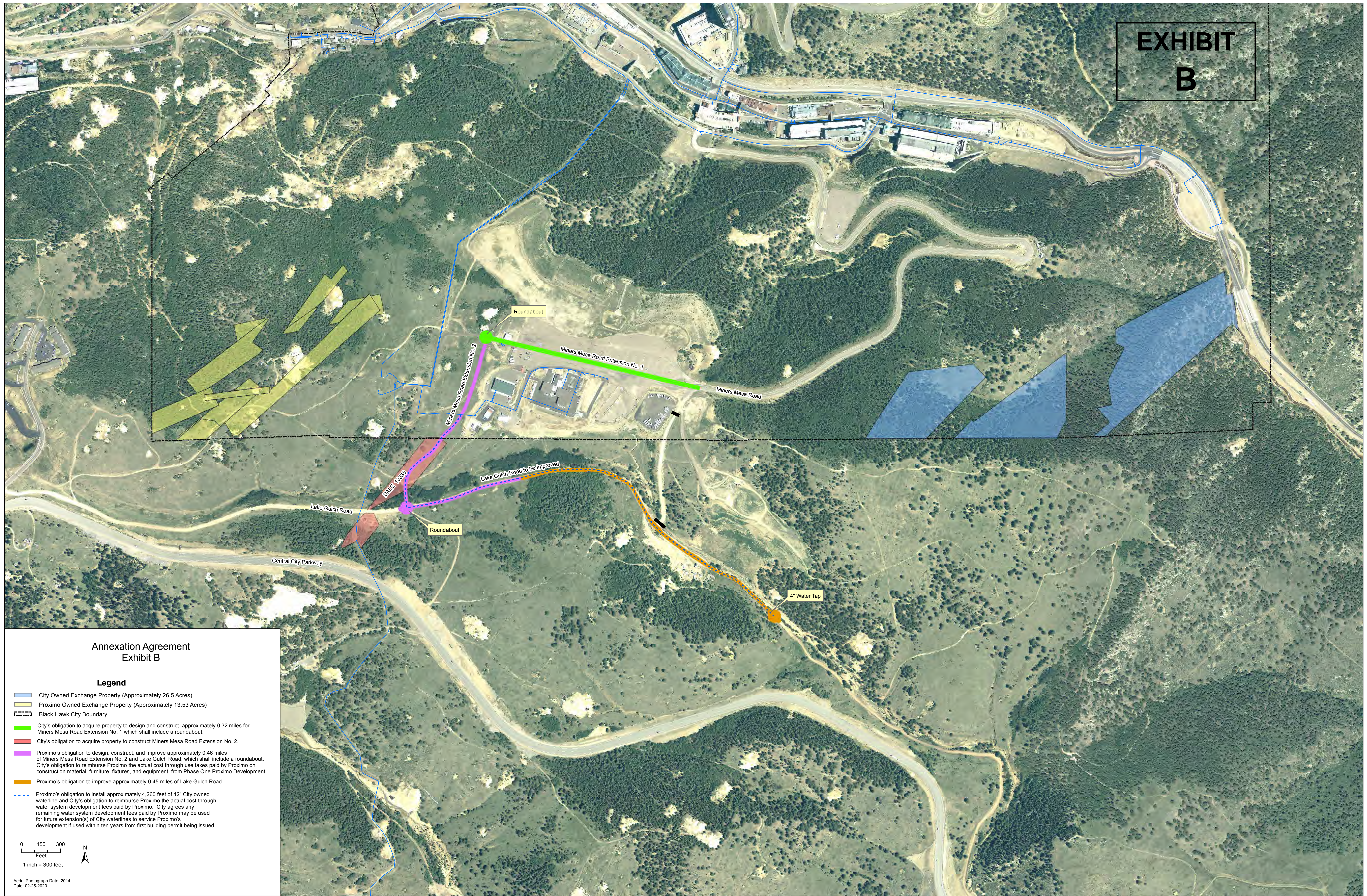


DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

EXHIBIT
B



**EXHIBIT
C**

Legend

- Proposed Buildings and Walls
- Proposed Road
- Proposed Grading Limits
- BLM_Lot_Numbers
- Overall Parcel Boundaries
- Omitted from Title
- Included in V4 title Commitment, not excepted
- Central City Parkway



Date: 11/29/2019

Central City Parkway

ENTITYNAME	CLAIM NUMBER	Ownership	Account	GIS_Acres
EVENING STAR	4975	RSM Partners LLC	N002557	0.18
EVENING STAR	4975	RSM Partners LLC	N002557	0.39
EVENING STAR	4975	RSM Partners LLC	N002557	0.40
EVENING STAR	4975	RSM Partners LLC	N002557	0.32
GOLDEN EAGLE	606	RSM Partners LLC	N000227	4.42
GOLDEN FLEECE	671	RSM Partners LLC	N000947 & N001045	1.76
HUMBOLDT	173	RSM Partners LLC	N000948	0.56
KATIE	15318	RSM Partners LLC	N000949	0.20
KATIE	15318	RSM Partners LLC	N000949	1.01
KATIE	986	RSM Partners LLC	N000950	0.73
KING SOLOMON	4975	RSM Partners LLC	N000946	2.47
KING SOLOMON	4975	RSM Partners LLC	N000946	1.09

**EXHIBIT
D**

**Exhibit D
Lake Gulch Whiskey Resort Tracts**

Legend

- BLM Sections
- Black Hawk City Boundary
- City Owned Exchange Property (Approximately 26.5 Acres)

0 200 400
Feet
1 inch = 400 feet



Aerial Photograph Date: 2014
Date: 01/29/2020

Sixth Principal Meridian, Colo
T. 3 S., R. 72 W.
Section 18
Lake Gulch Whiskey Resort Tract 1
6.95 Acres

Sixth Principal Meridian, Colo
T. 3 S., R. 72 W.
Section 18
Lake Gulch Whiskey Resort Tract 2
6.68 Acres

Sixth Principal Meridian, Colo
T. 3 S., R. 72 W.
Section 17
Lake Gulch Whiskey Resort Tract 3
12.87 Acres

Main Street

Miners Mesa Road

Section 7

Section 8

Section 18

Section 17

119

**COUNCIL BILL 9
ORDINANCE 2020-9
A BILL FOR AN ORDINANCE
ZONING CERTAIN
PROPERTY WITHIN THE
CITY OF BLACK HAWK TO
COMMERCIAL/BUSINESS
SERVICES (C/BS) ZONING
DISTRICT AND A PLANNED
UNIT DEVELOPMENT (PUD)
OVERLAY KNOWN AS THE
LAKE GULCH WHISKEY
RESORT PLANNED UNIT
DEVELOPMENT, AND
AMENDING THE CITY'S
ZONING MAP TO
CONFORM THEREWITH**

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

COUNCIL BILL NUMBER: CB9

ORDINANCE NUMBER: 2020-09

TITLE: A BILL FOR AN ORDINANCE ZONING CERTAIN PROPERTY WITHIN THE CITY OF BLACK HAWK TO COMMERCIAL/BUSINESS SERVICES (C/BS) ZONING DISTRICT AND A PLANNED UNIT DEVELOPMENT (PUD) OVERLAY KNOWN AS THE LAKE GULCH WHISKEY RESORT PLANNED UNIT DEVELOPMENT, AND AMENDING THE CITY'S ZONING MAP TO CONFORM THEREWITH

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, GILPIN COUNTY:

Section 1. Findings of Fact.

a. On February 12, 2020, the City Council approved a Resolution determining that certain annexation petitions submitted in a series for the real property described in attached **Exhibit A** (collectively, the "Real Property"), substantially complies with the requirements of C.R.S. § 31-12-107(1)(a) and set a public hearing for March 25, 2020, on the eligibility of the Real Property to be annexed into the City as provided by state law.

b. The City thereafter instituted the procedure for the initial zoning of the Real Property.

c. An application was submitted for initially zoning the Real Property to Commercial/Business Services (C/BS) with a Planned Unit Development (PUD) overlay district, pursuant to the City of Black Hawk Zoning Ordinance.

d. Public notice has been given of such zoning by one publication in a newspaper of general circulation within the City and the official newspaper of the City at least fifteen (15) days before the public hearing of such amendment.

e. Notice of such proposed hearing was posted on the Real Property for fifteen (15) consecutive days prior to said hearing.

f. A need exists for zoning the Real Property pursuant to Section 16-361 of the City of Black Hawk Zoning Ordinance as follows:

i. A need does exist for the zoning, and the PUD will implement the objectives of the City of Black Hawk Zoning Ordinance;

ii. The proposal for rezoning conforms with and is not inconsistent with the Comprehensive Plan;

iii. Additional growth opportunities and placemaking in the City of Black Hawk have changed and the proposal warrants new uses on the property;

iv. Adequate circulation exists in the area to support the initial zoning, and infrastructure will be constructed and extended to accommodate full build-out of the proposed project; and

v. Any additional cost for municipal-related services resulting from the proposal will not be incurred by the City, and are addressed in the Annexation Agreement to be approved concurrently herewith.

g. A need further exists for zoning the Real Property pursuant to Section 16-135 of the City of Black Hawk Zoning Ordinance in that the proposed Lake Gulch Whiskey Resort Planned Unit Development provides flexibility and will result in higher quality development based on the application of the purposes set forth in Section 16-135.

Section 2. The Real Property is hereby initially zoned to Commercial/Business Services (C/BS) with a Planned Unit Development (PUD) overlay district known as the Lake Gulch Whiskey Resort Planned Unit Development as provided in the Lake Gulch Whiskey Resort Planned Unit Development Standards and Plan, which is attached hereto as **Exhibit B**, and incorporated by this reference.

Section 3. The Zoning Ordinance and Zoning Map are hereby amended to conform with the zoning changes.

Section 4. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Black Hawk, that it is promulgated for the health, safety, and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 5. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 6. Effective Date. The City Clerk is directed to post the Ordinance as required by the Charter. This Ordinance shall become effective upon posting by the City Clerk

READ, PASSED AND ORDERED POSTED this _____ day of _____,
2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

Exhibit A

Lake Gulch Whiskey Resort Annexation No. 1

Legal Description

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N $69^{\circ}30'48''$ E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3-2 of the Blow Out Lode, US Mineral Survey No. 18776;

thence N $19^{\circ}46'26''$ E along said line 3-2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 208.47 feet to the point of intersection with line 1-2 of the Great Britian Lode, US Mineral Survey No. 18776;

thence S $29^{\circ}18'00''$ W along said line 1-2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode;

thence S $46^{\circ}17'00''$ W along line 2-3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4-1 of said Williams Crossing Lode;

thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6-7 of said Great Britian Lode;

thence N $46^{\circ}22'45''$ E along said line 6-7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode;

thence N $29^{\circ}19'49''$ E along line 7-8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 474.24 feet to the point of intersection with line 16-15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589;

thence S $43^{\circ}56'47''$ W along said line 16-15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode;

thence S $46^{\circ}21'54''$ E along line 15-14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N $43^{\circ}56'15''$ E along line 14-13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Patented Boundary;

thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ and City of Black Hawk Patented Boundary a distance of 1040.34 feet to the N $1/16$ th corner of Sections 17 and 18;

thence N $87^{\circ}26'32''$ E along the east-west centerline of the NW $\frac{1}{4}$ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3-2 of said East Williams Lode, US Mineral Survey No. 588;

thence S $47^{\circ}19'59''$ W along said line 3-2 of the East Williams Lode a distance of 204.89 feet to

corner No. 2 of said East Williams Lode;

thence S 42° 44' 49" E along line 2-1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;

thence N 47° 20' 23" E along line 1-4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east-west centerline of the NW ¼ of said Section 17 and the City of Black Hawk Patented Boundary;

thence N 87° 26' 32" E along said east-west centerline of the NW ¼ of said Section 17 and City of Black Hawk Patented Boundary a distance of 906.14 feet to the NW 1/16th corner of said Section 17;

thence N 01° 02' 29" W along the north-south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk Patented Boundary a distance of 164.47 feet to the point of intersection with line 1-2 of the Mary Miller Lode, US Mineral Survey No. 969;

thence N 44° 28' 35" E along said line 1-2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk Patented Boundary;

thence N 88° 00' 45" E along said City of Black Hawk Patented Boundary a distance of 96.85 feet;

thence N 00° 18' 42" W along said City of Black Hawk Patented Boundary a distance of 91.93 feet to the point of intersection with line 6-5 of the Morgan Placer US Mineral Survey No. 226;

thence S 42° 19' 52" E along said line 6-5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;

thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;

thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3-4 of said Mary Miller Lode;

thence S 44° 27' 10" W along said line 3-4 of

said Mary Miller Lode a distance of 340.78 feet to the north-south centerline of said NW ¼ of said Section 17;

thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3-2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;

thence S 44° 28' 40" W along line 2-1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;

thence S 45° 17' 32" E along line 1-4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;

thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;

thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.67 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of 28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;

17. N 81° 25' 50" W a distance of 28.60 feet;
 18. N 76° 41' 49" W a distance of 29.15 feet;
 19. N 73° 08' 35" W a distance of 28.55 feet;
 20. N 70° 53' 21" W a distance of 28.11 feet;
 21. N 69° 40' 34" W a distance of 29.60 feet;
 22. N 69° 16' 06" W a distance of 30.58 feet;
 23. N 69° 23' 51" W a distance of 31.51 feet;
 24. N 69° 00' 03" W a distance of 30.04 feet;
 25. N 67° 48' 40" W a distance of 31.55 feet;
 26. N 68° 24' 20" W a distance of 27.25 feet;
 27. N 62° 37' 03" W a distance of 29.46 feet;
 28. N 58° 52' 53" W a distance of 25.03 feet;
 29. N 54° 58' 57" W a distance of 28.04 feet;
 30. N 57° 56' 49" W a distance of 30.20 feet;
 31. N 61° 34' 17" W a distance of 32.80 feet;
 32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1-4 of Washingtons Day Lode, US Mineral Survey 11885;
 thence along said line 1-4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;
 thence along line 4-3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;
 thence N 40° 53' 21" W a distance of 1,096.94 feet;
 thence N 47° 01' 18" E a distance of 320.86 feet;
 thence N 42° 58' 23" W a distance of 169.95 feet;
 thence S 47° 00' 48" W a distance of 314.68 feet;
 thence N 40° 53' 21" W a distance of 710.26 feet to the Point of Beginning,
 EXCEPT the Denver Lode, US Mineral Survey 745, total parcel containing 100.5 acres gross, 95.35 acres net more or less.

Lake Gulch Whiskey Resort Annexation No.2

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 69° 30' 48" E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk Boundary a distance of 710.26 feet;

thence N 47° 00' 48" E a distance of 314.68 feet;

thence S 42° 58' 23" E a distance of 169.95 feet;

thence S 47° 01' 18" W a distance of 320.86 feet;

thence S 40° 53' 21" E a distance of 1096.94 feet to corner No. 3 of the Washingtons Day Lode, US Mineral Survey 11885;

thence along line 3-2 of said Washingtons Day Lode S 39° 23' 18" W a distance of 664.25 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;

8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;
16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of 27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;
21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;

41. N 47° 16' 09" W a distance of 32.58 feet;

42. N 44° 25' 34" W a distance of 5.81 feet to the point of intersection with line 4-3 of the Tariff Lode, US Mineral Survey No. 966;

thence N 47° 01' 18" E along said line 4-3 of said Tariff Lode a distance of 1068.76 feet to corner No. 3 of said Tariff Lode;

thence N 42° 58' 23" W along line 3-2 of said Tariff Lode a distance of 149.95 feet to corner No. 2 of said Tariff lode;

thence S 47° 00' 48" W along line 2-1 of said Tariff Lode a distance of 367.57 feet to the point of intersection with line 2-3 of the Williams Lode, US Mineral Survey No. 15824;

thence N 47° 53' 26" W along said line 2-3 of said Williams Lode a distance of 660.81 feet to the point of intersection with line 6-5 of the East Clay County Lode, US Mineral Survey No. 18776;

thence S 17° 31' 51" W along said line 6-5 of said East Clay County Lode a distance of 88.60 feet to the point of intersection with line 3-2 of the Clay County Lode, US Mineral Survey No. 329A;

thence N 51° 26' 36" W along said line 3-2 of said Clay County Lode a distance of 26.56 feet to corner No. 4 of said Clay County Lode, US Mineral Survey No. 360;

thence N 52° 11' 23" W along line 4-1 of said Clay County Lode, US Mineral Survey No. 360 a distance of 114.49 feet to corner No. 2 of said Clay County Lode, US Mineral Survey No. 329A;

thence S 37° 28' 00" W along line 2-1 of said Clay County Lode, US Mineral Survey No. 329A a distance of 547.96 feet to the point of intersection with line 4-1 of the Clay County Lode, US Mineral Survey No. 329B;

thence N 54° 01' 59" W along said line 4-1 of the Clay County Lode, US Mineral Survey No. 329B a distance of 109.70 feet to corner No. 1 of said Clay County Lode, US Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1-2 of said

Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1-2 of the Caledonia Lode, US Mineral Survey No. MS 519;

thence N 49° 29' 47" E along said line 1-2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6-5 of the Golden Gad Lode, US Mineral Survey No. 13048;

thence N 31° 43' 33" W along said line 6-5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east-west centerline of said NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary; thence S 89° 38' 09" E along said east-west centerline of the NW ¼ and along the City of Black Hawk Patented Boundary a distance of 258.49 feet to the N 1/16th corner on the north-south centerline of said Section 18; thence N 89° 32' 31" E along the east-west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Patented Boundary a distance of 246.17 feet to the point of intersection with line 3-4 of the Clay County Lode, US Mineral Survey No. 360; thence S 27° 50' 26" W along said line 3-4 of

said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

Lake Gulch Whiskey Resort Annexation No.3

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 00°14'12" E along the east line of the NE ¼ of said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 26" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;

14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 46" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.55 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;
24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.87 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 36.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 56" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 79° 17' 59" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;
52. N 77° 38' 35" E a distance of 34.79 feet;
53. N 77° 18' 33" E a distance of 34.86 feet;
54. N 76° 11' 24" E a distance of 34.36 feet;
55. N 76° 19' 36" E a distance of 34.21 feet;
56. N 75° 55' 53" E a distance of 32.92 feet;
57. N 75° 45' 56" E a distance of 33.64 feet;
58. N 77° 56' 07" E a distance of 54.90 feet;
59. N 79° 21' 17" E a distance of 32.59 feet;
60. N 79° 51' 30" E a distance of 30.19 feet;
61. N 81° 04' 54" E a distance of 30.69 feet;
62. N 82° 42' 42" E a distance of 26.71 feet;
63. N 85° 59' 16" E a distance of 29.83 feet;
64. N 87° 30' 36" E a distance of 25.59 feet;
65. N 89° 45' 47" E a distance of 26.85 feet;
66. S 89° 47' 40" E a distance of 21.27 feet to the point of intersection with line 3-2 of the St. Anthony Lode, US Mineral Survey No. 19174;
thence N 39° 31' 27" E along said line 3-2 of said St. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-6 of the Susan-Mary Lode, US Mineral Survey No. 694;
thence S 19° 06' 00" E along said line 1-6 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode;
thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 224.97 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18, the City of Black Hawk Patented Boundary;
thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 553.67 feet to the point of intersection with line 4-3 of the Golden Gad

Lode, US Mineral Survey No. 13048;

thence S 49° 45' 10" W along said line 4-3 of said Golden Gad Lode a distance of 340.06 feet to corner No. 3 of said Golden Gad Lode;

thence S 63° 17' 40" W along line 3-2 of said Golden Gad Lode a distance of 259.61 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 178 courses:

79. S 47° 36' 27" E a distance of 20.45 feet;

80. S 37° 01' 46" E a distance of 33.69 feet;

81. S 31° 20' 23" E a distance of 35.62 feet;

82. S 29° 21' 33" E a distance of 35.80 feet;

83. S 28° 33' 24" E a distance of 35.14 feet;

84. S 28° 15' 54" E a distance of 26.48 feet;

85. S 28° 12' 54" E a distance of 25.97 feet;

86. S 28° 29' 34" E a distance of 25.05 feet;

87. S 29° 02' 31" E a distance of 37.67 feet;

88. S 30° 53' 34" E a distance of 33.92 feet;

89. S 32° 21' 41" E a distance of 28.92 feet;

90. S 34° 37' 33" E a distance of 32.85 feet;

91. S 38° 27' 56" E a distance of 34.04 feet;

92. S 44° 59' 11" E a distance of 32.08 feet;

93. S 48° 19' 15" E a distance of 29.52 feet;

94. S 48° 45' 27" E a distance of 31.84 feet;

95. S 50° 32' 17" E a distance of 30.12 feet;

96. S 52° 05' 43" E a distance of 32.15 feet;

97. S 51° 09' 16" E a distance of 29.84 feet;

98. S 51° 16' 35" E a distance of 28.26 feet;

99. S 53° 32' 16" E a distance of 26.81 feet;

100. S 54° 36' 48" E a distance of 27.25 feet;

101. S 54° 32' 13" E a distance of 32.80 feet;

102. S 57° 04' 54" E a distance of 26.24 feet;

103. S 58° 48' 15" E a distance of 27.12 feet;

104. S 58° 36' 20" E a distance of 29.13 feet;

105. S 57° 16' 49" E a distance of 30.45 feet;

106. S 57° 52' 07" E a distance of 29.57 feet;

107. S 57° 47' 48" E a distance of 29.54 feet;

108. S 58° 32' 09" E a distance of 30.64 feet;

109. S 58° 55' 55" E a distance of 31.93 feet;

110. S 60° 47' 03" E a distance of 32.05 feet;

111. S 64° 12' 09" E a distance of 30.05 feet;

112. S 66° 59' 32" E a distance of 31.36 feet;

113. S 64° 57' 54" E a distance of 31.74 feet;

114. S 66° 27' 41" E a distance of 30.74 feet;

115. S 62° 36' 41" E a distance of 31.24 feet;

116. S 56° 45' 33" E a distance of 32.71 feet;

117. S 52° 10' 05" E a distance of 34.02 feet;

118. S 47° 33' 12" E a distance of 35.06 feet;

119. S 46° 14' 32" E a distance of 33.54 feet;

120. S 46° 05' 49" E a distance of 31.95 feet;

121. S 47° 24' 34" E a distance of 33.28 feet;

122. S 46° 33' 23" E a distance of 34.15 feet;

123. S 45° 20' 14" E a distance of 34.73 feet;

124. S 45° 05' 49" E a distance of 33.04 feet;

125. S 45° 18' 29" E a distance of 32.28 feet;

126. S 44° 25' 34" E a distance of 31.87 feet;

127. S 47° 16' 09" E a distance of 32.58 feet;

128. S 44° 56' 55" E a distance of 26.51 feet;

129. S 42° 17' 50" E a distance of 25.71 feet;

130. S 41° 52' 51" E a distance of 35.65 feet;

131. S 41° 29' 04" E a distance of 32.31 feet;

132. S 41° 30' 58" E a distance of 32.61 feet;

133. S 39° 40' 26" E a distance of 30.10 feet;

134. S 43° 51' 36" E a distance of 31.28 feet;

135. S 47° 25' 27" E a distance of 31.08 feet;

136. S 47° 57' 34" E a distance of 35.15 feet;

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| 137. S 46° 02' 34" E a distance of 25.97 feet; | 170. S 56° 10' 53" E a distance of 31.14 feet; |
| 138. S 38° 52' 14" E a distance of 38.09 feet; | 171. S 62° 17' 04" E a distance of 31.05 feet; |
| 139. S 33° 48' 48" E a distance of 27.44 feet; | 172. S 66° 41' 03" E a distance of 25.85 feet; |
| 140. S 29° 24' 22" E a distance of 27.32 feet; | 173. S 66° 40' 06" E a distance of 27.06 feet; |
| 141. S 30° 56' 40" E a distance of 24.48 feet; | 174. S 61° 34' 17" E a distance of 32.80 feet; |
| 142. S 37° 52' 45" E a distance of 31.32 feet; | 175. S 57° 56' 49" E a distance of 30.20 feet; |
| 143. S 49° 29' 24" E a distance of 26.70 feet; | 176. S 54° 58' 57" E a distance of 28.04 feet; |
| 144. S 59° 21' 59" E a distance of 26.42 feet; | 177. S 58° 52' 53" E a distance of 25.03 feet; |
| 145. S 61° 44' 13" E a distance of 33.59 feet; | 178. S 62° 37' 03" E a distance of 29.46 feet; |
| 146. S 61° 25' 24" E a distance of 33.52 feet; | 179. S 68° 24' 20" E a distance of 27.25 feet; |
| 147. S 59° 58' 24" E a distance of 29.16 feet; | 180. S 67° 48' 40" E a distance of 31.55 feet; |
| 148. S 51° 35' 16" E a distance of 26.06 feet; | 181. S 69° 00' 03" E a distance of 30.04 feet; |
| 149. S 49° 06' 25" E a distance of 26.55 feet; | 182. S 69° 23' 51" E a distance of 31.51 feet; |
| 150. S 45° 20' 47" E a distance of 27.74 feet; | 183. S 69° 16' 06" E a distance of 30.58 feet; |
| 151. S 43° 58' 04" E a distance of 27.96 feet; | 184. S 69° 40' 34" E a distance of 29.60 feet; |
| 152. S 42° 43' 23" E a distance of 30.25 feet; | 185. S 70° 53' 21" E a distance of 28.11 feet; |
| 153. S 37° 44' 53" E a distance of 28.83 feet; | 186. S 73° 08' 35" E a distance of 28.55 feet; |
| 154. S 34° 08' 31" E a distance of 30.46 feet; | 187. S 76° 41' 49" E a distance of 29.15 feet; |
| 155. S 38° 01' 46" E a distance of 25.88 feet; | 188. S 81° 25' 50" E a distance of 28.60 feet; |
| 156. S 42° 12' 45" E a distance of 27.54 feet; | 189. S 85° 47' 52" E a distance of 28.17 feet; |
| 157. S 43° 31' 15" E a distance of 28.13 feet; | 190. S 85° 57' 08" E a distance of 28.99 feet; |
| 158. S 45° 09' 35" E a distance of 27.49 feet; | 191. S 85° 10' 50" E a distance of 29.44 feet; |
| 159. S 47° 37' 34" E a distance of 28.24 feet; | 192. S 84° 02' 37" E a distance of 25.81 feet; |
| 160. S 48° 21' 34" E a distance of 28.91 feet; | 193. S 82° 55' 20" E a distance of 27.68 feet; |
| 161. S 49° 32' 52" E a distance of 30.52 feet; | 194. S 83° 57' 02" E a distance of 32.67 feet; |
| 162. S 51° 12' 12" E a distance of 30.55 feet; | 195. S 85° 25' 50" E a distance of 33.32 feet; |
| 163. S 52° 37' 45" E a distance of 28.19 feet; | 196. S 87° 06' 51" E a distance of 30.91 feet; |
| 164. S 53° 43' 00" E a distance of 33.90 feet; | 197. N 89° 52' 43" E a distance of 27.50 feet; |
| 165. S 53° 50' 43" E a distance of 25.59 feet; | 198. S 85° 37' 54" E a distance of 30.90 feet; |
| 166. S 50° 23' 24" E a distance of 26.25 feet; | 199. S 75° 08' 14" E a distance of 35.56 feet; |
| 167. S 48° 28' 12" E a distance of 27.86 feet; | 200. S 53° 47' 50" E a distance of 29.23 feet; |
| 168. S 48° 55' 48" E a distance of 29.88 feet; | 201. S 38° 37' 56" E a distance of 34.32 feet; |
| 169. S 51° 44' 53" E a distance of 28.55 feet; | 202. S 18° 09' 05" E a distance of 33.14 feet; |

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| 203. S 07° 44' 55" E a distance of 32.64 feet; | 236. S 32° 05' 32" E a distance of 27.59 feet; |
| 204. S 04° 13' 02" E a distance of 31.99 feet; | 237. S 44° 08' 01" E a distance of 29.13 feet; |
| 205. S 00° 41' 58" W a distance of 31.57 feet; | 238. S 52° 04' 36" E a distance of 27.04 feet; |
| 206. S 01° 13' 29" W a distance of 32.44 feet; | 239. S 54° 37' 49" E a distance of 25.73 feet; |
| 207. S 00° 03' 20" E a distance of 32.16 feet; | 240. S 54° 46' 58" E a distance of 26.38 feet; |
| 208. S 02° 47' 46" W a distance of 28.30 feet; | 241. S 58° 03' 45" E a distance of 30.82 feet; |
| 209. S 06° 12' 17" W a distance of 38.26 feet; | 242. S 59° 18' 04" E a distance of 25.17 feet; |
| 210. S 16° 17' 42" W a distance of 37.16 feet; | 243. S 63° 19' 05" E a distance of 29.27 feet; |
| 211. S 24° 29' 21" W a distance of 29.34 feet; | 244. S 60° 16' 48" E a distance of 30.28 feet; |
| 212. S 28° 41' 22" W a distance of 45.06 feet; | 245. S 61° 39' 09" E a distance of 33.01 feet; |
| 213. S 34° 24' 43" W a distance of 30.28 feet; | 246. S 61° 28' 38" E a distance of 33.37 feet; |
| 214. S 40° 01' 56" W a distance of 30.05 feet; | 247. S 55° 46' 17" E a distance of 29.95 feet; |
| 215. S 43° 22' 45" W a distance of 38.41 feet; | 248. S 56° 17' 05" E a distance of 38.86 feet; |
| 216. S 41° 40' 02" W a distance of 34.91 feet; | 249. S 51° 45' 51" E a distance of 57.67 feet; |
| 217. S 37° 13' 45" W a distance of 32.47 feet; | 250. S 48° 44' 08" E a distance of 91.48 feet; |
| 218. S 31° 34' 31" W a distance of 32.66 feet; | 251. S 45° 53' 24" E a distance of 48.20 feet; |
| 219. S 26° 02' 44" W a distance of 35.71 feet; | 252. S 43° 37' 26" E a distance of 41.87 feet; |
| 220. S 24° 24' 12" W a distance of 32.11 feet; | 253. S 45° 38' 04" E a distance of 24.91 feet; |
| 221. S 20° 02' 45" W a distance of 28.30 feet; | 254. S 49° 36' 04" E a distance of 29.00 feet; |
| 222. S 19° 00' 54" W a distance of 35.03 feet; | 255. S 53° 53' 44" E a distance of 30.11 feet; |
| 223. S 15° 53' 59" W a distance of 32.80 feet; | 256. S 58° 27' 45" E a distance of 15.49 feet |
| 224. S 13° 56' 52" W a distance of 28.35 feet; | to the point of intersection with the south line of |
| 225. S 13° 41' 03" W a distance of 27.80 feet; | the SE ¼ of said Section 18; |
| 226. S 14° 06' 12" W a distance of 47.10 feet; | thence N 89° 44' 17" W along said south line of |
| 227. S 11° 45' 46" W a distance of 29.86 feet; | said SE ¼ of said Section 18 a distance of 39.68 |
| 228. S 13° 18' 52" W a distance of 15.92 feet; | feet to the point of intersection with the westerly |
| 229. S 10° 22' 47" W a distance of 30.16 feet; | and southerly edge of said Lake Gulch Road; |
| 230. S 09° 29' 42" W a distance of 30.12 feet; | thence along said westerly and southerly edge of |
| 231. S 11° 50' 43" W a distance of 31.40 feet; | said Lake Gulch Road the following 259 courses: |
| 232. S 11° 03' 12" W a distance of 31.62 feet; | 1. N 53° 53' 44" W a distance of 14.21 feet; |
| 233. S 10° 04' 56" W a distance of 25.34 feet; | 2. N 49° 36' 04" W a distance of 30.59 feet; |
| 234. S 11° 08' 36" W a distance of 19.58 feet; | 3. N 45° 38' 04" W a distance of 26.06 feet; |
| 235. S 33° 47' 37" E a distance of 7.58 feet; | 4. N 43° 37' 26" W a distance of 41.82 feet; |
| | 5. N 45° 53' 24" W a distance of 47.21 feet; |
| | 6. N 48° 44' 08" W a distance of 90.36 feet; |

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| 7. N 51° 45' 51" W a distance of 56.22 feet; | 40. N 41° 40' 02" E a distance of 36.10 feet; |
| 8. N 56° 17' 05" W a distance of 38.09 feet; | 41. N 43° 22' 45" E a distance of 38.09 feet; |
| 9. N 55° 46' 17" W a distance of 28.96 feet; | 42. N 40° 01' 56" E a distance of 28.32 feet; |
| 10. N 61° 28' 38" W a distance of 32.24 feet; | 43. N 34° 24' 43" E a distance of 28.10 feet; |
| 11. N 61° 39' 09" W a distance of 33.24 feet; | 44. N 28° 41' 22" E a distance of 43.15 feet; |
| 12. N 60° 16' 48" W a distance of 29.96 feet; | 45. N 24° 29' 21" E a distance of 26.96 feet; |
| 13. N 63° 19' 05" W a distance of 29.46 feet; | 46. N 16° 17' 42" E a distance of 33.64 feet; |
| 14. N 59° 18' 04" W a distance of 26.18 feet; | 47. N 06° 12' 17" E a distance of 35.66 feet; |
| 15. N 58° 03' 45" W a distance of 31.69 feet; | 48. N 02° 47' 46" E a distance of 27.09 feet; |
| 16. N 54° 46' 58" W a distance of 27.04 feet; | 49. N 00° 03' 20" W a distance of 31.86 feet; |
| 17. N 54° 37' 49" W a distance of 26.25 feet; | 50. N 01° 13' 29" E a distance of 32.59 feet; |
| 18. N 52° 04' 36" W a distance of 29.05 feet; | 51. N 00° 41' 58" E a distance of 30.52 feet; |
| 19. N 44° 08' 01" W a distance of 32.98 feet; | 52. N 04° 13' 02" W a distance of 30.37 feet; |
| 20. N 32° 05' 32" W a distance of 29.58 feet; | 53. N 07° 44' 55" W a distance of 29.96 feet; |
| 21. N 33° 47' 37" W a distance of 16.35 feet; | 54. N 18° 09' 05" W a distance of 27.17 feet; |
| 22. N 11° 08' 36" E a distance of 28.47 feet; | 55. N 38° 37' 56" W a distance of 27.41 feet; |
| 23. N 10° 04' 56" E a distance of 25.32 feet; | 56. N 53° 47' 50" W a distance of 22.16 feet; |
| 24. N 11° 03' 12" E a distance of 31.96 feet; | 57. N 75° 08' 14" W a distance of 29.40 feet; |
| 25. N 11° 50' 43" E a distance of 31.10 feet; | 58. N 85° 37' 54" W a distance of 28.02 feet; |
| 26. N 09° 29' 42" E a distance of 29.84 feet; | 59. S 89° 52' 43" W a distance of 27.21 feet; |
| 27. N 10° 22' 47" E a distance of 30.89 feet; | 60. N 87° 06' 51" W a distance of 31.81 feet; |
| 28. N 13° 18' 52" E a distance of 16.19 feet; | 61. N 85° 25' 50" W a distance of 33.93 feet; |
| 29. N 11° 45' 46" E a distance of 30.01 feet; | 62. N 83° 57' 02" W a distance of 33.15 feet; |
| 30. N 14° 06' 12" E a distance of 47.47 feet; | 63. N 82° 55' 20" W a distance of 27.67 feet; |
| 31. N 13° 41' 03" E a distance of 27.77 feet; | 64. N 84° 02' 37" W a distance of 25.38 feet; |
| 32. N 13° 56' 52" E a distance of 28.78 feet; | 65. N 85° 10' 50" W a distance of 29.07 feet; |
| 33. N 15° 53' 59" E a distance of 33.77 feet; | 66. N 85° 57' 08" W a distance of 28.87 feet; |
| 34. N 19° 00' 54" E a distance of 35.82 feet; | 67. N 85° 47' 52" W a distance of 29.04 feet; |
| 35. N 20° 02' 45" E a distance of 29.34 feet; | 68. N 81° 25' 50" W a distance of 30.35 feet; |
| 36. N 24° 24' 12" E a distance of 33.26 feet; | 69. N 76° 41' 49" W a distance of 30.74 feet; |
| 37. N 26° 02' 44" E a distance of 37.09 feet; | 70. N 73° 08' 35" W a distance of 29.67 feet; |
| 38. N 31° 34' 31" E a distance of 34.81 feet; | 71. N 70° 53' 21" W a distance of 28.78 feet; |
| 39. N 37° 13' 45" E a distance of 34.41 feet; | 72. N 69° 40' 34" W a distance of 29.91 feet; |

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| 73. N 69° 16' 06" W a distance of 30.63 feet; | 106. N 45° 20' 47" W a distance of 26.75 feet; |
| 74. N 69° 23' 51" W a distance of 31.56 feet; | 107. N 49° 06' 25" W a distance of 25.35 feet; |
| 75. N 69° 00' 03" W a distance of 30.35 feet; | 108. N 51° 35' 16" W a distance of 23.97 feet; |
| 76. N 67° 48' 40" W a distance of 31.66 feet; | 109. N 59° 58' 24" W a distance of 27.27 feet; |
| 77. N 68° 24' 20" W a distance of 28.25 feet; | 110. N 61° 25' 24" W a distance of 33.19 feet; |
| 78. N 62° 37' 03" W a distance of 31.29 feet; | 111. N 61° 44' 13" W a distance of 33.99 feet; |
| 79. N 58° 52' 53" W a distance of 26.50 feet; | 112. N 59° 21' 59" W a distance of 28.78 feet; |
| 80. N 54° 58' 57" W a distance of 28.22 feet; | 113. N 49° 29' 24" W a distance of 30.84 feet; |
| 81. N 57° 56' 49" W a distance of 28.94 feet; | 114. N 37° 52' 45" W a distance of 34.89 feet; |
| 82. N 61° 34' 17" W a distance of 31.12 feet; | 115. N 30° 56' 40" W a distance of 26.10 feet; |
| 83. N 66° 40' 06" W a distance of 26.08 feet; | 116. N 29° 24' 22" W a distance of 26.77 feet; |
| 84. N 66° 41' 03" W a distance of 26.69 feet; | 117. N 33° 48' 48" W a distance of 25.62 feet; |
| 85. N 62° 17' 04" W a distance of 33.06 feet; | 118. N 38° 52' 14" W a distance of 35.74 feet; |
| 86. N 56° 10' 53" W a distance of 33.17 feet; | 119. N 46° 02' 34" W a distance of 24.23 feet; |
| 87. N 51° 44' 53" W a distance of 29.94 feet; | 120. N 47° 57' 34" W a distance of 34.89 feet; |
| 88. N 48° 55' 48" W a distance of 30.51 feet; | 121. N 47° 25' 27" W a distance of 31.87 feet; |
| 89. N 48° 28' 12" W a distance of 27.58 feet; | 122. N 43° 51' 36" W a distance of 32.77 feet; |
| 90. N 50° 23' 24" W a distance of 25.21 feet; | 123. N 39° 40' 26" W a distance of 30.55 feet; |
| 91. N 53° 50' 43" W a distance of 24.95 feet; | 124. N 41° 30' 58" W a distance of 32.25 feet; |
| 92. N 53° 43' 00" W a distance of 34.13 feet; | 125. N 41° 29' 04" W a distance of 32.24 feet; |
| 93. N 52° 37' 45" W a distance of 28.67 feet; | 126. N 41° 52' 51" W a distance of 35.49 feet; |
| 94. N 51° 12' 12" W a distance of 31.14 feet; | 127. N 42° 17' 50" W a distance of 25.12 feet; |
| 95. N 49° 32' 52" W a distance of 31.07 feet; | 128. N 44° 56' 55" W a distance of 25.56 feet; |
| 96. N 48° 21' 34" W a distance of 29.28 feet; | 129. N 47° 16' 09" W a distance of 32.68 feet; |
| 97. N 47° 37' 34" W a distance of 28.86 feet; | 130. N 44° 25' 34" W a distance of 32.24 feet; |
| 98. N 45° 09' 35" W a distance of 28.28 feet; | 131. N 45° 18' 29" W a distance of 32.15 feet; |
| 99. N 43° 31' 15" W a distance of 28.69 feet; | 132. N 45° 05' 49" W a distance of 33.03 feet; |
| 100. N 42° 12' 45" W a distance of 28.59 feet; | 133. N 45° 20' 14" W a distance of 34.45 feet; |
| 101. N 38° 01' 46" W a distance of 27.43 feet; | 134. N 46° 33' 23" W a distance of 33.75 feet; |
| 102. N 34° 08' 31" W a distance of 30.52 feet; | 135. N 47° 24' 34" W a distance of 33.36 feet; |
| 103. N 37° 44' 53" W a distance of 27.18 feet; | 136. N 46° 05' 49" W a distance of 32.17 feet; |
| 104. N 42° 43' 23" W a distance of 29.05 feet; | 137. N 46° 14' 32" W a distance of 33.26 feet; |
| 105. N 43° 58' 04" W a distance of 27.46 feet; | 138. N 47° 33' 12" W a distance of 33.92 feet; |

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| 139. N 52° 10' 05" W a distance of 32.26 feet; | 172. N 28° 15' 54" W a distance of 26.41 feet; |
| 140. N 56° 45' 33" W a distance of 30.70 feet; | 173. N 28° 33' 24" W a distance of 34.93 feet; |
| 141. N 62° 36' 41" W a distance of 29.38 feet; | 174. N 29° 21' 33" W a distance of 35.27 feet; |
| 142. N 66° 27' 41" W a distance of 30.28 feet; | 175. N 31° 20' 23" W a distance of 34.15 feet; |
| 143. N 64° 57' 54" W a distance of 31.64 feet; | 176. N 37° 01' 46" W a distance of 30.56 feet; |
| 144. N 66° 59' 32" W a distance of 31.51 feet; | 177. N 47° 36' 27" W a distance of 27.50 feet; |
| 145. N 64° 12' 09" W a distance of 31.24 feet; | 178. N 55° 33' 38" W a distance of 30.91 feet; |
| 146. N 60° 47' 03" W a distance of 33.06 feet; | 179. N 61° 36' 30" W a distance of 25.13 feet; |
| 147. N 58° 55' 55" W a distance of 32.37 feet; | 180. N 63° 34' 32" W a distance of 26.32 feet; |
| 148. N 58° 32' 09" W a distance of 30.86 feet; | 181. N 64° 31' 22" W a distance of 25.12 feet; |
| 149. N 57° 47' 48" W a distance of 29.66 feet; | 182. N 67° 22' 05" W a distance of 26.00 feet; |
| 150. N 57° 52' 07" W a distance of 29.67 feet; | 183. N 69° 56' 57" W a distance of 31.66 feet; |
| 151. N 57° 16' 49" W a distance of 30.31 feet; | 184. N 71° 44' 22" W a distance of 26.36 feet; |
| 152. N 58° 36' 20" W a distance of 28.84 feet; | 185. N 73° 18' 40" W a distance of 30.03 feet; |
| 153. N 58° 48' 15" W a distance of 27.42 feet; | 186. N 77° 37' 44" W a distance of 25.62 feet; |
| 154. N 57° 04' 54" W a distance of 27.06 feet; | 187. N 82° 16' 38" W a distance of 26.04 feet; |
| 155. N 54° 32' 13" W a distance of 33.27 feet; | 188. N 88° 32' 40" W a distance of 28.15 feet; |
| 156. N 54° 36' 48" W a distance of 27.44 feet; | 189. S 89° 07' 00" W a distance of 25.28 feet; |
| 157. N 53° 32' 16" W a distance of 27.45 feet; | 190. S 87° 57' 44" W a distance of 28.75 feet; |
| 158. N 51° 16' 35" W a distance of 28.72 feet; | 191. S 89° 11' 41" W a distance of 28.08 feet; |
| 159. N 51° 09' 16" W a distance of 29.69 feet; | 192. S 89° 11' 13" W a distance of 25.02 feet; |
| 160. N 52° 05' 43" W a distance of 32.27 feet; | 193. N 89° 16' 33" W a distance of 25.73 feet; |
| 161. N 50° 32' 17" W a distance of 30.76 feet; | 194. N 89° 47' 40" W a distance of 29.71 feet; |
| 162. N 48° 45' 27" W a distance of 32.27 feet; | 195. S 89° 45' 47" W a distance of 26.33 feet; |
| 163. N 48° 19' 15" W a distance of 30.25 feet; | 196. S 87° 30' 36" W a distance of 24.87 feet; |
| 164. N 44° 59' 11" W a distance of 33.97 feet; | 197. S 85° 59' 16" W a distance of 28.91 feet; |
| 165. N 38° 27' 56" W a distance of 36.03 feet; | 198. S 82° 42' 42" W a distance of 25.77 feet; |
| 166. N 34° 37' 33" W a distance of 34.03 feet; | 199. S 81° 04' 54" W a distance of 30.14 feet; |
| 167. N 32° 21' 41" W a distance of 29.64 feet; | 200. S 79° 51' 30" W a distance of 29.85 feet; |
| 168. N 30° 53' 34" W a distance of 34.55 feet; | 201. S 79° 21' 17" W a distance of 32.22 feet; |
| 169. N 29° 02' 31" W a distance of 38.14 feet; | 202. S 77° 56' 07" W a distance of 54.21 feet; |
| 170. N 28° 29' 34" W a distance of 25.20 feet; | 203. S 75° 45' 56" W a distance of 33.26 feet; |
| 171. N 28° 12' 54" W a distance of 26.03 feet; | 204. S 75° 55' 53" W a distance of 33.03 feet; |

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| 205. | S 76° 19' 36" W a distance of 34.26 feet; | 238. | S 78° 39' 54" W a distance of 37.31 feet; |
| 206. | S 76° 11' 24" W a distance of 34.55 feet; | 239. | S 78° 10' 02" W a distance of 25.19 feet; |
| 207. | S 77° 18' 33" W a distance of 35.14 feet; | 240. | S 77° 08' 36" W a distance of 25.31 feet; |
| 208. | S 77° 38' 35" W a distance of 34.96 feet; | 241. | S 76° 54' 40" W a distance of 25.95 feet; |
| 209. | S 78° 11' 27" W a distance of 5.81 feet; | 242. | S 78° 58' 54" W a distance of 27.66 feet; |
| 210. | S 79° 17' 59" W a distance of 28.84 feet; | 243. | S 82° 03' 23" W a distance of 28.99 feet; |
| 211. | S 76° 41' 51" W a distance of 24.88 feet; | 244. | S 84° 07' 35" W a distance of 29.37 feet; |
| 212. | S 78° 32' 38" W a distance of 27.26 feet; | 245. | S 84° 48' 46" W a distance of 29.34 feet; |
| 213. | S 78° 51' 11" W a distance of 28.33 feet; | 246. | S 85° 29' 19" W a distance of 28.10 feet; |
| 214. | S 77° 13' 39" W a distance of 28.92 feet; | 247. | S 87° 31' 19" W a distance of 26.80 feet; |
| 215. | S 75° 42' 50" W a distance of 28.46 feet; | 248. | S 88° 16' 44" W a distance of 37.12 feet; |
| 216. | S 74° 45' 31" W a distance of 27.02 feet; | 249. | N 89° 43' 04" W a distance of 35.66 feet; |
| 217. | S 71° 51' 48" W a distance of 26.69 feet; | 250. | N 88° 22' 02" W a distance of 37.23 feet; |
| 218. | S 68° 41' 24" W a distance of 27.19 feet; | 251. | N 88° 22' 11" W a distance of 25.20 feet; |
| 219. | S 72° 28' 10" W a distance of 26.92 feet; | 252. | N 88° 24' 09" W a distance of 34.65 feet; |
| 220. | S 72° 23' 23" W a distance of 26.00 feet; | 253. | N 88° 23' 53" W a distance of 29.41 feet; |
| 221. | S 70° 17' 29" W a distance of 27.18 feet; | 254. | N 87° 13' 04" W a distance of 30.21 feet; |
| 222. | S 68° 11' 21" W a distance of 28.17 feet; | 255. | N 86° 21' 19" W a distance of 31.47 feet; |
| 223. | S 68° 11' 55" W a distance of 28.31 feet; | 256. | N 85° 28' 26" W a distance of 32.34 feet; |
| 224. | S 68° 02' 26" W a distance of 28.95 feet; | 257. | N 84° 42' 28" W a distance of 33.73 feet; |
| 225. | S 69° 29' 32" W a distance of 29.75 feet; | 258. | N 85° 15' 25" W a distance of 35.41 feet; |
| 226. | S 71° 02' 53" W a distance of 29.23 feet; | 259. | N 84° 44' 44" W a distance of 11.88 feet |
| 227. | S 73° 10' 29" W a distance of 27.76 feet; | | to the point of intersection with the east line of |
| 228. | S 74° 45' 56" W a distance of 27.07 feet; | | said NE ¼ of said Section 13; |
| 229. | S 76° 30' 21" W a distance of 27.01 feet; | | thence N 00° 14' 12" E along said east line of |
| 230. | S 77° 53' 04" W a distance of 25.96 feet; | | said NE ¼ of said Section 13 a distance of 22.08 |
| 231. | S 80° 36' 50" W a distance of 37.64 feet; | | feet to the Point of Beginning containing 8.03 |
| 232. | S 81° 54' 30" W a distance of 26.00 feet; | | acres more or less. |
| 233. | S 83° 11' 19" W a distance of 25.74 feet; | | |
| 234. | S 82° 00' 47" W a distance of 25.30 feet; | | |
| 235. | S 80° 13' 10" W a distance of 25.35 feet; | | |
| 236. | S 80° 28' 29" W a distance of 25.95 feet; | | |
| 237. | S 79° 54' 14" W a distance of 25.97 feet; | | |

Lake Gulch Whiskey Resort Annexation No.4

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S $77^{\circ}17'58''$ E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

Thence S $88^{\circ}20'50''$ E along the City of Black Hawk Boundary a distance of 663.62 feet to the S $\frac{1}{16}$ th corner of Sections 17 and 18;

thence S $00^{\circ}00'33''$ W along the east line of the SE $\frac{1}{4}$ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;

thence N $89^{\circ}44'17''$ W along the south line of the SE $\frac{1}{4}$ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;

thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N $58^{\circ}27'45''$ W a distance of 15.49 feet;
2. N $53^{\circ}53'44''$ W a distance of 30.11 feet;
3. N $49^{\circ}36'04''$ W a distance of 29.00 feet;
4. N $45^{\circ}38'04''$ W a distance of 24.91 feet;
5. N $43^{\circ}37'26''$ W a distance of 41.87 feet;
6. N $45^{\circ}53'24''$ W a distance of 48.20 feet;
7. N $48^{\circ}44'08''$ W a distance of 91.48 feet;
8. N $51^{\circ}45'51''$ W a distance of 57.67 feet;
9. N $56^{\circ}17'05''$ W a distance of 38.86 feet;
10. N $55^{\circ}46'17''$ W a distance of 29.95 feet;
11. N $61^{\circ}28'38''$ W a distance of 33.37 feet;
12. N $61^{\circ}39'09''$ W a distance of 33.01 feet;
13. N $60^{\circ}16'48''$ W a distance of 30.28 feet;
14. N $63^{\circ}19'05''$ W a distance of 29.27 feet;
15. N $59^{\circ}18'04''$ W a distance of 25.17 feet;
16. N $58^{\circ}03'45''$ W a distance of 30.82 feet;

17. N $54^{\circ}46'58''$ W a distance of 26.38 feet;
 18. N $54^{\circ}37'49''$ W a distance of 25.73 feet;
 19. N $52^{\circ}04'36''$ W a distance of 27.04 feet;
 20. N $44^{\circ}08'01''$ W a distance of 29.13 feet;
 21. N $32^{\circ}05'32''$ W a distance of 27.59 feet;
 22. N $33^{\circ}47'37''$ W a distance of 7.58 feet;
 23. N $11^{\circ}08'36''$ E a distance of 19.58 feet;
 24. N $10^{\circ}04'56''$ E a distance of 25.34 feet;
 25. N $11^{\circ}03'12''$ E a distance of 31.62 feet;
 26. N $11^{\circ}50'43''$ E a distance of 31.40 feet;
 27. N $09^{\circ}29'42''$ E a distance of 30.12 feet;
 28. N $10^{\circ}22'47''$ E a distance of 30.16 feet;
 29. N $13^{\circ}18'52''$ E a distance of 15.92 feet;
 30. N $11^{\circ}45'46''$ E a distance of 29.86 feet;
 31. N $14^{\circ}06'12''$ E a distance of 47.10 feet;
 32. N $13^{\circ}41'03''$ E a distance of 24.47 feet to the point of intersection with line 2-3 of the Rickard Lode, US Mineral Survey No. 16283;
- thence N $67^{\circ}02'38''$ E along said line 2-3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;
- thence N $23^{\circ}02'09''$ W along line 3-4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;
- thence S $67^{\circ}01'09''$ W along line 4-1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3-4 of the Olivia Lode, US Mineral Survey No. 13916;
- thence S $29^{\circ}39'14''$ E along said line 3-4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode;
- thence S $60^{\circ}16'49''$ W along line 4-1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode;
- thence N $29^{\circ}41'13''$ W along line 1-2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4-1 of said Rickard Lode;

thence S 67° 01' 09" W along said line 4-1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road;

thence along said easterly edge of said Lake Gulch Road the following 14 courses:

1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;
8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.

Lake Gulch Whiskey Resort Annexation No.5

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex

Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning.

Thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline of said NW ¼ and City of Black Hawk Patented Boundary a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
2. S 77° 56' 07" W a distance of 54.90 feet;
3. S 75° 45' 56" W a distance of 33.64 feet;
4. S 75° 55' 53" W a distance of 32.92 feet;
5. S 76° 19' 36" W a distance of 34.21 feet;
6. S 76° 11' 24" W a distance of 34.36 feet;
7. S 77° 18' 33" W a distance of 34.86 feet;
8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;

thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;

thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;

thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:

1. S 80° 36' 50" W a distance of 18.54 feet;
2. S 81° 54' 30" W a distance of 25.51 feet;

3. S 83° 11' 19" W a distance of 25.72 feet;
4. S 82° 00' 47" W a distance of 25.87 feet;
5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

Lake Gulch Whiskey Resort Annexation No.6

Legal Description

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Extension Lode, US Mineral Survey No. 9722 being the Point of Beginning.

thence N 24° 10' 55" E along said line 2-1 of said Notaway Extension Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;

thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;

thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Extension Lode;

thence N 24° 10' 55" E along said Line 2-1 of said Notaway Extension Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Patented Boundary;

thence S 89° 38' 09" E along said east-west centerline and City of Black Hawk Patented Boundary a distance of 756.52 feet to the point

of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;

thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;

thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;

thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;

thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;

thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.7

Legal Description

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;

thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.

Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US

Mineral Survey No. 970;

thence N 44° 29' 09" E along line 4-3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;

thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW ¼ of said Section 17;

thence S 01° 03' 00" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east-west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;

thence S 55° 22' 15" W along said line 1-2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;

thence S 34° 54' 36" E along line 2-3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north-south centerline of the SW ¼ of said Section 17;

thence S 00° 21' 55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;

thence S 88° 35' 30" W along the east-west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

LAKE GULCH WHISKEY RESORT

A PLANNED UNIT DEVELOPMENT

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO



TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	PUD SUBMITTAL			3.3.2020
2	PUD RE-SUBMITTAL			3.12.2020
3	PUD RE-SUBMITTAL			3.18.2020

SHEET No.

1 of 2
COVER SHEET

PROJECT NARRATIVE

THE RSM (RICHEST SQUARE MILE) RANCH PROPERTY IS AN APPROXIMATELY 327-ACRE ASSEMBLAGE OF MINING CLAIMS LOCATED APPROX. 6 MILES NORTHWEST OF INTERSTATE 70 AT EXIT 243, IN GILPIN COUNTY. THE RSM RANCH PROPERTY IS STEEPED IN GOLD MINING HISTORY. WITH THE EXCEPTION OF CERTAIN MINING STRUCTURES, THERE HAVE NOT BEEN ANY IMPROVEMENTS MADE ON THE RSM. THE TERRAIN IS MOUNTAINOUS, BUT IS HAS A SUITABLE AMOUNT OF BUILDABLE LAND TO SUPPORT A DISTILLERY, VISITOR CENTER, AND RELATED OPERATIONS. THERE IS AN INTERGOVERNMENTAL AGREEMENT (IGA) IN PLACE BETWEEN THE CITY OF CENTRAL, THE CITY OF BLACK HAWK, THE COUNTY OF GILPIN, AND THE BLACK HAWK-CENTRAL CITY SANITATION DISTRICT RELATED TO FUTURE GROWTH OF THE AREA. THE ROUGHLY 220-ACRE PORTION OF THE RSM RANCH PROPERTY WITHIN BLACK HAWK'S IGA GROWTH BOUNDARY IS PROPOSED TO BE ANNEXED INTO BLACK HAWK AND IS THE PROPERTY SUBJECT TO THIS PLANNED DEVELOPMENT APPLICATION.

THE PROJECT PROPOSES TO DEVELOP THE RSM RANCH PROPERTY TO BECOME THE NEW HEADQUARTERS, BRAND HOME, DISTILLERY OPERATIONS AND VISITOR EXPERIENCE. FOR TINCUP WHISKEY, AN ESTABLISHED BRAND, THE CONCEPTUAL SITE PLAN IMPROVEMENTS INCLUDE: A DISTILLERY, RESTAURANT, VISITOR'S CENTER, OFFICES, BARRELING HALL, PACKAGING BUILDINGS, BARREL HOUSES, EVENTS BUILDING, CABINS AND LODGE, BARN AND FARM BUILDINGS, VIP TASTING ROOMS, AN AMPHITHEATER, A CARETAKER'S RESIDENCE, AND VARIOUS OTHER VISITOR EXPERIENCE ELEMENTS.

LEGAL DESCRIPTION

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M., COUNTY OF GILPIN, STATE OF COLORADO – AS DESCRIBED IN LAKE GULCH WHISKEY RESORT ANNEXATION PLATS NO. 1, 2, 3, 4, 5, 6 AND 7.

VESTED RIGHTS STATEMENT

This plan constitutes a site specific development plan as defined in §24-68-101, et seq., C.R.S., and Ordinance No. 98-62 of the City of Black Hawk. The terms and conditions of such approval are contained in Resolution No. _____ adopted by the City on _____ and available at City Hall, 201 Selak Street, Black Hawk, Colorado.

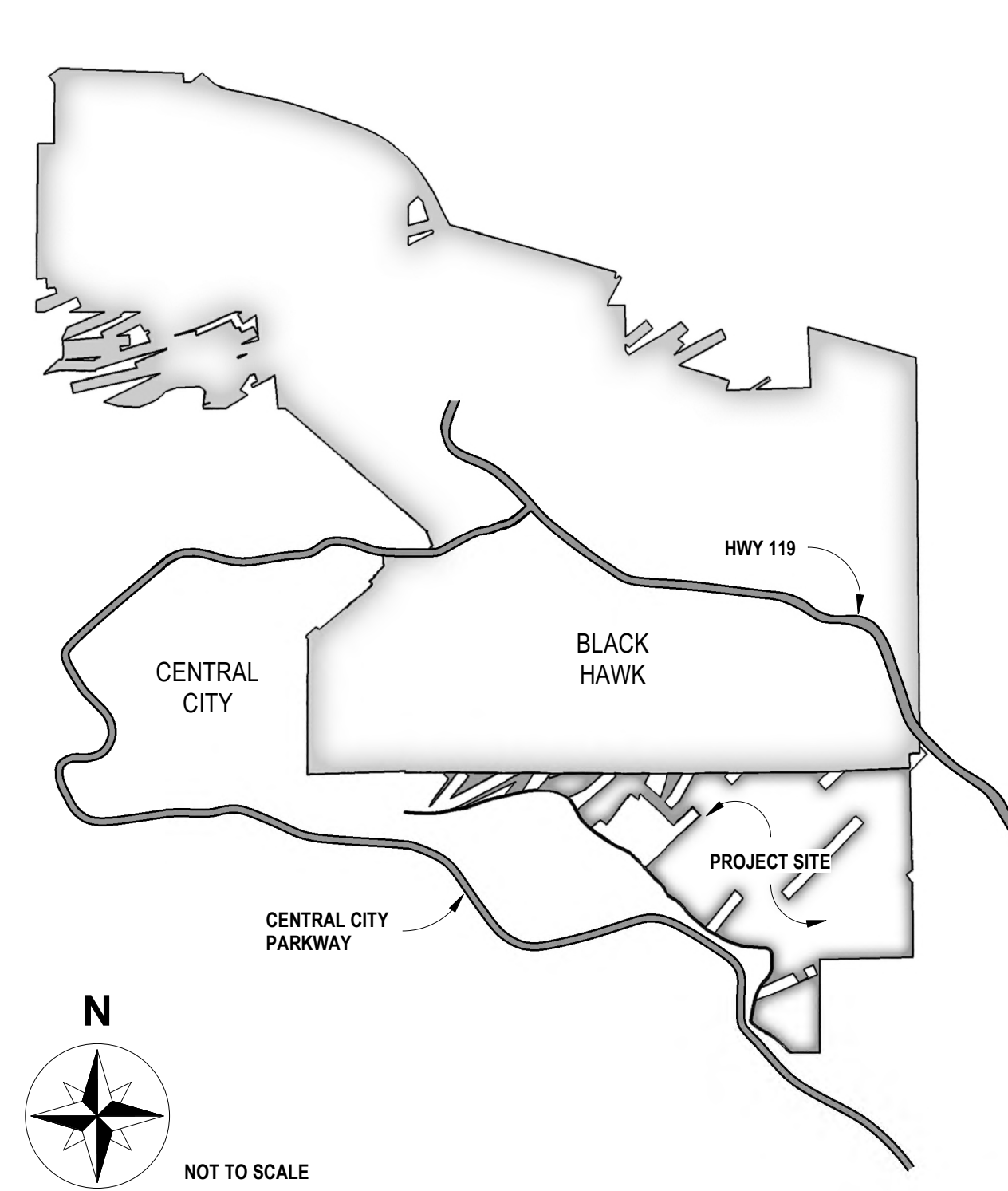
STANDARD FLEXIBILITY STATEMENT

The graphic drawings contained within this Planned Unit Development are intended to depict general locations and illustrate concepts of the textual provisions of this Planned Unit Development. In granting PUD approval, the City Council may allow minor variations for the purpose of establishing:

- Final road alignments.
- Final configuration of lot and tract sizes and shapes.
- Final building envelopes.
- Final access and parking locations.
- Landscape adjustments.

In the future, if any other uses are proposed on the property, either with a change of ownership or use transition, the City Manager shall be authorized to evaluate any new proposed use(s) and determine and approve a proposed use if they are similar in nature and impact to the allowed permitted uses herein. If a proposed use is not so similar in nature and impact, then an application for a Planned Unit Development amendment will be required and processed through the applicable Black Hawk Municipal Code process.

VICINITY MAP



GENERAL PROVISIONS AND DEVELOPMENT GUIDE

Statement of Purpose

The purpose of this Development Guide is to establish Development Standards for the improvement of the property indicated herein. The standards contained in this Development Guide are intended to carry out the goals for development of this property. We are seeking Commercial/Business Services (C/B/S) zoning for the property and have utilized the Planned Unit Development (PUD) overlay as a method to include and expand uses pertinent to the development of the property, and not currently noted as allowable uses under a C/B/S zoning designation. The list of permitted uses is consistent with the general uses as noted in the City of Black Hawk Municipal Code.

It is anticipated that further annexations will be desired by the property owner. Subject to approval by the City of Black Hawk, it is the intent that this PUD – its General Provisions and Permitted Uses - will expand to include property that is to be added to the project and annexed to the City of Black Hawk. It is anticipated that the development standards of this PUD may be modified – depending on size and location of added parcels. All such expansions and modifications shall be processed per the City of Black Hawk Municipal Code.

Architectural Intent

Buildings will be designed to reflect the rich mining history of the Black Hawk area. Just as mining buildings of the past were authentic in part because of their utilitarian nature, so too will the buildings here be reflective of their uses and the way buildings are constructed today. Building forms will be reminiscent of forms historically found in mining communities of the Rocky Mountain West. While acknowledging modern construction materials and techniques, building materials will also be chosen to be consistent and complementary to those found in historic mountain mining areas of the West. Architectural reviews and decisions by the City for approval will be completed with each Site Development Plan application through the Certificate of Architectural Compatibility (COAC) process with each phase of development.

Application

These standards shall apply to all property contained within the Lake Gulch Whiskey Resort PUD as shown on the PUD Plan and in these Development Standards. These requirements shall become the governing standards for review, approval and modification of all uses occurring on the site. Provisions of this guide shall prevail and govern the use of the site. The Municipal Code and Regulations for the City of Black Hawk shall apply where the provisions of this guide do not address a specific subject. This guide shall supersede the City of Black Hawk Municipal Code where such code is found in conflict with the provisions of this guide. Site Development Plans, Subdivision Plats, COAC, Building Permits, and/or applicable permit and approvals may be required prior to construction and occupancy and any improvement.

Control Over Use

After adoption of these Development Standards:

- Any new building or other structure, may be used as provided for in these Development Standards;
- Any parcel of land contained within the PUD, as well as parcels acquired and annexed and/or zoned in the future, may be developed as provided for in these Development Standards as amended;
- The use of any existing building, other structures, or parcel of land may be changed or extended as provided for in these Development Standards, and
- Any existing building or other structure may be enlarged, reconstructed, structurally altered, converted or relocated for any purpose permitted or required by the provisions of these Development Standards.

Control Over Location and Bulk

After adoption of these Development Standards, the location and bulk of all buildings and other structures built after the effective date of these Development Standards shall be in conformance with:

- All applicable standards contained within these Development Standards and
- Any other applicable standards of the City of Black Hawk, where such standards are not specifically addressed in these Development Standards.

Purpose

The purpose of this section is to establish general provisions and clarify standards for the development that may occur in the PUD.

DEVELOPMENT STANDARDS

Building Heights

- | | |
|----------------------------------|-------------------|
| Lodging - | not to exceed 50' |
| Commercial/Light Industrial - | not to exceed 75' |
| Residential (1 Caretaker Unit) - | not to exceed 40' |

Maximum Building Square Footage by Use

- | | |
|----------------------------------|--------------------------|
| Lodging - | not to exceed 100,000 sf |
| Commercial/Light Industrial - | not to exceed 500,000 sf |
| Residential (1 Caretaker Unit) - | not to exceed 5000 sf |

Lot Area and Width

Lot Area and Width Requirements shall apply to the Lake Gulch Whiskey Resort property as a whole and not individual claims and parcels comprising the property, and shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Minimum Lot Size shall be 20,000 SF and Minimum Dimensional Requirements shall be 150' and 150' deep.

Setbacks

Minimum Setback Requirement shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Minimum Setbacks shall be 15'.

Open Space

Minimum Open Space Requirement shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Maximum Impervious Coverage shall be 35%.

Parking

It is in the best interest of all parties to ensure that parking needs for the various uses on the site be accommodated on the property – and this is the intent of the project. Where possible and where the uses and parking space count metrics match up, City of Black Hawk parking standards can be used. However, recognizing that some of the uses anticipated are not directly reflected in the City's use tables, parking for those uses will be provided commensurate with the needs of the specific various uses. Parking shall be reviewed and approved during the Site Development Plan process.

Two types of parking are anticipated: paved and striped parking will be provided for the majority of everyday activities taking place on the site – including normal visitor functions. At very busy times (holidays, larger events), temporary overflow parking will be provided by the owner. The overflow parking will be in areas accessible from paved drives or parking lots and will be graded and/or seeded with grasses/vegetation to serve as temporary parking, and must be continuously maintained to not create drainage and/or nuisance issues on the property.

Off-site parking will be allowed for Large Events. For these events, shuttles will be utilized to move people from remote lots to the property, subject to the City of Black Hawk special events permitting.

Allowable Building Materials

Proposed Exterior Architectural Treatment shall be in accordance with the City of Black Hawk Municipal Code and the Black Hawk Design Guidelines, except that exposed concrete is allowed at building foundations. All architecture and materials will be reviewed during the SDP and COAC process with each phase.

Storage/Trash

Outdoor storage of materials and equipment is anticipated. Trash and refuse storage shall be provided in convenient locations and shall be screened from public view.

Lighting

The intent of the Proposed Exterior Lighting is to be low level, rural in nature, and compliant with 'dark sky' guidelines, with the exception of truck yards or other areas that might require a higher intensity of lighting for safety. Lighting improvements to Lake Gulch Road are not included in these development requirements, except that low level street lighting is proposed for the Tincup Road & Lake Gulch Road intersection. Lighting improvements are also proposed for the Tincup Road & driveway intersection.

Signage

Signs on this property will be subject to the City of Black Hawk sign regulations outlined in Chapter 15 of the Municipal Code as well as with a future Comprehensive Sign Plan (CSP) that will address desired signs, allowed signs, and future signs on the property(s). Proposed signage will be allowed to be illuminated in a manner consistent with a rural setting, and the proposed signage sizes and heights may exceed those values listed in Chapter 15. A CSP application will be necessary in the future as more definitive site development plans for these properties progress and more specific signage options are considered.

PERMITTED USES

Description

The zoning is intended to facilitate the development of the property within the PUD area to create a new headquarters, brand home, distillery operation and visitor experience, for Tincup Whiskey, an established brand.

Intent

- Develop a design that recognizes, and honors, the area's rich mining history.
- Develop a site plan that indicates conceptual improvements for the new headquarters and distillery operations for Tincup Whiskey, including Distillery, Restaurant, Visitor's Center, Offices, Barreling Hall, Packaging Buildings, Barrel Houses, Events Building, Cabins and Lodge, Barn and Farm Buildings, VIP Tasting Rooms, and various other Visitor Experience elements.
- Provide zoning flexibility to adjust to potential future changes in use. While some of the future potential uses are not currently proposed for specific locations on the site, the plan would allow for such future uses without the need to amend the PUD.
- Provide flexibility, under this plan, to combine the unique aspects of an operating distillery with a world-class visitor experience.

Permitted Principal Uses

The uses noted below are specifically allowed under the PUD. In addition to the uses specifically allowed under the PUD, any other uses permitted in the C/B/S zone district are permitted per the Use Regulations. The C/B/S Special Review Uses listed in Section 16-94(d) shall not be permitted either as a principal use or a special review use.

RETAIL AND SERVICES

Visitor Center
Gift Shop/Retail
Guest Retail/Artisan Demonstrations
Artisan Demonstrations
Child Care
Chapel

LODGING ACCOMMODATIONS (Not Exceeding 30 Days)

Multi-room Hotel/Lodge for Short-Term Rentals
Cabins for Short-Term Rentals
Camping, including Yurt-like structures
Recreational Vehicles

RESTAURANTS

Specialty Restaurants
Food Trucks (parked in designated areas on an approved SDP)

INDOOR RECREATION AND AMUSEMENT

Museum
Art Gallery
Guest Tours
Visitor Participation in select Bottling and/or Labeling operations

BARS AND LOUNGES

Tasting Rooms

OFFICES

PARKS AND COMMON AREAS

PARKING FOR ON-SITE USES

OUTDOOR RECREATION AND AMUSEMENTS

Rodeo Arena
Keeping of Animals in a Stable, Barn, Corral, or Pasture. Domestic Livestock shall be confined.
Recreational Trails
Tours
Watch Tower
Shooting Range
Passive and Active Recreation

EVENTS

Amphitheater
Wedding Venue (Indoor and Outdoor)
Convention Center
Meeting Hall
Events, Small (250 or fewer attendees)
Events, Large (greater than 250 attendees) subject to review of a Special Event Permit

RESIDENTIAL

Caretaker Residence; Limited to one (1) residential unit in entire PUD

TRANSPORTATION

Private Shuttle Stop
Fixed Guide-way Transportation system
Helipad
Truck Loading Operations

WAREHOUSE AND WHOLESALE

Whiskey Barrel Aging

LIGHT INDUSTRIAL

Distillation of spirits
Bottling
Shipping and Receiving
Light Manufacturing

UTILITY INFRASTRUCTURE

RESEARCH AND DEVELOPMENT FACILITIES

Laboratory

VOCATIONAL TRAINING CENTER, SCHOOL

PRODUCTION, FABRICATION OR ASSEMBLY ACTIVITIES

Distillery and any uses customarily appurtenant to distilling operations
Outdoor Storage Silos and other outdoor storage uses customarily appurtenant to distilling operations
Bottling Plant

RETAIL SALES OF PRODUCTS PRODUCED BY THE PRIMARY LIGHT INDUSTRIAL USE

GROWING AND HARVESTING OF CROPS

Farm and Garden

PERMITTED ACCESSORY USES

Uses which are customarily incidental to any of the permitted principal uses and are located on the same lot.

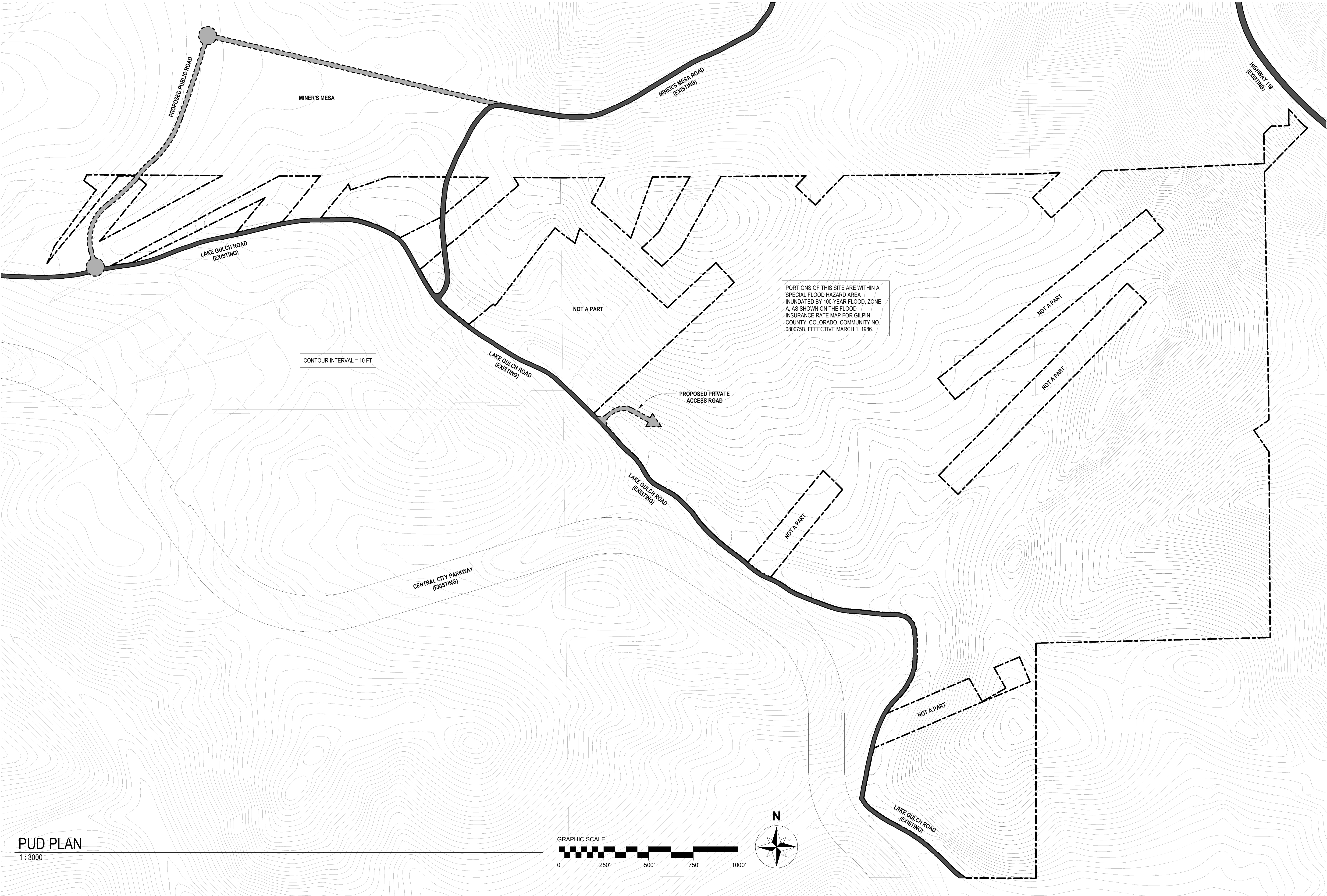
RESIDENTIAL USES (Maximum dwelling units/acre - the ultimate location and density of the residential shall be determined at the time of subdivision plat and/or site development plan)

- Dwelling, multi-family (12.5 DU/acre)
- Dwelling, single family detached (0.8 DU/acre)
- Dwelling, single family attached a.k.a. townhome/cluster (8.5 DU/acre)

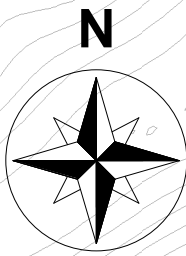
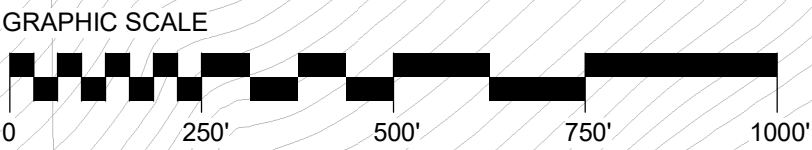
LAKE GULCH WHISKEY RESORT

A PLANNED UNIT DEVELOPMENT

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO



PUD PLAN
1:3000



DISCLAIMER:
THESE DOCUMENTS ARE PROVIDED BY COBURN ARCHITECTURE INC., FOR THE DESIGN INTENT OF THIS SPECIFIC PROJECT AND ONLY THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION, METHODS AND MATERIALS REQUIRED FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. THIS INCLUDES BUT IS NOT LIMITED TO THE QUALITY OF WORKMANSHIP AND MATERIALS REQUIRED FOR EXECUTION OF THESE DOCUMENTS AND WORK OR MATERIALS SUPPLIED BY ANY SUBCONTRACTORS. ALL WORK SHALL COMPLY WITH GOVERNING CODES AND ORDINANCES. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL DOCUMENTS AND SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DRAWINGS, FIELD CONDITIONS OR DIMENSIONS.

ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR / CHECKED	DATE
1	PUD SUBMITTAL		1.3.2020
2	PUD RE-SUBMITTAL		3.12.2020
3	PUD RE-SUBMITTAL		3.18.2020

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Black Hawk Board of Aldermen shall hold a public hearing concerning the initial zoning of newly annexed land to the Commercial/Business Services (C/BS) zoning district and the Planned Unit Development (PUD) overlay zoning district, located on property described in Exhibit A and generally located south of the present City limits and north & east of Lake Gulch Road, pursuant to the City of Black Hawk zoning ordinance.

The public hearing is to be held before the City of Black Hawk Board of Aldermen on Wednesday, March 25, 2020 at 3:00 p.m. or as soon as possible thereafter. The public hearing shall be held in the City of Black Hawk Council Chambers located at 211 Church Street, Black Hawk, Colorado, 80422, or at such other time or place in the event these hearings are adjourned.

ALL INTERESTED PARTIES MAY ATTEND

Melissa A. Greiner
City Clerk

Exhibit A

LEGAL DESCRIPTION

Lake Gulch Whiskey Resort Annexation No. 1

A parcel of land located in Sections 17 & 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East $\frac{1}{4}$ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W $\frac{1}{4}$ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N $00^{\circ}14'12''$ E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N $69^{\circ}30'48''$ E a distance of 3,617.79 feet to the point of intersection of line 3-4 of the Clay County Lode, US Mineral Survey No. 360 with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824 being the Point of Beginning.

Thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Lode a distance of 296.23 feet to the point of intersection with line 3-2 of the Blow Out Lode, US Mineral Survey No. 18776; thence N $19^{\circ}46'26''$ E along said line 3-2 of said Blow Out Lode a distance of 361.74 feet to the point of intersection with the east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Boundary; thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ a distance of 208.47 feet to the point of

intersection with line 1-2 of the Great Britian Lode, US Mineral Survey No. 18776; thence S $29^{\circ}18'00''$ W along said line 1-2 of said Great Britian Lode a distance of 353.67 feet to corner No. 2 of said Great Britian Lode; thence S $46^{\circ}17'00''$ W along line 2-3 of said Great Britian Lode a distance of 131.10 feet to the point of intersection with line 4-1 of said Williams Crossing Lode; thence S $47^{\circ}53'33''$ E along said line 4-1 of said Williams Crossing Lode a distance of 149.95 feet to the point of intersection with line 6-7 of said Great Britian Lode; thence N $46^{\circ}22'45''$ E along said line 6-7 of said Great Britian Lode a distance of 142.56 feet to corner No. 7 of said Great Britian Lode; thence N $29^{\circ}19'49''$ E along line 7-8 of said Great Britian Lode a distance of 461.80 feet to the point of intersection with said east-west centerline of the NE $\frac{1}{4}$ of said Section 18 and the City of Black Hawk Boundary; thence N $89^{\circ}32'31''$ E along said east-west centerline of the NE $\frac{1}{4}$ a distance of 474.24 feet to the point of intersection with line 16-15 of the Gold Tunnel No. 21 Lode, US Mineral Survey No. 4589; thence S $43^{\circ}56'47''$ W along said line 16-15 of the Gold Tunnel No. 21 Lode a distance of 81.81 feet to corner No. 15 of the said Gold Tunnel No. 21 Lode; thence S $46^{\circ}21'54''$ E along line 15-14 of the said Gold Tunnel No. 21 Lode, a distance of 150.01 feet to corner no. 14 of the said Gold Tunnel No. 21 Lode;

thence N 43° 56' 15" E along line 14-13 of the said Gold Tunnel No. 21 Lode, a distance of 227.88 feet to the point of intersection with the east-west centerline of the NE ¼ of said Section 18 and the City of Black Hawk Boundary;
thence N 89° 32' 31" E along said east-west centerline of the NE ¼ a distance of 1040.34 feet to the N 1/16th corner of Sections 17 and 18;
thence N 87° 26' 32" E along the east-west centerline of the NW ¼ of said Section 17 a distance of 165.11 feet to the point of intersection with line 3-2 of said East Williams Lode, US Mineral Survey No. 588;
thence S 47° 19' 59" W along said line 3-2 of the East Williams Lode a distance of 204.89 feet to corner No. 2 of said East Williams Lode;
thence S 42° 44' 49" E along line 2-1 of said East Williams Lode a distance of 152.37 feet to corner No. 1 of said East Williams Lode;
thence N 47° 20' 23" E along line 1-4 of said East Williams Lode a distance of 385.62 feet to the point of intersection with said east-west centerline of the NW ¼ of said Section 17;
thence N 87° 26' 32" E along said east-west centerline of the NW ¼ of said Section 17 a distance of 906.14 feet to the NW 1/16th corner of said Section 17;
thence N 01° 02' 29" W along the north-south centerline of said NW ¼ of said Section 17 and along the City of Black Hawk boundary a distance of 164.47 feet to the point of intersection with line 1-2 of the Mary Miller Lode, US Mineral Survey No. 969;
thence N 44° 28' 35" E along said line 1-2 of said Mary Miller Lode a distance of 60.92 feet to the point of intersection with said City of Black Hawk boundary;
thence N 88° 00' 45" E along said City of Black Hawk boundary a distance of 96.85 feet;
thence N 00° 18' 42" W along said City of Black Hawk boundary a distance of 91.93 feet to the point of intersection with line 6-5 of the Morgan Placer US Mineral Survey No. 226;
thence S 42° 19' 52" E along said line 6-5 of said Morgan Placer a distance of 92.75 feet to corner No. 5 of said Morgan Placer;
thence S 41° 03' 33" E along Colorado Department of Transportation deed recorded at Reception No. 141956 Gilpin County Records a distance of 12.42 feet to a CDOT 3 ¼ " aluminum cap;
thence S 49° 47' 21" E continuing along said Reception No. 141956 a distance of 43.07 feet to the point of intersection with line 3-4 of said Mary Miller Lode;
thence S 44° 27' 10" W along said line 3-4 of said Mary Miller Lode a distance of 340.78 feet to the north-south centerline of said NW ¼ of said Section 17;
thence S 42° 07' 27" W a distance of 980.96 feet to corner No. 3 of the Little Mattie Lode, US Mineral Survey No. 970;

thence N 45° 33' 27" W along line 3-2 of said Little Mattie Lode a distance of 149.96 feet to corner No. 2 of said Little Mattie Lode;
thence S 44° 28' 40" W along line 2-1 of said Little Mattie Lode a distance of 1499.34 feet to corner No. 1 of said Little Mattie Lode;
thence S 45° 17' 32" E along line 1-4 of said Little Mattie Lode a distance of 149.75 feet to corner No. 4 of said Little Mattie Lode;
thence S 27° 33' 11" E a distance of 938.48 feet to the S 1/16th corner of Sections 17 and 18;
thence N 88° 20' 50" W a distance of 663.62 feet to a point on the easterly edge of Lake Gulch Road, County Road 6;
thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 04° 13' 02" W a distance of 31.99 feet;
2. N 07° 44' 55" W a distance of 32.64 feet;
3. N 18° 09' 05" W a distance of 33.14 feet;
4. N 38° 37' 56" W a distance of 34.32 feet;
5. N 53° 47' 50" W a distance of 29.23 feet;
6. N 75° 08' 14" W a distance of 35.56 feet;
7. N 85° 37' 54" W a distance of 30.90 feet;
8. S 89° 52' 43" W a distance of 27.50 feet;
9. N 87° 06' 51" W a distance of 30.91 feet;
10. N 85° 25' 50" W a distance of 33.32 feet;
11. N 83° 57' 02" W a distance of 32.67 feet;
12. N 82° 55' 20" W a distance of 27.68 feet;
13. N 84° 02' 37" W a distance of 25.81 feet;
14. N 85° 10' 50" W a distance of 29.44 feet;
15. N 85° 57' 08" W a distance of 28.99 feet;
16. N 85° 47' 52" W a distance of 28.17 feet;
17. N 81° 25' 50" W a distance of 28.60 feet;
18. N 76° 41' 49" W a distance of 29.15 feet;
19. N 73° 08' 35" W a distance of 28.55 feet;
20. N 70° 53' 21" W a distance of 28.11 feet;
21. N 69° 40' 34" W a distance of 29.60 feet;
22. N 69° 16' 06" W a distance of 30.58 feet;
23. N 69° 23' 51" W a distance of 31.51 feet;
24. N 69° 00' 03" W a distance of 30.04 feet;
25. N 67° 48' 40" W a distance of 31.55 feet;
26. N 68° 24' 20" W a distance of 27.25 feet;
27. N 62° 37' 03" W a distance of 29.46 feet;
28. N 58° 52' 53" W a distance of 25.03 feet;
29. N 54° 58' 57" W a distance of 28.04 feet;
30. N 57° 56' 49" W a distance of 30.20 feet;
31. N 61° 34' 17" W a distance of 32.80 feet;
32. N 66° 40' 06" W a distance of 25.01 feet to a point on line 1-4 of Washingtons Day Lode, US Mineral Survey 11885;

thence along said line 1-4 N 39° 23' 17" E a distance of 633.47 feet to corner No. 4 of said Washingtons Day Lode;
thence along line 4-3 of said Washingtons Day Lode N 45° 12' 18" W a distance of 150.58 feet to corner No. 3 of said Washingtons Day Lode;
thence N 40° 53' 21" W a distance of 1,096.94 feet;
thence N 47° 01' 18" E a distance of 320.86 feet;

thence N 42° 58' 23" W a distance of 169.95 feet;
 thence S 47° 00' 48" W a distance of 314.68 feet;
 thence N 40° 53' 21" W a distance of 710.26 feet to the
 Point of Beginning,
 EXCEPT the Denver Lode, US Mineral Survey 745, total
 parcel containing 95.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.2

A parcel of land located in Section 18, Township 3 South,
 Range 72 West of the 6th Principal Meridian, County of
 Gilpin, State of Colorado, being more particularly
 described as follows:

Commencing at the East ¼ corner of Section 13, T3S,
 R73W, being a US BLM standard brass cap, stamped "T3S
 R73W R72W ¼ S13 1980" from whence the northeast
 corner of said Section 13, being a US BLM standard brass
 cap, stamped "T3S R73W R72W CC S12 S13 1980", bears
 N 00°14'12" E, a distance of 2,639.74 feet, said line
 forming the Basis of Bearing for this description; thence N
 69° 30' 48" E a distance of 3,617.79 feet to the point of
 intersection of line 3-4 of the Clay County Lode, US
 Mineral Survey No. 360 with line 4-1 of the Williams
 Crossing Lode, US Mineral Survey No. 15824 being the
 Point of Beginning.

Thence S 40° 53' 21" E along the City of Black Hawk
 Boundary a distance of 710.26 feet;
 thence N 47° 00' 48" E a distance of 314.68 feet;
 thence S 42° 58' 23" E a distance of 169.95 feet;
 thence S 47° 01' 18" W a distance of 320.86 feet;
 thence S 40° 53' 21" E a distance of 1096.94 feet to corner
 No. 3 of the Washingtons Day Lode, US Mineral Survey
 11885;
 thence along line 3-2 of said Washingtons Day Lode S 39°
 23' 18" W a distance of 664.25 feet to a point on the
 easterly edge of Lake Gulch Road, County Road 6;
 thence along said easterly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 24.56 feet;
2. N 50° 23' 24" W a distance of 26.25 feet;
3. N 53° 50' 43" W a distance of 25.59 feet;
4. N 53° 43' 00" W a distance of 33.90 feet;
5. N 52° 37' 45" W a distance of 28.19 feet;
6. N 51° 12' 12" W a distance of 30.55 feet;
7. N 49° 32' 52" W a distance of 30.52 feet;
8. N 48° 21' 34" W a distance of 28.91 feet;
9. N 47° 37' 34" W a distance of 28.24 feet;
10. N 45° 09' 35" W a distance of 27.49 feet;
11. N 43° 31' 15" W a distance of 28.13 feet;
12. N 42° 12' 45" W a distance of 27.54 feet;
13. N 38° 01' 46" W a distance of 25.88 feet;
14. N 34° 08' 31" W a distance of 30.46 feet;
15. N 37° 44' 53" W a distance of 28.83 feet;
16. N 42° 43' 23" W a distance of 30.25 feet;
17. N 43° 58' 04" W a distance of 27.96 feet;
18. N 45° 20' 47" W a distance of 27.74 feet;
19. N 49° 06' 25" W a distance of 26.55 feet;
20. N 51° 35' 16" W a distance of 26.06 feet;

21. N 59° 58' 24" W a distance of 29.16 feet;
22. N 61° 25' 24" W a distance of 33.52 feet;
23. N 61° 44' 13" W a distance of 33.59 feet;
24. N 59° 21' 59" W a distance of 26.42 feet;
25. N 49° 29' 24" W a distance of 26.70 feet;
26. N 37° 52' 45" W a distance of 31.32 feet;
27. N 30° 56' 40" W a distance of 24.48 feet;
28. N 29° 24' 22" W a distance of 27.32 feet;
29. N 33° 48' 48" W a distance of 27.44 feet;
30. N 38° 52' 14" W a distance of 38.09 feet;
31. N 46° 02' 34" W a distance of 25.97 feet;
32. N 47° 57' 34" W a distance of 35.15 feet;
33. N 47° 25' 27" W a distance of 31.08 feet;
34. N 43° 51' 36" W a distance of 31.28 feet;
35. N 39° 40' 26" W a distance of 30.10 feet;
36. N 41° 30' 58" W a distance of 32.61 feet;
37. N 41° 29' 04" W a distance of 32.31 feet;
38. N 41° 52' 51" W a distance of 35.65 feet;
39. N 42° 17' 50" W a distance of 25.71 feet;
40. N 44° 56' 55" W a distance of 26.51 feet;
41. N 47° 16' 09" W a distance of 32.58 feet;
42. N 44° 25' 34" W a distance of 5.81 feet to the
 point of intersection with line 4-3 of the Tariff Lode, US
 Mineral Survey No. 966;
 thence N 47° 01' 18" E along said line 4-3 of said Tariff
 Lode a distance of 1068.76 feet to corner No. 3 of said
 Tariff Lode;
 thence N 42° 58' 23" W along line 3-2 of said Tariff Lode a
 distance of 149.95 feet to corner No. 2 of said Tariff lode;
 thence S 47° 00' 48" W along line 2-1 of said Tariff Lode a
 distance of 367.57 feet to the point of intersection with line
 2-3 of the Williams Lode, US Mineral Survey No. 15824;
 thence N 47° 53' 26" W along said line 2-3 of said
 Williams Lode a distance of 660.81 feet to the point of
 intersection with line 6-5 of the East Clay County Lode,
 US Mineral Survey No. 18776;
 thence S 17° 31' 51" W along said line 6-5 of said East
 Clay County Lode a distance of 88.60 feet to the point of
 intersection with line 3-2 of the Clay County Lode, US
 Mineral Survey No. 329A;
 thence N 51° 26' 36" W along said line 3-2 of said Clay
 County Lode a distance of 26.56 feet to corner No. 4 of
 said Clay County Lode, US Mineral Survey No. 360;
 thence N 52° 11' 23" W along line 4-1 of said Clay County
 Lode, US Mineral Survey No. 360 a distance of 114.49
 feet to corner No. 2 of said Clay County Lode, US Mineral
 Survey No. 329A;
 thence S 37° 28' 00" W along line 2-1 of said Clay County
 Lode, US Mineral Survey No. 329A a distance of 547.96
 feet to the point of intersection with line 4-1 of the Clay
 County Lode, US Mineral Survey No. 329B;
 thence N 54° 01' 59" W along said line 4-1 of the Clay
 County Lode, US Mineral Survey No. 329B a distance of
 109.70 feet to corner No. 1 of said Clay County Lode, US
 Mineral Survey No. 329B;

thence S 50° 08' 44" W along line 1-2 of said Clay County Lode, US Mineral Survey No. 329B a distance of 172.25 feet to the point of intersection with the easterly edge of Lake Gulch Road;

thence along said easterly edge of Lake Gulch Road the following 12 courses:

1. N 52° 05' 43" W a distance of 4.07 feet;
2. N 50° 32' 17" W a distance of 30.12 feet;
3. N 48° 45' 27" W a distance of 31.84 feet;
4. N 48° 19' 15" W a distance of 29.52 feet;
5. N 44° 59' 11" W a distance of 32.08 feet;
6. N 38° 27' 56" W a distance of 34.04 feet;
7. N 34° 37' 33" W a distance of 32.85 feet;
8. N 32° 21' 41" W a distance of 28.92 feet;
9. N 30° 53' 34" W a distance of 33.92 feet;
10. N 29° 02' 31" W a distance of 37.67 feet;
11. N 28° 29' 34" W a distance of 25.05 feet;
12. N 28° 12' 54" W a distance of 1.33 feet to the

point of intersection with line 1-2 of the Caledonia Lode, US Mineral Survey No. MS 519;

thence N 49° 29' 47" E along said line 1-2 of said Caledonia Lode a distance of 724.79 feet to the point of intersection with line 6-5 of the Golden Gad Lode, US Mineral Survey No. 13048;

thence N 31° 43' 33" W along said line 6-5 of said Golden Gad Lode a distance of 50.45 feet to the point of intersection with the east-west centerline of said NW ¼ of said Section 18;

thence S 89° 38' 09" E along said east-west centerline of the NW ¼ and along the City of Black Hawk Boundary a distance of 258.49 feet to the N 1/16th corner on the north-south centerline of said Section 18;

thence N 89° 32' 31" E along the east-west centerline of the NE ¼ of said Section 18 and along the City of Black Hawk Boundary a distance of 246.17 feet to the point of intersection with line 3-4 of the Clay County Lode, US Mineral Survey No. 360;

thence S 27° 50' 26" W along said line 3-4 of said Clay County Lode a distance of 157.91 feet to the point of intersection with line 4-1 of the Williams Crossing Lode, US Mineral Survey No. 15824, the Point of Beginning, containing 29.21 acres more or less.

Lake Gulch Whiskey Resort Annexation No.3

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description feet; thence N 00°14'12" E along the east line of the NE ¼ of

said Section 13 a distance of 876.53 feet to the point of intersection with the northerly and easterly edge of Lake Gulch Road, County Road 6. Thence along said northerly and easterly edge of Lake Gulch Road the following 66 courses:

1. S 84° 44' 44" E a distance of 13.72 feet;
2. S 85° 15' 25" E a distance of 35.41 feet;
3. S 84° 42' 28" E a distance of 33.69 feet;
4. S 85° 28' 26" E a distance of 32.03 feet;
5. S 86° 21' 19" E a distance of 31.14 feet;
6. S 87° 13' 04" E a distance of 29.82 feet;
7. S 88° 23' 53" E a distance of 29.18 feet;
8. S 88° 24' 09" E a distance of 34.66 feet;
9. S 88° 22' 11" E a distance of 25.20 feet;
10. S 88° 22' 02" E a distance of 36.97 feet;
11. S 89° 43' 04" E a distance of 35.02 feet;
12. N 88° 16' 44" E a distance of 36.59 feet;
13. N 87° 31' 19" E a distance of 26.26 feet;
14. N 85° 29' 19" E a distance of 27.58 feet;
15. N 84° 48' 46" E a distance of 29.08 feet;
16. N 84° 07' 35" E a distance of 28.85 feet;
17. N 82° 03' 23" E a distance of 28.00 feet;
18. N 78° 58' 54" E a distance of 26.68 feet;
19. N 76° 54' 40" E a distance of 25.60 feet;
20. N 77° 08' 36" E a distance of 25.55 feet;
21. N 78° 10' 02" E a distance of 25.48 feet;
22. N 78° 39' 54" E a distance of 37.64 feet;
23. N 79° 54' 14" E a distance of 26.32 feet;
24. N 80° 28' 29" E a distance of 26.01 feet;
25. N 80° 13' 10" E a distance of 25.64 feet;
26. N 82° 00' 47" E a distance of 25.87 feet;
27. N 83° 11' 19" E a distance of 25.72 feet;
28. N 81° 54' 30" E a distance of 25.51 feet;
29. N 80° 36' 50" E a distance of 36.86 feet;
30. N 77° 53' 04" E a distance of 25.17 feet;
31. N 76° 30' 21" E a distance of 26.42 feet;
32. N 74° 45' 56" E a distance of 26.43 feet;
33. N 73° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 53" E a distance of 28.52 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.34 feet;
38. N 68° 11' 21" E a distance of 28.58 feet;
39. N 70° 17' 29" E a distance of 27.99 feet;
40. N 72° 23' 23" E a distance of 26.42 feet;
41. N 72° 28' 10" E a distance of 26.21 feet;
42. N 68° 41' 24" E a distance of 27.08 feet;
43. N 71° 51' 48" E a distance of 27.85 feet;
44. N 74° 45' 31" E a distance of 27.76 feet;
45. N 75° 42' 50" E a distance of 28.93 feet;
46. N 77° 13' 39" E a distance of 29.52 feet;
47. N 78° 51' 11" E a distance of 28.58 feet;
48. N 78° 32' 38" E a distance of 26.85 feet;
49. N 76° 41' 51" E a distance of 25.03 feet;
50. N 79° 17' 59" E a distance of 29.12 feet;
51. N 78° 11' 27" E a distance of 5.49 feet;

52. N 77° 38' 35" E a distance of 34.79 feet;
 53. N 77° 18' 33" E a distance of 34.86 feet;
 54. N 76° 11' 24" E a distance of 34.36 feet;
 55. N 76° 19' 36" E a distance of 34.21 feet;
 56. N 75° 55' 53" E a distance of 32.92 feet;
 57. N 75° 45' 56" E a distance of 33.64 feet;
 58. N 77° 56' 07" E a distance of 54.90 feet;
 59. N 79° 21' 17" E a distance of 32.59 feet;
 60. N 79° 51' 30" E a distance of 30.19 feet;
 61. N 81° 04' 54" E a distance of 30.69 feet;
 62. N 82° 42' 42" E a distance of 26.71 feet;
 63. N 85° 59' 16" E a distance of 29.83 feet;
 64. N 87° 30' 36" E a distance of 25.59 feet;
 65. N 89° 45' 47" E a distance of 26.85 feet;
 66. S 89° 47' 40" E a distance of 21.27 feet to the
 point of intersection with line 3-2 of the St. Anthony Lode,
 US Mineral Survey No. 19174;
 thence N 39° 31' 37" E along said line 3-2 of said St.
 Anthony Lode a distance of 246.50 feet to the point of
 intersection with line 1-6 of the Susan-Mary Lode, US
 Mineral Survey No. 694;
 thence S 19° 06' 00" E along said line 1-6 of said Susan-
 Mary Lode a distance of 35.27 feet to corner No. 6 of said
 Susan-Mary Lode;
 thence N 70° 54' 00" E along line 6-5 of said Susan-Mary
 Lode a distance of 224.97 feet to the point of intersection
 with the east-west centerline of the NW 1/4 of said Section
 18, the City of Black Hawk Boundary;
 thence S 89° 38' 09" E along said east-west centerline and
 City of Black Hawk Boundary a distance of 553.67 feet to
 the point of intersection with line 4-3 of the Golden Gad
 Lode, US Mineral Survey No. 13048;
 thence S 49° 45' 10" W along said line 4-3 of said Golden
 Gad Lode a distance of 340.06 feet to corner No. 3 of said
 Golden Gad Lode;
 thence S 63° 17' 40" W along line 3-2 of said Golden Gad
 Lode a distance of 259.61 feet to the point of intersection
 with the easterly edge of Lake Gulch Road;
 thence along said easterly edge of Lake Gulch Road the
 following 177 courses:
 79. S 47° 36' 27" E a distance of 20.45 feet;
 80. S 37° 01' 46" E a distance of 33.69 feet;
 81. S 31° 20' 23" E a distance of 35.62 feet;
 82. S 29° 21' 33" E a distance of 35.80 feet;
 83. S 28° 33' 24" E a distance of 35.14 feet;
 84. S 28° 15' 54" E a distance of 26.48 feet;
 85. S 28° 12' 54" E a distance of 25.97 feet;
 86. S 28° 29' 34" E a distance of 25.05 feet;
 87. S 29° 02' 31" E a distance of 37.67 feet;
 88. S 30° 53' 34" E a distance of 33.92 feet;
 89. S 32° 21' 41" E a distance of 28.92 feet;
 90. S 34° 37' 33" E a distance of 32.85 feet;
 91. S 38° 27' 56" E a distance of 34.04 feet;
 92. S 44° 59' 11" E a distance of 32.08 feet;
 93. S 48° 19' 15" E a distance of 29.52 feet;
 94. S 48° 45' 27" E a distance of 31.84 feet;

95. S 50° 32' 17" E a distance of 30.12 feet;
 96. S 52° 05' 43" E a distance of 32.15 feet;
 97. S 51° 09' 16" E a distance of 29.84 feet;
 98. S 51° 16' 35" E a distance of 28.26 feet;
 99. S 53° 32' 16" E a distance of 26.81 feet;
 100. S 54° 36' 48" E a distance of 27.25 feet;
 101. S 54° 32' 13" E a distance of 32.80 feet;
 102. S 57° 04' 54" E a distance of 26.24 feet;
 103. S 58° 48' 15" E a distance of 27.12 feet;
 104. S 58° 36' 20" E a distance of 29.13 feet;
 105. S 57° 16' 49" E a distance of 30.45 feet;
 106. S 57° 52' 07" E a distance of 29.57 feet;
 107. S 57° 47' 48" E a distance of 29.54 feet;
 108. S 58° 32' 09" E a distance of 30.64 feet;
 109. S 58° 55' 55" E a distance of 31.93 feet;
 110. S 60° 47' 03" E a distance of 32.05 feet;
 111. S 64° 12' 09" E a distance of 30.05 feet;
 112. S 66° 59' 32" E a distance of 31.36 feet;
 113. S 64° 57' 54" E a distance of 31.74 feet;
 114. S 66° 27' 41" E a distance of 30.74 feet;
 115. S 62° 36' 41" E a distance of 31.24 feet;
 116. S 56° 45' 33" E a distance of 32.71 feet;
 117. S 52° 10' 05" E a distance of 34.02 feet;
 118. S 47° 33' 12" E a distance of 35.06 feet;
 119. S 46° 14' 32" E a distance of 33.54 feet;
 120. S 46° 05' 49" E a distance of 31.95 feet;
 121. S 47° 24' 34" E a distance of 33.28 feet;
 122. S 46° 33' 23" E a distance of 34.15 feet;
 123. S 45° 20' 14" E a distance of 34.73 feet;
 124. S 45° 05' 49" E a distance of 33.04 feet;
 125. S 45° 18' 29" E a distance of 32.28 feet;
 126. S 44° 25' 34" E a distance of 31.87 feet;
 127. S 47° 16' 09" E a distance of 32.58 feet;
 128. S 44° 56' 55" E a distance of 26.51 feet;
 129. S 42° 17' 50" E a distance of 25.71 feet;
 130. S 41° 52' 51" E a distance of 35.65 feet;
 131. S 41° 29' 04" E a distance of 32.31 feet;
 132. S 41° 30' 58" E a distance of 32.61 feet;
 133. S 39° 40' 26" E a distance of 30.10 feet;
 134. S 43° 51' 36" E a distance of 31.28 feet;
 135. S 47° 25' 27" E a distance of 31.08 feet;
 136. S 47° 57' 34" E a distance of 35.15 feet;
 137. S 46° 02' 34" E a distance of 25.97 feet;
 138. S 38° 52' 14" E a distance of 38.09 feet;
 139. S 33° 48' 48" E a distance of 27.44 feet;
 140. S 29° 24' 22" E a distance of 27.32 feet;
 141. S 30° 56' 40" E a distance of 24.48 feet;
 142. S 37° 52' 45" E a distance of 31.32 feet;
 143. S 49° 29' 24" E a distance of 26.70 feet;
 144. S 59° 21' 59" E a distance of 26.42 feet;
 145. S 61° 44' 13" E a distance of 33.59 feet;
 146. S 61° 25' 24" E a distance of 33.52 feet;
 147. S 59° 58' 24" E a distance of 29.16 feet;
 148. S 51° 35' 16" E a distance of 26.06 feet;
 149. S 49° 06' 25" E a distance of 26.55 feet;
 150. S 45° 20' 47" E a distance of 27.74 feet;

151. S 43° 58' 04" E a distance of 27.96 feet;
 152. S 42° 43' 23" E a distance of 30.25 feet;
 153. S 37° 44' 53" E a distance of 28.83 feet;
 154. S 34° 08' 31" E a distance of 30.46 feet;
 155. S 38° 01' 46" E a distance of 25.88 feet;
 156. S 42° 12' 45" E a distance of 27.54 feet;
 157. S 43° 31' 15" E a distance of 28.13 feet;
 158. S 45° 09' 35" E a distance of 27.49 feet;
 159. S 47° 37' 34" E a distance of 28.24 feet;
 160. S 48° 21' 34" E a distance of 28.91 feet;
 161. S 49° 32' 52" E a distance of 30.52 feet;
 162. S 51° 12' 12" E a distance of 30.55 feet;
 163. S 52° 37' 45" E a distance of 28.19 feet;
 164. S 53° 43' 00" E a distance of 33.90 feet;
 165. S 53° 50' 43" E a distance of 25.59 feet;
 166. S 50° 23' 24" E a distance of 26.25 feet;
 167. S 48° 28' 12" E a distance of 27.86 feet;
 168. S 48° 55' 48" E a distance of 29.88 feet;
 169. S 51° 44' 53" E a distance of 28.55 feet;
 170. S 56° 10' 53" E a distance of 31.14 feet;
 171. S 62° 17' 04" E a distance of 31.05 feet;
 172. S 66° 41' 03" E a distance of 25.85 feet;
 173. S 66° 40' 06" E a distance of 27.06 feet;
 174. S 61° 34' 17" E a distance of 32.80 feet;
 175. S 57° 56' 49" E a distance of 30.20 feet;
 176. S 54° 58' 57" E a distance of 28.04 feet;
 177. S 58° 52' 53" E a distance of 25.03 feet;
 178. S 62° 37' 03" E a distance of 29.46 feet;
 179. S 68° 24' 20" E a distance of 27.25 feet;
 180. S 67° 48' 40" E a distance of 31.55 feet;
 181. S 69° 00' 03" E a distance of 30.04 feet;
 182. S 69° 23' 51" E a distance of 31.51 feet;
 183. S 69° 16' 06" E a distance of 30.58 feet;
 184. S 69° 40' 34" E a distance of 29.60 feet;
 185. S 70° 53' 21" E a distance of 28.11 feet;
 186. S 73° 08' 35" E a distance of 28.55 feet;
 187. S 76° 41' 49" E a distance of 29.15 feet;
 188. S 81° 25' 50" E a distance of 28.60 feet;
 189. S 85° 47' 52" E a distance of 28.17 feet;
 190. S 85° 57' 08" E a distance of 28.99 feet;
 191. S 85° 10' 50" E a distance of 29.44 feet;
 192. S 84° 02' 37" E a distance of 25.81 feet;
 193. S 82° 55' 20" E a distance of 27.68 feet;
 194. S 83° 57' 02" E a distance of 32.67 feet;
 195. S 85° 25' 50" E a distance of 33.32 feet;
 196. S 87° 06' 51" E a distance of 30.91 feet;
 197. N 89° 52' 43" E a distance of 27.50 feet;
 198. S 85° 37' 54" E a distance of 30.90 feet;
 199. S 75° 08' 14" E a distance of 35.56 feet;
 200. S 53° 47' 50" E a distance of 29.23 feet;
 201. S 38° 37' 56" E a distance of 34.32 feet;
 202. S 18° 09' 05" E a distance of 33.14 feet;
 203. S 07° 44' 55" E a distance of 32.64 feet;
 204. S 04° 13' 02" E a distance of 31.99 feet;
 205. S 00° 41' 58" W a distance of 31.57 feet;
 206. S 01° 13' 29" W a distance of 32.44 feet;

207. S 00° 03' 20" E a distance of 32.16 feet;
 208. S 02° 47' 46" W a distance of 28.30 feet;
 209. S 06° 12' 17" W a distance of 38.26 feet;
 210. S 16° 17' 42" W a distance of 37.16 feet;
 211. S 24° 29' 21" W a distance of 29.34 feet;
 212. S 28° 41' 22" W a distance of 45.06 feet;
 213. S 34° 24' 43" W a distance of 30.28 feet;
 214. S 40° 01' 56" W a distance of 30.05 feet;
 215. S 43° 22' 45" W a distance of 38.41 feet;
 216. S 41° 40' 02" W a distance of 34.91 feet;
 217. S 37° 13' 45" W a distance of 32.47 feet;
 218. S 31° 34' 31" W a distance of 32.66 feet;
 219. S 26° 02' 44" W a distance of 35.71 feet;
 220. S 24° 24' 12" W a distance of 32.11 feet;
 221. S 20° 02' 45" W a distance of 28.30 feet;
 222. S 19° 00' 54" W a distance of 35.03 feet;
 223. S 15° 53' 59" W a distance of 32.80 feet;
 224. S 13° 56' 52" W a distance of 28.35 feet;
 225. S 13° 41' 03" W a distance of 27.80 feet;
 226. S 14° 06' 12" W a distance of 47.10 feet;
 227. S 11° 45' 46" W a distance of 29.86 feet;
 228. S 13° 18' 52" W a distance of 15.92 feet;
 229. S 10° 22' 47" W a distance of 30.16 feet;
 230. S 09° 29' 42" W a distance of 30.12 feet;
 231. S 11° 50' 43" W a distance of 31.40 feet;
 232. S 11° 03' 12" W a distance of 31.62 feet;
 233. S 10° 04' 56" W a distance of 25.34 feet;
 234. S 11° 08' 36" W a distance of 19.58 feet;
 235. S 33° 47' 37" E a distance of 7.58 feet;
 236. S 32° 05' 32" E a distance of 27.59 feet;
 237. S 44° 08' 01" E a distance of 29.13 feet;
 238. S 52° 04' 36" E a distance of 27.04 feet;
 239. S 54° 37' 49" E a distance of 25.73 feet;
 240. S 54° 46' 58" E a distance of 26.38 feet;
 241. S 58° 03' 45" E a distance of 30.82 feet;
 242. S 59° 18' 04" E a distance of 25.17 feet;
 243. S 63° 19' 05" E a distance of 29.27 feet;
 244. S 60° 16' 48" E a distance of 30.28 feet;
 245. S 61° 39' 09" E a distance of 33.01 feet;
 246. S 61° 28' 38" E a distance of 33.37 feet;
 247. S 55° 46' 17" E a distance of 29.95 feet;
 248. S 56° 17' 05" E a distance of 38.86 feet;
 253. S 51° 45' 51" E a distance of 57.67 feet;
 254. S 48° 44' 08" E a distance of 91.48 feet;
 255. S 45° 53' 24" E a distance of 48.20 feet;
 256. S 43° 37' 26" E a distance of 41.87 feet;
 257. S 45° 38' 04" E a distance of 24.91 feet;
 258. S 49° 36' 04" E a distance of 29.00 feet;
 259. S 53° 53' 44" E a distance of 30.11 feet;
 260. S 58° 27' 45" E a distance of 15.49 feet to the
 point of intersection with the south line of the SE ¼ of said
 Section 18;
 thence N 89° 44' 17" W along said south line of said SE ¼
 of said Section 18 a distance of 39.68 feet to the point of

intersection with the westerly and southerly edge of said Lake Gulch Road;
thence along said westerly and southerly edge of said Lake Gulch Road the following 260 courses:

1. N 53° 53' 44" W a distance of 14.21 feet;
2. N 49° 36' 04" W a distance of 30.59 feet;
3. N 45° 38' 04" W a distance of 26.06 feet;
4. N 43° 37' 26" W a distance of 41.82 feet;
5. N 45° 53' 24" W a distance of 47.21 feet;
6. N 48° 44' 08" W a distance of 90.36 feet;
7. N 51° 45' 51" W a distance of 56.22 feet;
8. N 56° 17' 05" W a distance of 38.09 feet;
9. N 55° 46' 17" W a distance of 28.96 feet;
10. N 61° 28' 38" W a distance of 32.24 feet;
11. N 61° 39' 09" W a distance of 33.24 feet;
12. N 60° 16' 48" W a distance of 29.96 feet;
13. N 63° 19' 05" W a distance of 29.46 feet;
14. N 59° 18' 04" W a distance of 26.18 feet;
15. N 58° 03' 45" W a distance of 31.69 feet;
16. N 54° 46' 58" W a distance of 27.04 feet;
17. N 54° 37' 49" W a distance of 26.25 feet;
18. N 52° 04' 36" W a distance of 29.05 feet;
19. N 44° 08' 01" W a distance of 32.98 feet;
20. N 32° 05' 32" W a distance of 29.58 feet;
21. N 33° 47' 37" W a distance of 16.35 feet;
22. N 11° 08' 36" E a distance of 28.47 feet;
23. N 10° 04' 56" E a distance of 25.32 feet;
24. N 11° 03' 12" E a distance of 31.96 feet;
25. N 11° 50' 43" E a distance of 31.10 feet;
26. N 09° 29' 42" E a distance of 29.84 feet;
27. N 10° 22' 47" E a distance of 30.89 feet;
28. N 13° 18' 52" E a distance of 16.19 feet;
29. N 11° 45' 46" E a distance of 30.01 feet;
30. N 14° 06' 12" E a distance of 47.47 feet;
31. N 13° 41' 03" E a distance of 27.77 feet;
32. N 13° 56' 52" E a distance of 28.78 feet;
33. N 15° 53' 59" E a distance of 33.77 feet;
34. N 19° 00' 54" E a distance of 35.82 feet;
35. N 20° 02' 45" E a distance of 29.34 feet;
36. N 24° 24' 12" E a distance of 33.26 feet;
37. N 26° 02' 44" E a distance of 37.09 feet;
38. N 31° 34' 31" E a distance of 34.81 feet;
39. N 37° 13' 45" E a distance of 34.41 feet;
40. N 41° 40' 02" E a distance of 36.10 feet;
41. N 43° 22' 45" E a distance of 38.09 feet;
42. N 40° 01' 56" E a distance of 28.32 feet;
43. N 34° 24' 43" E a distance of 28.10 feet;
44. N 28° 41' 22" E a distance of 43.15 feet;
45. N 24° 29' 21" E a distance of 26.96 feet;
46. N 16° 17' 42" E a distance of 33.64 feet;
47. N 06° 12' 17" E a distance of 35.66 feet;
48. N 02° 47' 46" E a distance of 27.09 feet;
49. N 00° 03' 20" W a distance of 31.86 feet;
50. N 01° 13' 29" E a distance of 32.59 feet;
51. N 00° 41' 58" E a distance of 30.52 feet;
52. N 04° 13' 02" W a distance of 30.37 feet;
53. N 07° 44' 55" W a distance of 29.96 feet;
54. N 18° 09' 05" W a distance of 27.17 feet;
55. N 38° 37' 56" W a distance of 27.41 feet;
56. N 53° 47' 50" W a distance of 22.16 feet;
57. N 75° 08' 14" W a distance of 29.40 feet;
58. N 85° 37' 54" W a distance of 28.02 feet;
59. S 89° 52' 43" W a distance of 27.21 feet;
60. N 87° 06' 51" W a distance of 31.81 feet;
61. N 85° 25' 50" W a distance of 33.93 feet;
62. N 83° 57' 02" W a distance of 33.15 feet;
63. N 82° 55' 20" W a distance of 27.67 feet;
64. N 84° 02' 37" W a distance of 25.38 feet;
65. N 85° 10' 50" W a distance of 29.07 feet;
66. N 85° 57' 08" W a distance of 28.87 feet;
67. N 85° 47' 52" W a distance of 29.04 feet;
68. N 81° 25' 50" W a distance of 30.35 feet;
69. N 76° 41' 49" W a distance of 30.74 feet;
70. N 73° 08' 35" W a distance of 29.67 feet;
71. N 70° 53' 21" W a distance of 28.78 feet;
72. N 69° 40' 34" W a distance of 29.91 feet;
73. N 69° 16' 06" W a distance of 30.63 feet;
74. N 69° 23' 51" W a distance of 31.56 feet;
75. N 69° 00' 03" W a distance of 30.35 feet;
76. N 67° 48' 40" W a distance of 31.66 feet;
77. N 68° 24' 20" W a distance of 28.25 feet;
78. N 62° 37' 03" W a distance of 31.29 feet;
79. N 58° 52' 53" W a distance of 26.50 feet;
80. N 54° 58' 57" W a distance of 28.22 feet;
81. N 57° 56' 49" W a distance of 28.94 feet;
82. N 61° 34' 17" W a distance of 31.12 feet;
83. N 66° 40' 06" W a distance of 26.08 feet;
84. N 66° 41' 03" W a distance of 26.69 feet;
85. N 62° 17' 04" W a distance of 33.06 feet;
86. N 56° 10' 53" W a distance of 33.17 feet;
87. N 51° 44' 53" W a distance of 29.94 feet;
88. N 48° 55' 48" W a distance of 30.51 feet;
89. N 48° 28' 12" W a distance of 27.58 feet;
90. N 50° 23' 24" W a distance of 25.21 feet;
91. N 53° 50' 43" W a distance of 24.95 feet;
92. N 53° 43' 00" W a distance of 34.13 feet;
93. N 52° 37' 45" W a distance of 28.67 feet;
94. N 51° 12' 12" W a distance of 31.14 feet;
95. N 49° 32' 52" W a distance of 31.07 feet;
96. N 48° 21' 34" W a distance of 29.28 feet;
97. N 47° 37' 34" W a distance of 28.86 feet;
98. N 45° 09' 35" W a distance of 28.28 feet;
99. N 43° 31' 15" W a distance of 28.69 feet;
100. N 42° 12' 45" W a distance of 28.59 feet;
101. N 38° 01' 46" W a distance of 27.43 feet;
102. N 34° 08' 31" W a distance of 30.52 feet;
103. N 37° 44' 53" W a distance of 27.18 feet;
104. N 42° 43' 23" W a distance of 29.05 feet;
105. N 43° 58' 04" W a distance of 27.46 feet;
106. N 45° 20' 47" W a distance of 26.75 feet;
107. N 49° 06' 25" W a distance of 25.35 feet;
108. N 51° 35' 16" W a distance of 23.97 feet;

109.	N 59° 58' 24" W a distance of 27.27 feet;	165.	N 38° 27' 56" W a distance of 36.03 feet;
110.	N 61° 25' 24" W a distance of 33.19 feet;	166.	N 34° 37' 33" W a distance of 34.03 feet;
111.	N 61° 44' 13" W a distance of 33.99 feet;	167.	N 32° 21' 41" W a distance of 29.64 feet;
112.	N 59° 21' 59" W a distance of 28.78 feet;	168.	N 30° 53' 34" W a distance of 34.55 feet;
113.	N 49° 29' 24" W a distance of 30.84 feet;	169.	N 29° 02' 31" W a distance of 38.14 feet;
114.	N 37° 52' 45" W a distance of 34.89 feet;	170.	N 28° 29' 34" W a distance of 25.20 feet;
115.	N 30° 56' 40" W a distance of 26.10 feet;	171.	N 28° 12' 54" W a distance of 26.03 feet;
116.	N 29° 24' 22" W a distance of 26.77 feet;	172.	N 28° 15' 54" W a distance of 26.41 feet;
117.	N 33° 48' 48" W a distance of 25.62 feet;	173.	N 28° 33' 24" W a distance of 34.93 feet;
118.	N 38° 52' 14" W a distance of 35.74 feet;	174.	N 29° 21' 33" W a distance of 35.27 feet;
119.	N 46° 02' 34" W a distance of 24.23 feet;	175.	N 31° 20' 23" W a distance of 34.15 feet;
120.	N 47° 57' 34" W a distance of 34.89 feet;	176.	N 37° 01' 46" W a distance of 30.56 feet;
121.	N 47° 25' 27" W a distance of 31.87 feet;	177.	N 47° 36' 27" W a distance of 27.50 feet;
122.	N 43° 51' 36" W a distance of 32.77 feet;	178.	N 55° 33' 38" W a distance of 30.91 feet;
123.	N 39° 40' 26" W a distance of 30.55 feet;	179.	N 61° 36' 30" W a distance of 25.13 feet;
124.	N 41° 30' 58" W a distance of 32.25 feet;	180.	N 63° 34' 32" W a distance of 26.32 feet;
125.	N 41° 29' 04" W a distance of 32.24 feet;	181.	N 64° 31' 22" W a distance of 25.12 feet;
126.	N 41° 52' 51" W a distance of 35.49 feet;	182.	N 67° 22' 05" W a distance of 26.00 feet;
127.	N 42° 17' 50" W a distance of 25.12 feet;	183.	N 69° 56' 57" W a distance of 31.66 feet;
128.	N 44° 56' 55" W a distance of 25.56 feet;	184.	N 71° 44' 22" W a distance of 26.36 feet;
129.	N 47° 16' 09" W a distance of 32.68 feet;	185.	N 73° 18' 40" W a distance of 30.03 feet;
130.	N 44° 25' 34" W a distance of 32.24 feet;	186.	N 77° 37' 44" W a distance of 25.62 feet;
131.	N 45° 18' 29" W a distance of 32.15 feet;	187.	N 82° 16' 38" W a distance of 26.04 feet;
132.	N 45° 05' 49" W a distance of 33.03 feet;	188.	N 88° 32' 40" W a distance of 28.15 feet;
133.	N 45° 20' 14" W a distance of 34.45 feet;	189.	S 89° 07' 00" W a distance of 25.28 feet;
134.	N 46° 33' 23" W a distance of 33.75 feet;	190.	S 87° 57' 44" W a distance of 28.75 feet;
135.	N 47° 24' 34" W a distance of 33.36 feet;	191.	S 89° 11' 41" W a distance of 28.08 feet;
136.	N 46° 05' 49" W a distance of 32.17 feet;	192.	S 89° 11' 13" W a distance of 25.02 feet;
137.	N 46° 14' 32" W a distance of 33.26 feet;	193.	N 89° 16' 33" W a distance of 25.73 feet;
138.	N 47° 33' 12" W a distance of 33.92 feet;	194.	N 89° 47' 40" W a distance of 29.71 feet;
139.	N 52° 10' 05" W a distance of 32.26 feet;	195.	S 89° 45' 47" W a distance of 26.33 feet;
140.	N 56° 45' 33" W a distance of 30.70 feet;	196.	S 87° 30' 36" W a distance of 24.87 feet;
141.	N 62° 36' 41" W a distance of 29.38 feet;	197.	S 85° 59' 16" W a distance of 28.91 feet;
142.	N 66° 27' 41" W a distance of 30.28 feet;	198.	S 82° 42' 42" W a distance of 25.77 feet;
143.	N 64° 57' 54" W a distance of 31.64 feet;	199.	S 81° 04' 54" W a distance of 30.14 feet;
144.	N 66° 59' 32" W a distance of 31.51 feet;	200.	S 79° 51' 30" W a distance of 29.85 feet;
145.	N 64° 12' 09" W a distance of 31.24 feet;	201.	S 79° 21' 17" W a distance of 32.22 feet;
146.	N 60° 47' 03" W a distance of 33.06 feet;	202.	S 77° 56' 07" W a distance of 54.21 feet;
147.	N 58° 55' 55" W a distance of 32.37 feet;	203.	S 75° 45' 56" W a distance of 33.26 feet;
148.	N 58° 32' 09" W a distance of 30.86 feet;	204.	S 75° 55' 53" W a distance of 33.03 feet;
149.	N 57° 47' 48" W a distance of 29.66 feet;	205.	S 76° 19' 36" W a distance of 34.26 feet;
150.	N 57° 52' 07" W a distance of 29.67 feet;	206.	S 76° 11' 24" W a distance of 34.55 feet;
151.	N 57° 16' 49" W a distance of 30.31 feet;	207.	S 77° 18' 33" W a distance of 35.14 feet;
152.	N 58° 36' 20" W a distance of 28.84 feet;	208.	S 77° 38' 35" W a distance of 34.96 feet;
153.	N 58° 48' 15" W a distance of 27.42 feet;	209.	S 78° 11' 27" W a distance of 5.81 feet;
154.	N 57° 04' 54" W a distance of 27.06 feet;	210.	S 79° 17' 59" W a distance of 28.84 feet;
155.	N 54° 32' 13" W a distance of 33.27 feet;	211.	S 76° 41' 51" W a distance of 24.88 feet;
156.	N 54° 36' 48" W a distance of 27.44 feet;	212.	S 78° 32' 38" W a distance of 27.26 feet;
157.	N 53° 32' 16" W a distance of 27.45 feet;	213.	S 78° 51' 11" W a distance of 28.33 feet;
158.	N 51° 16' 35" W a distance of 28.72 feet;	214.	S 77° 13' 39" W a distance of 28.92 feet;
159.	N 51° 09' 16" W a distance of 29.69 feet;	215.	S 75° 42' 50" W a distance of 28.46 feet;
160.	N 52° 05' 43" W a distance of 32.27 feet;	216.	S 74° 45' 31" W a distance of 27.02 feet;
161.	N 50° 32' 17" W a distance of 30.76 feet;	217.	S 71° 51' 48" W a distance of 26.69 feet;
162.	N 48° 45' 27" W a distance of 32.27 feet;	218.	S 68° 41' 24" W a distance of 27.19 feet;
163.	N 48° 19' 15" W a distance of 30.25 feet;	219.	S 72° 28' 10" W a distance of 26.92 feet;
164.	N 44° 59' 11" W a distance of 33.97 feet;	220.	S 72° 23' 23" W a distance of 26.00 feet;

221. S 70° 17' 29" W a distance of 27.18 feet;
222. S 68° 11' 21" W a distance of 28.17 feet;
223. S 68° 11' 55" W a distance of 28.31 feet;
224. S 68° 02' 26" W a distance of 28.95 feet;
225. S 69° 29' 32" W a distance of 29.75 feet;
226. S 71° 02' 53" W a distance of 29.23 feet;
227. S 73° 10' 29" W a distance of 27.76 feet;
228. S 74° 45' 56" W a distance of 27.07 feet;
229. S 76° 30' 21" W a distance of 27.01 feet;
230. S 77° 53' 04" W a distance of 25.96 feet;
231. S 80° 36' 50" W a distance of 37.64 feet;
232. S 81° 54' 30" W a distance of 26.00 feet;
233. S 83° 11' 19" W a distance of 25.74 feet;
234. S 82° 00' 47" W a distance of 25.30 feet;
235. S 80° 13' 10" W a distance of 25.35 feet;
236. S 80° 28' 29" W a distance of 25.95 feet;
237. S 79° 54' 14" W a distance of 25.97 feet;
238. S 78° 39' 54" W a distance of 37.31 feet;
239. S 78° 10' 02" W a distance of 25.19 feet;
240. S 77° 08' 36" W a distance of 25.31 feet;
241. S 76° 54' 40" W a distance of 25.95 feet;
242. S 78° 58' 54" W a distance of 27.66 feet;
243. S 82° 03' 23" W a distance of 28.99 feet;
244. S 84° 07' 35" W a distance of 29.37 feet;
245. S 84° 48' 46" W a distance of 29.34 feet;
246. S 85° 29' 19" W a distance of 28.10 feet;
247. S 87° 31' 19" W a distance of 26.80 feet;
248. S 88° 16' 44" W a distance of 37.12 feet;
249. N 89° 43' 04" W a distance of 35.66 feet;
250. N 88° 22' 02" W a distance of 37.23 feet;
251. N 88° 22' 11" W a distance of 25.20 feet;
252. N 88° 24' 09" W a distance of 34.65 feet;
253. N 88° 23' 53" W a distance of 29.41 feet;
254. N 87° 13' 04" W a distance of 30.21 feet;
255. N 86° 21' 19" W a distance of 31.47 feet;
256. N 85° 28' 26" W a distance of 32.34 feet;
257. N 84° 42' 28" W a distance of 33.73 feet;
258. N 85° 15' 25" W a distance of 35.41 feet;
259. N 84° 44' 44" W a distance of 11.88 feet to the point of intersection with the east line of said NE ¼ of said Section 13;
260. N 00° 14' 12" E along said east line of said NE ¼ of said Section 13 a distance of 22.08 feet to the Point of Beginning containing 8.03 acres more or less.

Lake Gulch Whiskey Resort Annexation No.4

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line

forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road, being the Point of Beginning.

Thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18;

thence S 00° 00' 33" W along the east line of the SE ¼ of said Section 18 a distance of 1312.03 feet to the SE corner of said Section 18;

thence N 89° 44' 17" W along the south line of the SE ¼ of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Gulch Road, County Road 6; thence along said easterly edge of said Lake Gulch Road the following 32 courses:

1. N 58° 27' 45" W a distance of 15.49 feet;
 2. N 53° 53' 44" W a distance of 30.11 feet;
 3. N 49° 36' 04" W a distance of 29.00 feet;
 4. N 45° 38' 04" W a distance of 24.91 feet;
 5. N 43° 37' 26" W a distance of 41.87 feet;
 6. N 45° 53' 24" W a distance of 48.20 feet;
 7. N 48° 44' 08" W a distance of 91.48 feet;
 8. N 51° 45' 51" W a distance of 57.67 feet;
 9. N 56° 17' 05" W a distance of 38.86 feet;
 10. N 55° 46' 17" W a distance of 29.95 feet;
 11. N 61° 28' 38" W a distance of 33.37 feet;
 12. N 61° 39' 09" W a distance of 33.01 feet;
 13. N 60° 16' 48" W a distance of 30.28 feet;
 14. N 63° 19' 05" W a distance of 29.27 feet;
 15. N 59° 18' 04" W a distance of 25.17 feet;
 16. N 58° 03' 45" W a distance of 30.82 feet;
 17. N 54° 46' 58" W a distance of 26.38 feet;
 18. N 54° 37' 49" W a distance of 25.73 feet;
 19. N 52° 04' 36" W a distance of 27.04 feet;
 20. N 44° 08' 01" W a distance of 29.13 feet;
 21. N 32° 05' 32" W a distance of 27.59 feet;
 22. N 33° 47' 37" W a distance of 7.58 feet;
 23. N 11° 08' 36" E a distance of 19.58 feet;
 24. N 10° 04' 56" E a distance of 25.34 feet;
 25. N 11° 03' 12" E a distance of 31.62 feet;
 26. N 11° 50' 43" E a distance of 31.40 feet;
 27. N 09° 29' 42" E a distance of 30.12 feet;
 28. N 10° 22' 47" E a distance of 30.16 feet;
 29. N 13° 18' 52" E a distance of 15.92 feet;
 30. N 11° 45' 46" E a distance of 29.86 feet;
 31. N 14° 06' 12" E a distance of 47.10 feet;
 32. N 13° 41' 03" E a distance of 24.47 feet to the point of intersection with line 2-3 of the Rickard Lode, US Mineral Survey No. 16283;
- thence N 67° 02' 38" E along said line 2-3 of said Rickard Lode a distance of 945.51 feet to corner No. 3 of said Rickard Lode;
- thence N 23° 02' 09" W along line 3-4 of said Rickard Lode a distance of 150.08 feet to corner No. 4 of said Rickard Lode;

thence S 67° 01' 09" W along line 4-1 of said Rickard Lode a distance of 153.49 feet to the point of intersection with line 3-4 of the Olivia Lode, US Mineral Survey No. 13916; thence S 29° 39' 14" E along said line 3-4 a distance of 131.02 feet to corner No. 4 of said Olivia Lode; thence S 60° 16' 49" W along line 4-1 of said Olivia Lode a distance of 150.24 feet to corner No. 1 of said Olivia Lode; thence N 29° 41' 13" W along line 1-2 of said Olivia Lode a distance of 148.78 to the point of intersection with said line 4-1 of said Rickard Lode; thence S 67° 01' 09" W along said line 4-1 of said Rickard Lode a distance of 497.85 feet to the point of intersection with the easterly line of said Lake Gulch Road; thence along said easterly edge of said Lake Gulch Road the following 14 courses:

1. N 31° 34' 31" E a distance of 20.73 feet;
2. N 37° 13' 45" E a distance of 32.47 feet;
3. N 41° 40' 02" E a distance of 34.91 feet;
4. N 43° 22' 45" E a distance of 38.41 feet;
5. N 40° 01' 56" E a distance of 30.05 feet;
6. N 34° 24' 43" E a distance of 30.28 feet;
7. N 28° 41' 22" E a distance of 45.06 feet;
8. N 24° 29' 21" E a distance of 29.34 feet;
9. N 16° 17' 42" E a distance of 37.16 feet;
10. N 06° 12' 17" E a distance of 38.26 feet;
11. N 02° 47' 46" E a distance of 28.30 feet;
12. N 00° 03' 20" W a distance of 32.16 feet;
13. N 01° 13' 29" E a distance of 32.44 feet;
14. N 00° 41' 58" E a distance of 31.57 feet to the Point of Beginning, containing 20.72 acres more or less.

Lake Gulch Whiskey Resort Annexation No.5

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 37° 49' 49" E a distance of 1,154.79 feet to the intersection of line 3-4 of the Annex Lode, US Mineral Survey No. 7799 with the easterly and northerly edge of Lake Gulch Road, County Road 6 being the Point of Beginning. Thence N 61° 53' 31" E along said line 3-4 of said Annex Lode a distance of 1064.95 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary; thence S 89° 38' 09" E along said east-west centerline of said NW ¼ a distance of 227.43 feet to the point of intersection with line 1-4 of the St. Anthony Lode, US Mineral Survey No. 19174;

thence S 39° 30' 42" W along said line 1-4 of said St. Anthony Lode a distance of 328.85 feet to the point of intersection with said easterly and northerly edge of Lake Gulch Road;

thence along said easterly and northerly edge of Lake Gulch Road the following 8 courses:

1. S 79° 21' 17" W a distance of 10.12 feet;
 2. S 77° 56' 07" W a distance of 54.90 feet;
 3. S 75° 45' 56" W a distance of 33.64 feet;
 4. S 75° 55' 53" W a distance of 32.92 feet;
 5. S 76° 19' 36" W a distance of 34.21 feet;
 6. S 76° 11' 24" W a distance of 34.36 feet;
 7. S 77° 18' 33" W a distance of 34.86 feet;
 8. S 77° 38' 35" W a distance of 27.75 feet to the point of intersection with line 1-2 of the Elizabeth Lode, US Mineral Survey No. 15894;
- thence N 39° 23' 46" E along said line 1-2 of said Elizabeth Lode a distance of 249.88 feet to the point of intersection with line 3-2 of the Black Diamond Lode, US Mineral Survey No. 17634;
- thence S 63° 58' 12" W along said line 3-2 of said Black Diamond Lode a distance of 827.46 feet to the point of intersection with said easterly and northerly edge of said Lake Gulch Road;
- thence along said easterly and northerly edge of said Lake Gulch Road the following 5 courses:
1. S 80° 36' 50" W a distance of 18.54 feet;
 2. S 81° 54' 30" W a distance of 25.51 feet;
 3. S 83° 11' 19" W a distance of 25.72 feet;
 4. S 82° 00' 47" W a distance of 25.87 feet;
 5. S 80° 13' 10" W a distance of 22.34 feet to the Point of Beginning containing 2.58 acres more or less.

Lake Gulch Whiskey Resort Annexation No.6

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00°14'12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence N 20° 56' 43" E a distance of 997.85 feet to the point of intersection of line 3-4 of the Dale Lode, US Mineral Survey No. 13338 with line 2-1 of the Notaway Lode, US Mineral Survey No. 9722 being the Point of Beginning. thence N 24° 10' 55" E along said line 2-1 of said Notaway Lode a distance of 105.93 feet to the point of intersection with line 1-5 of the Gulch Lode, US Mineral Survey No. 12784;

thence N 36° 25' 58" E along said line 1-5 of said Gulch Lode a distance of 382.53 feet to corner No. 5 of said Gulch Lode;

thence N 52° 39' 02" W along line 5-4 of said Gulch Lode a distance of 83.36 feet to the point of intersection with said Line 2-1 of said Notaway Lode;
 thence N 24° 10' 55" E along said Line 2-1 of said Notaway Lode a distance of 36.99 feet to the point of intersection with the east-west centerline of the NW ¼ of said Section 18 and the City of Black Hawk Boundary;
 thence S 89° 38' 09" E a distance of 756.52 feet to the point of intersection with line 1-2 of the Annex Lode, US Mineral Survey No. 7799;
 thence S 61° 53' 31" W along said line 1-2 of said Annex Lode a distance of 776.77 feet to the point of intersection with line 7-6 of said Dale Lode, US Mineral Survey No. 13338;
 thence N 39° 23' 00" E along said line 7-6 of said Dale Lode a distance of 409.81 feet to corner No. 6 of said Dale Lode;
 thence N 50° 28' 19" W along line 6-5 of said Dale Lode a distance of 74.00 feet to corner No. 5 of said Dale Lode;
 thence N 89° 24' 17" W along line 5-4 of said Dale Lode a distance of 97.24 feet to corner No. 4 of said Dale Lode;
 thence S 39° 23' 43" W along line 4-3 of said Dale Lode a distance of 624.77 feet to the Point of Beginning containing 2.35 acres more or less.

Lake Gulch Whiskey Resort Annexation No.7

A parcel of land located in Sections 17 and 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:

Commencing at the East ¼ corner of Section 13, T3S, R73W, being a US BLM standard brass cap, stamped "T3S R73W R72W ¼ S13 1980" from whence the northeast corner of said Section 13, being a US BLM standard brass cap, stamped "T3S R73W R72W CC S12 S13 1980", bears N 00° 14' 12" E, a distance of 2,639.74 feet, said line forming the Basis of Bearing for this description; thence S 77° 17' 58" E a distance of 5,336.50 feet to a point on the easterly edge of Lake Gulch Road;
 thence S 88° 20' 50" E along the City of Black Hawk Boundary a distance of 663.62 feet to the S 1/16th corner of Sections 17 and 18 being the Point of Beginning.
 Thence N 27° 33' 11" W along the City of Black Hawk Boundary a distance of 938.48 feet to corner No. 4 of the Little Mattie Lode, US Mineral Survey No. 970;
 thence N 44° 29' 09" E along line 4-3 of said Little Mattie Lode a distance of 1500.03 feet to corner No. 3 of said Little Mattie Lode;
 thence N 42° 07' 27" E along the City of Black Hawk Boundary a distance of 980.96 feet to the north-south centerline of the NW ¼ of said Section 17;
 thence S 01° 03' 00" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 1273.98 feet to the W 1/16th corner on the east-west centerline of said NW ¼ of Section 17;

thence S 00° 21' 55" E along said north-south centerline of said NW ¼ of said Section 17 a distance of 111.85 feet to the point of intersection with line 1-2 of the Mascot Lode, US Mineral Survey No. 845;
 thence S 55° 22' 15" W along said line 1-2 of said Mascot Lode a distance of 100.62 feet to corner No. 2 of said Mascot Lode;
 thence S 34° 54' 36" E along line 2-3 of said Mascot Lode a distance of 146.65 feet to the point of intersection with the north-south centerline of the SW ¼ of said Section 17;
 thence S 00° 21' 55" E along said north-south centerline of said SW ¼ of said Section 17 a distance of 1034.62 feet to the SW 1/16th corner of said Section 17;
 thence S 88° 35' 30" W along the east-west centerline of the SW ¼ of said Section 17 a distance of 1307.15 feet to the S 1/16th corner of Sections 17 and 18, the Point of Beginning containing 63.62 acres more or less.

CITY OF BLACK HAWK

REQUEST FOR COUNCIL ACTION

SUBJECT: To consider an ordinance zoning all the territory in the Lake Gulch Whiskey Resort Annexations No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, and No. 7 to the Commercial/Business Services zone district and Planned Unit Development zone overlay district.

RECOMMENDATION: Staff recommends the following motion to the Mayor and Board of Aldermen:

MOTION TO APPROVE Council Bill 9, A Bill for an Ordinance Zoning Certain Property Within the City of Black Hawk to Commercial/Business Services (C/BS) Zoning District and a Planned Unit Development (PUD) Overlay Known as the Lake Gulch Whiskey Resort Planned Unit Development, and Amending the City's Zoning Map to Conform Therewith.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

RSM Partners LLC (RSM) submitted seven petitions for the annexation of land in unincorporated Gilpin County into the City of Black Hawk known as the Lake Gulch Whiskey Resort annexations. In addition to and concurrent with the annexation petitions, the applicants are requesting approval of an initial zoning to the Commercial/Business Services (C/BS) zoning district and a Planned Unit Development (PUD) which is an overlay zoning district allowed in Black Hawk. Proximo Distillers, LLC (Proximo) is under contract to purchase the properties from RSM. Proximo plans to purchase the property with the purpose of developing a distillery for the Tincup whiskey brand. The development is proposed to include a distillery, barrelhouses, a visitor's center, residential uses, guesthouse and cabins, a restaurant, event space, retail, parking and outdoor activities.

AGENDA DATE: March 25, 2020

WORKSHOP DATE: N/A

FUNDING SOURCE: N/A

DEPARTMENT DIRECTOR APPROVAL: ☒ Yes ☐ No

STAFF PERSON RESPONSIBLE: Cynthia L. Linker
CP&D Director

DOCUMENTS ATTACHED: Council Bill 9,
Staff Report

RECORD: ☒ Yes ☐ No

CITY ATTORNEY REVIEW: ☒ Yes ☐ N/A



SUBMITTED BY:

Cynthia L. Linker

Cynthia L. Linker, CP&D Director

Vincent Harris

Vincent Harris, AICP, Baseline Corporation

REVIEWED BY:

Stephen N. Cole

Stephen N. Cole, City Manager



Staff Report

**CITY OF BLACK HAWK
PLANNING / LAND USE**

Date prepared: March 19, 2020
Meeting Date: March 25, 2020

STAFF REPORT: Initial Zoning: Lake Gulch Whiskey Resort

For: City Council
Project: P-20-01b Lake Gulch Whiskey Resort PUD
Property Address: Various – Lake Gulch Road on Miners Mesa
Applicants: Troy Tengwall, Coburn Architecture
o/b/o Proximo Distillers, LLC (developer)
RSM Partners LLC (landowner)

Zoning: Gilpin County

Prepared by: Ethan Watel, AICP - Baseline Corporation

Approved by: Vincent Harris, AICP - Baseline Corporation

Reviewed by: Cynthia Linker, CP&D Director



BACKGROUND: On January 3, 2020 RSM Partners LLC (RSM) submitted seven petitions for the annexation of land in unincorporated Gilpin County into the City of Black Hawk. The proposed annexations cover approximately 221.9 acres of land. The annexations consist of a portion of the property known as the “Richest Square Mile” located north and east of Lake Gulch Road and south of Miners Mesa and adjacent to the southern city limits.

In addition to and concurrent with the annexation petitions, the applicants are requesting approval of an initial zoning to the Commercial/Business Services (C/BS) zoning district and a Planned Unit Development (PUD) which is an overlay zoning district allowed in Black Hawk.

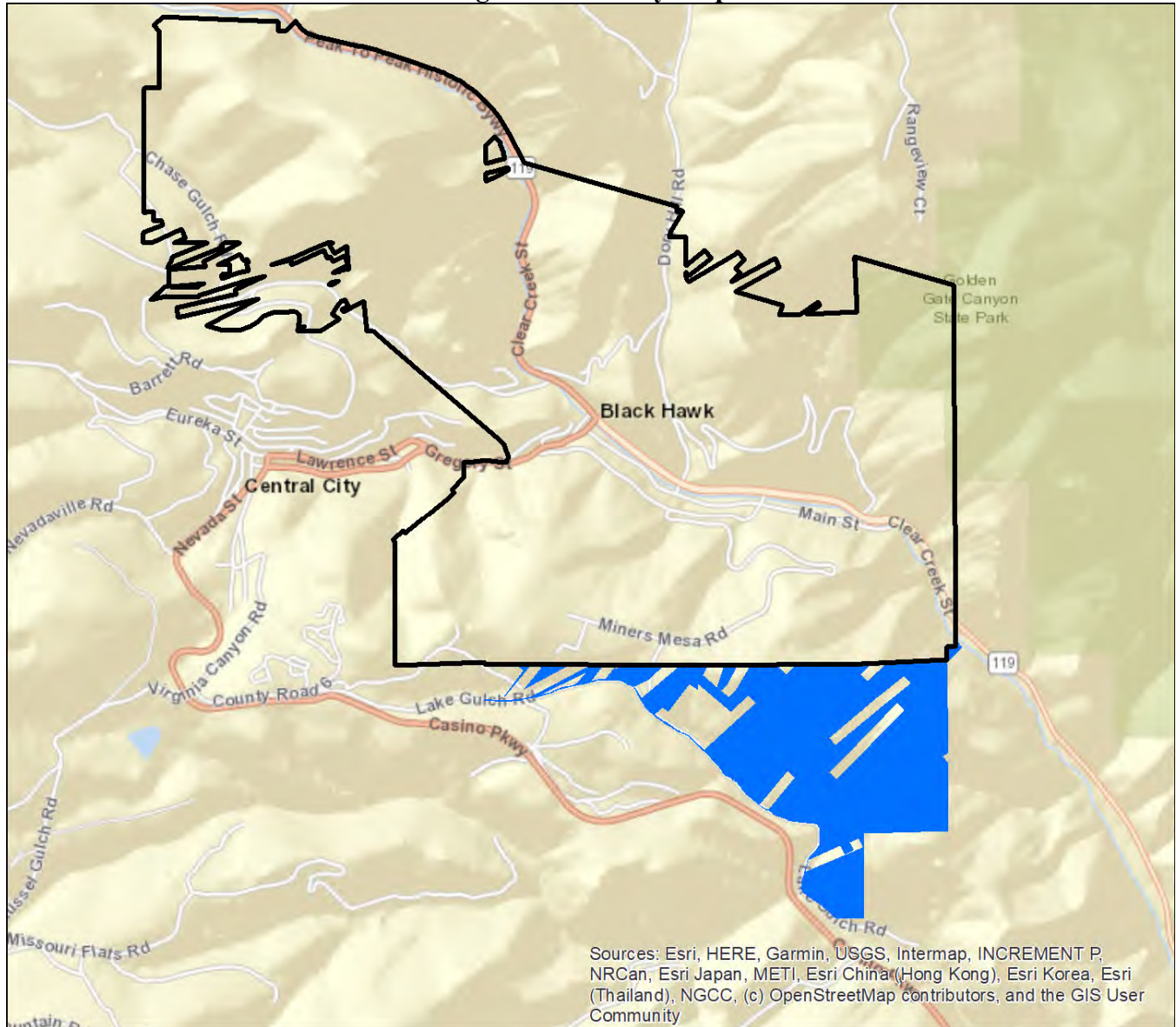
Proximo Distillers, LLC (Proximo) is under contract to purchase the properties from RSM. Proximo plans to purchase the property with the purpose of developing a distillery for the Tincup whiskey brand. The development is proposed to include a distillery, barrelhouses, a visitor's center, a predominance of residential uses so long as the impacts of such residential development can be offset, guesthouse and cabins, a restaurant, event space, retail, parking and outdoor activities.

ZONING:

The property lies outside the city limits and Gilpin County does not maintain an accessible official zoning map. Concurrent with the annexation, the applicants are requesting approval of an initial zoning to the Commercial/Business Services (C/BS) zoning district and the Planned Unit Development (PUD) overlay zoning district.

The adjacent City of Black Hawk zoning is Public Facilities (PF), Hillside Development - Mixed Use (HD), and Environmental Character Preservation (ECP).

Figure 1: Vicinity Map



REQUEST:

Troy Tengwall of Coburn Architecture on behalf of Proximo Distillers, LLC (developer) and RSM Partners LLC (landowner) requests City of Black Hawk initial zoning to C/BS and PUD concurrent with the proposed Lake Gulch Whiskey Resort Annexations No. 1 through 7.

Applicable City of Black Hawk Regulations

Excerpts from:

***City of Black Hawk
Home Rule Charter
Article VIII: Miscellaneous***

Section 8. Annexation and Zoning.

In all proceedings for the annexation of territory to the City, the City Council shall require concurrent zoning of the same.

Staff Comment: The Lake Gulch Whiskey Resort Annexations Nos. 1-7 are scheduled to be heard concurrently with the proposal for initial zoning of the property.

Excerpts from:

***City of Black Hawk
Zoning Code
Chapter 16 – Zoning***

Sec. 16-7. Relationship to the Comprehensive Plan and other adopted plans.

It is the intent of the Board of Aldermen that this Chapter implement the planning policies adopted by the Board of Aldermen as reflected in the Comprehensive Plan and other related plans and planning documents. While the Board of Aldermen reaffirms its commitment that this Chapter and any amendment to it be in conformity with the adopted planning policies, the Board of Aldermen hereby expresses its intent that neither this Chapter nor any amendment to it may be challenged on the basis of any alleged nonconformity with any planning document.

Staff Comment: The Black Hawk Comprehensive Plan serves as a guiding document related to future zoning decisions that the City Council may see presented to the City for consideration. The property in question with the proposed annexation and initial zoning is in the Future Growth Area which is directly south of the Miner's Mesa District (MMD) area designated in the Comprehensive Plan. The MMD has the following goals included;

- Transition from a local gaming area to a regional resort destination:
- Encourage diversified commercial development that complements gaming:
- Expand hotel uses:
- Strengthen outdoor recreational opportunities:

The proposed PUD promotes the list of desired uses (listed in the Comprehensive Plan) in the *adjacent* Miners Mesa District, which is directly adjacent, and can blend well into the area land use pattern next to the MMD. Miner's Mesa District desired uses include: Public facilities, Event venues, Warehouses, Storage units, Light industrial including distilleries/breweries, RV park/campgrounds, Short-term lodging, Adventure park and outdoor recreation, Outdoor entertainment facility area;_Arena with grandstands for a rodeo, dog shows, horse shows, trade shows, and exhibitions.

Sec. 16-364. Planned unit development process.

(a) General provisions.

(1) The approval of a planned unit development or PUD, constitutes an overlay zone to an existing zoning district to a more flexible PUD zone overlay district. The underlying zone district does not change.

(2) Each PUD application shall be reviewed and approved, disapproved or conditionally approved by the Board of Aldermen.

Staff Comment: The PUD application is based on the C/BS zoning district as the underlying zone district. The PUD will be reviewed by the City Council (Board of Alderman) at a public hearing.

(b) Review and processing procedures. PUDs shall be processed as a zoning district amendment in accordance with Section 16-[365].

Staff Comment: The proposed initial zoning to PUD is being processed in the manner of a zoning district amendment.

(c) Occupancy or use restrictions prior to approval. Notwithstanding the rezoning of an overall area as a PUD, no portion thereof shall be used or occupied otherwise than as was permitted immediately prior to the approval of such rezoning until:

(1) A final subdivision plat for said portion shall have been approved by the Board of Aldermen as required by Chapter 17 of this Code.

(2) The proposed use has received a certificate of appropriateness from the HPC under Section 16-327.

Staff Comment: Final subdivisions plats will be required prior to occupancy or use. Site Development Plans and building permits are also needed. Please note that the applicable architectural review process is now the Certificate of Architectural Compatibility (COAC) which is reviewed by City Council. The COA/HPC process no longer applies to the subject property.

Sec. 16-365. Rezoning procedures, amendments to zoning ordinance and special review use permits.

(b) All territory annexed to the City shall be zoned in accordance with the zoning classifications established by this Chapter and in accordance with the procedures in this Section for rezoning. All annexed land shall be zoned at the time of annexation as required by this Chapter.

Staff Comment: The Lake Gulch Whiskey Resort Annexations Nos. 1-7 are scheduled to be heard concurrently with the proposal for initial zoning of the property.

(c) Planned unit developments as described under Section 16-137 shall be processed as amendments to the Zoning District Map and to the applicable district regulations within said area proposed for development. The zoning districts in a PUD and the subdivision plat of the planned development shall, upon approval by the Board of Aldermen, be incorporated in the Zoning District Map.

Staff Comment: The proposed initial zoning to PUD is being processed in the manner of a zoning district amendment and map amendment.

Sec. 16-365 (e)(5) Basis for approval. *The Board of Aldermen shall give consideration to and satisfy themselves of the criteria set forth below on land use applications identified in Section 16-361 except subdivisions:*

a. That a need exists for the proposal;

Staff Comment: A need does exist for additional destination and support uses as the City continues its efforts to attract uses other than gaming uses in the City. The PUD will implement the objectives of the City of Black Hawk Zoning Ordinance. The proposed CB/S zoning and PUD will appropriately zone the Lake Gulch Whiskey Resort properties.

b. That the proposal is in conformance with the goals and objectives of the Comprehensive Plan;

Staff Comment: As stated above, the goals and objectives are being met with the overall uses proposed. The proposal for rezoning conforms with and is not inconsistent with the Comprehensive Plan.

c. That there has been an error in the original zoning; or

Staff Comment: Not applicable, since it's not actually in the City yet.

d. That there have been significant changes in the area to warrant a zone change;

Staff Comment: Additional growth opportunities and placemaking in the City of Black Hawk have changed and the proposal warrants new uses on the property.

e. That adequate circulation exists in the area of the proposal and traffic movement would not be significantly impeded by the development resulting from the proposal; and

Staff Comment: A Traffic Study has been completed and raised no significant issues with the development of the property. There exists adequate circulation in the area to support the rezoning. The roads in the area may be expanded and extended in the future to accommodate full build-out of the proposed project.

f. That any additional cost for municipal-related services resulting from the proposal will not be incurred by the City.

Staff Comment: An Annexation Agreement is to be included and approved to outline City and applicant responsibilities.

Article VI: Overlay Districts. Division 3: Planned Unit Development (PUD)

Sec. 16-135. General purpose.

The PUD Overlay Zone District is created to facilitate the achievement of the purposes and objectives of this Chapter, the Comprehensive Plan and other City-wide plans adopted by the City when the applicant can demonstrate that flexibility from the provisions of the existing zoning will result in higher quality development and when one (1) or more of the following purposes can be achieved:

- (1) The provision of necessary commercial, recreational and educational facilities conveniently located to housing;*
- (2) The provision of well located, clean, safe and pleasant limited industrial sites involving a minimum of strain on transportation facilities;*
- (3) The encouragement of innovations in residential, commercial and limited industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design and layout of buildings and by the conservation and more efficient use of open space ancillary to said buildings;*
- (4) The encouragement of a more efficient use of land and of public services, or private services in lieu thereof, and to reflect changes in the technology of land development so that resulting economics may inure to the benefit of those who need homes;*
- (5) A lessening of the burden of traffic on streets and highways;*
- (6) Conservation of the value of the land; and*
- (7) Preservation of the site's natural characteristics.*

Staff Comment: The proposed PUD provides a variety of uses allowed on the subject property addressing all seven (7) items above with no significant impacts that cannot be mitigated.

Sec. 16-136. General regulations.

- (a) Applicability and scope. Applications for planned unit development zoning may be made for land located in any zoning district.*
- (b) Conformity with the City's comprehensive plan required. No PUD shall be approved unless it is found by the Board of Aldermen to be in general conformity with the City's Comprehensive Plan.*
- (c) Approval conditions. The Board of Aldermen may approve a proposed PUD overlay designation upon a finding that it will implement the purposes of this Chapter and will meet the purposes, standards and requirements set forth in this Section.*
- (d) PUD Master Plan. The approved PUD zoning and the approved PUD plan along with all exhibits are inseparable, and a PUD shall not be established without the approval of the related PUD plan. The approved PUD zoning and the approved PUD plan and all exhibits together establish the uses permitted, character of the development and any modification to the zoning regulations which were theretofore applicable.*
- (e) Minimum land area. The minimum size of a parcel of land that may comprise a PUD is any lot or parcel of record within the City.*

Staff Comment: The proposed PUD addresses these five (5) items above. The PUD consists of the PUD standards and the PUD plan which will be recorded as one document.

Sec. 16-137. Permitted uses.

In general, all permitted and special review uses in any zoning district may be allowed in a PUD, subject to the provisions of this Chapter.

- (1) Internal compatibility of design elements. It is recognized that certain individual land uses, regardless of their adherence to all the design elements provided for in this Chapter, might not exist compatibly with one another. Therefore, a proposed PUD shall be considered from the point of view of the relationship and compatibility of the individual elements of the plan and no PUD shall be approved which contains incompatible elements.*
- (2) Uses specified.*
 - a. Subsequent to approval of a PUD, uses allowed within a PUD shall be limited to those specifically listed or to those in underlying zone district.*
 - b. Uses shall be indicated in the PUD ordinance and on the PUD plan and shall use the symbols indicated in the sections of the zoning districts.*
 - c. PUDs with a net area of less than one (1) acre may be limited by the Board of Aldermen to the uses and densities allowed in the zoning district on which the site of the proposed PUD is located or to those densities or uses allowed in any zoning district immediately adjacent to the proposed PUD site.*
- (3) Residential density; restrictions. The maximum allowable residential density in a planned unit development shall be those indicated in the residential development standards.*

- (4) *Common open space; area required. Twenty-five percent (25%) of the total area within the boundary of any PUD shall be devoted to usable and accessible common open space; provided, however, that the Board of Aldermen may reduce such requirement if it finds that such decrease is warranted by the design of and the amenities and features incorporated into the plan and that the needs of the occupants of the PUD for common open space can be met in the proposed PUD and the surrounding area.*

Staff Comment: Compatibility, Residential density and uses allowed, and Open Space have been adequately addressed in the proposed PUD as submitted for approval by the City of Black Hawk, and consistent with the Gold Mountain Development Plan.

Sec. 16-138. Development Standards.

(a) Modification of development standards of this Chapter.

- (2) Unless specifically modified by development standards approved by the Board of Aldermen as a part of the ordinance creating the PUD, uses within a PUD shall comply with the development standards and occupancy restrictions applicable to the underlying zone district.*

Staff Comment: It is understood that any development will comply with the PUD standards.

STAFF SUMMARY:

Staff from Baseline Corporation has evaluated the information provided by Proximo and Coburn for the Lake Gulch Whiskey Resort. The City of Black Hawk Municipal Code and City Charter call for the initial zoning of annexed land to take place immediately after approval of the annexation (if approved). The seven Lake Gulch Whiskey Resort Annexations and the initial zoning are scheduled to be heard on same date.

The proposed Lake Gulch Whiskey Resort Plan Unit Development consists of a mix of uses with standards and metrics that would allow for the development of the resort for the Tincup Whiskey brand. Proximo's development plan and program involve a distillery to produce and bottle Tincup Whiskey, several barrelhouses, a visitor's center, guesthouse and cabins, a restaurant, event space, retail, parking, and an array of outdoor activities focused on both active and passive recreation. The project is envisioned to be completed in phases, with the distillery and the visitor's center highlighting the first phase. Residential uses could consist of a caretaker's residence along with multi-family, single-family attached, single-family detached residential units in accordance with the Gold Mountain Development Plan of the 1999 Growth IGA at the property owner's request, and subject to being able to offset the impacts of such residential development.

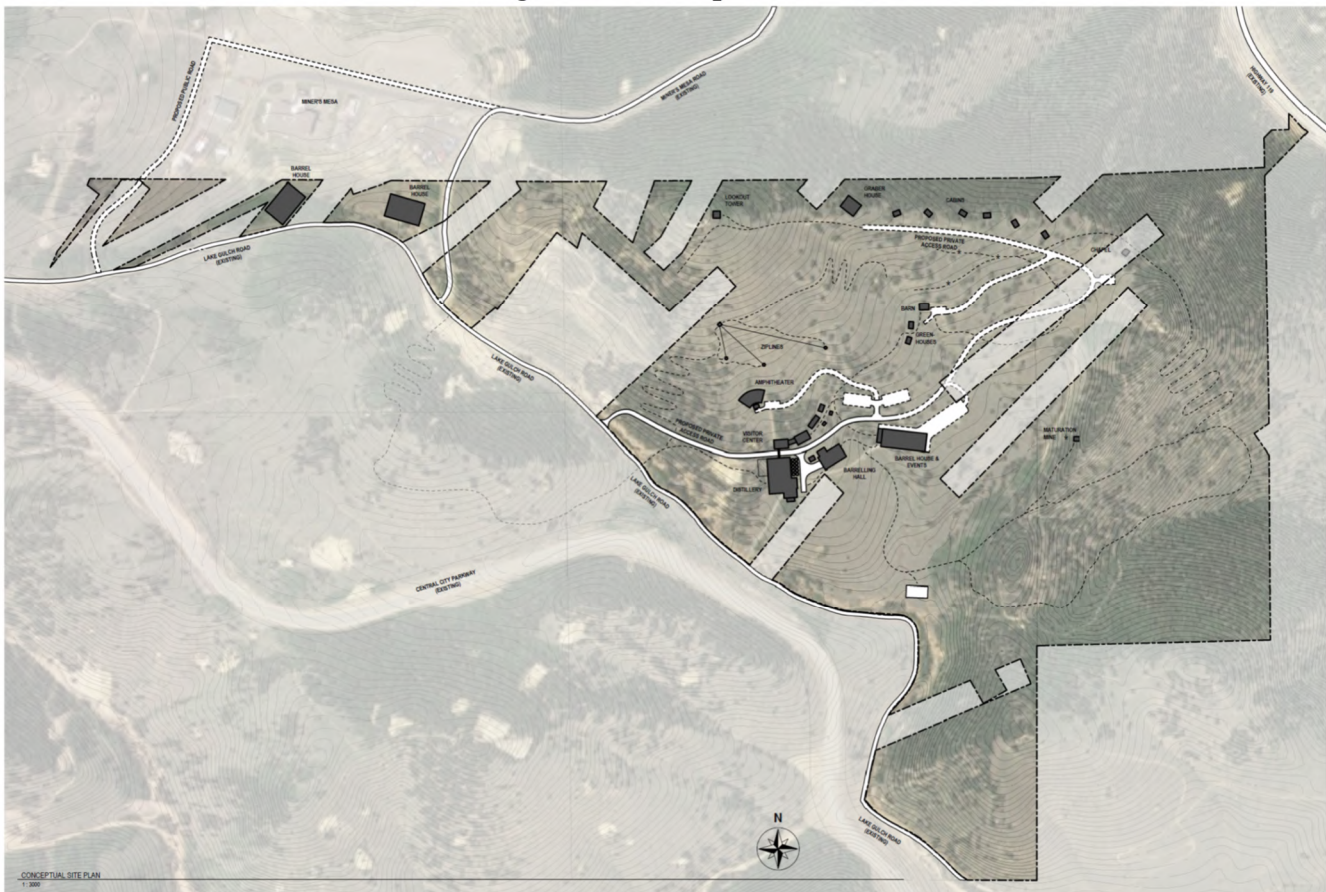
The PUD is based on the Commercial/Business Services (C/BS) zoning district as a base, with additions and modifications the tailor the zoning specifically to the proposed project.

The boundaries of the PUD are coterminous with the seven proposed Lake Gulch Whiskey Resort annexations. The project is wholly within the Black Hawk Growth Area of the 1999 Growth IGA, but the property only makes up a portion of the Growth Area.

The application was sent to various internal and external referral agencies for review and comment for the required 25-day referral period. The following agencies were sent a referral:

- Black Hawk Community Development Department
- Black Hawk Fire Department
- Black Hawk Police Department
- Black Hawk Public Works Department
- City Surveyor
- Black Hawk-Central City Sanitation District
- Timberline Fire Protection District
- Stolfus & Associates – city’s traffic consultant
- CenturyLink
- Xcel Energy
- USA Communications
- Gilpin County
- Central City
- Colorado Department of Transportation

Figure 2: Conceptual Plan



The following agencies responded with comments:

- Black Hawk Community Development Department (through Baseline): provided redline comments on the PUD
- Black Hawk Public Works Department: provided comments on cost estimates, public improvements designs, traffic, and the conceptual site plan
- Black Hawk-Central City Sanitation District: provided comments on future inclusion into the district.
- Colorado Department of Transportation: reviewed the traffic study and provided comments on access permits.
- Stolfus & Associates: provided comments on the traffic study and public improvement plans in relation to vehicle turning movement.
- Timberline Fire Protection District: requested a list of parcel numbers associated with the project.

The applicant responded to comments and resubmitted on March 12, 2020. The applicant responded to further comments and resubmitted on March 18, 2020.

Based on the review by staff and the comments provided by referral agencies, staff feels that the PUD can be approved. The PUD is prepared in accordance with the Municipal Code and meets the intent of the Comprehensive Plan of the City of Black Hawk.

In summary, Staff recommends that the Planned Unit Development Zoning for Lake Gulch Whiskey Resort be approved. The following comments are noted for the record:

1. The zoning to CB/S and Planned Unit Development will not be effective unless the Lake Gulch Whiskey Resort Annexations Nos. 1 through 7, inclusive, are approved by the City of Black Hawk; and
2. The zoning to CB/S and Planned Unit Development will not be effective until the ordinance approving such and the PUD are recorded in the records of the Gilpin County Clerk and Recorder.

City Council may approve a proposal to rezone (or in this case initial zone) according to Sec. 16-365(e)(5) of the Municipal Code. See the staff comments on Sec. 16-365(e)(5) above.

Staff recommends that City Council pass an ordinance approving the initial zoning of the Lake Gulch Whiskey Resort into the Commercial/Business Services (C/BS) zoning district and a Planned Unit Development (PUD) zoning overlay district, as more fully described in the ordinance.

FINDINGS:

City Council may *approve, conditionally approve, or deny* a request to zone land in the City of Black Hawk. To support this proposal, the following findings can be used:

1. Application has been made by property owner, RSM Partners LLC and applicant Proximo Distillers, LLC, to zone certain property known as the Lake Gulch Whiskey Resort (the “Property”) within the City of Black Hawk, Colorado, to be within the Commercial/Business Services (C/BS) zoning district and the Planned Unit Development (PUD) zone overlay district.
2. Public notice has been given of such rezoning by one publication in a newspaper of general circulation within the City and the official newspaper of the City at least fifteen (15) days before the public hearing of such amendment.
3. Notice of such proposed hearing was posted on the property for fifteen (15) consecutive days prior to said hearing.
4. A need exists for rezoning the Property pursuant to the City of Black Hawk Zoning Ordinance to the extent provided herein.

RECOMMENDATION:

Staff recommends the following motion to the Mayor and Board of Aldermen:

MOTION TO APPROVE Council Bill 9, A Bill for an Ordinance Zoning Certain Property Within the City of Black Hawk to Commercial/Business Services (C/BS) Zoning District and a Planned Unit Development (PUD) Overlay Known as the Lake Gulch Whiskey Resort Planned Unit Development, and Amending the City's Zoning Map to Conform Therewith.

ATTACHMENTS:

- Land Use Application and Checklist
- Letter of Authorization
- RSM Partners LLC Certificate of Corporate Resolution
- Application Cover Letter/Narrative
- Lake Gulch Whiskey Resort Planned Unit Development
- Lake Gulch Whiskey Resort Annexation Overall Exhibit
- Preliminary Public Improvement Plans & Vehicle Movement Plans
- Lake Gulch Whiskey Resort Conceptual Site Plan & Character Sketches
- Public Notice Proof of Publication
- Traffic Impact Study

Applicant's Submittal



LAND USE APPLICATION FORM

City of Black Hawk
Community Planning and Development

211 Church Street, P.O. Box 68
Black Hawk, CO 80422

Phone: 303-582-0615
Fax: 303-582-2239

www.cityofblackhawk.org

DATE: 1/3/2020

APPLICANT NAME: COBURN ARCHITECTURE on behalf of PROXIMO DISTILLERS, LLC

APPLICANT ADDRESS: 2560 28th STREET, BOULDER, COLORADO 80501

APPLICANT MAILING ADDRESS: SAME

APPLICANT CONTACT NUMBER: 303.442.3351 X1125 EMAIL ADDRESS: ttengwall@coburnpartners.com

PROPERTY OWNER NAME: RSM PARTNERS, LLC

PROPERTY OWNER ADDRESS: 950 SOUTH CHERRY STREET, #1220, DENVER, COLORADO 80246

PROPERTY OWNER MAILING ADDRESS: SAME

PROPERTY OWNER CONTACT NUMBER: 201-306-7100 EMAIL ADDRESS: cdeedens@maplewoodadvisors.com

PROJECT NAME: LAKE GULCH WHISKEY RESORT

PROJECT ADDRESS: TBD

PROJECT DESCRIPTION: NEW DISTILLERY AND VISITOR'S CENTER FOR TINCUP WHISKEY

IS PROPERTY WITHIN CITY LIMITS: YES ☐ NO ☒

PRESENT ZONING: CURRENT USE: VACANT LAND

NAME OF EXISTING PLANNED UNIT DEVELOPMENT (IF APPLICABLE): N/A

NAME OF EXISTING SUBDIVISION PLAT (IF APPLICABLE): N/A

GILPIN COUNTY ASSESSOR'S I.D. NO.(S): VARIOUS EXISTING PROPERTY SIZE: 221.9 AC ACRES/SQ.FEET

(PLEASE ATTACH A COPY OF SURVEY/PLAT.)

EXISTING BUILDING SIZE: N/A SQ. FT. AND/OR NUMBER OF EXISTING RESIDENTIAL UNITS: 0

APPLICANT HAS READ AND ACKNOWLEDGES THE FOLLOWING:

For informational purposes, the Black Hawk Adopted Fee Schedule and Section 16-370 of the Black Hawk Municipal Code establishes the requirement for applicants to pay fees to cover the costs the City may incur by having City approved consultants evaluate and process applications.

APPLICANT AGREES TO THE FOLLOWING CERTIFICATION STATEMENT AND AFFIDAVIT:

I, as the applicant, hereby certify that I believe to the best of my knowledge that all information supplied with this application is true and accurate and that consent of the property owner listed above, without which the requested action cannot lawfully be accomplished, has been granted. Permission is also hereby granted to the City of Black Hawk staff and their consultants to physically enter upon and inspect the subject property and take photographs as necessary for preparation of the case. In addition, I have read and understand the Black Hawk Adopted Fee Schedule and Section 16-370 of the Black Hawk Municipal Code, and by signing this application I am agreeing that I am authorized to sign on behalf of the property owner, or business-owner, or applicant and commit and agree to the payment of any and all fees associated with processing this application and further agree to pay City of Black Hawk invoices associated with the processing of this application.

The application may be submitted electronically to the CP&D office by emailing Cynthia Linker at CLinker@cityofblackhawk.org with a copy to Janice Beecher at JBeecher@cityofblackhawk.org. Hard copy submittals may be required after the initial review of the electronic submittal. A receipt of application fee payment must accompany the application. Application fees may be paid online at: <http://www.cityofblackhawk.org/city-departments/community-planning-development/>

SIGNATURE OF APPLICANT: Troy Tengwall

Digitally signed by Troy Tengwall
DN: cn=Troy Tengwall, o=City of Black Hawk, ou=Community Planning and Development, email=Tengwall@cityofblackhawk.org, c=US
Reason: I am not the signer and integrity of this document
Date: 2020.01.03 15:02:44-0700

DATE: 1/3/2020



LAND USE APPLICATION CHECKLIST

City of Black Hawk • Community Planning and Development • www.cityofblackhawk.org
211 Church Street • P.O. Box 68 • Black Hawk, CO 80422 • 303-582-2231

DATE: 1/3/2020 PROJECT NUMBER: 2020-01 PROJECT NAME: LAKE GULCH WHISKEY RESORT

Public Hearing Required with City Council? Yes ☒ No ☐ Administrative Approval: Yes ☐ No ☒

APPLICATION TYPE

- | | |
|---|--|
| <input checked="" type="checkbox"/> ANNEXATION | <input type="checkbox"/> BOUNDARY LINE AGREEMENT |
| <input checked="" type="checkbox"/> ZONING/REZONING | <input type="checkbox"/> FLOOD PLAIN DEVELOPMENT PERMIT |
| <input type="checkbox"/> PLANNED UNIT DEVELOPMENT or AMENDMENT | <input type="checkbox"/> CLOMR/LOMR |
| <input type="checkbox"/> SUBDIVISION PLAT | <input type="checkbox"/> ROADWAY EASEMENT |
| <input type="checkbox"/> SITE DEVELOPMENT PLAN | <input type="checkbox"/> TEMPORARY CONSTRUCTION EASEMENT |
| <input type="checkbox"/> SPECIAL REVIEW USE | <input type="checkbox"/> TEMPORARY USE |
| <input type="checkbox"/> CERTIFICATE OF APPROPRIATENESS | <input type="checkbox"/> VACATION |
| <input type="checkbox"/> CERTIFICATE OF ARCHITECTURAL COMPATIBILITY | <input type="checkbox"/> VARIANCE |
| <input type="checkbox"/> COMPREHENSIVE SIGN PLAN/STD SIGN PLAN | <input type="checkbox"/> BOARD OF APPEALS |
| <input type="checkbox"/> LICENSE AGREEMENT | <input type="checkbox"/> OTHER _____ |

REQUIRED SUBMITTAL MATERIALS

- ☒ One legible copy of the recorded Warranty Deed(s), or other such recorded documents, reflecting current ownership and any recorded copies of all documents references within the Warranty Deed(s).
- ☒ If dedications to the City are to be made, one legible copy of the recorded Deed(s) of Trust, mortgage(s) and/or assignments to any and all lending agencies or individuals, including recorded legible copies of any document(s) referenced within the text.
- ☒ If the applicant is someone other than the current owner, a notarized letter of authorization empowering the applicant to act on behalf of the owner.
- ☒ A title commitment guaranteeing clear title, including legible, recorded copies of all documents referenced within the title commitment by book and page or reception number. The title commitment must have an "Effective date" no earlier than two weeks prior to the date of the Land Use Pre-Planning Application is submitted.
- ☒ If the owner or lender is a corporation, a joint venture, or a partnership, an authorization of signatures (official verification that the signatures are authorized to sign up on behalf of the corporation, joint venture or partnership) will be required in the form of:
- ☒ A copy of the Articles of Incorporation and/or Corporate Bylaws, or a copy of the Partnership or Operating agreement, which identifies by proper name and title those authorized to sign on the corporation, joint venture or partnership's behalf, or
 - ☒ A certified corporate resolution by the board of directors specifically identifying and authorizing the signatories.
- ☒ A detailed written description of the request. Include Structures location, size and general design.
- ☒ Annexation Petition.
- ☒ Annexation Plat.
- ☐ Site Development Plan: prepared in accordance with the Black Hawk Zoning Ordinance.
- ☐ Planned Unit Development (PUD): prepared in accordance with the Black Hawk Zoning Ordinance or conceptual site plan for rezoning proposals to a standard City zone district.
- ☐ Preliminary Map: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☐ Final Plat: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ ALTA Survey of property showing the property dimensions, existing structures, vegetation, adjacent roadways, etc.
- ☐ Lot Line Adjustment Plat: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ Traverse Closure Sheets which include the external boundary and all internal lots, and street centerlines.
- ☐ Preliminary Drainage Report: prepared in accordance with the Black Hawk Regulations.
- ☐ Final Drainage Report: prepared in accordance with the Black Hawk Regulations.
- ☐ Geological Report: prepared in accordance with the Black Hawk Subdivision Ordinance.
- ☒ Traffic Study: prepared in accordance with the Black Hawk Transportation Regulations.
- ☐ Final Grading and Erosion Control Plan; prepared in conformance with the Black Hawk Regulations.
- ☒ Preliminary Plans for public improvements.
- ☐ Final Plans for public improvements.
- ☒ Quantities Estimates for Public Improvements including an 8-1/2 x 11" location map.
- ☐ Subdivision Agreement (SA) Information Sheet.
- ☒ A written legal description prepared by a registered land surveyor if property is not part of an approved Subdivision.
- ☐ Storm Water Management Plan (SWAMP).
- ☒ Other/Additional Requirements: Annex Agreement TBD with City and applicant // Conceptual Site Plan

RSM PARTNERS LLC
950 S. Cherry Street, #1220
Denver, CO 80246
(201) 306-7100
cdeddens@marilewoodadvisors.com

December 19, 2019

CITY OF BLACK HAWK
Community Planning and Development
211 Church Street
P.O. Box 68
Black Hawk, CO 80422
(303) 582-0615


RE: Letter of Authorization for Proximo Distillers LLC

Sirs:

Please accept this Letter of Authorization on behalf of RSM Partners LLC, as official notice to you that Proximo Distillers, LLC, has the power and authority to pursue the annexation of RSM Partners LLC's property, within Gilpin County, Colorado, and within the Black Hawk annexation area.

If you have any questions, comments or concerns regarding this matter, please do not hesitate to contact me. Thank you very much.

RSM PARTNERS LLC

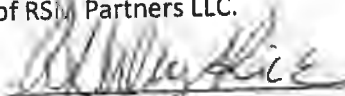

Carl Deddens, Authorized Agent and President
Signature and Date

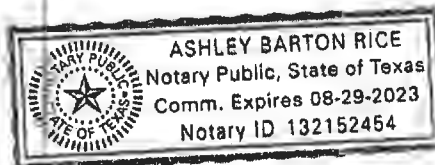
STATE OF Texas

County Of Brazos

The foregoing Letter of Authorization was acknowledged before me on this 20th day of December, 2019 by Carl Deddens, Authorized Agent and President of RSM Partners LLC.

My Commission Expires: 8-29-2023


Witness my Hand and Official Seal
Notary Public



CERTIFICATE OF CORPORATE RESOLUTION OF RSM PARTNERS LLC
AUTHORIZING PROXIMO DISTILLERS LLC TO PROCEED WITH ANNEXATION APPLICATION

I, Carl Deddens, President of RSM PARTNERS LLC, organized and existing under the Laws of the State of Colorado, and having its principal place of business at 950 S. Cherry Street, #1220, Denver, CO 80246, hereby certify that the following is a true copy of a resolution adopted by the RSM Partners LLC (hereinafter the "Company"), and that such resolution is now in full force and effect, and is in accordance with the Operating Agreement of the Company.

RESOLVED, that the Company approves of Proximo Distillers, LLC's right and authority to proceed with an Annexation Application with the City of Black Hawk, for the Company's property located within Gilpin County, Colorado, and within the Black Hawk annexation area; and,

RESOLVED, that Carl Deddens, acting as the Company's President, may sign this Resolution and any other documents necessary to assist Proximo Distillers, LLC's annexation application and/or to complete the purpose of this Resolution.

I further certify that the Company is duly organized and existing under the laws of Colorado, and has the power to take the actions called for by the foregoing Resolution.

RSM PARTNERS LLC

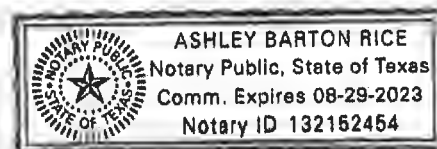
Carl Deddens
Carl Deddens, President
Signature and Date

STATE OF Texas
County Of Brewster

The foregoing Letter of Authorization was acknowledged before me on this 20th day of December, 2019 by Carl Deddens, President of RSM Partners LLC.

My Commission Expires: 8-29-2023
Notary Public

Ashley Rice
Witness my Hand and Official Seal



Frascona, Joiner, Goodman and Greenstein, P.C.

Oliver E. Frascona (1947-2014)

Jonathan A. Goodman

Gregg A. Greenstein

Cynthia M. Manzano

Jonathan H. Sargent

Michael A. Smeenk

Jordan C. May

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A Professional Corporation

4750 Table Mesa Drive, Boulder, Colorado 80305-5541

Telephone (303) 494-3000 Facsimile (303) 494-6309

www.frascona.com e-mail: harmon@frascona.com

of Counsel

Gary S. Joiner

Janice H. Loudon

G. Roger Bock

Karen J. Radakovich

Jesse H. Witt

January 3, 2020

Cynthia Linker

Community Planning and Development Administrator

211 Church Street

Black Hawk, CO 80422

Re: Black Hawk Case No. 2020-01A, Lake Gulch Annexations
Black Hawk Case No. 2020-01B, Lake Gulch Whiskey Resort PUD

Dear Ms. Linker:

This law firm represents Proximo Spirits, a major producer and importer of distilled spirits. Proximo owns Tincup Whiskey and numerous other established national brands and has a strong presence in local distilling as the owner of Stranahan's Colorado Whiskey in Denver. We are pleased to present the City of Black Hawk with an Annexation Petition and a Planned Unit Development (PUD) application, which, if approved, would support the development in Black Hawk of a bespoke distillery for the Tincup brand. We are also grateful for the attention, coordination, and collaboration that the City and its consultant, Baseline, have extended to us in the development of these materials.

Proximo's vision is to create a great, authentic whiskey in a great, authentic place by building a new, state-of-the-art whiskey distillery in the mountains of Colorado. To that end, Proximo has negotiated the purchase of the Richest Square Mile Ranch ("RSM"), an approximately 330-acre property located below Miner's Mesa. Pursuant to annexation and the approval of the PUD, Proximo would expect to close on the purchase of the RSM, and soon after that would begin the development of the distillery.

The portion of the RSM that is within Black Hawk's Growth Area (and which is subject to the annexation and PUD) comprises 221.9 acres. Proximo's development plan and program involve a distillery to produce and bottle Tincup Whiskey, several barrelhouses, a visitor's center, guesthouse and cabins, a restaurant, event space, retail, parking, and an array of outdoor activities focused on both active and passive recreation. The project is envisioned to be completed in phases, with the distillery and the visitor's center highlighting the first phase. At completion, the project is expected to result in over 40 direct net-new full-time equivalent jobs and over \$50,000,000 in capital investment.

The distillery would be a destination attraction and would benefit Black Hawk by identifying it as the home of the brand. Visitors would be welcomed both to observe the

January 3, 2020

Page 2 of 4

production and enjoy the product, and the distillery and visitor experience would bring in a unique tourism target group. It is anticipated that a high percentage of visitors would visit Black Hawk's other attractions before or after the distillery. We believe that the project would complement and diversify Black Hawk's economy, contribute to the community's achievement of its planning goals, and fit with the rugged image, mountain lifestyle, and mining heritage of the area.

To fit in with its surroundings, the project would always hew to the philosophy of *Distilling in Place*. Distilling in Place is a way to create authenticity through the relationship between the whiskey and where it is made. One way to cement that relationship is through the use of compelling architecture that respects and furthers the architectural heritage of Black Hawk. Some concept examples of the future Tincup distillery and visitor's center are below:



January 3, 2020

Page 3 of 4

Another way for the project to complement its surroundings is by respecting the natural landscape as shown in the photograph below:



As is evident from the conceptual site plan below, the majority of the RSM is intended to remain in its natural state:



January 3, 2020

Page 4 of 4

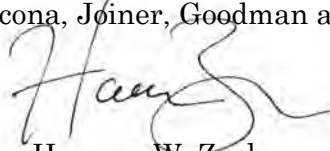
The Tincup distillery project is a labor of love for Proximo. There is an ample supply of light industrial property in the Front Range with easy access, more cooperative weather, and ready utilities. Nonetheless, we have focused on the RSM location for the past 18 months, performing exhaustive title analysis, survey work, utility design exercises, architecture and planning, cost estimation, and a host of other due diligence tasks. We are dedicated to completing this project in this location, and to creating a one-of-a-kind destination and production facility that would represent Colorado, and Black Hawk, proudly within the portfolio of Proximo's brands.¹

We believe that our Annexation Petition and PD application are complete, compliant with the Municipal Code, and supportive of the policies and principles embodied in the Black Hawk Comprehensive Plan. As to the Comp Plan, the proposed project would improve the sustainability of the area through expansion of recreational and non-gaming activities (see Policy EST-3.1), significant improvements in utility infrastructure (see Policies EST-4.1 and 4.2), and contribution to the overall health and vitality of Black Hawk (see Policies LU-2.1 through 2.3). The project would support a multitude of Comp Plan principles, including PRINCIPLE LU-4: *Encourage the orderly annexation of the land within the Black Hawk Growth Area.*

Based on the foregoing, Proximo respectfully requests that Black Hawk approve Case Nos. 2020-01A and 2020-01B and permit the proposed annexation and PUD project.

Sincerely yours,

Frascona, Joiner, Goodman and Greenstein, P.C.



By: Harmon W. Zuckerman, Esq.

¹ Proximo's portfolio of brands includes the world's largest selling tequila, Jose Cuervo®, as well as 1800® Tequila, Bushmills® Irish Whiskey, The Kraken® Black Spiced Rum, Pendleton® Canadian Whisky, Three Olives® Vodka, Maestro Dobel® Tequila, Gran Centenario® Tequila, Creyente® Mezcal, Tincup® American Whiskey, The Sexton® Single Malt Irish Whiskey, Hangar 1® Vodka, Boodles® Gin, O'neal's® Rum, Matusalem® Rum, Agavero® Liqueur, Stranahan's® Colorado Whiskey, Black Dirt® Bourbon and Old Camp® Whiskey. Proximo also is the global distribution partner for Proper No. Twelve™ Irish Whiskey. In addition, Proximo and its affiliates have a substantial track record of operating successful state-of-the-art distilleries with authentic visitor experiences. These facilities include the Old Bushmills Distillery in Northern Ireland, which receives over 150,000 visitors per year. Stranahan's Distillery in Denver, CO is ranked by Trip Advisor as the #1 thing to do in Denver and was recently named by Yelp as the #1 whiskey bar in America.

LAKE GULCH WHISKEY RESORT

A PLANNED UNIT DEVELOPMENT

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO



TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	PUD SUBMITTAL			3.3.2020
2	PUD RE-SUBMITTAL			3.12.2020
3	PUD RE-SUBMITTAL			3.18.2020

SHEET No.

1 of 2
COVER SHEET

PROJECT NARRATIVE

THE RSM (RICHEST SQUARE MILE) RANCH PROPERTY IS AN APPROXIMATELY 327-ACRE ASSEMBLAGE OF MINING CLAIMS LOCATED APPROX. 6 MILES NORTHWEST OF INTERSTATE 70 AT EXIT 243, IN GILPIN COUNTY. THE RSM RANCH PROPERTY IS STEEPED IN GOLD MINING HISTORY. WITH THE EXCEPTION OF CERTAIN MINING STRUCTURES, THERE HAVE NOT BEEN ANY IMPROVEMENTS MADE ON THE RSM. THE TERRAIN IS MOUNTAINOUS, BUT IS HAS A SUITABLE AMOUNT OF BUILDABLE LAND TO SUPPORT A DISTILLERY, VISITOR CENTER, AND RELATED OPERATIONS. THERE IS AN INTERGOVERNMENTAL AGREEMENT (IGA) IN PLACE BETWEEN THE CITY OF CENTRAL, THE CITY OF BLACK HAWK, THE COUNTY OF GILPIN, AND THE BLACK HAWK-CENTRAL CITY SANITATION DISTRICT RELATED TO FUTURE GROWTH OF THE AREA. THE ROUGHLY 220-ACRE PORTION OF THE RSM RANCH PROPERTY WITHIN BLACK HAWK'S IGA GROWTH BOUNDARY IS PROPOSED TO BE ANNEXED INTO BLACK HAWK AND IS THE PROPERTY SUBJECT TO THIS PLANNED DEVELOPMENT APPLICATION.

THE PROJECT PROPOSES TO DEVELOP THE RSM RANCH PROPERTY TO BECOME THE NEW HEADQUARTERS, BRAND HOME, DISTILLERY OPERATIONS AND VISITOR EXPERIENCE. FOR TINCUP WHISKEY, AN ESTABLISHED BRAND, THE CONCEPTUAL SITE PLAN IMPROVEMENTS INCLUDE: A DISTILLERY, RESTAURANT, VISITOR'S CENTER, OFFICES, BARRELING HALL, PACKAGING BUILDINGS, BARREL HOUSES, EVENTS BUILDING, CABINS AND LODGE, BARN AND FARM BUILDINGS, VIP TASTING ROOMS, AN AMPHITHEATER, A CARETAKER'S RESIDENCE, AND VARIOUS OTHER VISITOR EXPERIENCE ELEMENTS.

LEGAL DESCRIPTION

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M., COUNTY OF GILPIN, STATE OF COLORADO – AS DESCRIBED IN LAKE GULCH WHISKEY RESORT ANNEXATION PLATS NO. 1, 2, 3, 4, 5, 6 AND 7.

VESTED RIGHTS STATEMENT

This plan constitutes a site specific development plan as defined in §24-68-101, et seq., C.R.S., and Ordinance No. 98-62 of the City of Black Hawk. The terms and conditions of such approval are contained in Resolution No. _____ adopted by the City on _____ and available at City Hall, 201 Selak Street, Black Hawk, Colorado.

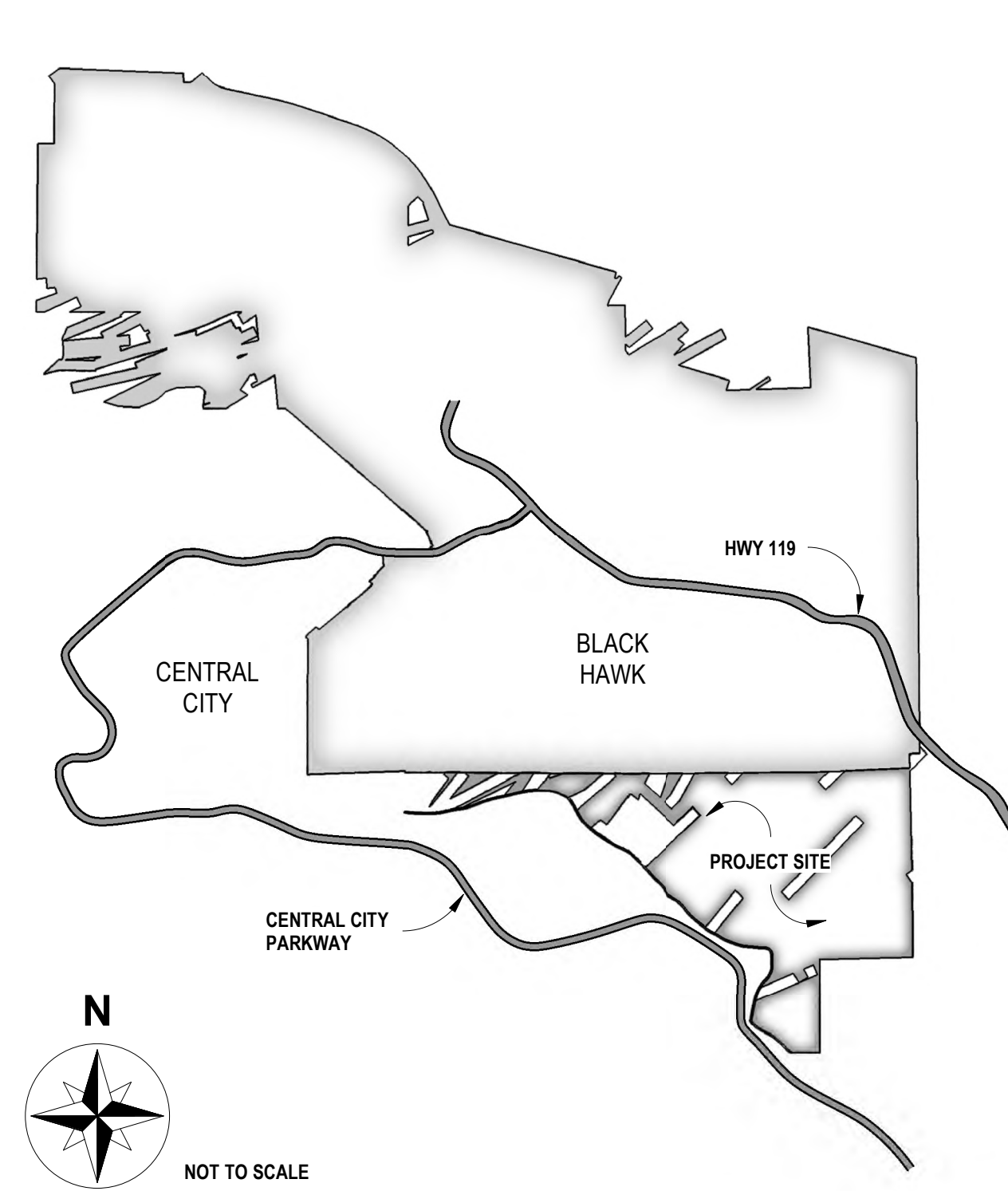
STANDARD FLEXIBILITY STATEMENT

The graphic drawings contained within this Planned Unit Development are intended to depict general locations and illustrate concepts of the textual provisions of this Planned Unit Development. In granting PUD approval, the City Council may allow minor variations for the purpose of establishing:

- Final road alignments.
- Final configuration of lot and tract sizes and shapes.
- Final building envelopes.
- Final access and parking locations.
- Landscape adjustments.

In the future, if any other uses are proposed on the property, either with a change of ownership or use transition, the City Manager shall be authorized to evaluate any new proposed use(s) and determine and approve a proposed use if they are similar in nature and impact to the allowed permitted uses herein. If a proposed use is not so similar in nature and impact, then an application for a Planned Unit Development amendment will be required and processed through the applicable Black Hawk Municipal Code process.

VICINITY MAP



GENERAL PROVISIONS AND DEVELOPMENT GUIDE

Statement of Purpose

The purpose of this Development Guide is to establish Development Standards for the improvement of the property indicated herein. The standards contained in this Development Guide are intended to carry out the goals for development of this property. We are seeking Commercial/Business Services (C/B/S) zoning for the property and have utilized the Planned Unit Development (PUD) overlay as a method to include and expand uses pertinent to the development of the property, and not currently noted as allowable uses under a C/B/S zoning designation. The list of permitted uses is consistent with the general uses as noted in the City of Black Hawk Municipal Code.

It is anticipated that further annexations will be desired by the property owner. Subject to approval by the City of Black Hawk, it is the intent that this PUD – its General Provisions and Permitted Uses - will expand to include property that is to be added to the project and annexed to the City of Black Hawk. It is anticipated that the development standards of this PUD may be modified – depending on size and location of added parcels. All such expansions and modifications shall be processed per the City of Black Hawk Municipal Code.

Architectural Intent

Buildings will be designed to reflect the rich mining history of the Black Hawk area. Just as mining buildings of the past were authentic in part because of their utilitarian nature, so too will the buildings here be reflective of their uses and the way buildings are constructed today. Building forms will be reminiscent of forms historically found in mining communities of the Rocky Mountain West. While acknowledging modern construction materials and techniques, building materials will also be chosen to be consistent and complementary to those found in historic mountain mining areas of the West. Architectural reviews and decisions by the City for approval will be completed with each Site Development Plan application through the Certificate of Architectural Compatibility (COAC) process with each phase of development.

Application

These standards shall apply to all property contained within the Lake Gulch Whiskey Resort PUD as shown on the PUD Plan and in these Development Standards. These requirements shall become the governing standards for review, approval and modification of all uses occurring on the site. Provisions of this guide shall prevail and govern the use of the site. The Municipal Code and Regulations for the City of Black Hawk shall apply where the provisions of this guide do not address a specific subject. This guide shall supersede the City of Black Hawk Municipal Code where such code is found in conflict with the provisions of this guide. Site Development Plans, Subdivision Plats, COAC, Building Permits, and/or applicable permit and approvals may be required prior to construction and occupancy and any improvement.

Control Over Use

After adoption of these Development Standards:

- Any new building or other structure, may be used as provided for in these Development Standards;
- Any parcel of land contained within the PUD, as well as parcels acquired and annexed and/or zoned in the future, may be developed as provided for in these Development Standards as amended;
- The use of any existing building, other structures, or parcel of land may be changed or extended as provided for in these Development Standards, and
- Any existing building or other structure may be enlarged, reconstructed, structurally altered, converted or relocated for any purpose permitted or required by the provisions of these Development Standards.

Control Over Location and Bulk

After adoption of these Development Standards, the location and bulk of all buildings and other structures built after the effective date of these Development Standards shall be in conformance with:

- All applicable standards contained within these Development Standards and
- Any other applicable standards of the City of Black Hawk, where such standards are not specifically addressed in these Development Standards.

Purpose

The purpose of this section is to establish general provisions and clarify standards for the development that may occur in the PUD.

DEVELOPMENT STANDARDS

Building Heights

Lodging -	not to exceed 50'
Commercial/Light Industrial -	not to exceed 75'
Residential (1 Caretaker Unit) -	not to exceed 40'

Maximum Building Square Footage by Use

Lodging -	not to exceed 100,000 sf
Commercial/Light Industrial -	not to exceed 500,000 sf
Residential (1 Caretaker Unit) -	not to exceed 5000 sf

Lot Area and Width

Lot Area and Width Requirements shall apply to the Lake Gulch Whiskey Resort property as a whole and not individual claims and parcels comprising the property, and shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Minimum Lot Size shall be 20,000 SF and Minimum Dimensional Requirements shall be 150' and 150' deep.

Setbacks

Minimum Setback Requirement shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Minimum Setbacks shall be 15'.

Open Space

Minimum Open Space Requirement shall comply with Section 16-95 of the City of Black Hawk Municipal Code: Maximum Impervious Coverage shall be 35%.

Parking

It is in the best interest of all parties to ensure that parking needs for the various uses on the site be accommodated on the property – and this is the intent of the project. Where possible and where the uses and parking space count metrics match up, City of Black Hawk parking standards can be used. However, recognizing that some of the uses anticipated are not directly reflected in the City's use tables, parking for those uses will be provided commensurate with the needs of the specific various uses. Parking shall be reviewed and approved during the Site Development Plan process.

Two types of parking are anticipated: paved and striped parking will be provided for the majority of everyday activities taking place on the site – including normal visitor functions. At very busy times (holidays, larger events), temporary overflow parking will be provided by the owner. The overflow parking will be in areas accessible from paved drives or parking lots and will be graded and/or seeded with grasses/vegetation to serve as temporary parking, and must be continuously maintained to not create drainage and/or nuisance issues on the property.

Off-site parking will be allowed for Large Events. For these events, shuttles will be utilized to move people from remote lots to the property, subject to the City of Black Hawk special events permitting.

Allowable Building Materials

Proposed Exterior Architectural Treatment shall be in accordance with the City of Black Hawk Municipal Code and the Black Hawk Design Guidelines, except that exposed concrete is allowed at building foundations. All architecture and materials will be reviewed during the SDP and COAC process with each phase.

Storage/Trash

Outdoor storage of materials and equipment is anticipated. Trash and refuse storage shall be provided in convenient locations and shall be screened from public view.

Lighting

The intent of the Proposed Exterior Lighting is to be low level, rural in nature, and compliant with 'dark sky' guidelines, with the exception of truck yards or other areas that might require a higher intensity of lighting for safety. Lighting improvements to Lake Gulch Road are not included in these development requirements, except that low level street lighting is proposed for the Tincup Road & Lake Gulch Road intersection. Lighting improvements are also proposed for the Tincup Road & driveway intersection.

Signage

Signs on this property will be subject to the City of Black Hawk sign regulations outlined in Chapter 15 of the Municipal Code as well as with a future Comprehensive Sign Plan (CSP) that will address desired signs, allowed signs, and future signs on the property(s). Proposed signage will be allowed to be illuminated in a manner consistent with a rural setting, and the proposed signage sizes and heights may exceed those values listed in Chapter 15. A CSP application will be necessary in the future as more definitive site development plans for these properties progress and more specific signage options are considered.

PERMITTED USES

Description

The zoning is intended to facilitate the development of the property within the PUD area to create a new headquarters, brand home, distillery operation and visitor experience, for Tincup Whiskey, an established brand.

Intent

- Develop a design that recognizes, and honors, the area's rich mining history.
- Develop a site plan that indicates conceptual improvements for the new headquarters and distillery operations for Tincup Whiskey, including Distillery, Restaurant, Visitor's Center, Offices, Barreling Hall, Packaging Buildings, Barrel Houses, Events Building, Cabins and Lodge, Barn and Farm Buildings, VIP Tasting Rooms, and various other Visitor Experience elements.
- Provide zoning flexibility to adjust to potential future changes in use. While some of the future potential uses are not currently proposed for specific locations on the site, the plan would allow for such future uses without the need to amend the PUD.
- Provide flexibility, under this plan, to combine the unique aspects of an operating distillery with a world-class visitor experience.

Permitted Principal Uses

The uses noted below are specifically allowed under the PUD. In addition to the uses specifically allowed under the PUD, any other uses permitted in the C/B/S zone district are permitted per the Use Regulations. The C/B/S Special Review Uses listed in Section 16-94(d) shall not be permitted either as a principal use or a special review use.

RETAIL AND SERVICES

Visitor Center
Gift Shop/Retail
Guest Retail/Artisan Demonstrations
Artisan Demonstrations
Child Care
Chapel

LODGING ACCOMMODATIONS (Not Exceeding 30 Days)

Multi-room Hotel/Lodge for Short-Term Rentals
Cabins for Short-Term Rentals
Camping, including Yurt-like structures
Recreational Vehicles

RESTAURANTS

Specialty Restaurants
Food Trucks (parked in designated areas on an approved SDP)

INDOOR RECREATION AND AMUSEMENT

Museum
Art Gallery
Guest Tours
Visitor Participation in select Bottling and/or Labeling operations

BARS AND LOUNGES

Tasting Rooms

OFFICES

PARKS AND COMMON AREAS

PARKING FOR ON-SITE USES

OUTDOOR RECREATION AND AMUSEMENTS

Rodeo Arena
Keeping of Animals in a Stable, Barn, Corral, or Pasture. Domestic Livestock shall be confined.
Recreational Trails
Tours
Watch Tower
Shooting Range
Passive and Active Recreation

EVENTS

Amphitheater
Wedding Venue (Indoor and Outdoor)
Convention Center
Meeting Hall
Events, Small (250 or fewer attendees)
Events, Large (greater than 250 attendees) subject to review of a Special Event Permit

RESIDENTIAL

Caretaker Residence; Limited to one (1) residential unit in entire PUD

TRANSPORTATION

Private Shuttle Stop
Fixed Guide-way Transportation system
Helipad
Truck Loading Operations

WAREHOUSE AND WHOLESALE

Whiskey Barrel Aging

LIGHT INDUSTRIAL

Distillation of spirits
Bottling
Shipping and Receiving
Light Manufacturing

UTILITY INFRASTRUCTURE

RESEARCH AND DEVELOPMENT FACILITIES

Laboratory

VOCATIONAL TRAINING CENTER, SCHOOL

PRODUCTION, FABRICATION OR ASSEMBLY ACTIVITIES

Distillery and any uses customarily appurtenant to distilling operations
Outdoor Storage Silos and other outdoor storage uses customarily appurtenant to distilling operations
Bottling Plant

RETAIL SALES OF PRODUCTS PRODUCED BY THE PRIMARY LIGHT INDUSTRIAL USE

GROWING AND HARVESTING OF CROPS

Farm and Garden

PERMITTED ACCESSORY USES

Uses which are customarily incidental to any of the permitted principal uses and are located on the same lot.

RESIDENTIAL USES (Maximum dwelling units/acre - the ultimate location and density of the residential shall be determined at the time of subdivision plat and/or site development plan)

Dwelling, multi-family (12.5 DU/acre)
Dwelling, single family detached (0.8 DU/acre)
Dwelling, single family attached a.k.a. townhome/cluster (8.5 DU/acre)

A PLANNED UNIT DEVELOPMENT



2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351



DISTILLERY PROJECT

Black Hawk, Colorado

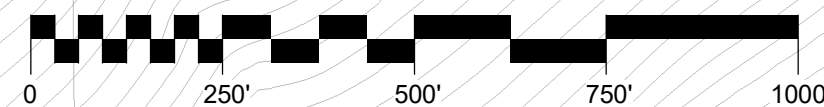
ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	PUD SUBMITTAL			1.3.2020
2	PUD RE-SUBMITTAL			3.12.2020
3	PUD RE-SUBMITTAL			3.18.2020

2 of 2
PUD PLAN

of 626



GRAPHIC SCALE

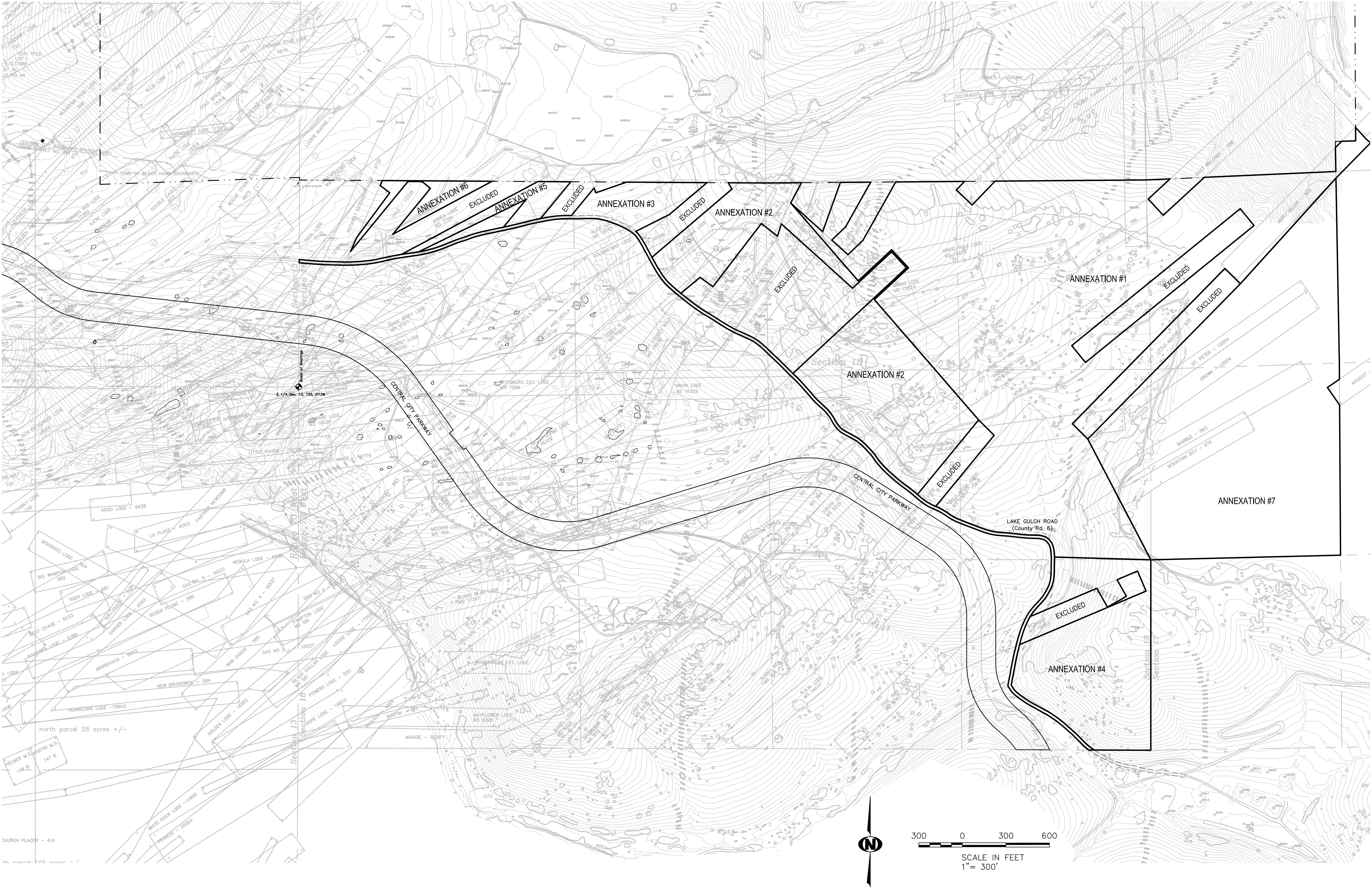


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LAKE GULCH WHISKEY RESORT

ANNEXATION EXHIBIT TO THE CITY OF BLACK HAWK

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO




COBURN
ARCHITECTURE
2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351

His Consultants, Inc.
Lakewood, Colorado
720-273-9940


TINCUP
MOUNTAIN WHISKEY
DISTILLERY PROJECT
Black Hawk, Colorado

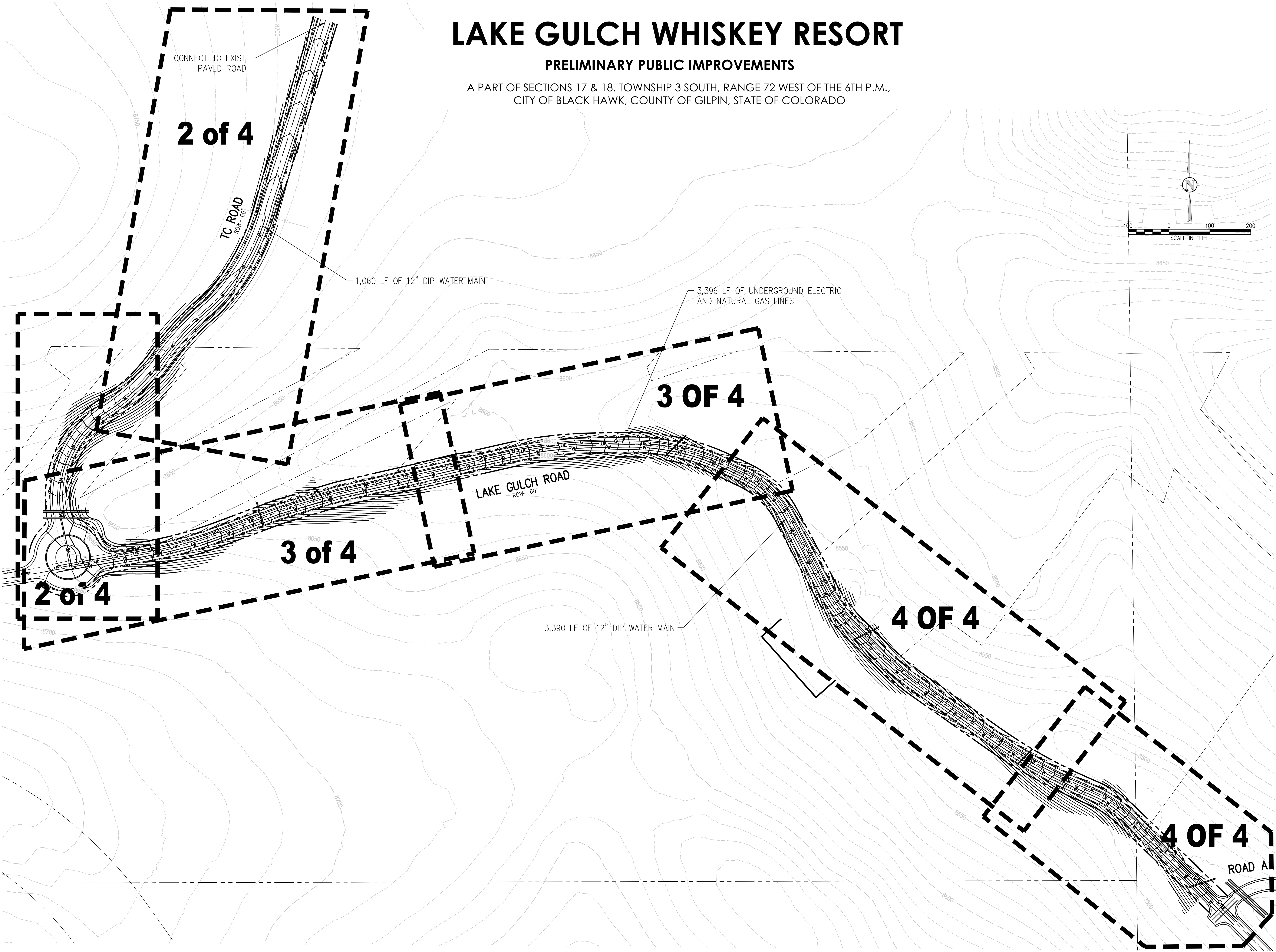
DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE
1	ANNEX SUBMITTAL		1.03.2020

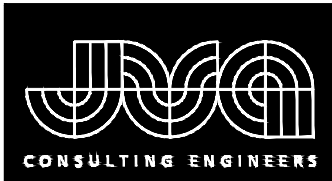
LAKE GULCH WHISKEY RESORT

PRELIMINARY PUBLIC IMPROVEMENTS

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO



2560 28th Street, Suite 200
Boulder, Colorado
p. 303-442-3351



JVA, Inc. 1319 Spruce Street
Boulder, CO 80302 303.444.1951
www.jvajva.com
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DISTILLERY PROJECT
Black Hawk, Colorado

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NO.	DESCRIPTION	AUTHOR/ CHECKED	DATE
1	PIUD SUBMITTAL		01.03.2020
2	PIUD RESUBMITTAL		08.12.2020

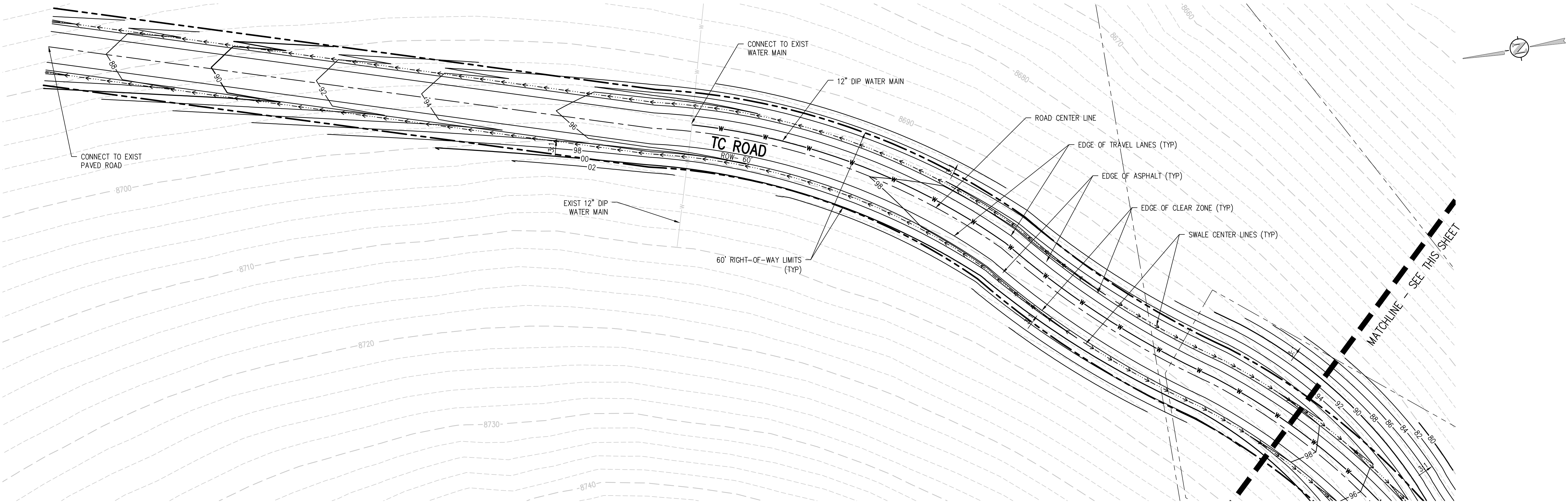
SHEET No.

1 of 4
OVERALL PLAN

LAKE GULCH WHISKEY RESORT

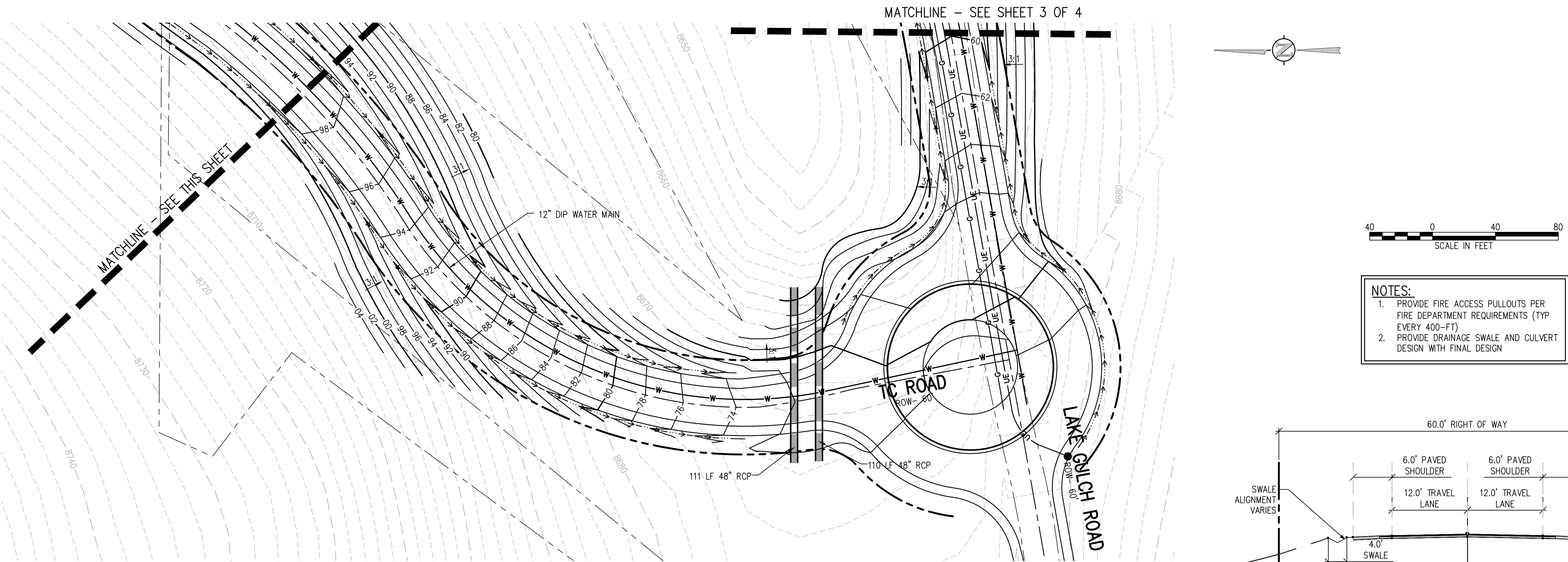
PRELIMINARY PUBLIC IMPROVEMENTS

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO



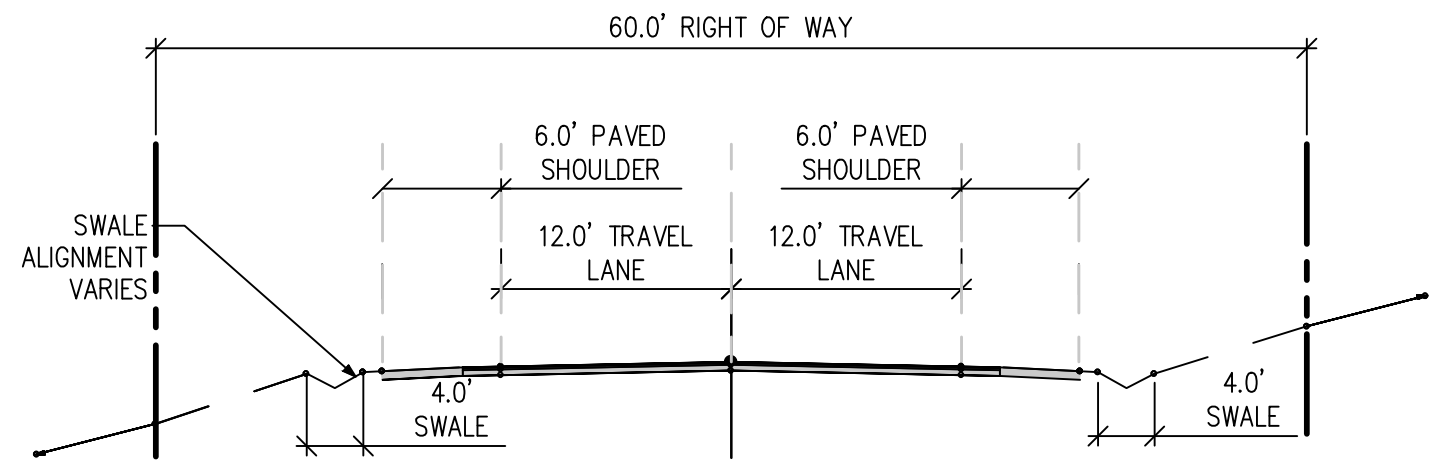
TC ROAD PLAN

SCALE: 1" = 40'



TC ROAD PLAN

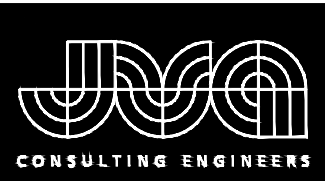
SCALE: 1" = 40'



ROAD CROSS-SECTION

ROW = 60.00'

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DISTILLERY PROJECT

Black Hawk, Colorado

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SHEET No.

2 of 4

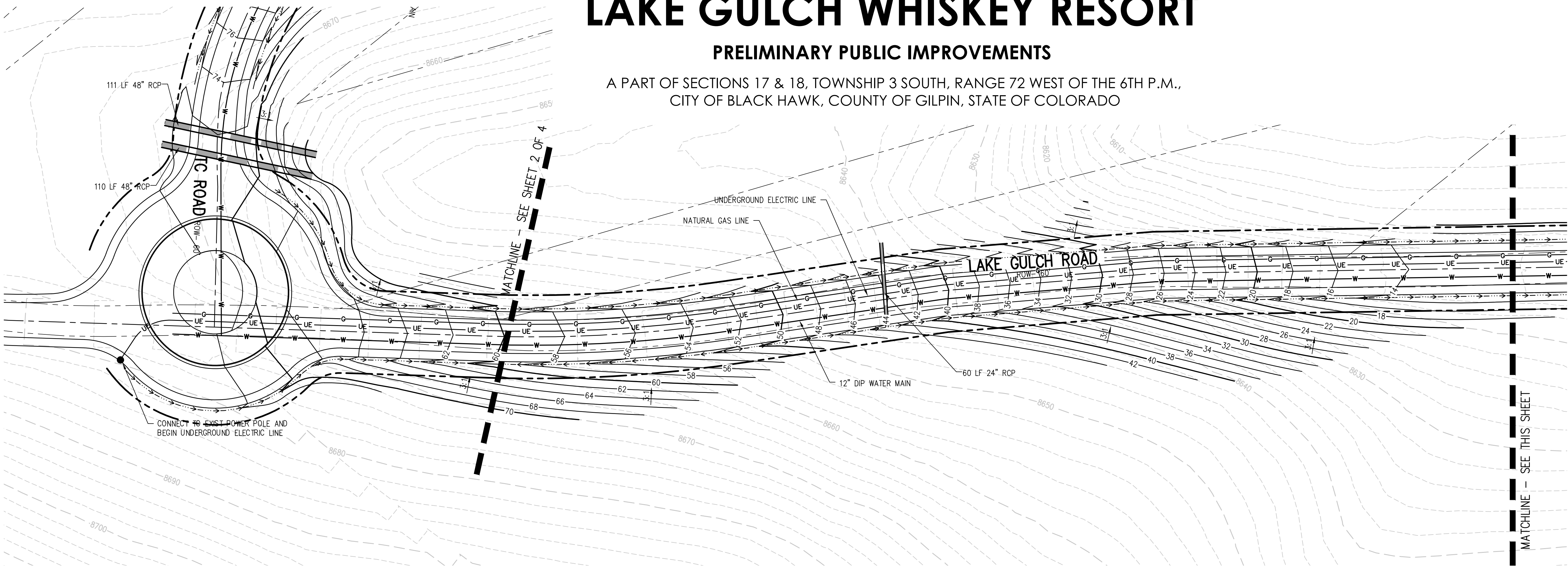
TC ROAD PLAN AND
CROSS-SECTION

301 of 626

LAKE GULCH WHISKEY RESORT

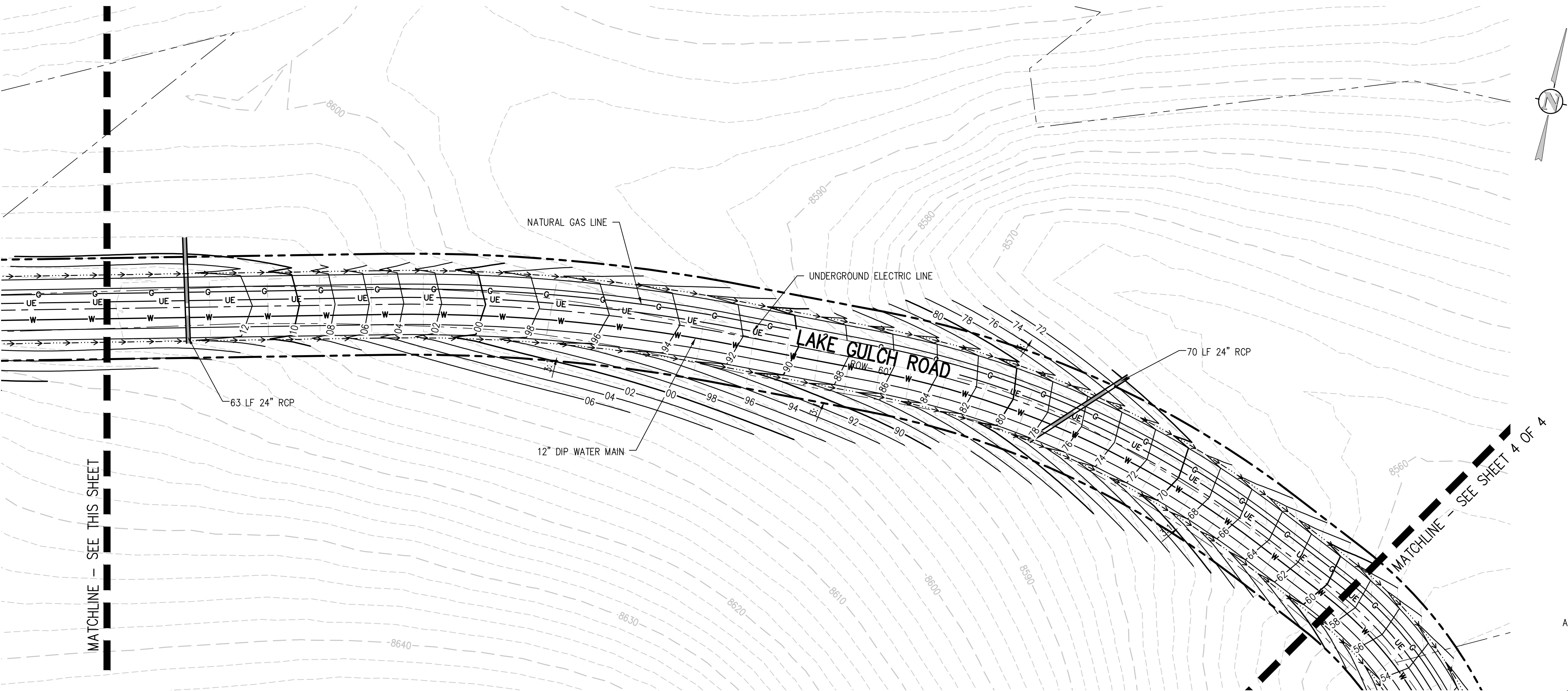
PRELIMINARY PUBLIC IMPROVEMENTS

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
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LAKE GULCH ROAD PLAN

SCALE: 1" = 40'

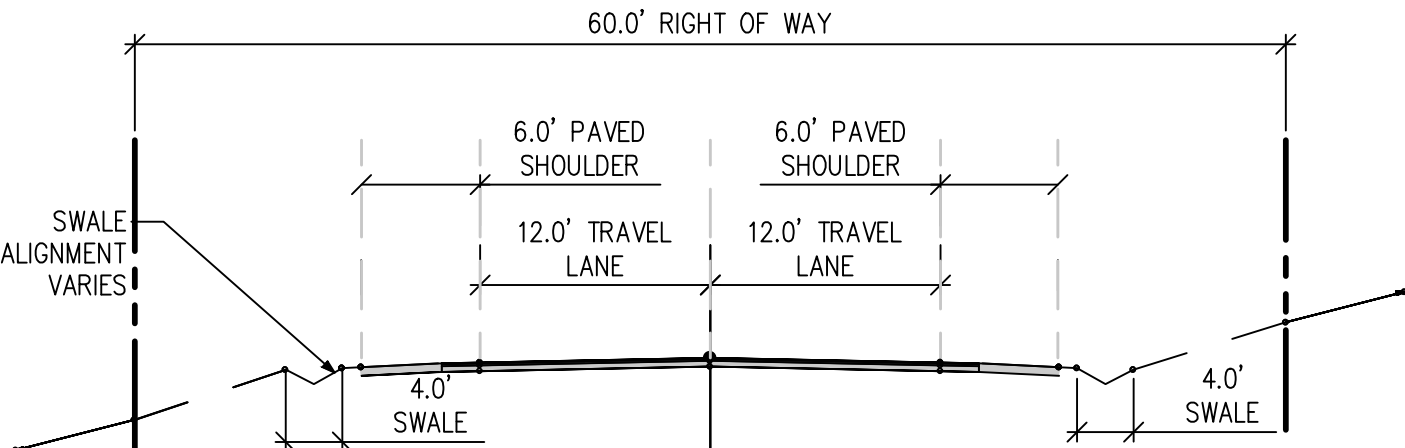


LAKE GULCH ROAD PLAN

SCALE: 1" = 40'



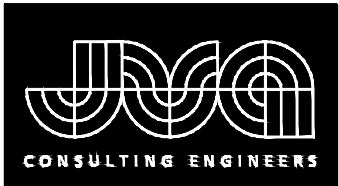
- NOTES:**
1. PROVIDE FIRE ACCESS PULLOUTS PER FIRE DEPARTMENT REQUIREMENTS (TYP EVERY 400-FT)
 2. PROVIDE DRAINAGE SWALE AND CULVERT DESIGN WITH FINAL DESIGN



ROAD CROSS-SECTION

ROW = 60.00'

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1	PIED SUBMITTAL		01.03.2020
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SHEET No.

3 of 4

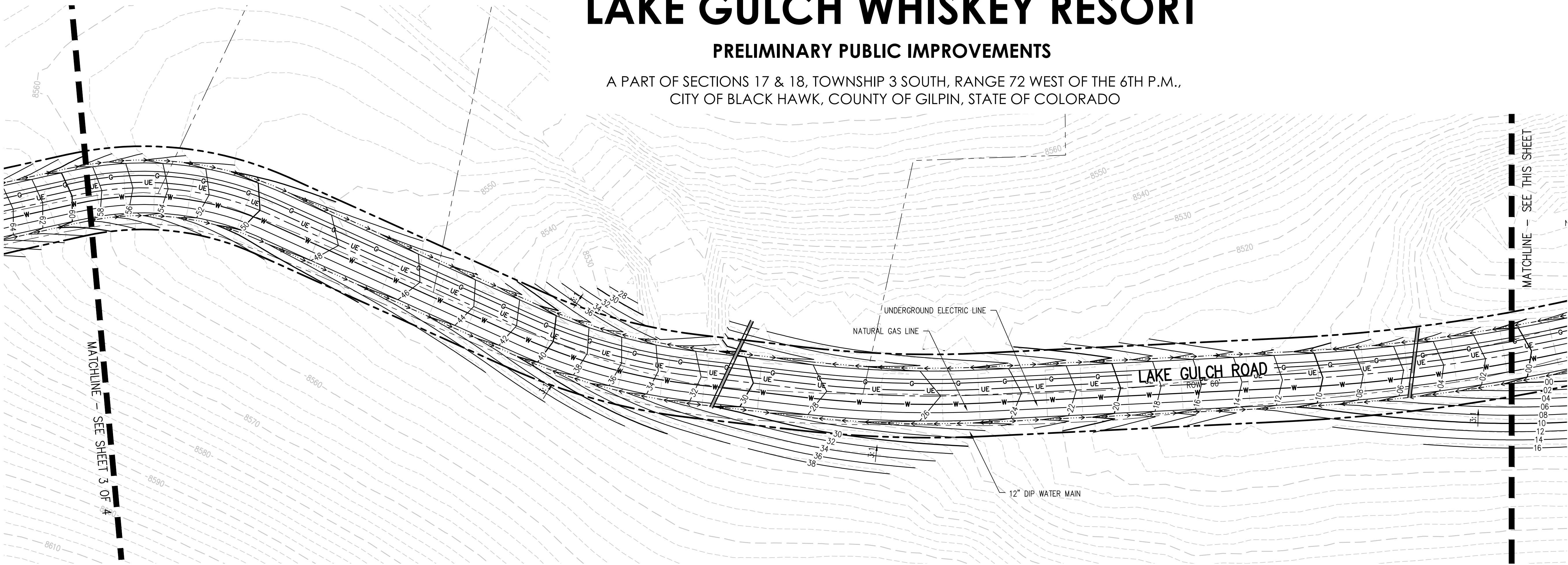
**LAKE GULCH ROAD PLAN
AND CROSS-SECTION**

302 of 626

LAKE GULCH WHISKEY RESORT

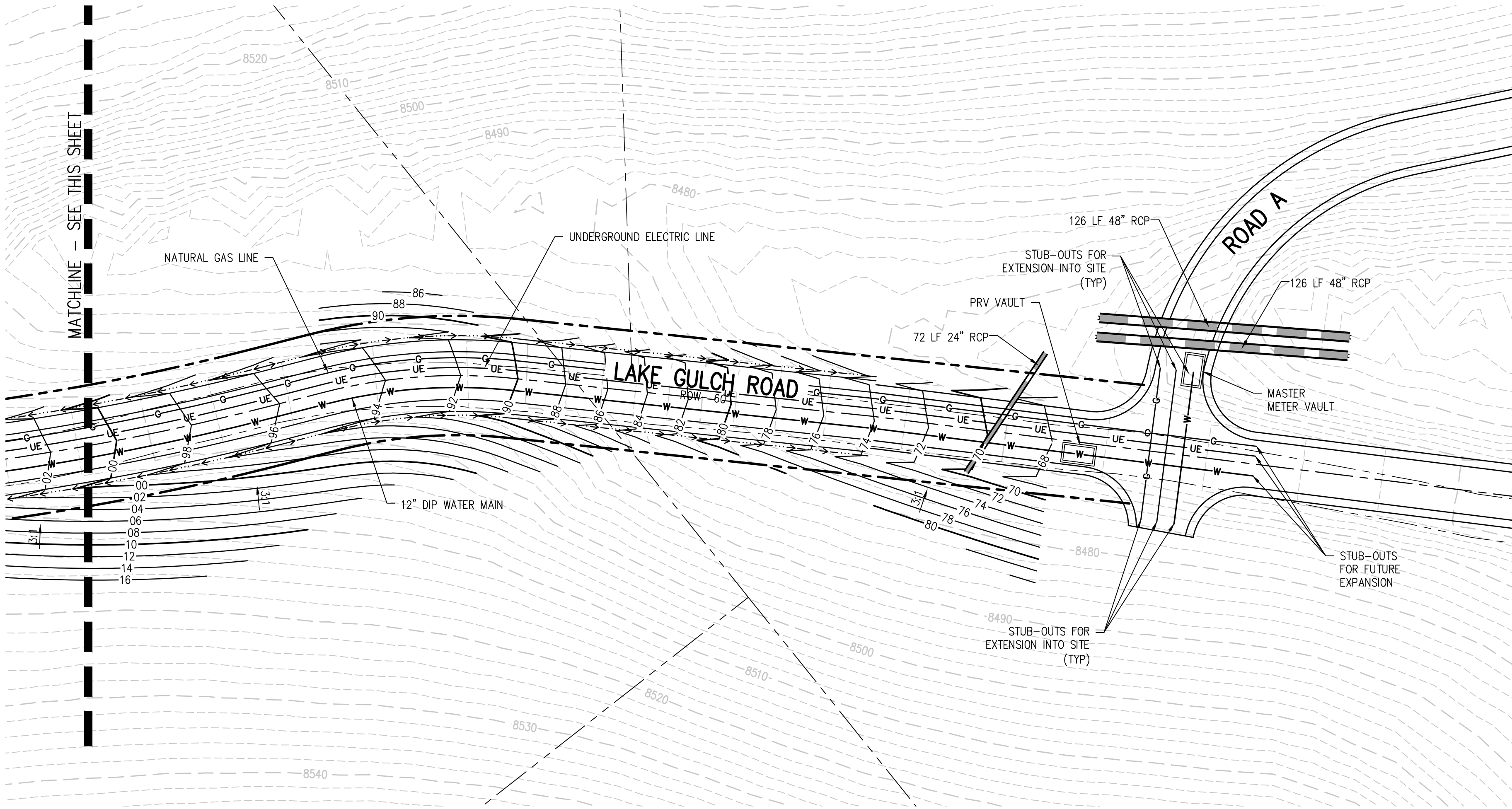
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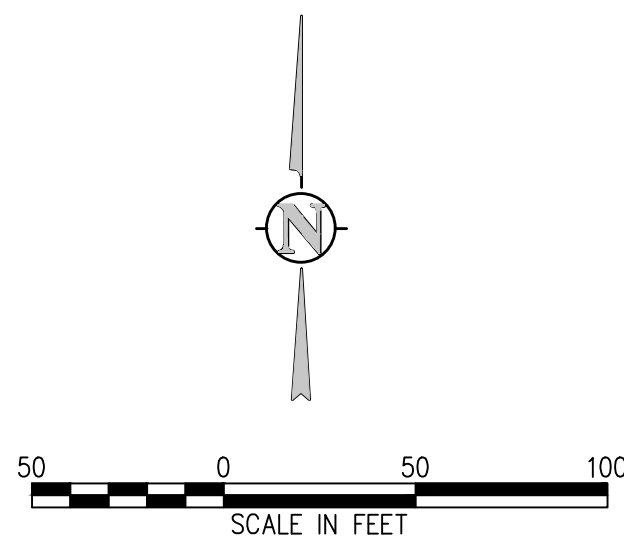
LAKE GULCH ROAD PLAN

SCALE: 1"= 40'

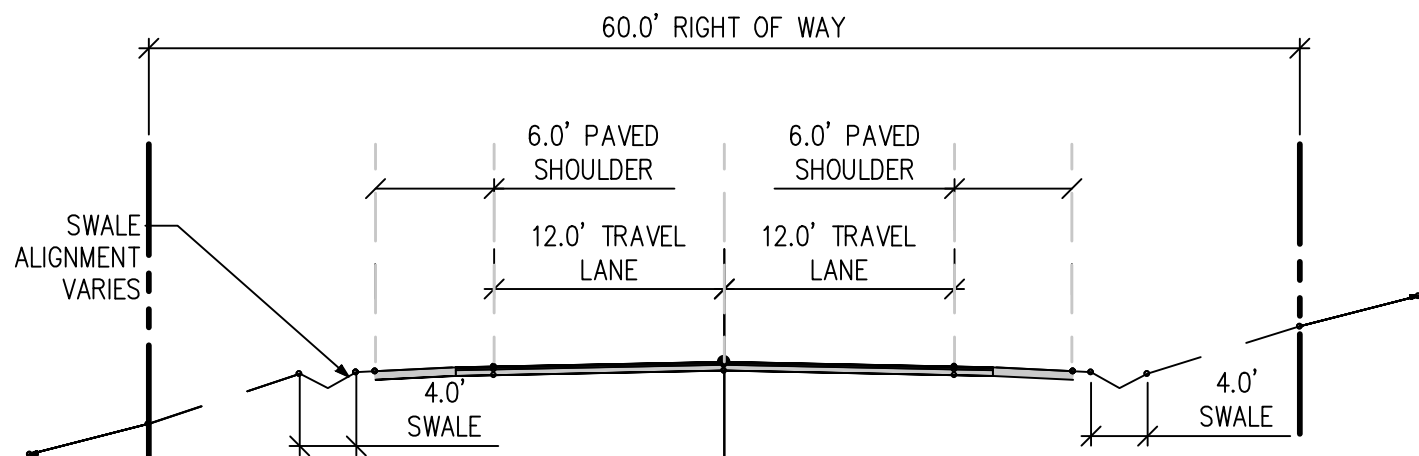


LAKE GULCH ROAD PLAN

SCALE: 1"= 40'



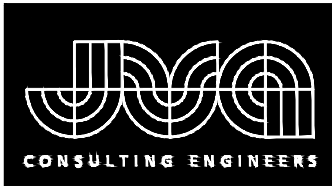
- NOTES:**
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 2. PROVIDE DRAINAGE SWALE AND CULVERT DESIGN WITH FINAL DESIGN



ROAD CROSS-SECTION

ROW = 60.00'

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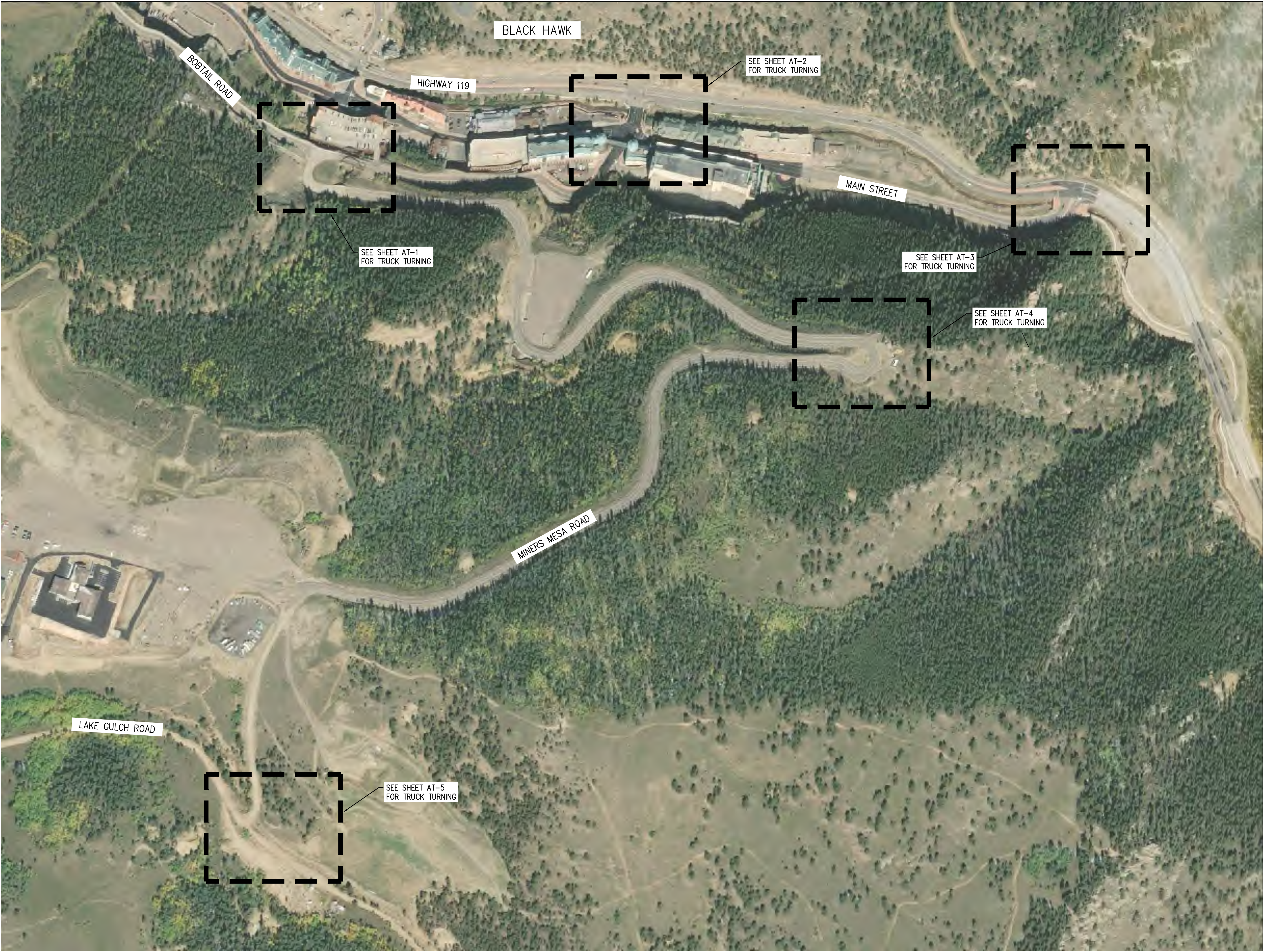
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SHEET No.

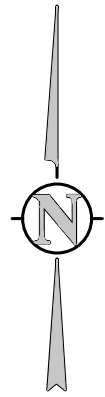
4 of 4

**LAKE GULCH ROAD PLAN
AND CROSS-SECTION**

303 of 626



OVERALL PLAN
SCALE 1"=200'



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**NEW
DISTILLERY
PROJECT**

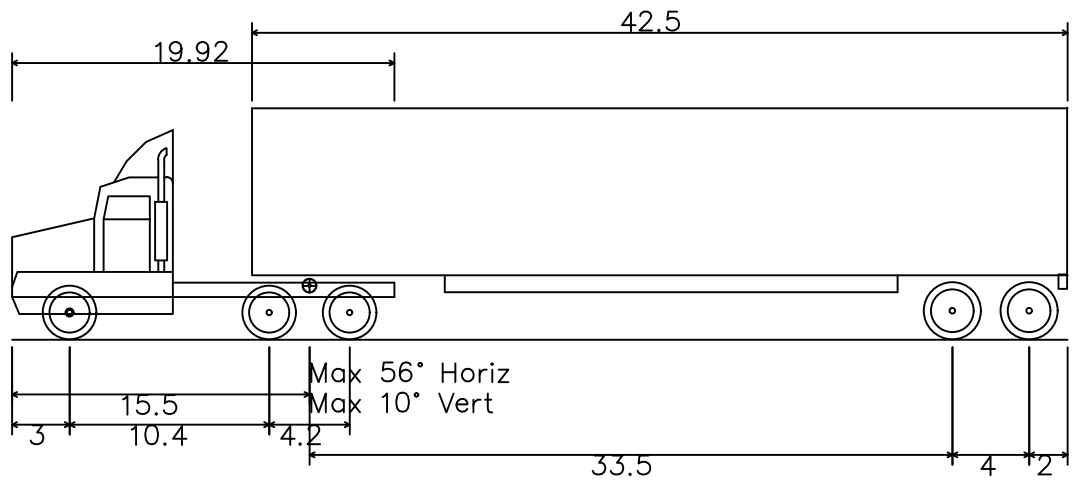
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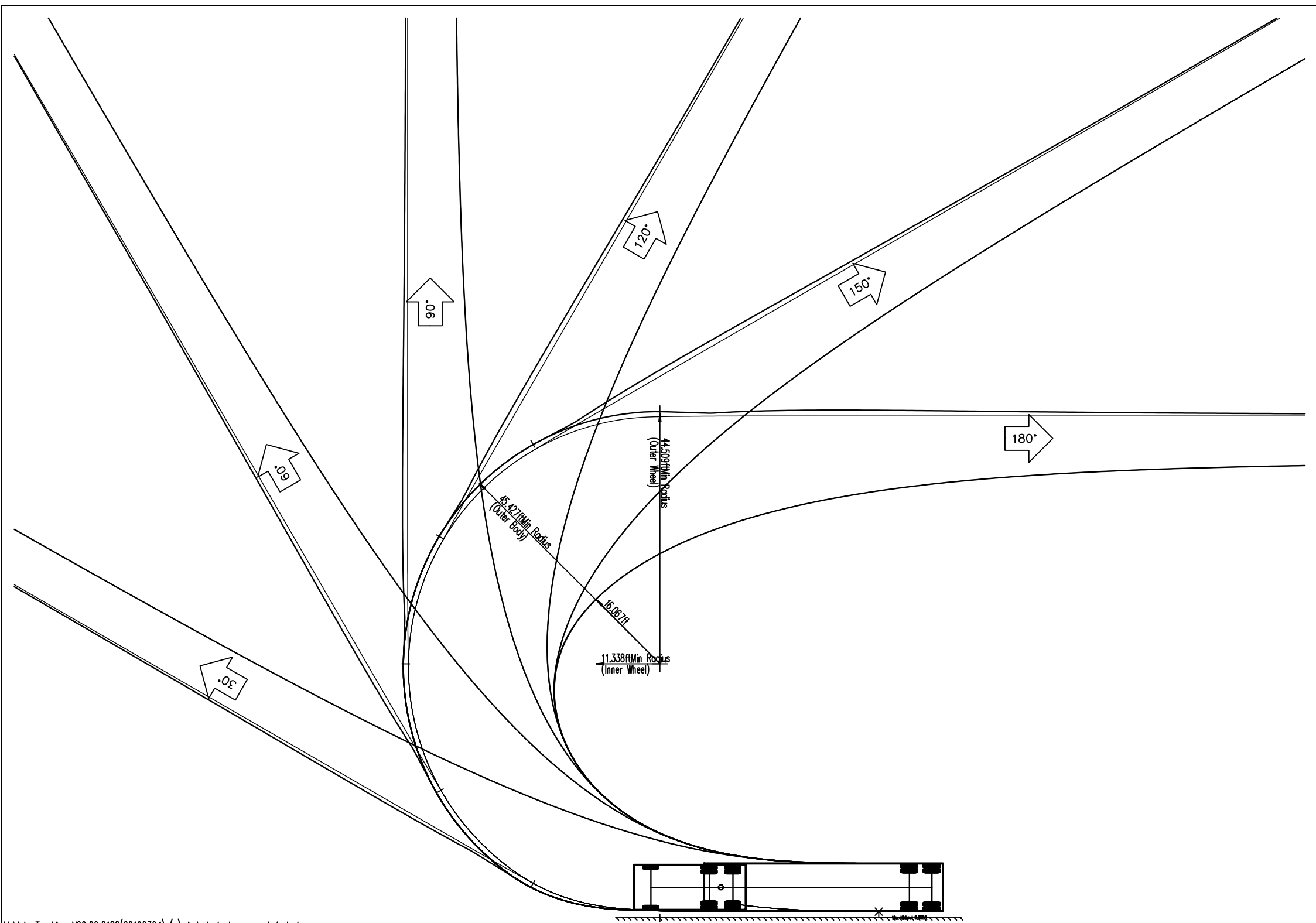
ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR/CHECKED	DATE

DUE DILIGENCE
02.15.19

SHEET No.
AT-0
AUTO TURN - WB-50



WB-50 - Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 17.90°



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Notes:
Turn(s) based upon a design speed of 5.00mph.

Title:
WB-50 - Intermediate Semi-Trailer



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NEW DISTILLERY PROJECT

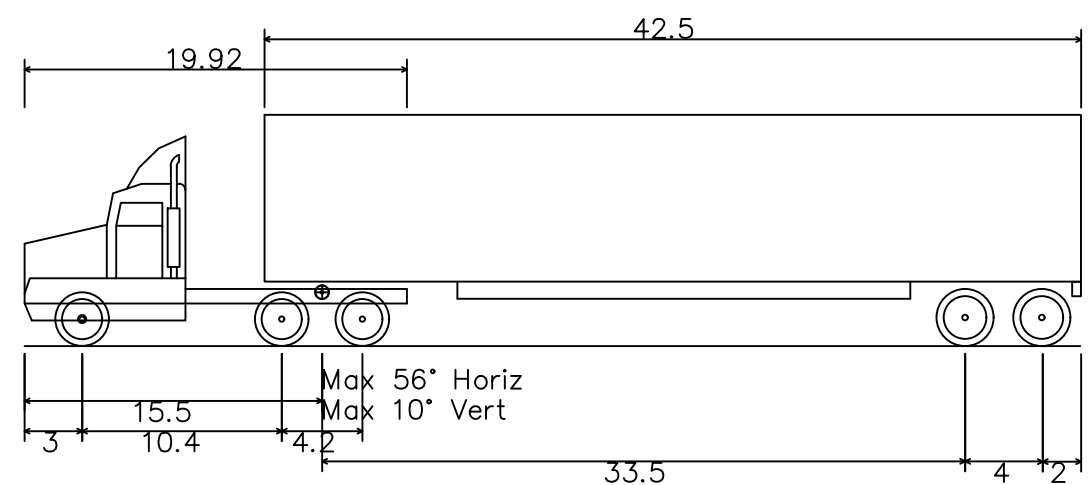
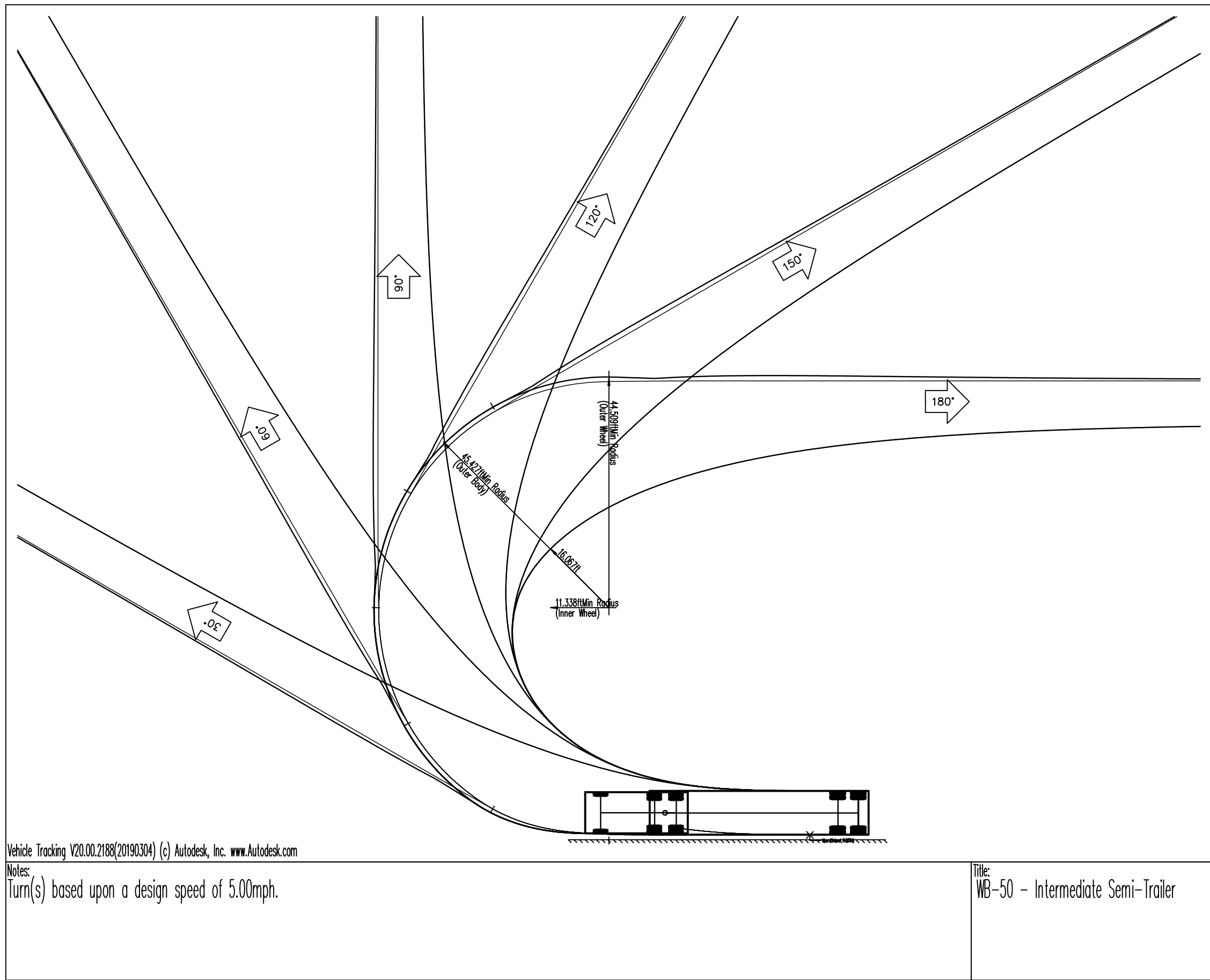
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NO.	DESCRIPTION	AUTHOR/CHECKED	DATE

DUE DILIGENCE
02.15.19

SHEET No.
AT-1
AUTO TURN - WB-50



WB-50 - Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 17.90°



VEHICLE MOVEMENT PLAN
SCALE 1"=20'



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NEW DISTILLERY PROJECT

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DUE DILIGENCE
02.15.19

SHEET No.
AT-2
AUTO TURN - WB-50



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NEW
DISTILLERY
PROJECT

CENTRAL CITY, COLORADO

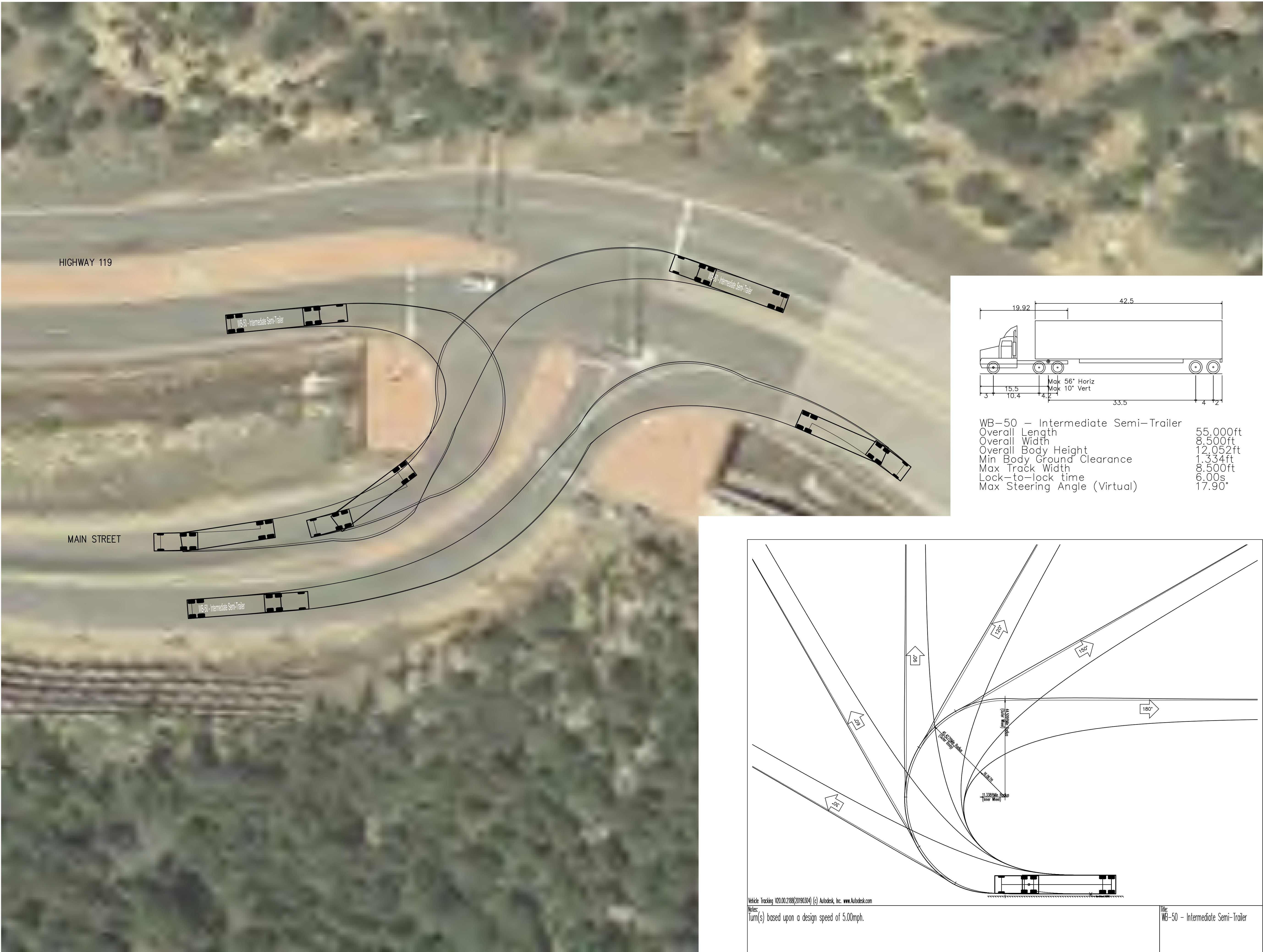
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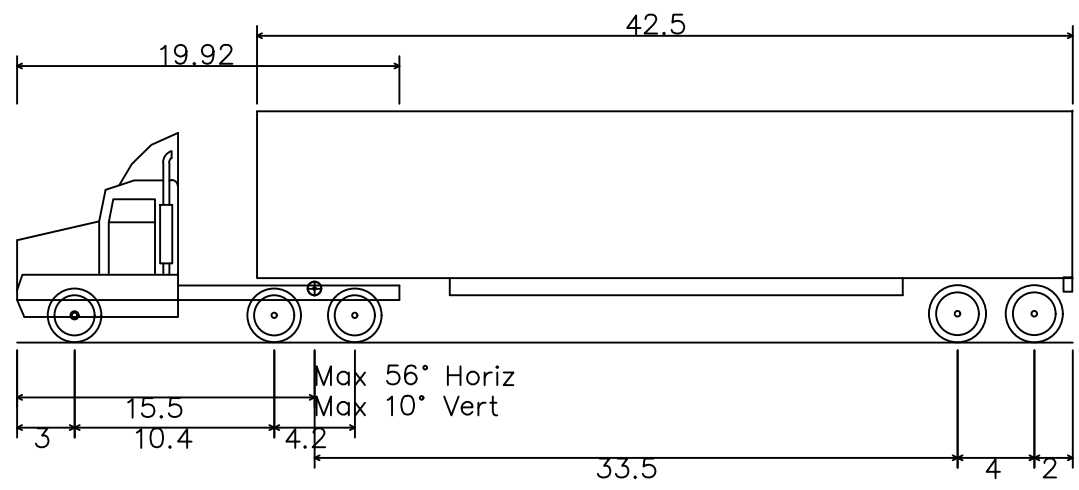
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02.15.19

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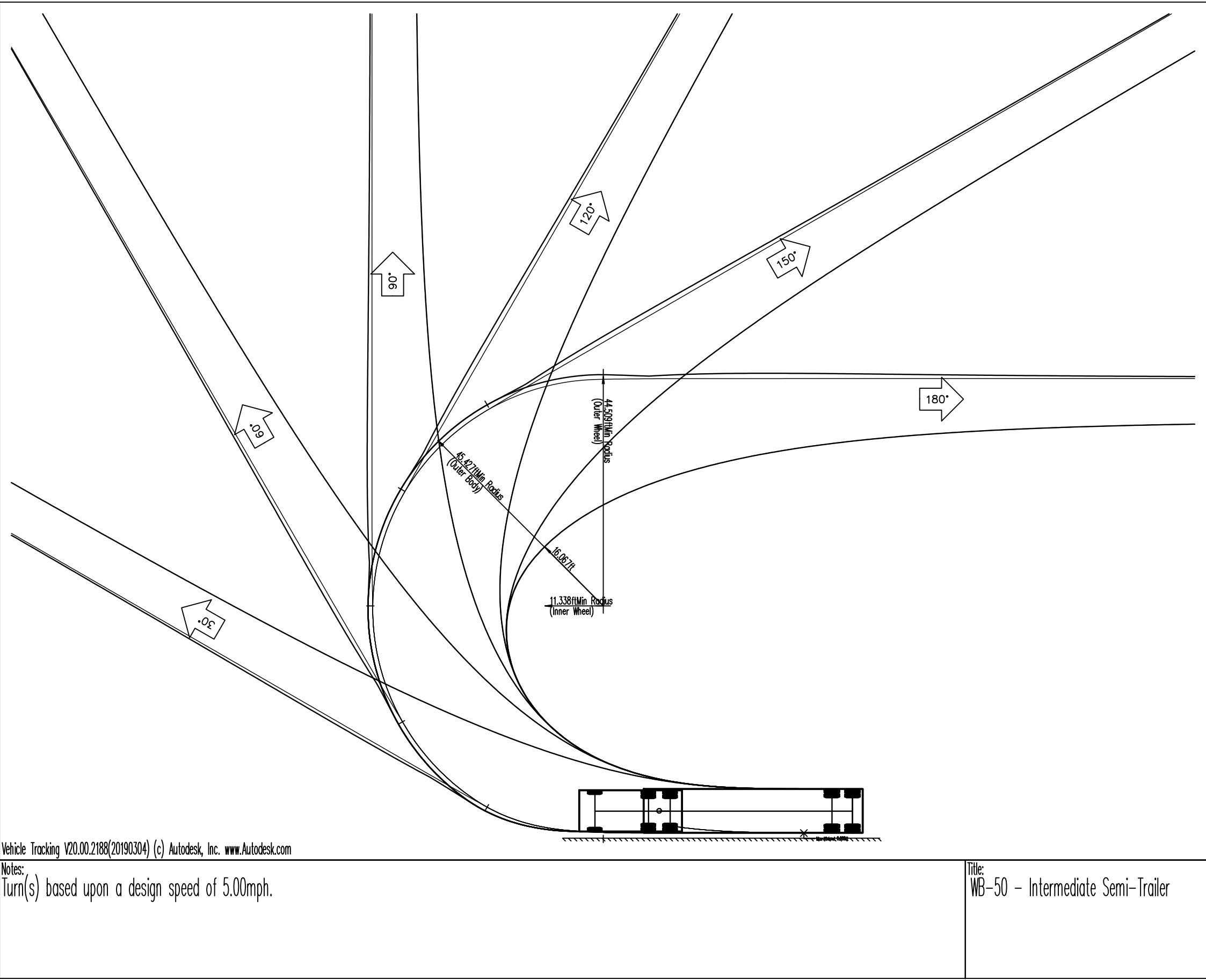
AT-3
AUTO TURN - WB-50



VEHICLE MOVEMENT PLAN
SCALE 1"=20'



WB-50 - Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s.
Max Steering Angle (Virtual) 17.90°



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NEW DISTILLERY PROJECT

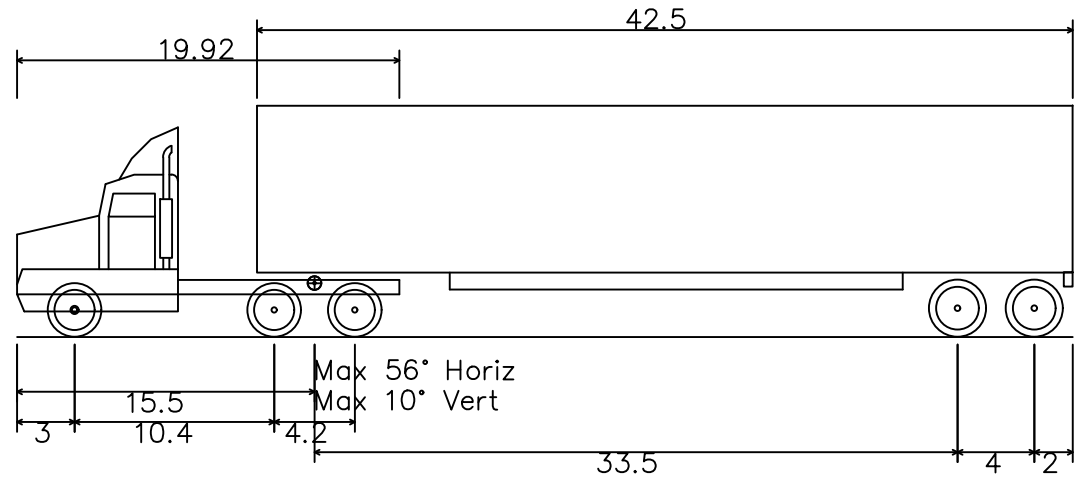
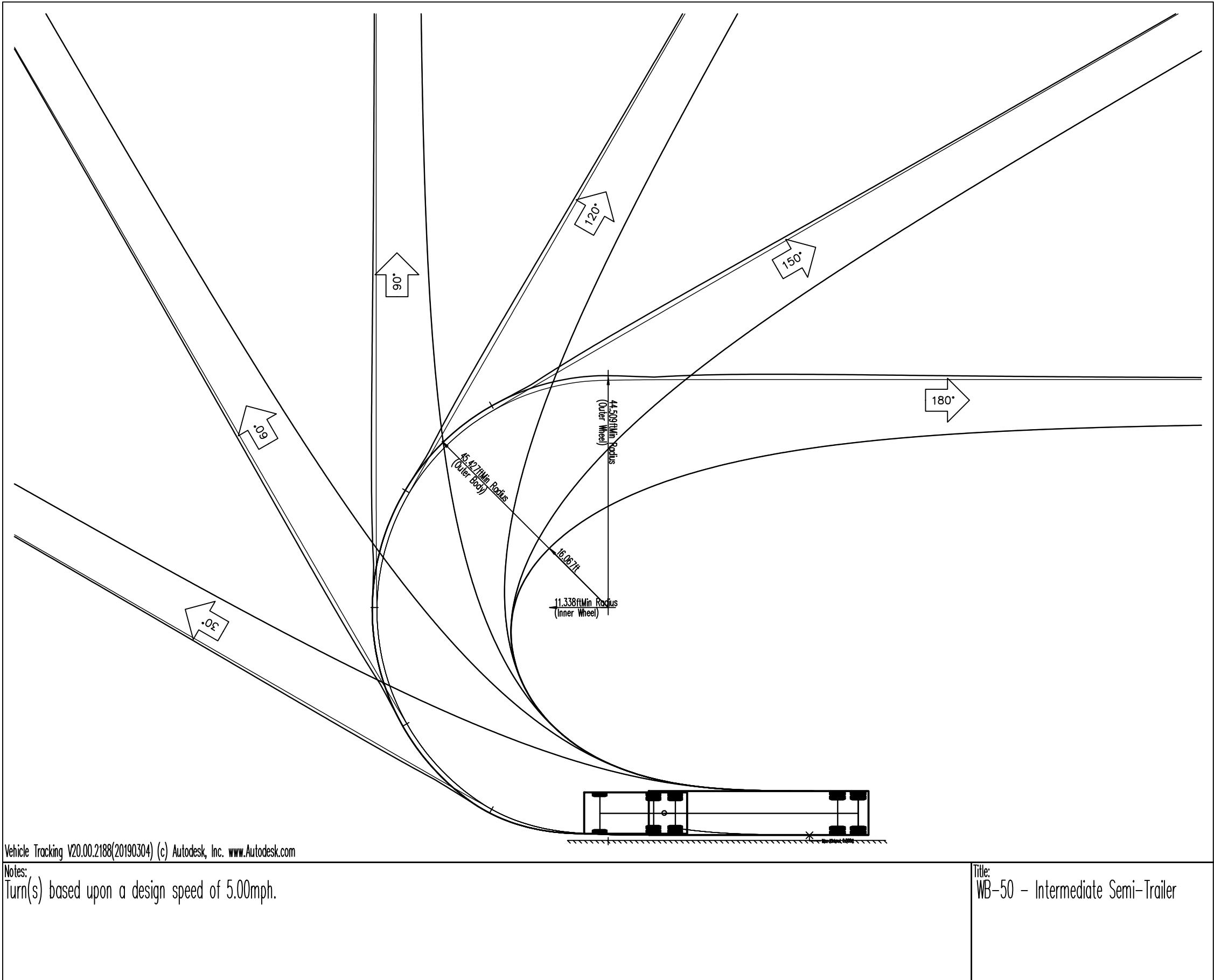
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DUE DILIGENCE
02.15.19

SHEET No.
AT-4
AUTO TURN - WB-50



WB-50 – Intermediate Semi-Trailer	
Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	17.90°



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NEW DISTILLERY PROJECT

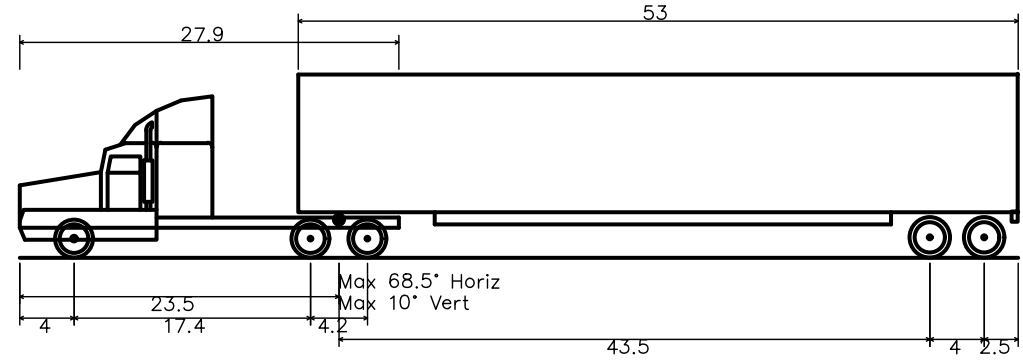
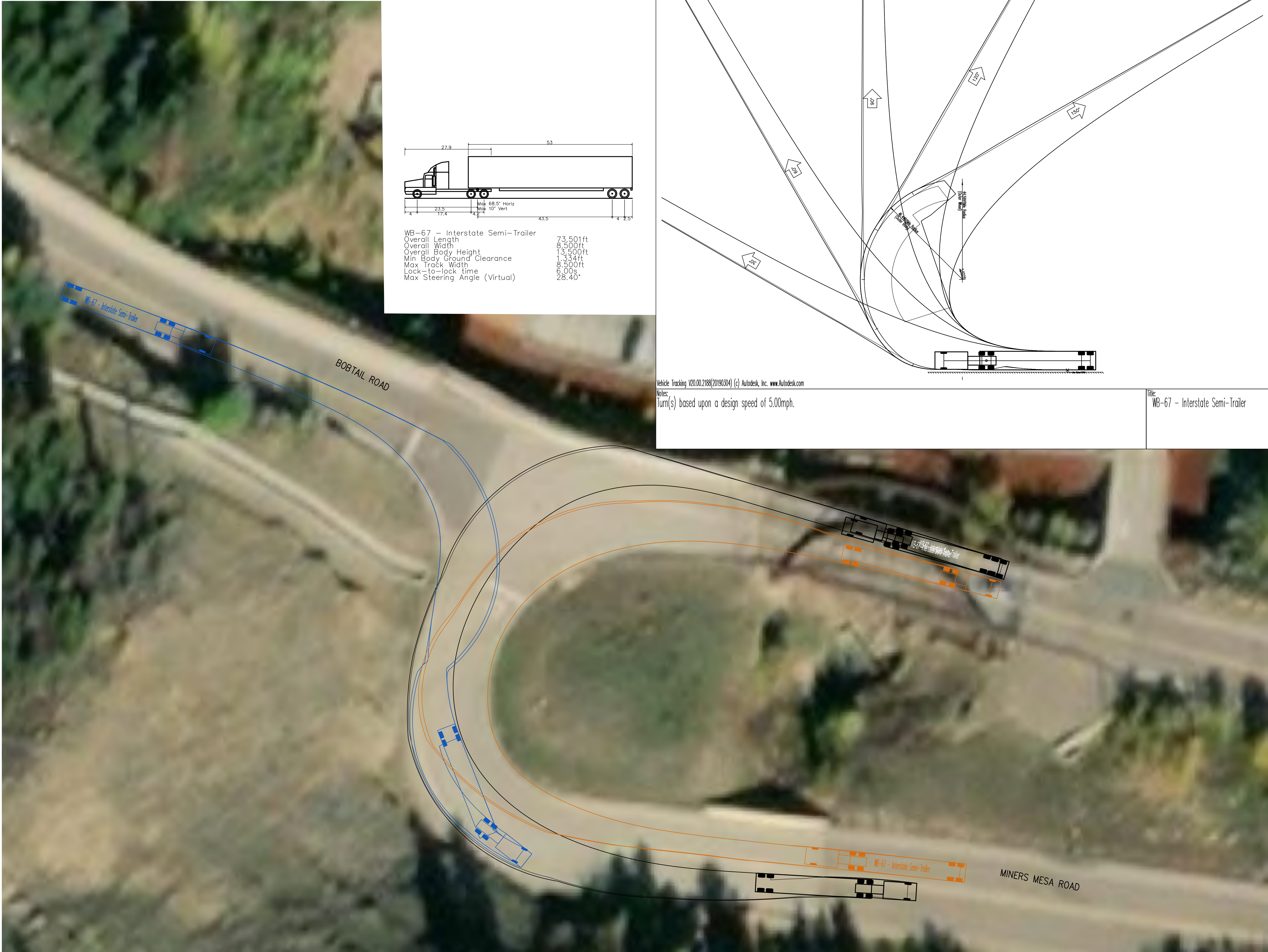
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NO.	DESCRIPTION	AUTHOR/CHECKED	DATE

DUE DILIGENCE
02.15.19

SHEET No.
AT-5
AUTO TURN - WB-50



WB-67 - Interstate Semi-Trailer
Overall Length 73.501ft
Overall Width 8.500ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

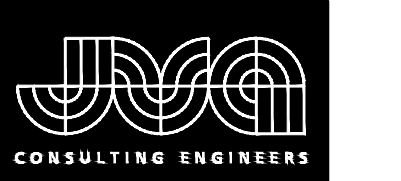
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Notes:
Turn(s) based upon a design speed of 5.00mph.

Title:
WB-67 - Interstate Semi-Trailer



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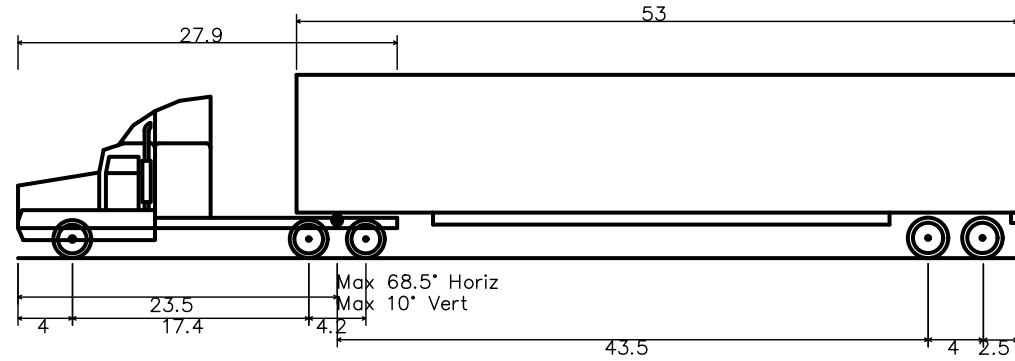
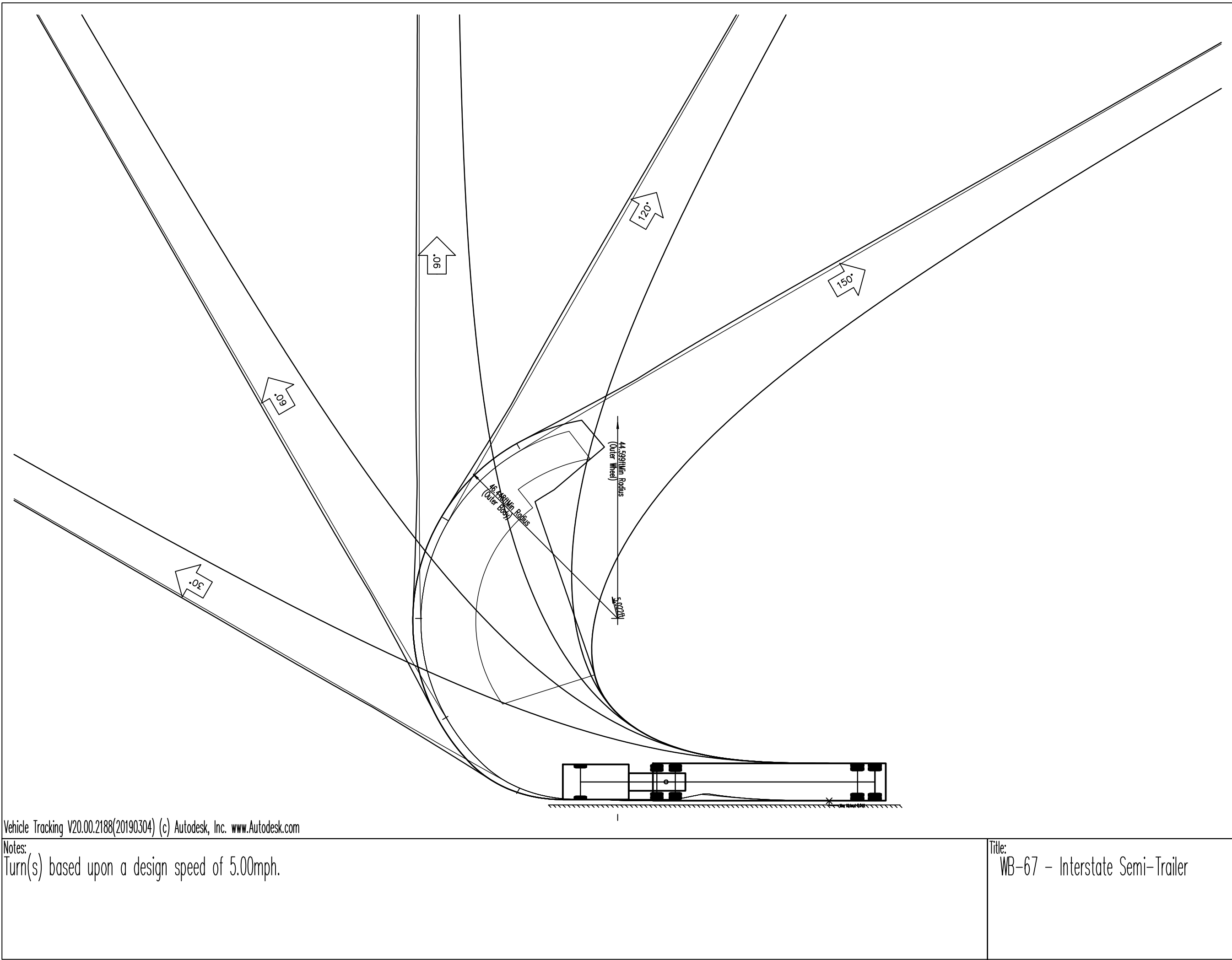
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1	PUD SUBMITTAL		01.03.2020
2	VEHICLE MOVEMENT EXH		03.10.2020

SHEET No.

AT-1
AUTO TURN - WB-67



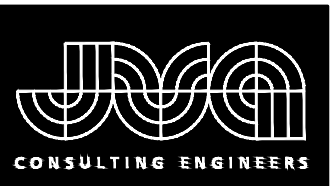
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VEHICLE MOVEMENT PLAN
SCALE 1"=20'



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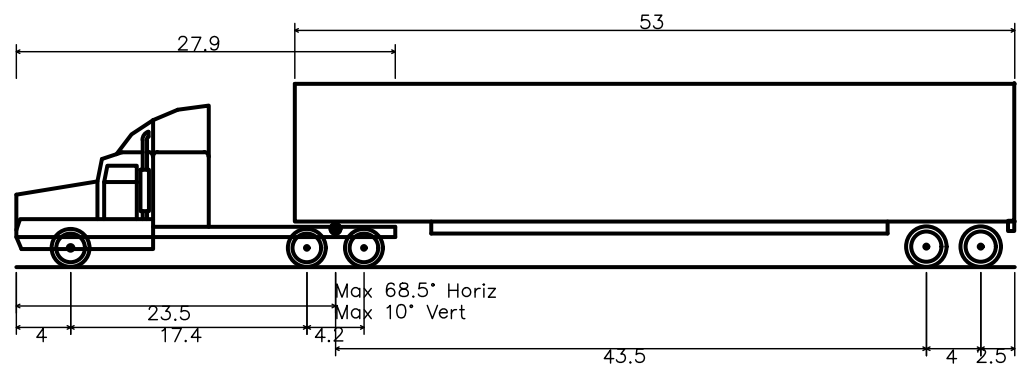
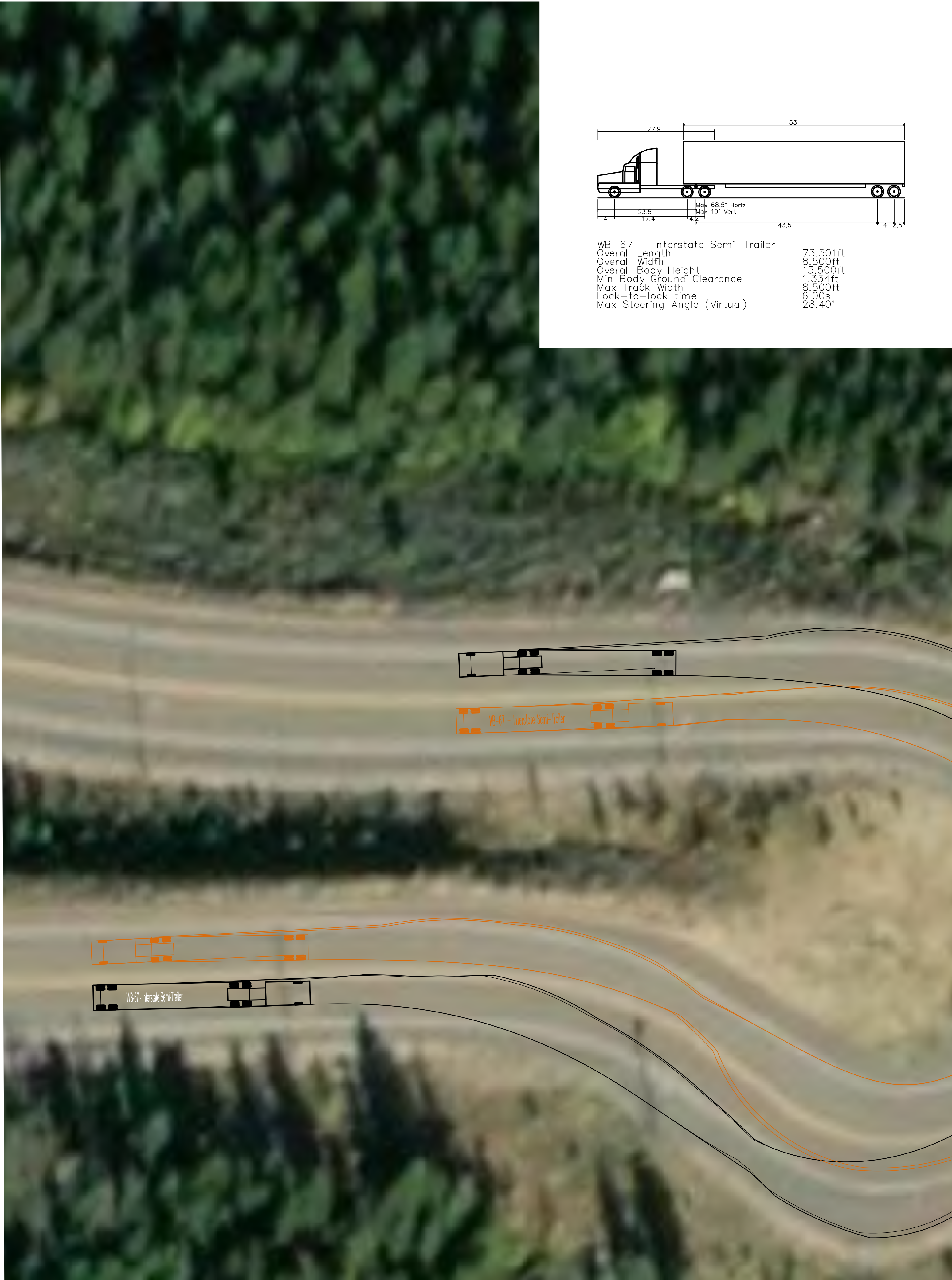
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR / CHECKED	DATE
1	PUD SUBMITTAL		01.03.2020
2	VEHICLE MOVEMENT EDH		03.10.2020

SHEET No.

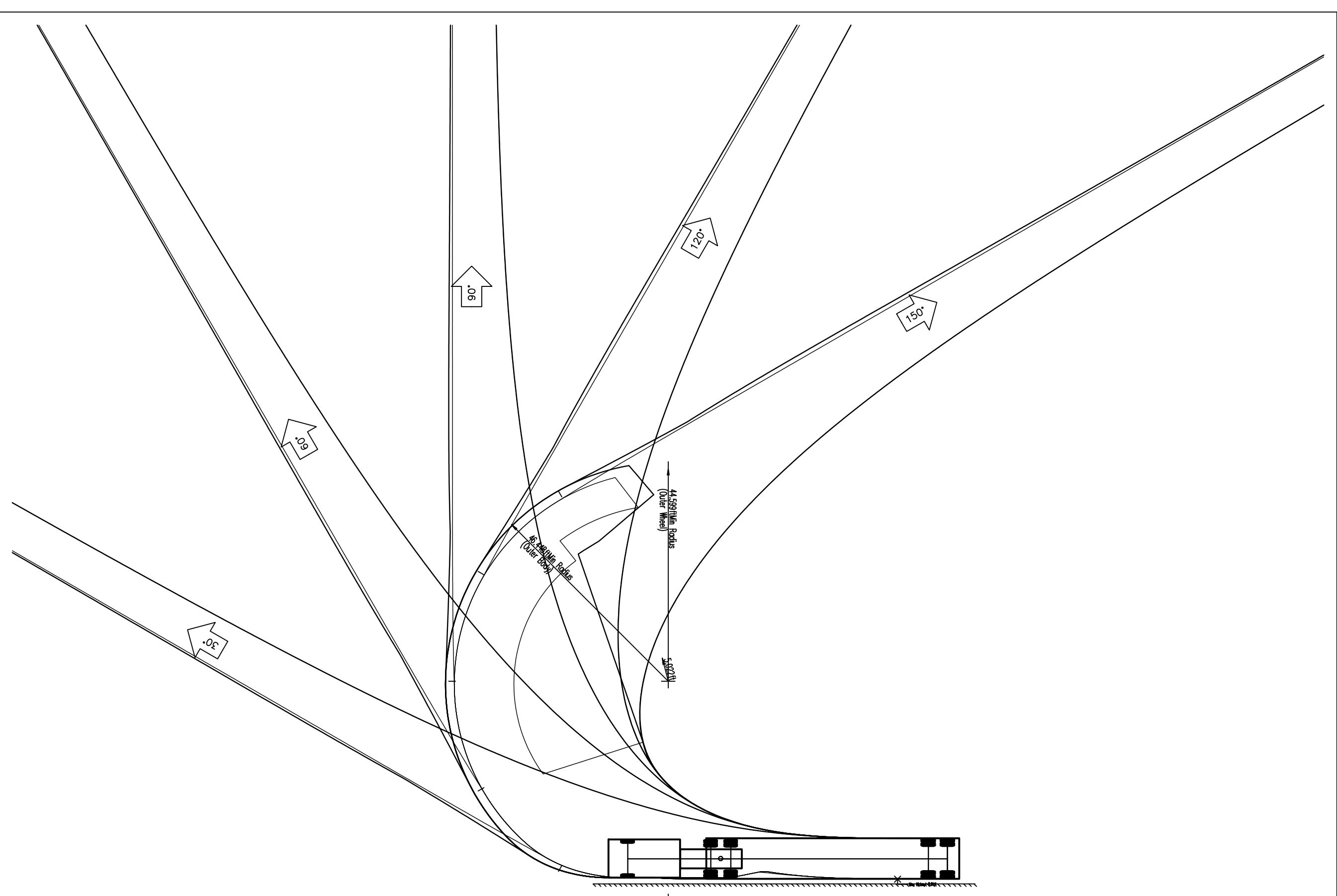
AT-2
AUTO TURN - WB-67



WB-67 - Interstate Semi-Trailer
Overall Length 73.501ft
Overall Width 8.500ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

Vehicle Tracking V20.00.2188(20190304) (c) Autodesk, Inc. www.Autodesk.com

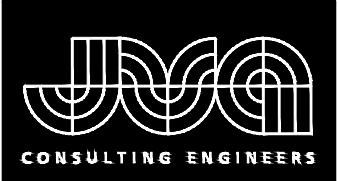
Notes:
Turn(s) based upon a design speed of 5.00mph.



Title:
WB-67 - Interstate Semi-Trailer



2560 28th Street, Suite 200
Boulder, Colorado
p. 303-442-3351



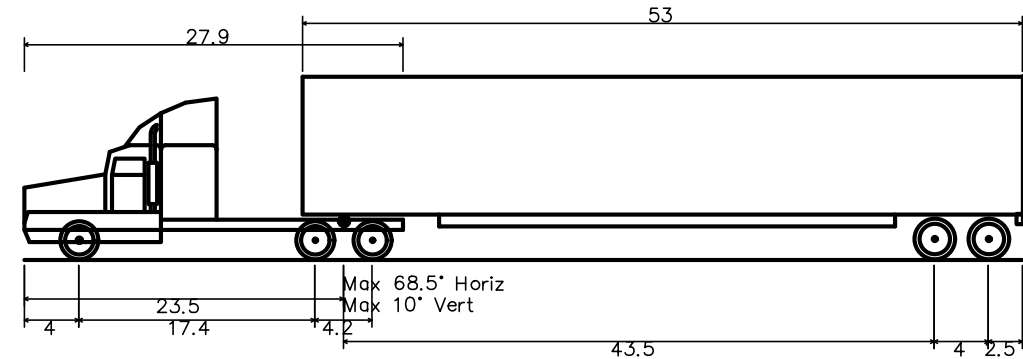
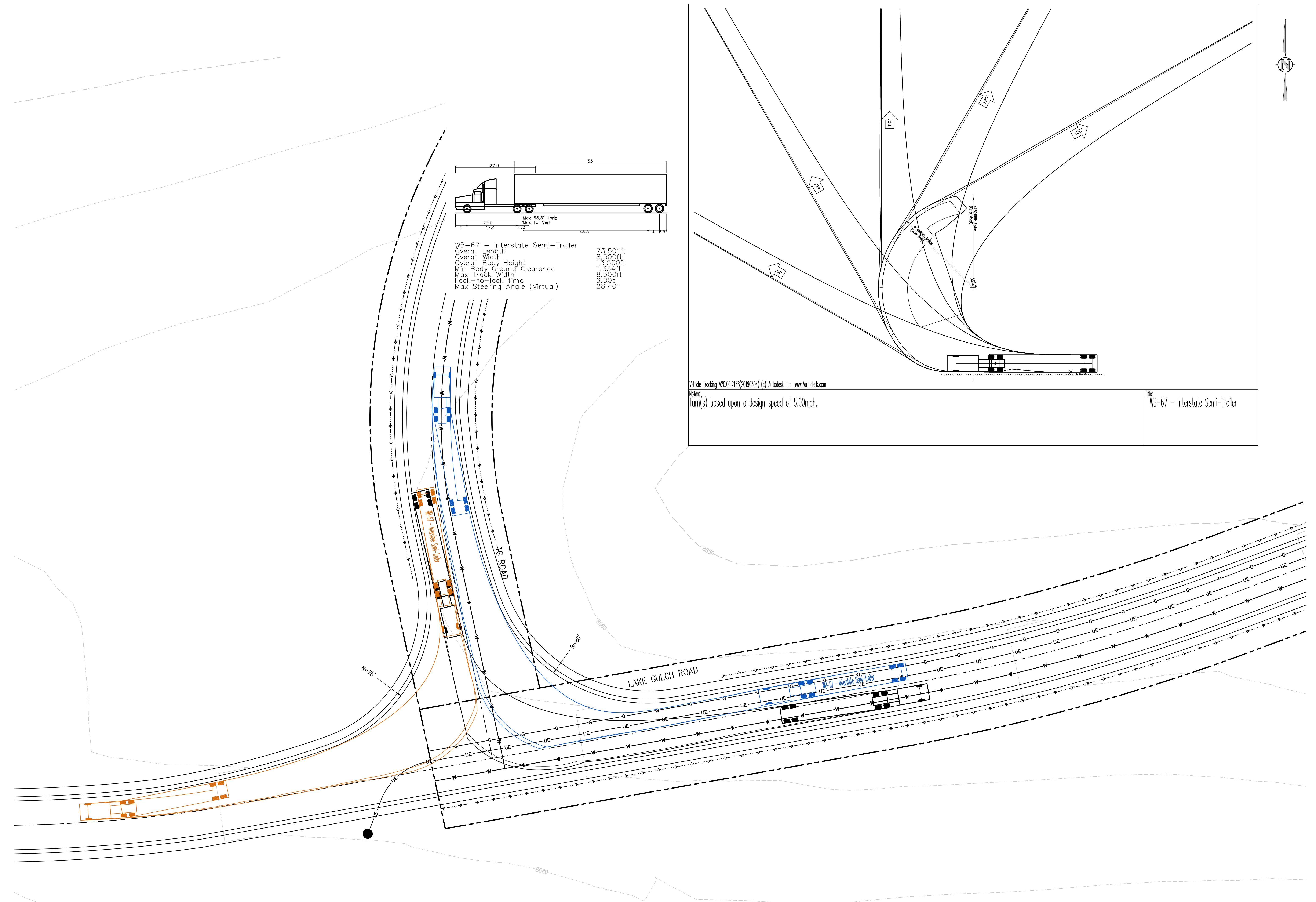
JVA, Inc. 1319 Spruce Street
Boulder, CO 80302 303.444.1951
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ISSUED/REVISION SCHEDULE				
NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	PUD SUBMITTAL			01.03.2020
2	VEHICLE MOVEMENT EXH			03.10.2020

SHEET No.

AT-4
AUTO TURN - WB-67



WB-67 - Interstate Semi-Trailer
Overall Length 73.501ft
Overall Width 8.500ft
Overall Body Height 13.500ft
Min. Body Ground Clearance 1.334ft
Max. Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

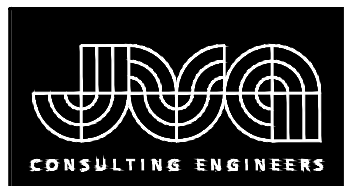
Vehicle Tracking V20.00.2188(20190304) (c) Autodesk, Inc. www.Autodesk.com
Notes:
Turn(s) based upon a design speed of 5.00mph.

Title:
WB-67 - Interstate Semi-Trailer

VEHICLE MOVEMENT PLAN
SCALE 1"=20'



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NO.	DESCRIPTION	AUTHOR	CHECKED	DATE
1	PUD SUBMITTAL			01.03.2020
2	VEHICLE MOVEMENT EDH			03.10.2020

SHEET No.

AT-6
AUTO TURN - WB-67

LAKE GULCH WHISKEY RESORT

CONCEPTUAL SITE PLAN & CHARACTER SKETCHES

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO

THE CONCEPTUAL SITE PLAN AND CHARACTER SKETCHES
ARE BEING PROVIDED FOR "REFERENCE ONLY" AND ARE
NOT A REGULATORY PART OF THE PLANNED DEVELOPMENT
APPROVAL, NOR SHALL THEY BE RECORDED WITH ANY
APPROVAL OF THIS PUD. FINAL SITE & ARCHITECTURAL
DESIGN TO BE APPROVED WITH THE SITE DEVELOPMENT
PLANS & CERTIFICATES OF ARCHITECTURAL COMPATIBILITY



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CONDITIONS OR DIMENSIONS



CONCEPTUAL SITE PLAN
1:3000

SHEET No.

LAKE GULCH WHISKEY RESORT

CONCEPTUAL SITE PLAN & CHARACTER SKETCHES

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
CITY OF BLACK HAWK, COUNTY OF GILPIN, STATE OF COLORADO

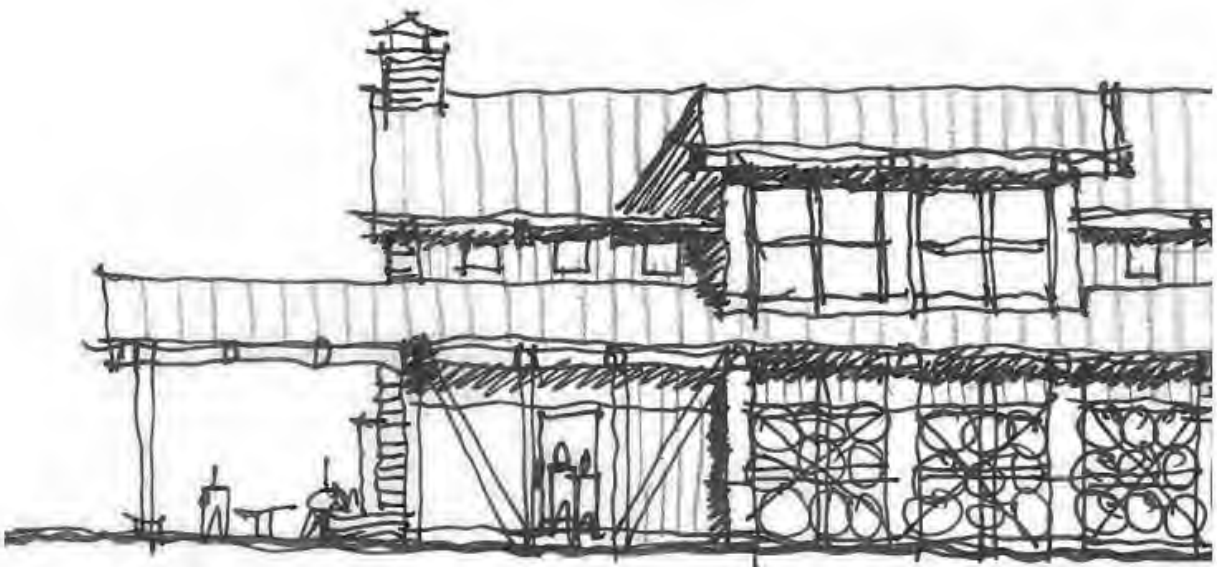
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NO.	DESCRIPTION	AUTHOR (CHECKED)	DATE



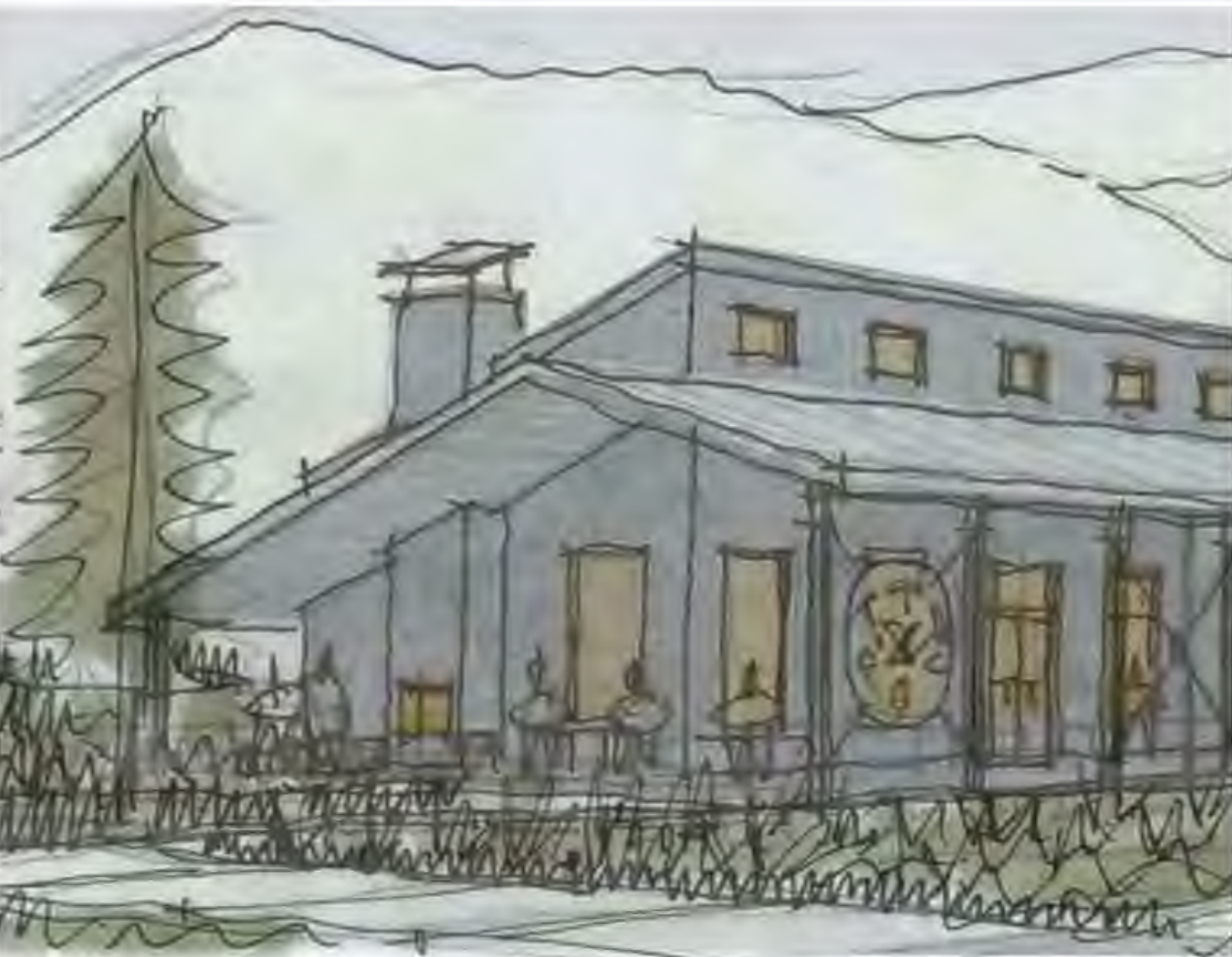
VISITOR CENTER CONCEPT



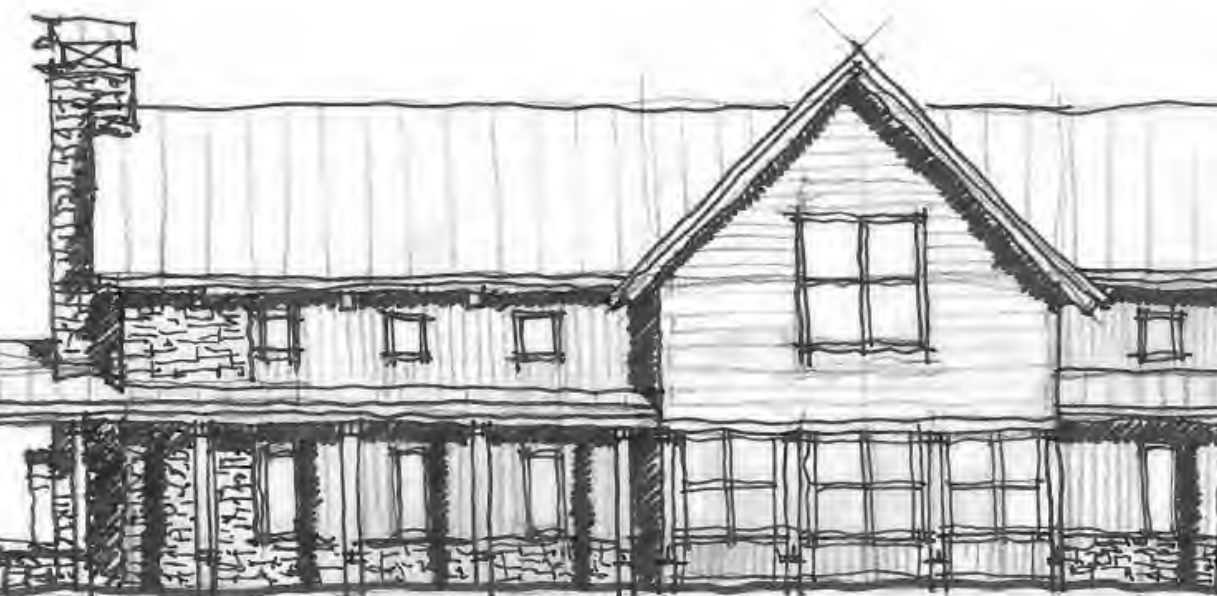
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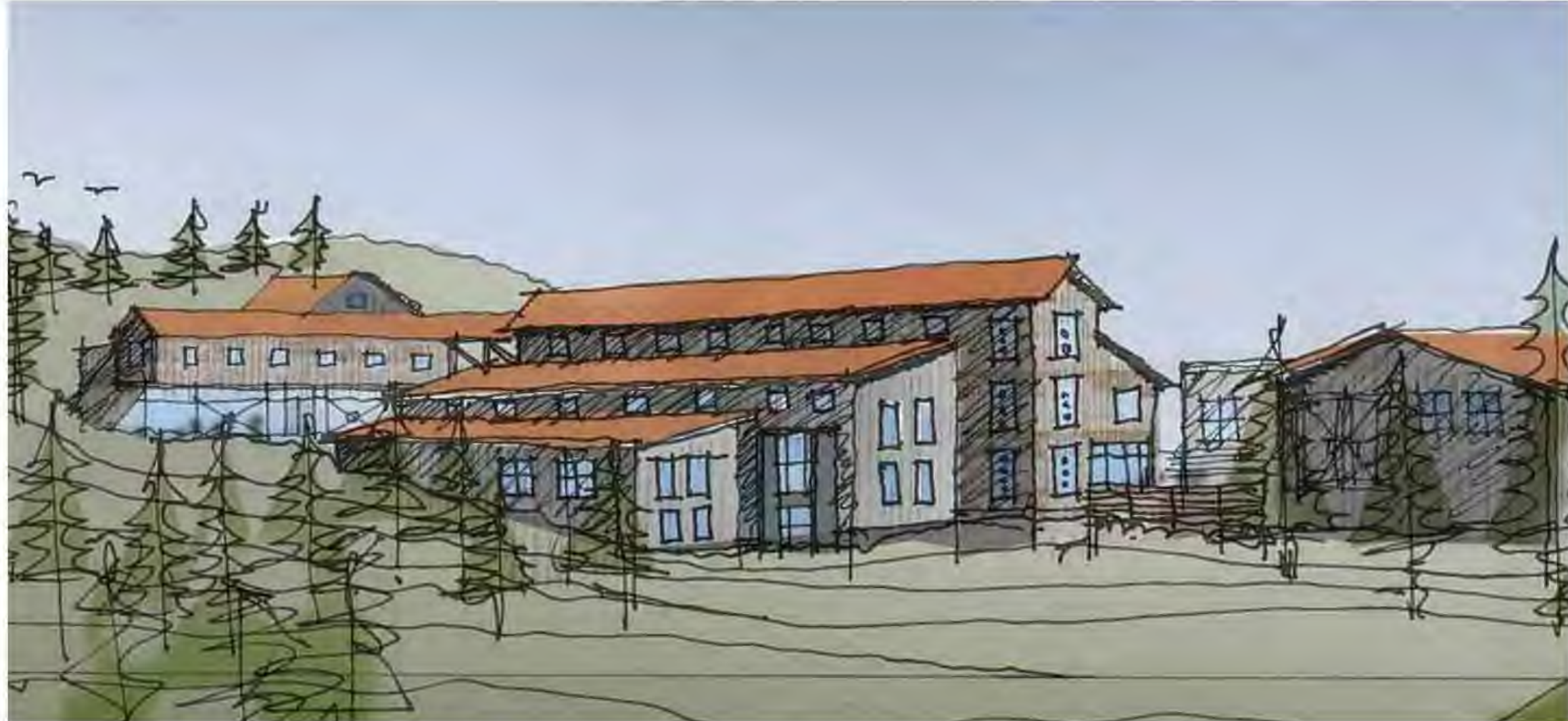
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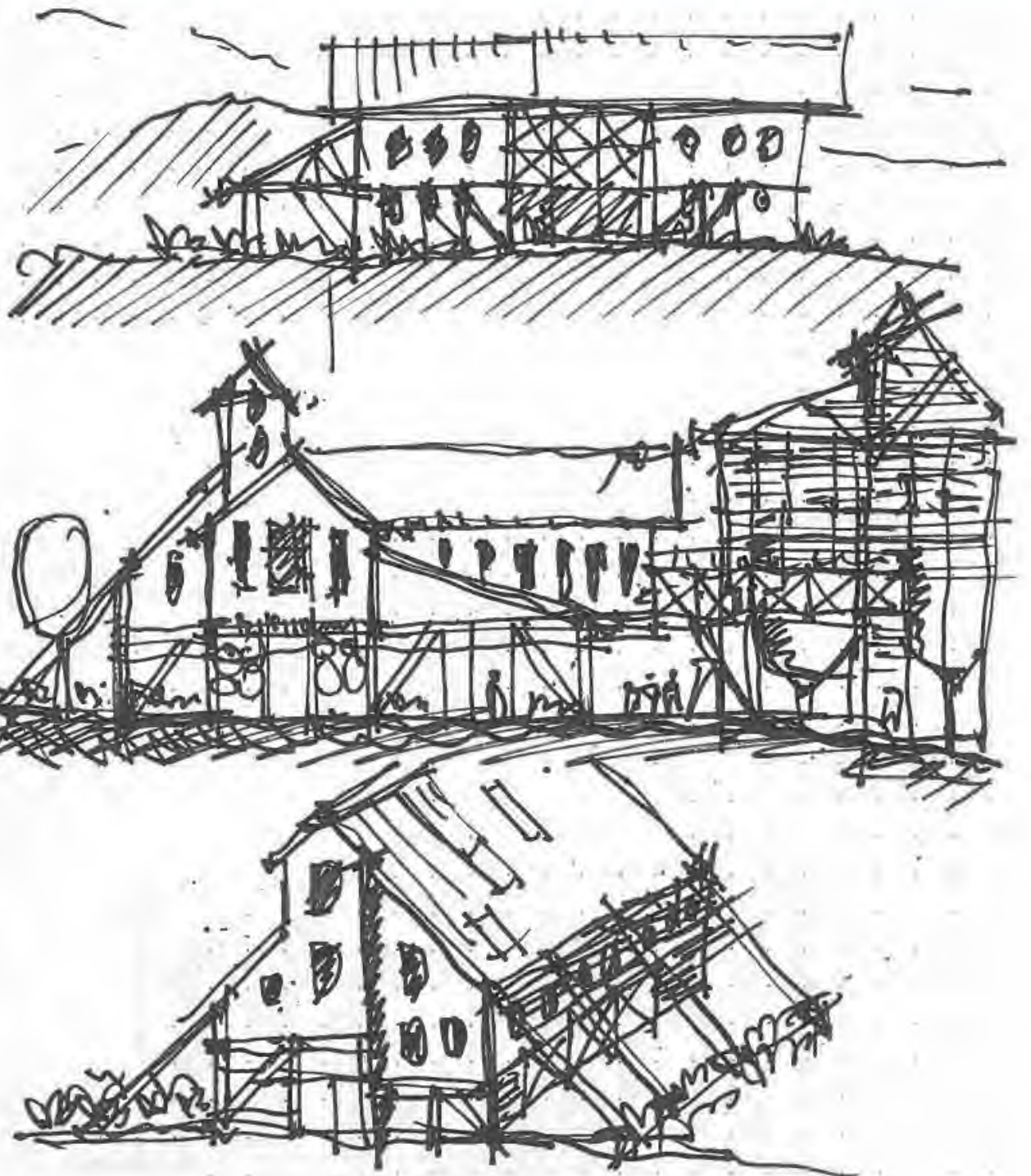
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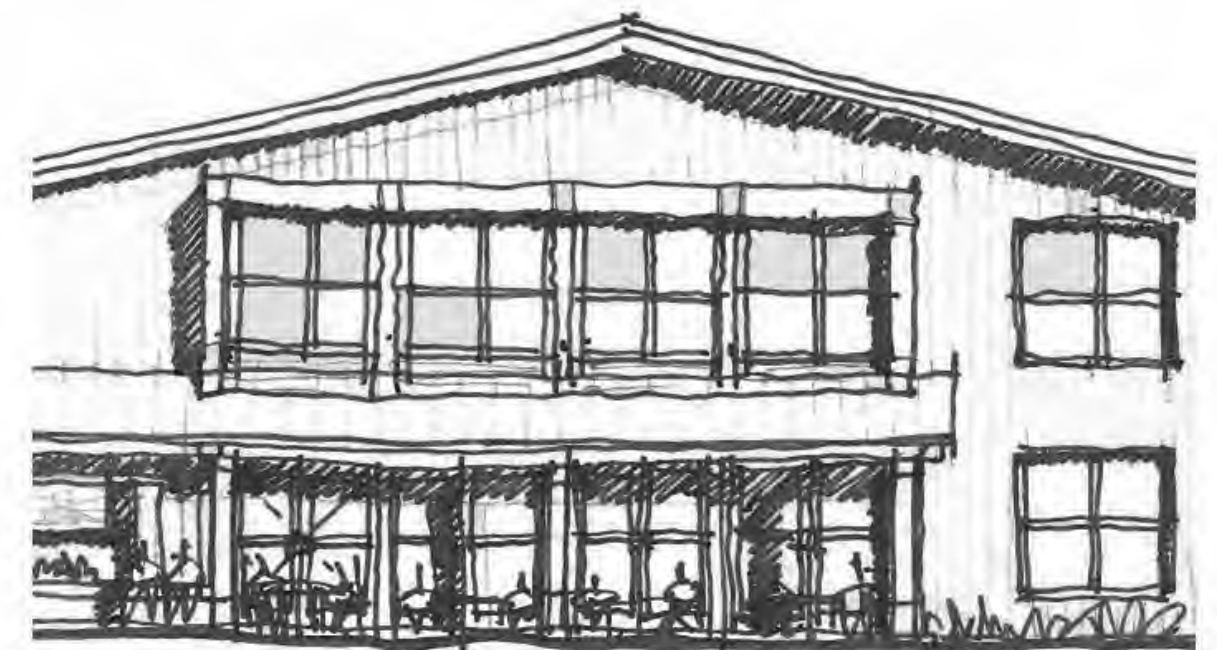
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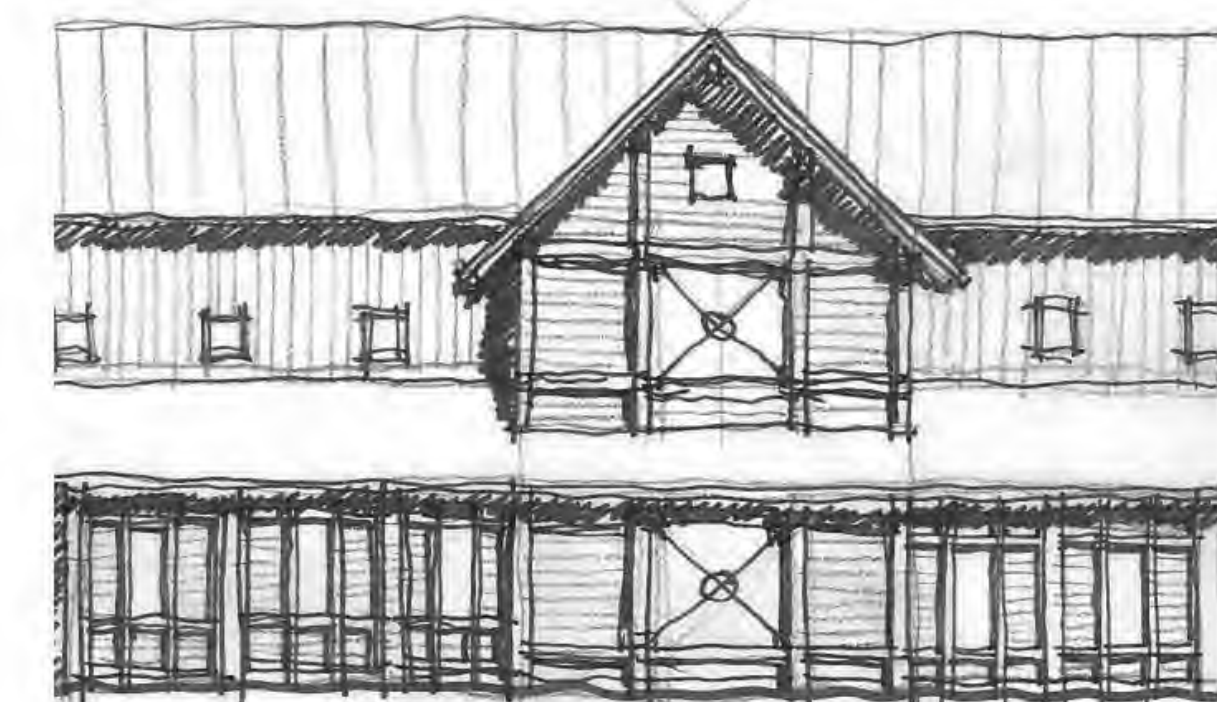
DISTILLERY CONCEPT



DISTILLERY CONCEPT



BARREL HOUSE CONCEPT



VISITOR CENTER CONCEPT



DISTILLERY & VISITOR CENTER CONCEPT

Weekly Register-Call

Proof of Publication

State of Colorado
County of Gilpin

I, Aaron K. Storms, do solemnly swear that I am the Publisher & Managing Editor of the Weekly Register-Call; that the same is a weekly newspaper published in the City of Black Hawk, County of Gilpin, State of Colorado, and has a general circulation therein; that said newspaper has been published continuously and uninterruptedly in said County of Gilpin for a period of more than fifty-two consecutive weeks prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the act of March 3, 1879, or any amendments thereof, and that said newspaper is a weekly newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

That the annexed legal notice or advertisement was published in the regular and entire issue of every number of said weekly newspaper for the period of 1 insertions as noted; and that the first publication of said notice was in the issue of newspaper dated **March 5, 2020**, and that the last publication of said notice was in the issue of newspaper dated **March 5, 2020**.

City of Black Hawk - Notice of Public Hearing concerning the initial zoning of newly annexed land (Lake Gulch Whiskey Resort) to the Commercial/ Business Services zoning district - published on 3/5/2020

In witness whereof I have hereunto set my hand this **10th day of March, 2020**.

/s/ Aaron Storms
Publisher & Managing Editor



Subscribed and sworn to before me, a notary public in and for the County of Gilpin, State of Colorado, this **10th day of March, 2020**.

Notary Public



My Commission Expires on:

3/25/2023



Weekly Register-Call
PO Box 93
Black Hawk, Colorado 80422
aaron.storms@weeklyregistercall.com
303-582-0133
www.weeklyregistercall.com

Public Notices & Legals cont'd

Continued from page 23

thence along said westerly edge the following 42 courses:

1. N 48° 28' 12" W a distance of 74.36 feet;
2. N 20° 25' 54" W a distance of 26.25 feet;
3. N 22° 50' 41" W a distance of 21.01 feet;
4. N 22° 49' 00" W a distance of 33.00 feet;
5. N 27° 37' 41" W a distance of 28.19 feet;
6. N 21° 12' 17" W a distance of 36.25 feet;
7. N 49° 32' 27" W a distance of 30.22 feet;
8. N 48° 24' 54" W a distance of 28.01 feet;
9. N 47° 17' 04" W a distance of 28.54 feet;
10. N 42° 09' 02" W a distance of 24.84 feet;
11. N 42° 37' 12" W a distance of 28.13 feet;
12. N 42° 17' 46" W a distance of 23.48 feet;
13. N 38° 08' 31" W a distance of 30.46 feet;
14. N 37° 34' 57" W a distance of 28.01 feet;
15. N 42° 43' 25" W a distance of 30.25 feet;
16. N 43° 14' 04" W a distance of 27.96 feet;
17. N 42° 20' 47" W a distance of 27.74 feet;
18. N 42° 00' 22" W a distance of 26.55 feet;
19. N 37° 13' 10" W a distance of 26.06 feet;
20. N 37° 38' 28" W a distance of 28.16 feet;
21. N 41° 23' 22" W a distance of 24.52 feet;
22. N 41° 44' 13" W a distance of 24.59 feet;
23. N 42° 23' 00" W a distance of 26.42 feet;
24. N 49° 29' 28" W a distance of 26.76 feet;
25. N 37° 42' 00" W a distance of 33.32 feet;
26. N 30° 58' 40" W a distance of 26.40 feet;
27. N 29° 34' 02" W a distance of 27.52 feet;
28. N 33° 48' 48" W a distance of 27.44 feet;
29. N 28° 42' 34" W a distance of 38.02 feet;
30. N 28° 02' 34" W a distance of 25.97 feet;
31. N 47° 47' 14" W a distance of 35.15 feet;
32. N 47° 25' 37" W a distance of 31.06 feet;
33. N 47° 41' 46" W a distance of 31.28 feet;
34. N 39° 40' 28" W a distance of

40. 00 feet;
41. N 41° 37' 00" W a distance of 22.81 feet;
42. N 31° 29' 04" W a distance of 38.31 feet;
43. N 41° 22' 31" W a distance of 25.62 feet;
44. N 42° 17' 50" W a distance of 25.71 feet;
45. N 44° 30' 00" N a distance of 26.51 feet;
46. N 47° 01' 18" E along said line 4.5 of said Tariff Lake a distance of 1088.76 feet to corner No. 3 of said Tariff Lake;
- thence N 42° 02' 23" W along line 3.2 of said Tariff Lake a distance of 189.93 feet to corner No. 2 of said Tariff Lake;
- thence S 47° 09' 06" W along line 3.1 of said Tariff Lake a distance of 367.37 feet to the point of intersection with line 2.3 of the Williams Lake, US Mineral Survey No. 15824;
- thence N 47° 33' 20" W along said line 2.3 of said Williams Lake a distance of 908.31 feet to the point of intersection with line 4.5 of the East Clay County Lake, US Mineral Survey No. 16776;
- thence N 77° 31' 21" W along said line 4.5 of said East Clay County Lake a distance of 93.60 feet to the point of intersection with line 3.2 of the Clay County Lake, US Mineral Survey No. 16254;
- thence N 31° 20' 30" W along said line 3.2 of said Clay County Lake a distance of 26.36 feet to corner No. 4 of said Clay County Lake, US Mineral Survey No. 360;
- thence N 22° 11' 02" W along line 4.1 of said Clay County Lake, US Mineral Survey No. 360 a distance of 119.88 feet to corner No. 2 of said Clay County Lake, US Mineral Survey No. 129A;
- thence S 37° 28' 00" W along line 2.1 of said Clay County Lake, US Mineral Survey No. 3994 a distance of 347.96 feet to the point of intersection with line 4.1 of the Clay County Lake, US Mineral Survey No. 3994;
- thence N 24° 01' 32" W along said line 4.1 of the Clay County Lake, US Mineral Survey No. 3293 a distance of 109.70 feet to corner No. 1 of said Clay County Lake, US Mineral Survey No. 3293;
- thence S 50° 08' 44" W along line 1.2 of said Clay County Lake, US Mineral Survey No. 4293 a distance of 172.25 feet to the point of intersection with the westerly edge

- of Lake Gulch Road;
- thence along said westerly edge of Lake Gulch Road the following 12 courses:
1. N 52° 02' 43" W a distance of 4.07 feet;
 2. N 52° 12' 17" W a distance of 39.02 feet;
 3. N 48° 49' 23" W a distance of 31.34 feet;
 4. N 48° 19' 17" W a distance of 29.13 feet;
 5. N 48° 49' 17" W a distance of 32.00 feet;
 6. N 28° 27' 47" W a distance of 34.94 feet;
 7. N 24° 17' 43" W a distance of 32.24 feet;
 8. N 32° 21' 41" W a distance of 29.72 feet;
 9. N 28° 45' 34" W a distance of 33.92 feet;
 10. N 29° 02' 46" W a distance of 37.67 feet;
 11. N 28° 29' 34" W a distance of 25.05 feet;
 12. N 28° 12' 54" W a distance of 1.33 feet to the point of intersection with line 1.1 of the Waldana Lake, US Mineral Survey No. M3 519;
 - thence N 49° 29' 47" E along said line 1.2 of said Waldana Lake a distance of 728.79 feet to the point of intersection with line 6.5 of the Golden Gulch Lake, US Mineral Survey No. 13088;
 - thence N 31° 43' 33" W along said line 6.5 of said Golden Gulch Lake a distance of 39.43 feet to the point of intersection with the east-west centerline of said NW 1/4 of said Section 18;
 - thence S 89° 38' 09" E along said east-west centerline of the NW 1/4 and along the City of Black Hawk Boundary a distance of 353.49 feet to the N 1/2 mile corner on the north-south centerline of said Section 18;
 - thence N 89° 32' 31" E along the east-west centerline of the NW 1/4 of said Section 18 and along the City of Black Hawk Boundary a distance of 246.17 feet to the point of intersection with line 4.4 of the Clay County Lake, US Mineral Survey No. 560;
 - thence S 27° 50' 06" W along said line 4.4 of said Clay County Lake a distance of 163.91 feet to the point of intersection with line 4.1 of the Williams Crossing Lake, US Mineral Survey No. 12824, the point of Beginning, containing 29.21 acre more or less;
- Lake Gulch Whiskey Resort Annexation No.3**
- A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Gilpin, State of Colorado, being more particularly described as follows:
- Commencing at the East 1/4 corner

- of Section 13, T3S, R73W, being a 1/4 BLM standard brass cap stamped "T3S R73W R73W 1/4 S13 1980" from whence the north-east corner of said Section 13, being a US BLM standard brass cap stamped "T3S R73W R73W 1/4 S13 1980", bears 66 00° 14' 12" E, a distance of 33.19.79 feet, said line forming the Basis of Bearing for this description (see, thence 66 00° 14' 12" E along the east line of the NW 1/4 of said Section 13 a distance of 376.33 feet to the point of intersection with the northerly and westerly edge of Lake Gulch Road, County Road 6;
- thence along said northerly and westerly edge of Lake Gulch Road the following 60 courses:
1. S 84° 34' 44" E a distance of 13.72 feet;
 2. S 83° 13' 00" E a distance of 25.41 feet;
 3. S 84° 32' 00" E a distance of 22.69 feet;
 4. S 82° 23' 00" E a distance of 22.03 feet;
 5. S 80° 21' 17" E a distance of 34.44 feet;
 6. S 87° 13' 04" E a distance of 36.62 feet;
 7. S 80° 23' 00" E a distance of 39.16 feet;
 8. N 80° 23' 00" E a distance of 34.66 feet;
 9. S 80° 23' 11" E a distance of 27.20 feet;
 10. N 88° 22' 02" E a distance of 38.97 feet;
 11. N 88° 40' 04" E a distance of 22.02 feet;
 12. N 88° 18' 04" E a distance of 36.59 feet;
 13. N 87° 31' 10" E a distance of 38.26 feet;
 14. N 82° 27' 10" E a distance of 37.86 feet;
 15. N 84° 40' 40" E a distance of 27.06 feet;
 16. N 84° 07' 37" E a distance of 35.85 feet;
 17. N 82° 03' 23" E a distance of 38.00 feet;
 18. N 78° 58' 34" E a distance of 35.68 feet;
 19. N 78° 54' 40" E a distance of 25.60 feet;
 20. N 77° 08' 36" E a distance of 37.55 feet;
 21. N 78° 10' 02" E a distance of 25.46 feet;
 22. N 78° 48' 28" E a distance of 37.68 feet;
 23. N 78° 54' 14" E a distance of 38.53 feet;
 24. N 80° 23' 20" E a distance of 24.00 feet;
 25. N 81° 11' 10" E a distance of 28.64 feet;
 26. N 82° 03' 47" E a distance of 35.63 feet;
 27. N 83° 11' 17" E a distance of 38.72 feet;

28. N 83° 54' 00" E a distance of 25.51 feet;
29. N 80° 30' 50" E a distance of 36.86 feet;
30. N 77° 53' 00" E a distance of 24.17 feet;
31. N 72° 30' 27" E a distance of 26.42 feet;
32. N 74° 47' 56" E a distance of 26.43 feet;
33. N 72° 10' 29" E a distance of 27.05 feet;
34. N 71° 02' 57" E a distance of 28.83 feet;
35. N 69° 29' 32" E a distance of 29.17 feet;
36. N 68° 02' 26" E a distance of 28.70 feet;
37. N 68° 11' 55" E a distance of 28.44 feet;
38. N 68° 11' 21" E a distance of 28.88 feet;
39. N 67° 17' 28" E a distance of 27.89 feet;
40. N 72° 25' 25" E a distance of 26.42 feet;
41. N 72° 26' 00" E a distance of 26.23 feet;
42. N 68° 41' 24" E a distance of 27.01 feet;
43. N 73° 31' 48" E a distance of 27.83 feet;
44. N 74° 45' 47" E a distance of 27.76 feet;
45. N 72° 42' 00" E a distance of 28.09 feet;
46. N 73° 15' 09" E a distance of 29.87 feet;
47. N 78° 51' 10" E a distance of 28.38 feet;
48. N 78° 32' 30" E a distance of 26.85 feet;
49. N 78° 41' 00" E a distance of 23.00 feet;
50. N 78° 17' 00" E a distance of 29.42 feet;
51. N 78° 11' 22" E a distance of 34.40 feet;
52. N 73° 46' 30" E a distance of 24.79 feet;
53. N 73° 10' 43" E a distance of 34.86 feet;
54. N 79° 11' 54" E a distance of 34.36 feet;
55. N 78° 19' 30" E a distance of 34.21 feet;
56. N 72° 55' 30" E a distance of 22.07 feet;
57. N 72° 45' 30" E a distance of 23.04 feet;
58. N 77° 50' 00" E a distance of 34.00 feet;
59. N 79° 21' 12" E a distance of 22.39 feet;
60. N 79° 51' 00" E a distance of 16.10 feet;
61. N 81° 06' 54" E a distance of 30.69 feet;
62. N 82° 42' 42" E a distance of 26.71 feet;
63. N 80° 30' 00" E a distance of 29.83 feet;
64. N 82° 40' 40" E a distance of 28.80 feet;
65. N 89° 45' 47" E a distance of

Public Notices & Legals cont'd

26.83 feet;
96. S 89° 47' 40" E a distance of 71.27 feet to the point of intersection with line 2-2 of the Mt. Anthony Lode, 105 Mineral Survey No. 19174.

Thence N 89° 01' 39" E along said line 2-2 of said Mt. Anthony Lode a distance of 246.50 feet to the point of intersection with line 1-0 of the Susan-Mary Lode, 105 Mineral Survey No. 694.

Thence S 19° 09' 30" E along said line 1-0 of said Susan-Mary Lode a distance of 35.27 feet to corner No. 6 of said Susan-Mary Lode.

Thence N 70° 54' 00" E along line 6-5 of said Susan-Mary Lode a distance of 234.97 feet to the point of intersection with the east-west centerline of the NW 1/4 of said Section 18, 30th City of Black Hawk Boundary.

Thence S 80° 38' 09" E along said east-west centerline and City of Black Hawk Boundary a distance of 251.67 feet to the point of intersection with line 4-3 of the Golden Gail Lode, 105 Mineral Survey No. 13041.

Thence S 49° 45' 10" W along said line 4-3 of said Golden Gail Lode a distance of 349.06 feet to corner No. 3 of said Golden Gail Lode.

Thence S 63° 17' 40" W along line 4-3 of said Golden Gail Lode a distance of 239.61 feet to the point of intersection with the westerly edge of Lake Garth Brady.

Thence along said westerly edge of Lake Garth Brady the following:

97. S 47° 36' 27" E a distance of 20.45 feet.

98. S 37° 01' 46" E a distance of 33.09 feet.

99. S 30° 28' 23" E a distance of 45.02 feet.

100. S 30° 31' 33" E a distance of 35.80 feet.

101. S 28° 33' 24" E a distance of 35.18 feet.

102. S 28° 15' 34" E a distance of 26.49 feet.

103. S 28° 12' 34" E a distance of 25.07 feet.

104. S 28° 29' 34" E a distance of 25.05 feet.

105. S 29° 02' 33" E a distance of 37.07 feet.

106. S 30° 53' 34" E a distance of 33.92 feet.

107. S 32° 21' 41" E a distance of 28.42 feet.

108. S 34° 37' 33" E a distance of 32.53 feet.

109. S 38° 27' 36" E a distance of 34.04 feet.

110. S 44° 59' 10" E a distance of 32.09 feet.

111. S 48° 19' 15" E a distance of 29.12 feet.

112. S 48° 45' 27" E a distance of

31.64 feet;

95. S 50° 32' 17" E a distance of 30.17 feet;

96. S 52° 05' 43" E a distance of 32.12 feet;

97. S 51° 09' 10" E a distance of 29.84 feet;

98. S 51° 16' 33" E a distance of 28.76 feet;

99. S 53° 32' 10" E a distance of 26.81 feet;

100. S 54° 36' 48" E a distance of 27.02 feet;

101. S 54° 32' 13" E a distance of 32.80 feet;

102. S 57° 08' 34" E a distance of 26.34 feet;

103. S 58° 48' 13" E a distance of 27.18 feet;

104. S 54° 36' 20" E a distance of 29.12 feet;

105. S 57° 16' 49" E a distance of 30.45 feet;

106. S 57° 37' 07" E a distance of 29.27 feet;

107. S 57° 47' 48" E a distance of 29.54 feet;

108. S 58° 37' 00" E a distance of 30.64 feet;

109. S 58° 58' 51" E a distance of 31.02 feet;

110. S 60° 47' 02" E a distance of 32.05 feet;

111. S 64° 12' 08" E a distance of 30.02 feet;

112. S 66° 39' 32" E a distance of 31.56 feet;

113. S 64° 37' 34" E a distance of 31.74 feet;

114. S 66° 27' 41" E a distance of 30.74 feet;

115. S 62° 36' 41" E a distance of 31.24 feet;

116. S 60° 45' 43" E a distance of 32.71 feet;

117. S 62° 10' 03" E a distance of 34.02 feet;

118. S 67° 33' 12" E a distance of 35.06 feet;

119. S 66° 14' 32" E a distance of 33.54 feet;

120. S 66° 03' 49" E a distance of 31.02 feet;

121. S 67° 24' 34" E a distance of 33.08 feet;

122. S 66° 33' 23" E a distance of 34.32 feet;

123. S 65° 20' 14" E a distance of 34.72 feet;

124. S 63° 03' 49" E a distance of 35.04 feet;

125. S 63° 18' 29" E a distance of 33.28 feet;

126. S 60° 23' 34" E a distance of 31.87 feet;

127. S 67° 16' 09" E a distance of 32.56 feet;

128. S 68° 36' 37" E a distance of 26.51 feet;

129. S 62° 17' 30" E a distance of 25.71 feet;

130. S 61° 32' 31" E a distance of 32.62 feet;

131. S 61° 29' 04" E a distance of 32.33 feet;

132. S 61° 30' 55" E a distance of 32.61 feet;

133. S 59° 40' 36" E a distance of 30.10 feet;

134. S 63° 31' 46" E a distance of 31.29 feet;

135. S 67° 37' 27" E a distance of 31.09 feet;

136. S 60° 47' 43" E a distance of 33.12 feet;

137. S 66° 46' 34" E a distance of 25.47 feet;

138. S 68° 17' 43" E a distance of 38.09 feet;

139. S 72° 48' 35" E a distance of 27.44 feet;

140. S 70° 48' 32" E a distance of 27.32 feet;

141. S 69° 56' 40" E a distance of 28.49 feet;

142. S 57° 37' 43" E a distance of 31.32 feet;

143. S 49° 29' 34" E a distance of 26.70 feet;

144. S 49° 01' 49" E a distance of 26.42 feet;

145. S 61° 44' 13" E a distance of 33.39 feet;

146. S 63° 25' 33" E a distance of 33.52 feet;

147. S 65° 38' 34" E a distance of 29.10 feet;

148. S 61° 08' 16" E a distance of 26.00 feet;

149. S 60° 06' 33" E a distance of 26.25 feet;

150. S 62° 09' 47" E a distance of 27.74 feet;

151. S 61° 48' 00" E a distance of 27.50 feet;

152. S 62° 43' 33" E a distance of 30.25 feet;

153. S 63° 44' 13" E a distance of 38.49 feet;

154. S 68° 48' 17" E a distance of 30.16 feet;

155. S 60° 01' 46" E a distance of 22.88 feet;

156. S 62° 13' 45" E a distance of 27.34 feet;

157. S 63° 31' 15" E a distance of 28.13 feet;

158. S 62° 06' 15" E a distance of 27.91 feet;

159. S 61° 37' 34" E a distance of 38.24 feet;

160. S 60° 01' 43" E a distance of 38.91 feet;

161. S 60° 37' 22" E a distance of 30.32 feet;

162. S 61° 13' 29" E a distance of 30.55 feet;

163. S 62° 17' 33" E a distance of 30.32 feet;

164. S 63° 43' 00" E a distance of 30.80 feet;

165. S 63° 50' 43" E a distance of 25.39 feet;

166. S 60° 33' 43" E a distance of 26.25 feet;

167. S 60° 28' 12" E a distance of 27.40 feet;

168. S 60° 25' 46" E a distance of

27.66 feet;

169. S 61° 44' 33" E a distance of 28.78 feet;

170. S 56° 09' 53" E a distance of 31.13 feet;

171. S 62° 17' 03" E a distance of 31.09 feet;

172. S 66° 41' 53" E a distance of 24.81 feet;

173. S 65° 40' 06" E a distance of 27.68 feet;

174. S 61° 34' 17" E a distance of 34.80 feet;

175. S 67° 36' 40" E a distance of 30.40 feet;

176. S 64° 58' 37" E a distance of 24.08 feet;

177. S 68° 32' 37" E a distance of 23.03 feet;

178. S 62° 37' 53" E a distance of 29.46 feet;

179. S 68° 24' 20" E a distance of 27.38 feet;

180. S 67° 45' 40" E a distance of 31.02 feet;

181. S 68° 08' 03" E a distance of 30.08 feet;

182. S 69° 23' 51" E a distance of 31.71 feet;

183. S 69° 16' 06" E a distance of 30.58 feet;

184. S 69° 40' 48" E a distance of 29.60 feet;

185. S 70° 33' 11" E a distance of 28.11 feet;

186. S 73° 03' 30" E a distance of 28.75 feet;

187. S 76° 41' 40" E a distance of 29.12 feet;

188. S 81° 25' 10" E a distance of 28.60 feet;

189. S 85° 47' 52" E a distance of 28.17 feet;

190. S 85° 59' 09" E a distance of 34.00 feet;

191. S 85° 10' 10" E a distance of 29.48 feet;

192. S 81° 02' 17" E a distance of 35.41 feet;

193. S 82° 33' 20" E a distance of 27.68 feet;

194. S 81° 57' 02" E a distance of 32.67 feet;

195. S 85° 25' 10" E a distance of 31.41 feet;

196. S 87° 06' 51" E a distance of 30.91 feet;

197. S 89° 32' 43" E a distance of 27.50 feet;

198. S 91° 37' 51" E a distance of 30.90 feet;

199. S 75° 06' 13" E a distance of 35.26 feet;

200. S 63° 47' 50" E a distance of 29.33 feet;

201. S 58° 37' 56" E a distance of 34.32 feet;

202. S 13° 09' 05" E a distance of 33.13 feet;

203. S 07° 44' 53" E a distance of 32.63 feet;

204. S 04° 13' 02" E a distance of 31.99 feet;

205. S 00° 41' 58" W a distance of 31.27 feet;

206. S 01° 11' 29" W a distance of 32.44 feet.

207. S 00° 03' 20" E a distance of 32.16 feet.

208. S 00° 27' 36" W a distance of 28.30 feet.

209. S 00° 43' 37" W a distance of 38.26 feet.

210. S 00° 17' 40" W a distance of 32.16 feet.

211. S 00° 09' 37" W a distance of 29.34 feet.

212. S 00° 47' 22" W a distance of 43.00 feet.

213. S 00° 34' 37" W a distance of 30.28 feet.

214. S 00° 01' 40" W a distance of 30.05 feet.

215. S 00° 22' 48" W a distance of 35.41 feet.

216. S 41° 40' 30" W a distance of 34.81 feet.

217. S 47° 43' 48" W a distance of 35.47 feet.

218. S 41° 34' 11" W a distance of 32.66 feet.

219. S 00° 07' 40" W a distance of 35.71 feet.

220. S 00° 34' 17" W a distance of 32.11 feet.

221. S 00° 07' 48" W a distance of 25.30 feet.

222. S 00° 46' 11" W a distance of 35.03 feet.

223. S 15° 13' 09" W a distance of 32.30 feet.

224. S 00° 46' 27" W a distance of 28.33 feet.

225. S 00° 43' 03" W a distance of 27.80 feet.

226. S 00° 08' 17" W a distance of 27.10 feet.

227. S 01° 48' 46" W a distance of 29.86 feet.

228. S 03° 18' 22" W a distance of 15.92 feet.

229. S 10° 23' 47" W a distance of 30.16 feet.

230. S 09° 39' 22" W a distance of 30.12 feet.

231. S 01° 09' 11" W a distance of 31.90 feet.

232. S 01° 03' 12" W a distance of 31.62 feet.

233. S 00° 00' 28" W a distance of 25.34 feet.

234. S 01° 58' 36" W a distance of 19.58 feet.

235. S 01° 47' 47" E a distance of 7.58 feet.

236. S 02° 02' 12" E a distance of 27.39 feet.

237. S 44° 08' 01" E a distance of 29.11 feet.

238. S 52° 04' 36" E a distance of 27.08 feet.

239. S 64° 39' 40" E a distance of 25.71 feet.

240. S 54° 46' 54" E a distance of 26.38 feet.

241. S 58° 03' 43" E a distance of 30.82 feet.

242. S 57° 15' 04" E a distance of

(continued on page 26)

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continued from page 23

31. 17 feet;
 284.8 62° 19' 03" E a distance of 29.29 feet;
 346.5 50° 16' 48" E a distance of 30.28 feet;
 345.8 61° 39' 09" E a distance of 33.01 feet;
 346.5 61° 38' 38" E a distance of 33.37 feet;
 347.8 57° 48' 11" E a distance of 39.09 feet;
 348.5 58° 17' 09" E a distance of 38.86 feet;
 258.8 21° 45' 51" E a distance of 37.07 feet;
 256.5 48° 44' 08" E a distance of 91.88 feet;
 255.8 45° 51' 24" E a distance of 48.29 feet;
 256.5 41° 17' 26" E a distance of 41.47 feet;
 257.8 42° 38' 04" E a distance of 38.91 feet;
 259.5 49° 36' 04" E a distance of 39.00 feet;
 259.8 53° 11' 44" E a distance of 30.11 feet;
 260.5 53° 13' 45" E a distance of 13.48 feet to the point of intersection with the south line of the SD 1/4 of said Section 18;
 Hence N 89° 44' 17" W along said south line of said SD 1/4 of said Section 18 a distance of 49.06 feet to the point of intersection with the westerly and southerly edge of said Lake Oulish Road;
 Hence along said westerly and southerly edge of said Lake Oulish Road the following 260 courses:
 1. N 53° 03' 44" W a distance of 14.21 feet;
 2. N 50° 08' 08" W a distance of 10.29 feet;
 3. N 43° 38' 08" W a distance of 30.06 feet;
 4. N 43° 47' 20" W a distance of 41.82 feet;
 5. N 34° 01' 24" W a distance of 47.21 feet;
 6. N 38° 44' 08" W a distance of 90.36 feet;
 7. N 31° 35' 51" W a distance of 40.22 feet;
 8. N 38° 19' 08" W a distance of 33.09 feet;
 9. N 54° 46' 17" W a distance of 25.56 feet;
 10. N 61° 38' 32" W a distance of 33.24 feet;
 11. N 61° 29' 09" W a distance of 33.24 feet;
 12. N 60° 16' 38" W a distance of 39.76 feet;
 13. N 52° 19' 03" W a distance of 39.46 feet;
 14. N 50° 18' 02" W a distance of 30.18 feet;
 15. N 58° 03' 35" W a distance of 31.69 feet;
 16. N 63° 08' 38" W a distance of

27.04 feet;
 17. N 55° 57' 49" W a distance of 26.25 feet;
 18. N 52° 04' 36" W a distance of 30.09 feet;
 19. N 44° 09' 01" W a distance of 33.98 feet;
 20. N 32° 05' 47" W a distance of 29.88 feet;
 21. N 33° 47' 17" W a distance of 16.38 feet;
 22. N 11° 08' 56" E a distance of 28.87 feet;
 23. N 10° 04' 56" E a distance of 23.53 feet;
 24. N 11° 03' 12" E a distance of 11.96 feet;
 25. N 11° 50' 47" E a distance of 31.10 feet;
 26. N 09° 28' 42" E a distance of 20.88 feet;
 27. N 10° 22' 47" E a distance of 30.89 feet;
 28. N 11° 18' 52" E a distance of 16.19 feet;
 29. N 11° 48' 40" E a distance of 30.01 feet;
 30. N 14° 06' 12" E a distance of 47.43 feet;
 31. N 11° 41' 03" E a distance of 27.77 feet;
 32. N 11° 56' 52" E a distance of 28.78 feet;
 33. N 11° 53' 59" E a distance of 33.77 feet;
 34. N 13° 00' 54" E a distance of 38.83 feet;
 35. N 20° 02' 48" E a distance of 29.34 feet;
 36. N 24° 34' 12" E a distance of 33.20 feet;
 37. N 26° 02' 44" E a distance of 37.09 feet;
 38. N 31° 38' 11" E a distance of 34.81 feet;
 39. N 37° 13' 45" E a distance of 33.41 feet;
 40. N 41° 40' 02" E a distance of 36.10 feet;
 41. N 45° 22' 45" E a distance of 35.07 feet;
 42. N 40° 01' 50" E a distance of 38.32 feet;
 43. N 34° 34' 43" E a distance of 26.10 feet;
 44. N 29° 01' 22" E a distance of 43.18 feet;
 45. N 24° 29' 21" E a distance of 26.96 feet;
 46. N 16° 17' 42" E a distance of 33.84 feet;
 47. N 09° 12' 17" E a distance of 33.36 feet;
 48. N 02° 47' 40" E a distance of 27.89 feet;
 49. N 00° 05' 20" W a distance of 31.36 feet;
 50. N 01° 12' 29" E a distance of 32.40 feet;
 51. N 05° 41' 59" E a distance of 33.85 feet;
 52. N 08° 13' 07" W a distance of 30.17 feet;

53. N 07° 14' 55" W a distance of 29.95 feet;
 54. N 18° 00' 08" W a distance of 23.12 feet;
 55. N 30° 33' 50" W a distance of 21.41 feet;
 56. N 33° 47' 30" W a distance of 23.15 feet;
 57. N 37° 08' 14" W a distance of 29.46 feet;
 58. N 40° 37' 08" W a distance of 32.02 feet;
 59. N 42° 03' 33" W a distance of 37.01 feet;
 60. N 47° 00' 31" W a distance of 33.81 feet;
 61. N 48° 23' 30" W a distance of 33.93 feet;
 62. N 43° 37' 02" W a distance of 33.15 feet;
 63. N 32° 58' 20" W a distance of 37.67 feet;
 64. N 44° 02' 17" W a distance of 35.38 feet;
 65. N 33° 10' 01" W a distance of 39.07 feet;
 66. N 40° 37' 08" W a distance of 38.87 feet;
 67. N 30° 47' 53" W a distance of 29.04 feet;
 68. N 31° 23' 30" W a distance of 30.35 feet;
 69. N 34° 41' 49" W a distance of 30.74 feet;
 70. N 33° 08' 23" W a distance of 39.67 feet;
 71. N 30° 53' 21" W a distance of 28.78 feet;
 72. N 00° 40' 41" W a distance of 39.91 feet;
 73. N 00° 16' 08" W a distance of 39.63 feet;
 74. N 00° 23' 31" W a distance of 33.86 feet;
 75. N 00° 00' 03" W a distance of 30.35 feet;
 76. N 07° 48' 46" W a distance of 34.00 feet;
 77. N 08° 24' 26" W a distance of 28.75 feet;
 78. N 02° 37' 03" W a distance of 31.69 feet;
 79. N 38° 53' 03" W a distance of 26.50 feet;
 80. N 58° 58' 07" W a distance of 28.22 feet;
 81. N 37° 36' 40" W a distance of 38.94 feet;
 82. N 61° 34' 15" W a distance of 33.12 feet;
 83. N 60° 30' 08" W a distance of 26.08 feet;
 84. N 60° 41' 03" W a distance of 26.69 feet;
 85. N 62° 17' 04" W a distance of 33.06 feet;
 86. N 68° 10' 03" W a distance of 33.17 feet;
 87. N 51° 34' 31" W a distance of 29.94 feet;
 88. N 48° 33' 48" W a distance of 30.31 feet;
 89. N 40° 38' 12" W a distance of 27.08 feet;
 90. N 30° 23' 24" W a distance of

25.21 feet;
 91. N 50° 30' 43" W a distance of 24.95 feet;
 92. N 50° 49' 08" W a distance of 34.23 feet;
 93. N 50° 57' 42" W a distance of 23.67 feet;
 94. N 51° 12' 12" W a distance of 31.14 feet;
 95. N 49° 57' 53" W a distance of 31.07 feet;
 96. N 48° 21' 54" W a distance of 23.28 feet;
 97. N 47° 57' 34" W a distance of 28.39 feet;
 98. N 45° 09' 12" W a distance of 28.18 feet;
 99. N 43° 51' 12" W a distance of 28.69 feet;
 100. N 42° 12' 45" W a distance of 28.39 feet;
 101. N 36° 01' 46" W a distance of 27.63 feet;
 102. N 34° 08' 31" W a distance of 30.82 feet;
 103. N 37° 44' 53" W a distance of 27.34 feet;
 104. N 42° 43' 00" W a distance of 20.03 feet;
 105. N 43° 38' 03" W a distance of 27.46 feet;
 106. N 45° 20' 47" W a distance of 26.75 feet;
 107. N 49° 08' 22" W a distance of 23.23 feet;
 108. N 51° 15' 16" W a distance of 22.87 feet;
 109. N 59° 28' 34" W a distance of 22.23 feet;
 110. N 61° 28' 38" W a distance of 33.19 feet;
 111. N 61° 44' 11" W a distance of 10.00 feet;
 112. N 59° 21' 38" W a distance of 28.75 feet;
 113. N 49° 29' 38" W a distance of 40.88 feet;
 114. N 77° 52' 45" W a distance of 34.89 feet;
 115. N 30° 50' 40" W a distance of 26.10 feet;
 116. N 29° 24' 32" W a distance of 26.77 feet;
 117. N 37° 48' 48" W a distance of 23.62 feet;
 118. N 38° 52' 14" W a distance of 35.04 feet;
 119. N 46° 02' 14" W a distance of 26.23 feet;
 120. N 47° 57' 49" W a distance of 34.80 feet;
 121. N 47° 25' 27" W a distance of 31.87 feet;
 122. N 43° 31' 09" W a distance of 32.72 feet;
 123. N 39° 40' 26" W a distance of 30.33 feet;
 124. N 41° 30' 58" W a distance of 33.53 feet;
 125. N 41° 29' 04" W a distance of 32.23 feet;
 126. N 41° 32' 51" W a distance of 15.49 feet;
 127. N 47° 17' 50" W a distance of 23.12 feet;

128. N 40° 36' 52" W a distance of 25.26 feet;
 129. N 47° 16' 00" W a distance of 32.68 feet;
 130. N 44° 28' 38" W a distance of 32.24 feet;
 131. N 43° 18' 10" W a distance of 32.18 feet;
 132. N 43° 03' 00" W a distance of 33.03 feet;
 133. N 42° 20' 18" W a distance of 33.43 feet;
 134. N 40° 13' 23" W a distance of 33.75 feet;
 135. N 47° 24' 38" W a distance of 33.06 feet;
 136. N 40° 03' 00" W a distance of 32.17 feet;
 137. N 46° 14' 12" W a distance of 33.26 feet;
 138. N 47° 33' 12" W a distance of 33.62 feet;
 139. N 32° 10' 03" W a distance of 32.26 feet;
 140. N 36° 43' 33" W a distance of 30.70 feet;
 141. N 02° 26' 41" W a distance of 29.38 feet;
 142. N 08° 27' 41" W a distance of 30.28 feet;
 143. N 04° 37' 53" W a distance of 31.63 feet;
 144. N 06° 39' 32" W a distance of 31.51 feet;
 145. N 04° 12' 08" W a distance of 31.24 feet;
 146. N 00° 47' 03" W a distance of 33.06 feet;
 147. N 08° 07' 57" W a distance of 32.47 feet;
 148. N 08° 02' 00" W a distance of 9.00 feet;
 149. N 77° 47' 30" W a distance of 29.66 feet;
 150. N 77° 02' 07" W a distance of 29.67 feet;
 151. N 77° 18' 40" W a distance of 30.31 feet;
 152. N 38° 34' 20" W a distance of 28.84 feet;
 153. N 38° 08' 15" W a distance of 27.42 feet;
 154. N 57° 08' 54" W a distance of 27.06 feet;
 155. N 64° 42' 13" W a distance of 33.27 feet;
 156. N 34° 38' 48" W a distance of 27.44 feet;
 157. N 32° 42' 18" W a distance of 27.45 feet;
 158. N 31° 16' 33" W a distance of 28.72 feet;
 159. N 31° 09' 10" W a distance of 28.69 feet;
 160. N 02° 07' 44" W a distance of 32.27 feet;
 161. N 50° 42' 17" W a distance of 30.26 feet;
 162. N 48° 48' 27" W a distance of 32.27 feet;
 163. N 48° 19' 17" W a distance of 30.25 feet;
 164. N 44° 39' 11" W a distance of 33.97 feet;
 165. N 38° 37' 30" W a distance of

Public Notices & Legals cont'd

166. W 34° $37'$ $33''$ W a distance of
 35.03 fath.
 167. N 30° $25'$ d W a distance of
 28.08 fath.
 168. O 30° $35'$ $34''$ W a distance of
 41.32 fath.
 169. N 29° $02'$ $31''$ W a distance of
 38.18 fath.
 170. O 30° $29'$ $34''$ W a distance of
 27.21 fath.
 171. O 30° $02'$ $54''$ W a distance of
 55.03 fath.
 172. O 30° $25'$ $34''$ W a distance of
 55.41 fath.
 173. N 30° $02'$ $54''$ W a distance of
 64.03 fath.
 174. O 30° $31'$ $13''$ W a distance of
 15.27 fath.
 175. O 31° $09'$ $22''$ W a distance of
 64.73 fath.
 176. O 31° $01'$ $46''$ W a distance of
 10.56 fath.
 177. N 30° $26'$ $27''$ W a distance of
 27.30 fath.
 178. O 32° $02'$ $38''$ W a distance of
 10.91 fath.
 179. O 31° $26'$ $30''$ W a distance of
 23.23 fath.
 180. O 31° $38'$ $32''$ W a distance of
 26.42 fath.
 181. N 31° $51'$ $22''$ W a distance of
 23.12 fath.
 182. N 32° $00'$ $08''$ W a distance of
 26.00 fath.
 183. N 32° $28'$ $57''$ W a distance of
 9.66 fath.
 184. N 31° $34'$ $22''$ W a distance of
 26.16 fath.
 185. N 33° $18'$ $40''$ W a distance of
 30.09 fath.
 186. N 33° $27'$ $44''$ W a distance of
 25.02 fath.
 187. N 32° $16'$ $46''$ W a distance of
 25.04 fath.
 188. N 33° $32'$ $36''$ W a distance of
 25.15 fath.
 189. S 32° $07'$ $06''$ W a distance of
 23.28 fath.
 190. S 32° $07'$ $36''$ W a distance of
 25.25 fath.
 191. S 32° $11'$ $36''$ W a distance of
 23.08 fath.
 192. S 32° $11'$ $37''$ W a distance of
 25.02 fath.
 193. N 32° $16'$ $31''$ W a distance of
 23.79 fath.
 194. N 32° $43'$ $30''$ W a distance of
 25.71 fath.
 195. S 32° $44'$ $30''$ W a distance of
 26.23 fath.
 196. S 32° $07'$ $36''$ W a distance of
 24.87 fath.
 197. S 32° $59'$ $16''$ W a distance of
 23.91 fath.
 198. S 33° $42'$ $32''$ W a distance of
 25.27 fath.
 199. S 31° $34'$ $24''$ W a distance of
 26.16 fath.
 200. S 30° $31'$ $30''$ W a distance of
 26.83 fath.
 201. S 29° $31'$ $17''$ W a distance of
 27.28 fath.

202. S 77° 55' 07" W a distance of 54.21 fath;

203. S 75° 45' 56" W a distance of 53.26 fath;

204. S 73° 43' 33" W a distance of 53.03 fath;

205. S 70° 19' 36" W a distance of 54.26 fath;

206. S 70° 11' 24" W a distance of 54.55 fath;

207. S 77° 18' 33" W a distance of 55.14 fath;

208. S 75° 38' 33" W a distance of 54.96 fath;

209. S 78° 11' 27" W a distance of 55.1 fath;

210. S 70° 17' 56" W a distance of 58.84 fath;

211. S 70° 41' 31" W a distance of 54.38 fath;

212. S 78° 32' 38" W a distance of 53.26 fath;

213. S 78° 51' 11" W a distance of 58.33 fath;

214. S 77° 43' 36" W a distance of 58.93 fath;

215. S 75° 32' 30" W a distance of 58.46 fath;

216. S 78° 43' 31" W a distance of 57.03 fath;

217. S 71° 51' 48" W a distance of 56.09 fath;

218. S 66° 41' 24" W a distance of 55.19 fath;

219. S 72° 28' 10" W a distance of 56.92 fath;

220. S 77° 23' 23" W a distance of 56.60 fath;

221. S 70° 17' 20" W a distance of 57.18 fath;

222. S 66° 41' 21" W a distance of 58.17 fath;

223. S 66° 11' 35" W a distance of 58.21 fath;

224. S 66° 02' 26" W a distance of 58.95 fath;

225. S 66° 29' 32" W a distance of 59.72 fath;

226. S 71° 02' 23" W a distance of 59.88 fath;

227. S 73° 10' 20" W a distance of 57.96 fath;

228. S 74° 43' 36" W a distance of 57.07 fath;

229. S 76° 30' 21" W a distance of 57.03 fath;

230. S 77° 53' 04" W a distance of 55.96 fath;

231. S 66° 36' 30" W a distance of 57.64 fath;

232. S 81° 54' 10" W a distance of 56.00 fath;

233. S 83° 11' 19" W a distance of 55.74 fath;

234. S 82° 00' 47" W a distance of 55.39 fath;

235. S 80° 13' 10" W a distance of 55.33 fath;

236. S 80° 28' 26" W a distance of 55.95 fath;

237. S 79° 54' 18" W a distance of 55.97 fath;

238. S 79° 18' 38" W a distance of 55.97 fath;

17.3) feet
 239.9 N 79° 07' 02" W a distance of
 23.00 feet
 240.0 N 77° 00' 36" W a distance of
 28.3) feet
 241.0 N 76° 44' 40" W a distance of
 25.00 feet
 242.0 N 76° 20' 43" W a distance of
 24.66 feet
 243.0 N 75° 03' 23" W a distance of
 20.00 feet
 244.0 N 74° 03' 33" W a distance of
 20.37 feet
 245.0 N 74° 40' 47" W a distance of
 20.34 feet
 246.0 N 75° 08' 00" W a distance of
 20.20 feet
 247.0 N 74° 30' 19" W a distance of
 26.00 feet
 248.0 N 86° 18' 34" W a distance of
 37.12 feet
 249.0 N 89° 44' 04" W a distance of
 23.00 feet
 250.0 N 88° 22' 02" W a distance of
 17.25 feet
 251.0 N 88° 23' 11" W a distance of
 23.20 feet
 252.0 N 88° 24' 00" W a distance of
 16.05 feet
 253.0 N 88° 23' 33" W a distance of
 29.01 feet
 254.0 N 88° 13' 00" W a distance of
 30.21 feet
 255.0 N 86° 21' 19" W a distance of
 31.07 feet
 256.0 N 85° 20' 26" W a distance of
 32.34 feet
 257.0 N 84° 42' 26" W a distance of
 33.75 feet
 258.0 N 85° 03' 23" W a distance of
 35.01 feet
 259.0 N 84° 44' 44" W a distance of
 11.08 feet to the point of intersection
 with the east line of said NE 1/4 of
 said Section 13;
 260.0 N 00° 14' 12" E along and
 over line of said NE 1/4 of said
 Section 13 a distance of 22.00 feet to
 the Point of Beginning containing
 8.03 acres more or less.

Lake Club Whiskey Resort
Amusement No. 4

A parcel of land located in Section 18, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Commencing at the East 1/4 corner of Section 18, 135° 07'35" bearing 1/8 U.S. standard brass cap, stamped "T35 07'35 07'35" N13 19'00" from whence the northern corner of said Section 18, being a 1/8 U.S. standard brass cap, stamped "T35 07'35 07'35" N13 19'00", bears N 69°14'42" E, a distance of 2,639.79 feet, and line forming the West of Section for this description, thence S 77° 17' 38" E a distance of 5,166.50 feet to a point on the westerly edge of Lake Gulch Brook, along the West of Section.

Thence N 38° 20' 30" E along the City of Black Hawk Boundary a distance of 663.02 feet to the N 1/4th corner of Sections 17 and 18;

Thence S 00° 00' 30" W along the east line of the NE 1/4 of said Section 18 a distance of 1,112.03 feet to the NE corner of said Section 16;

Thence N 89° 44' 17" W along the north line of the NE 1/4 of said Section 18 a distance of 387.79 feet to a point on the easterly edge of Lake Umbagog Road, County Road 6;

Thence along said westerly edge of said Lake Umbagog the following distances:

1. S 56° 24' 45" W a distance of 11.00 feet;

2. S 53° 11' and W a distance of 80.11 feet;

3. S 49° 06' 00" W a distance of 28.00 feet;

4. S 45° 08' 04" W a distance of 28.04 feet;

5. S 43° 11' 30" W a distance of 44.00 feet;

6. S 41° 11' 24" W a distance of 88.50 feet;

7. S 38° 42' 00" W a distance of 91.08 feet;

8. S 31° 45' 30" W a distance of 77.00 feet;

9. S 30° 11' 02" W a distance of 88.80 feet;

10. S 22° 40' 10" W a distance of 88.00 feet;

11. S 31° 29' 00" W a distance of 15.37 feet;

12. S 61° 58' 00" W a distance of 43.01 feet;

13. S 60° 16' 30" W a distance of 80.25 feet;

14. S 63° 17' 02" W a distance of 28.27 feet;

15. S 28° 16' 04" W a distance of 25.17 feet;

16. S 28° 31' 42" W a distance of 80.82 feet;

17. S 60° 40' 30" W a distance of 20.38 feet;

18. S 60° 11' 40" W a distance of 23.73 feet;

19. S 52° 04' 30" W a distance of 27.06 feet;

20. S 44° 08' 01" W a distance of 29.13 feet;

21. S 32° 05' 32" W a distance of 27.38 feet;

22. S 31° 47' 07" W a distance of 2.98 feet;

23. S 11° 08' 36" E a distance of 10.38 feet;

24. S 00° 04' 56" E a distance of 23.94 feet;

25. S 11° 05' 11" E a distance of 14.02 feet;

26. S 11° 50' 43" E a distance of 41.30 feet;

27. S 09° 29' 43" E a distance of 30.12 feet;

28. S 00° 22' 40" E a distance of 80.10 feet;

20. N 13° 13' 52" E a distance of 15.02 feet,
21. N 41° 43' 46" E a distance of 29.85 feet,
22. N 48° 06' 12" E a distance of 47.10 feet,
23. N 13° 41' 07" E a distance of 24.43 feet to the point of intersection with line 2-3 of the Richard Lode, 116 Mineral Survey, No. 10233;
thence N 67° 02' 38" E along said line 2-3 of said Richard Lode a distance of 94.54 feet to corner No. 1 of said Richard Lode;
thence N 23° 09' 09" W along line 4-1 of said Richard Lode a distance of 150.08 feet to corner No. 4 of said Richard Lode;
thence S 67° 01' 09" W along line 4-1 of said Richard Lode a distance of 154.49 feet to the point of intersection with line 3-4 of the Olivia Lode, 116 Mineral Survey, No. 11110;
thence S 29° 39' 14" E along said line 3-4 a distance of 113.07 feet to corner No. 4 of said Olivia Lode;
thence N 60° 16' 40" W along line 4-1 of said Olivia Lode a distance of 130.24 feet to corner No. 1 of said Olivia Lode;
thence N 20° 41' 13" W along line 1-2 of said Olivia Lode a distance of 148.39 to the point of intersection with said line 4-1 of said Richard Lode;
thence S 67° 01' 09" W along said line 4-1 of said Richard Lode a distance of 99.85 feet to the point of intersection with the westerly line of said Lake Couch Road;
thence along said westerly edge of said Lake Couch Road the following 14 courses:
1. N 31° 54' 31" E a distance of 20.73 feet,
2. N 37° 13' 48" E a distance of 12.87 feet,
3. N 41° 40' 27" E a distance of 46.91 feet,
4. N 41° 27' 45" E a distance of 18.41 feet,
5. N 40° 03' 30" E a distance of 10.05 feet,
6. N 38° 54' 47" E a distance of 10.29 feet,
7. N 38° 43' 22" E a distance of 44.08 feet,
8. N 34° 28' 21" E a distance of 20.54 feet,
9. N 30° 17' 42" E a distance of 47.16 feet,
10. S 106° 17' 17" E a distance of 18.06 feet,
11. N 49° 47' 46" E a distance of 28.30 feet,
12. S 90° 03' 30" W a distance of 15.16 feet,
13. S 41° 13' 29" E a distance of 12.88 feet,
14. S 106° 40' 56" E a distance of 11.77 feet to the point of

continued on page 10



Traffic Impact Study Update

Lake Gulch Whiskey Resort

City of Black Hawk
Gilpin County, Colorado

Prepared for:

Coburn Architecture

Kimley»Horn

Lake Gulch Whiskey Resort

City of Black Hawk
Gilpin County, Colorado

Prepared for
Coburn Architecture
2560 28th Street
Suite 200
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Prepared by
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March 2020



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1.0 EXECUTIVE SUMMARY

Lake Gulch Whiskey Resort is proposed to be located at Miner's Mesa Road along the north side of Lake Gulch Road in Gilpin County, Colorado. The project will be developed to the east of the existing Miner's Mesa Road alignment, which is located approximately a half-mile south of State Highway 119 (SH-119). The resort is expected to consist of distillery operations, a restaurant, packaging buildings, barrel houses, events buildings, a lodge and cabins, tasting rooms, an amphitheater, and a caretaker's residence. For purposes of this study, analysis was completed for development of the project in 2025, as well as the 2030 (ten-year) and 2040 (twenty-year) horizons to determine intersection and roadway configurations needed for these planning years.

The purpose of this study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. Specifically, this traffic study update has been prepared to address City of Black Hawk comments to provide a weekend analysis to include event traffic to be generated by the facility. The following intersections were incorporated into this traffic study in accordance with City of Black Hawk, Gilpin County, and State of Colorado Department of Transportation (CDOT) standards and requirements:

- SH-119 and Mill Street
- Main Street and Mill Street
- Bobtail Road and Miner's Mesa Road

Regional access to the project will be provided by Interstate 70 (I-70) and SH-119 as well as by Central City Parkway, albeit to a believed lesser extent. Primary access to the proposed development will be provided by Mill Street, Bobtail Road, Miner's Mesa Road, and Lake Gulch Road. Direct access is proposed from one access along the north side of Lake Gulch Road, to the east of Miner's Mesa Road.

During typical weekday operations, Lake Gulch Whiskey Resort is expected to generate 1,540 daily weekday trips. Of these, 213 trips are expected to occur during the morning peak hour, while 219 trips are expected during the afternoon peak hour. On weekends, the facility will continue to accommodate the routine functions but may also have events with a varied attendance. For purposes of this study, an attendance of up to 250 people was considered.

These events may include weddings or other celebratory gatherings. The Friday afternoon peak hour of generator is believed to have the facilities highest trip generation during the arrival of a 250-person event. During this timeframe, the facility may generate a total of 361 peak hour trips. On a Saturday, the facility may generate a total of 1,928 daily trips, with 357 of these occurring during the afternoon peak hour of generator.

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, anticipated surrounding development areas, and the proposed access system for the project. It is anticipated that traffic will primarily arrive and depart through Black Hawk and SH-119. This route was considered primary to provide a conservative analysis of the roadways and intersections in the City. It is understood that some traffic may arrive to the site via Central City Parkway. Since Lake Gulch Road is unpaved and lacks a clean connection to Central City Parkway for the northbound and southbound directions of travel, 10 percent of traffic was applied to Lake Gulch Road. Other traffic traveling Central City Parkway will be able to gain access to the facility by traveling through Central City to Gregory Street by then accessing Bobtail Road. Since this travel distance is a bit further, although all paved, 10 percent of the trip distribution was assigned to this route as well, to account for 20 percent of traffic arrivals from Central City Parkway. Assignment of project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Lake Gulch Whiskey Resort project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network and the proposed project development and expected traffic volumes resulted in the following recommendations:

- Roadway improvements are proposed to be constructed by the project to provide access to Lake Gulch Whiskey Resort. At the existing western terminus of the roadway through the Black Hawk Operations facility, a new roadway alignment of Miner's Mesa Road will be constructed to the west and then to the south to intersect with Lake Gulch Road. Lake Gulch Road will be widened and paved from this new intersection to the east to the proposed access location. The existing paved alignment of Miner's Mesa Road to the east of the City facility will be abandoned. A single shared movement lane should be sufficient on all three approaches of the proposed access intersection along Lake Gulch Road. It is

recommended that the southbound project access approach to Lake Gulch Road operate with stop-control with the installation of a R1-1 “STOP” sign.

- It is recommended that the intersection of Miner’s Mesa Road and Bobtail Road operate with either all-way stop control or a roundabout. To implement all-way stop control, a R1-1 “STOP” sign should be installed on the westbound Miner’s Mesa Road approach to the intersection. The “Traffic from Right Does Not Stop” sign underneath the existing “STOP” sign on the northbound Miner’s Mesa Road approach and “Oncoming Traffic Does Not Stop” sign underneath the existing “STOP” sign on the eastbound Bobtail Road approach should be removed. Underneath all “STOP” signs, R1-4 “ALL WAY” plaques should be installed. Likewise, orange flags can be affixed to the top of the new “STOP” sign on the westbound Miner’s Mesa Road approach to warn drivers of the change in control. Otherwise, an alternative to the all-way stop control configuration is that the intersection could operate acceptably under single lane roundabout control if desired by the City of Black Hawk. If a roundabout is desired, further study would be required to determine if it is feasible to construct at this location.
- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the south leg of Mill Street at SH-119 is anticipated to increase existing access traffic volumes by more than 20 percent during the weekday peak hours; therefore, CDOT may require an access permit for this intersection in association with this project.
- The existing 375-foot westbound left turn lane at the signalized SH-119 and Mill Street intersection may need to be lengthened per the CDOT State Highway Access Code. Based on the SH-119 category of NR-B with a speed limit less than 45 mph (35 mph), the left turn lane requirement is storage length plus taper length. The storage length should be one foot per vehicle during the peak hour rounded to the nearest 25 feet (typical spacing of one vehicle). With the addition of project traffic, this westbound left turn lane may need to be lengthened by 50 feet to 425 feet in 2025, by 75 feet to 450 feet in 2030, and by 125 feet to 500 feet in 2040. There are significant constraints to lengthening this westbound left turn lane with the roadway being constructed on the hillside edge. This will need further engineering design evaluation to determine if any lengthening is feasible.

- Any on-site and off-site signing and striping improvements shall be incorporated into the Civil Drawings, and conform to standards of Gilpin County, City of Black Hawk, and CDOT as applicable as well as the Manual on Traffic Control Devices – 2009 Edition (MUTCD).

2.0 INTRODUCTION

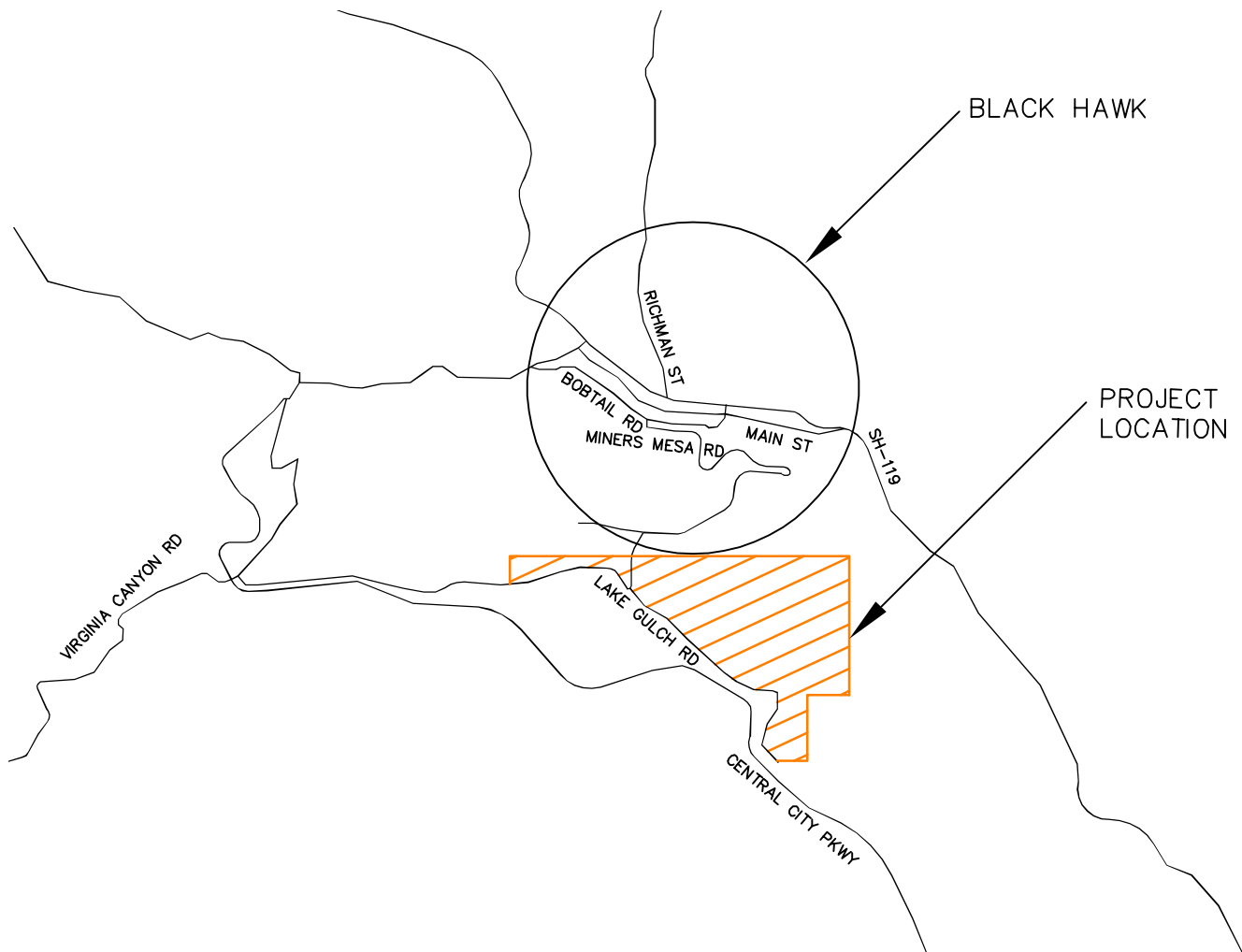
Kimley-Horn and Associates, Inc. (Kimley-Horn) has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with Lake Gulch Whiskey Resort. The project is proposed to be located at Miner's Mesa Road along the north side of Lake Gulch Road in Gilpin County, Colorado. The project will be developed to the east of the existing Miner's Mesa Road alignment, which is located approximately a half-mile south of State Highway 119 (SH-119). A vicinity map illustrating the project location with respect to the surrounding area is shown in **Figure 1**. The resort is expected to consist of distillery operations, a restaurant, packaging buildings, barrel houses, events buildings, a lodge and cabins, tasting rooms, an amphitheater, and a caretaker's residence. A conceptual site plan is provided in **Appendix F**.

For purposes of this study, analysis was completed for development of the project in 2025, as well as the 2030 (ten-year) and 2040 (twenty-year) horizons to determine intersection and roadway configurations needed for these planning years.

The purpose of this study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. Specifically, this traffic study update has been prepared to address City of Black Hawk comments to provide a weekend analysis to include event traffic to be generated by the facility. The following intersections were incorporated into this traffic study in accordance with City of Black Hawk, Gilpin County, and State of Colorado Department of Transportation (CDOT) standards and requirements:

- SH-119 and Mill Street
- Main Street and Mill Street
- Bobtail Road and Miner's Mesa Road

Regional access to the project will be provided by Interstate 70 (I-70) and SH-119 as well as by Central City Parkway, albeit to a believed lesser extent. Primary access to the proposed development will be provided by Mill Street, Bobtail Road, Miner's Mesa Road, and Lake Gulch Road. Direct access is proposed from one access along the north side of Lake Gulch Road, to the east of Miner's Mesa Road.



LAKE GULCH WHISKEY RESORT
VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The project site is currently undeveloped while the surrounding area is also vacant and mountain terrain. The City of Black Hawk Emergency Operations facility is located northwest of the site. The City of Black Hawk retail and casino resort district is located approximately a half mile north of the site along SH-119. Central City is located less than two miles northwest of this project. The land uses and roadway network surrounding the site within the study area are shown in the aerial of **Figure 2**.

3.2 Existing Roadway Network

SH-119 extends primarily east-west within this study area and provides two through lanes in each direction with a raised median and a speed limit of 35 miles per hour within the project study area. However, SH-119 is a north-south highway extending from US-6 from the south to the City of Boulder to the north. SH-119 transitions to a two-lane highway north and south of Black Hawk with a double yellow centerline. Main Street extends east-west with one through lane in each direction with a striped center median. Main Street has a posted speed limit of 15 miles per hour. Mill Street extends less than 200 feet between SH-119 and Main Street. South of Main Street, Mill Street transitions to Miner's Mesa Road. Miner's Mesa Road is a windy two-lane roadway with a double yellow centerline.

The T-intersection of SH-119 and Mill Street is signalized that operates with protected-permitted left turn phasing on the westbound approach. The eastbound approach of this intersection provides two through lanes and a right turn lane while the westbound approach includes a left turn lane and two through lanes. The northbound approach provides a left turn lane and channelized free right turn lane.

The intersection of Main Street and Mill Street/Miner's Mesa Road is also signalized. It operates with protected-permitted left turn phasing on the southbound and eastbound approaches. The eastbound and westbound approaches of this intersection provide a left turn lane and shared through/right turn lane. The northbound approach provides a shared left turn/through lane and a separate right turn lane while the southbound approach includes a left turn lane, one through lane, and a right turn lane.



LAKE GULCH WHISKEY RESORT
SITE AREA

FIGURE 2

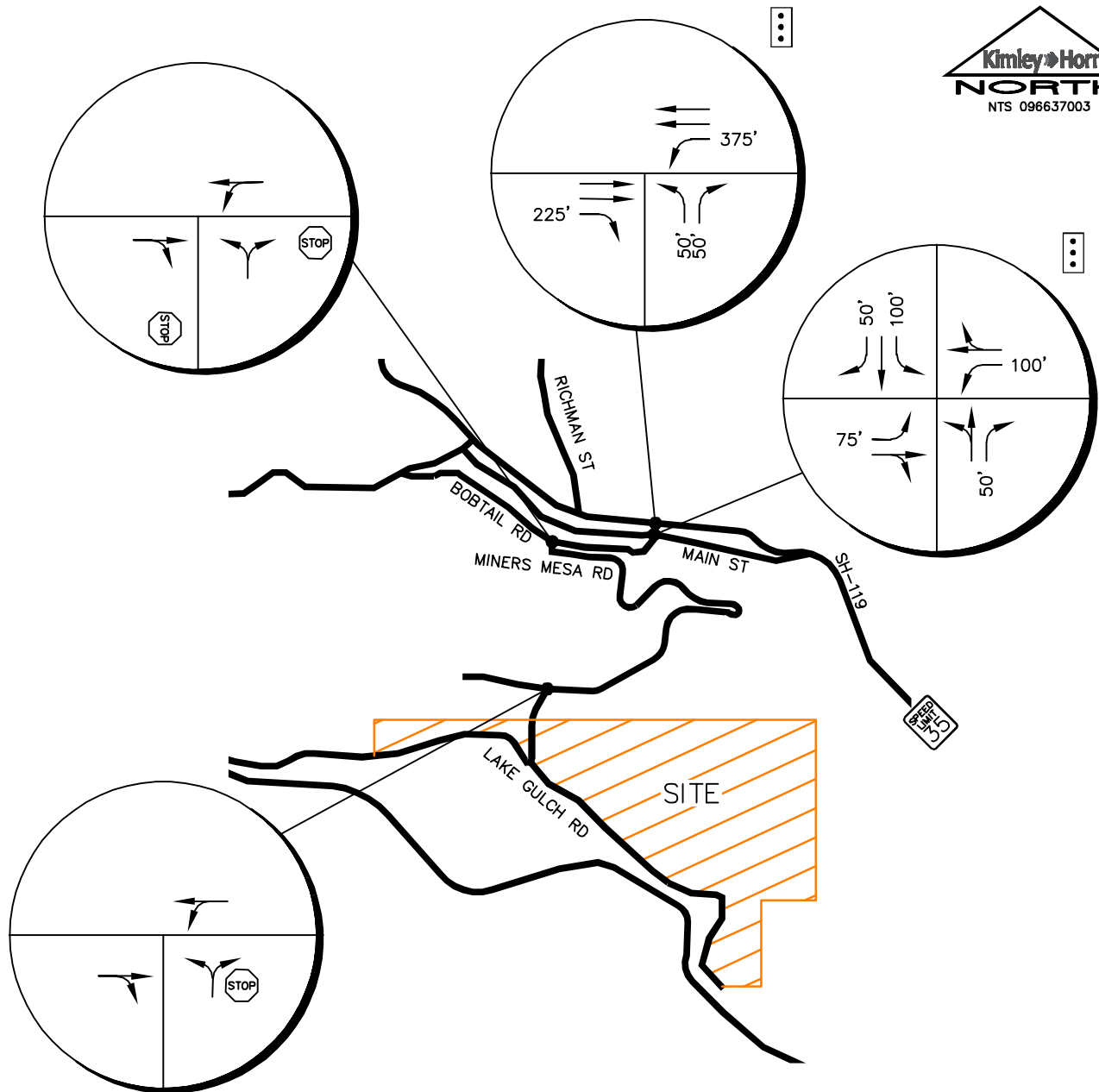
The T-intersection of Bobtail Road and Miner's Mesa Road operates with stop control along the eastbound Bobtail Road and northbound Miner's Mesa Road approaches. The westbound Miner's Mesa Road approach does not stop. The west leg of this intersection is Bobtail Road while the south and east legs are Miner's Mesa Road. All three approaches to the intersection include single shared movement lanes.

The T-intersection of Miner's Mesa Road and Black Hawk Emergency Operations Access operates with stop control along the northbound Miner's Mesa Road approach. The south and east legs of this intersection are Miner's Mesa Road while the west leg is the access to the City emergency facility. All three approaches to the intersection include a single shared movement lane. The existing intersection lane configurations and control for the key area intersections are shown in **Figure 3**.

3.3 Existing Traffic Volumes

Existing peak hour turning movement counts were conducted at the key area intersections on Tuesday, January 21, 2020. The counts were obtained in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. In addition, Friday peak hour directional and Saturday peak hour turning movement counts were provided by City of Black Hawk staff. These counts were conducted during July 2014 as part of a traffic signal timing study. The existing turning movement counts are shown in **Figure 4** with count sheets provided in **Appendix A**. Of note, the prorated difference in volumes from the Saturday peak hour traffic collected at SH-119/Mill Street and Main Street/Mill Street were applied to the other two intersection turning movements.

The existing weekday traffic volumes were seasonally adjusted to account for the highest traffic volume month. Based on CDOT information provided within **Appendix B**, the highest traffic volumes within the area were observed to occur in the month of July along SH-119, north of US-6. Comparing the data, July traffic volumes were shown to be approximately 25 percent higher than the traffic volumes in January when the counts were performed. Therefore, the highest month traffic volumes of July are shown in the weekday counts of **Figure 5**. In addition, the weekend counts conducted from 2014 were grown at the prescribed 1.8 percent annual growth rate from CDOT information and data (further described in the next Section of 3.4) to obtain adjusted 2020 weekend traffic volumes. These Friday and Saturday peak hour traffic volumes at the key intersections are also shown in **Figure 5**.



LEGEND

- Study Area Key Intersection
- ⋮ Signalized Intersection
- STOP Stop Controlled Approach
- XX Roadway Speed Limit
- 100' Turn Lane Length (feet)

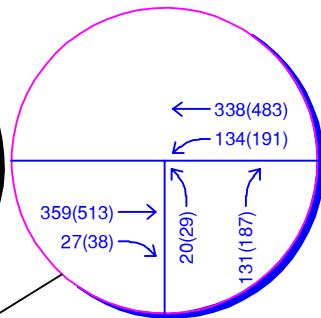
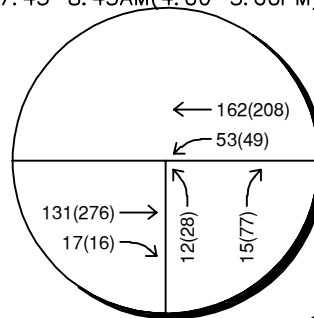
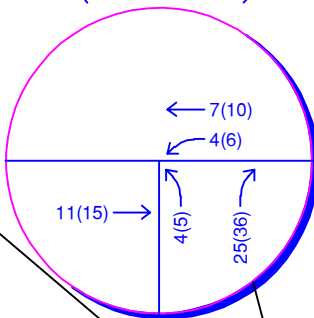
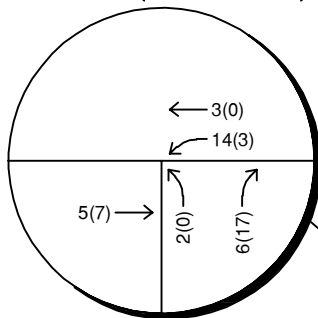
LAKE GULCH WHISKEY RESORT
 EXISTING LANE CONFIGURATIONS

FIGURE 3

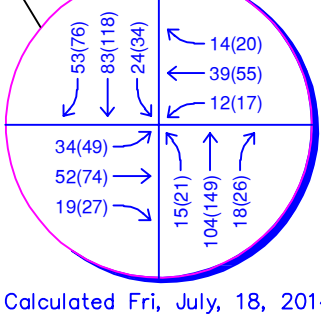
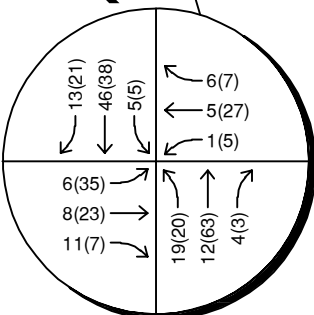
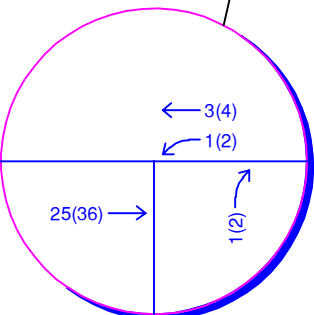
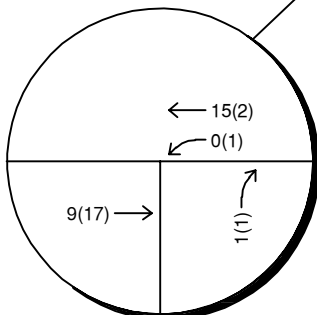
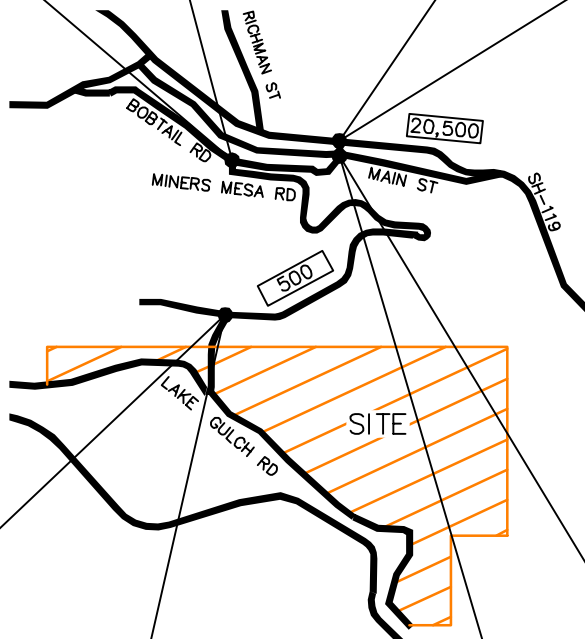
Tuesday, January 21, 2020
7:00–8:00AM(4:00–5:00PM)

Calculated Fri, July, 18, 2014
(Calculated Sat, July 19, 2014)
(4:00–5:00PM)

Tuesday, January 21, 2020
7:45–8:45AM(4:00–5:00PM)



Calculated Fri, July, 18, 2014
(Saturday, July 19, 2014)
(4:00–5:00PM)



Calculated Fri, July, 18, 2014
(Saturday, July 19, 2014)
(6:00–7:00PM)

Tuesday, January 21, 2020
7:00–8:00AM(4:00–5:00PM)

Calculated Fri, July, 18, 2014
(Calculated Sat, July 19, 2014)
(4:00–5:00PM)

Tuesday, January 21, 2020
8:00–9:00AM(4:00–5:00PM)

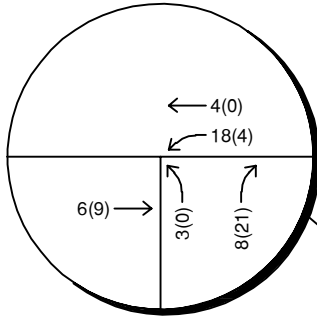
LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xxx(XXX) Friday PM (Saturday PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Saturday Daily Traffic Volume

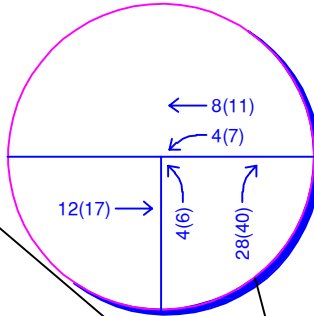
LAKE GULCH WHISKEY RESORT
EXISTING TRAFFIC VOLUMES

FIGURE 4

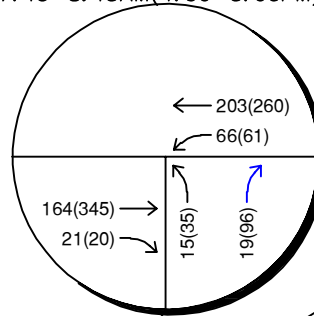
Seasonal Adjustment
Tuesday, January 21, 2020
7:00–8:00AM(4:00–5:00PM)



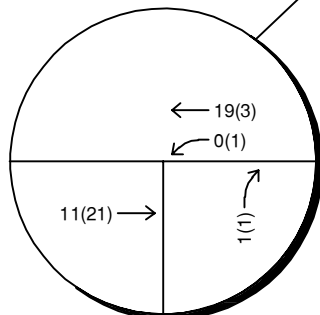
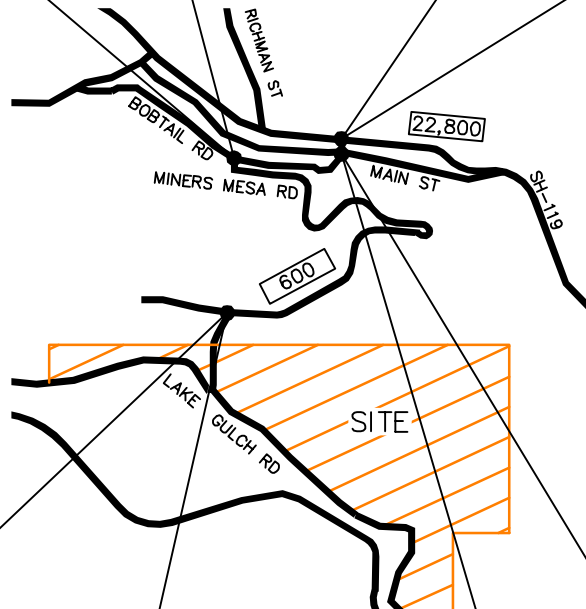
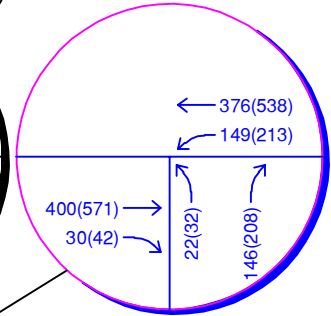
Adjusted Friday 2020
(Adjusted Saturday 2020)
(4:00–5:00PM)



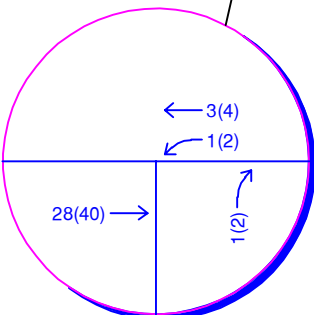
Seasonal Adjustment
Tuesday, January 21, 2020
7:45–8:45AM(4:00–5:00PM)



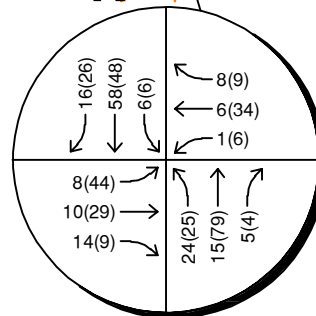
Adjusted Friday 2020
(Adjusted Saturday 2020)
(4:00–5:00PM)



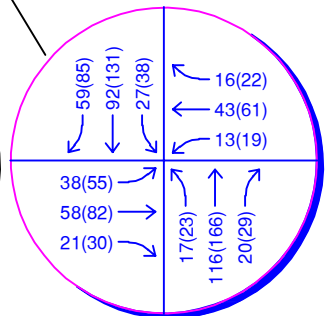
Tuesday, January 21, 2020
7:00–8:00AM(4:00–5:00PM)
Seasonal Adjustment



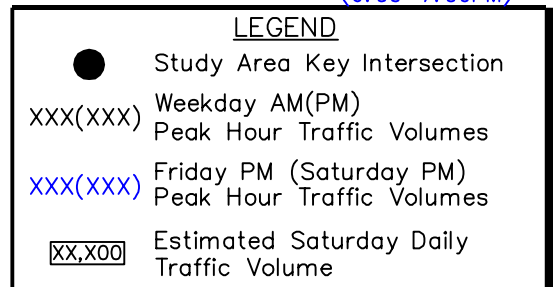
Adjusted Friday 2020
(Adjusted Saturday 2020)
(4:00–5:00PM)



Tuesday, January 21, 2020
8:00–9:00AM(4:00–5:00PM)
Seasonal Adjustment



Adjusted Friday 2020
(Adjusted Saturday 2020)
(6:00–7:00PM)

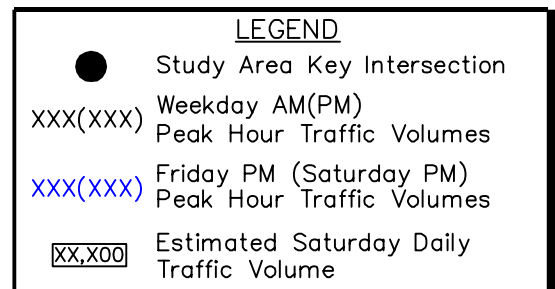
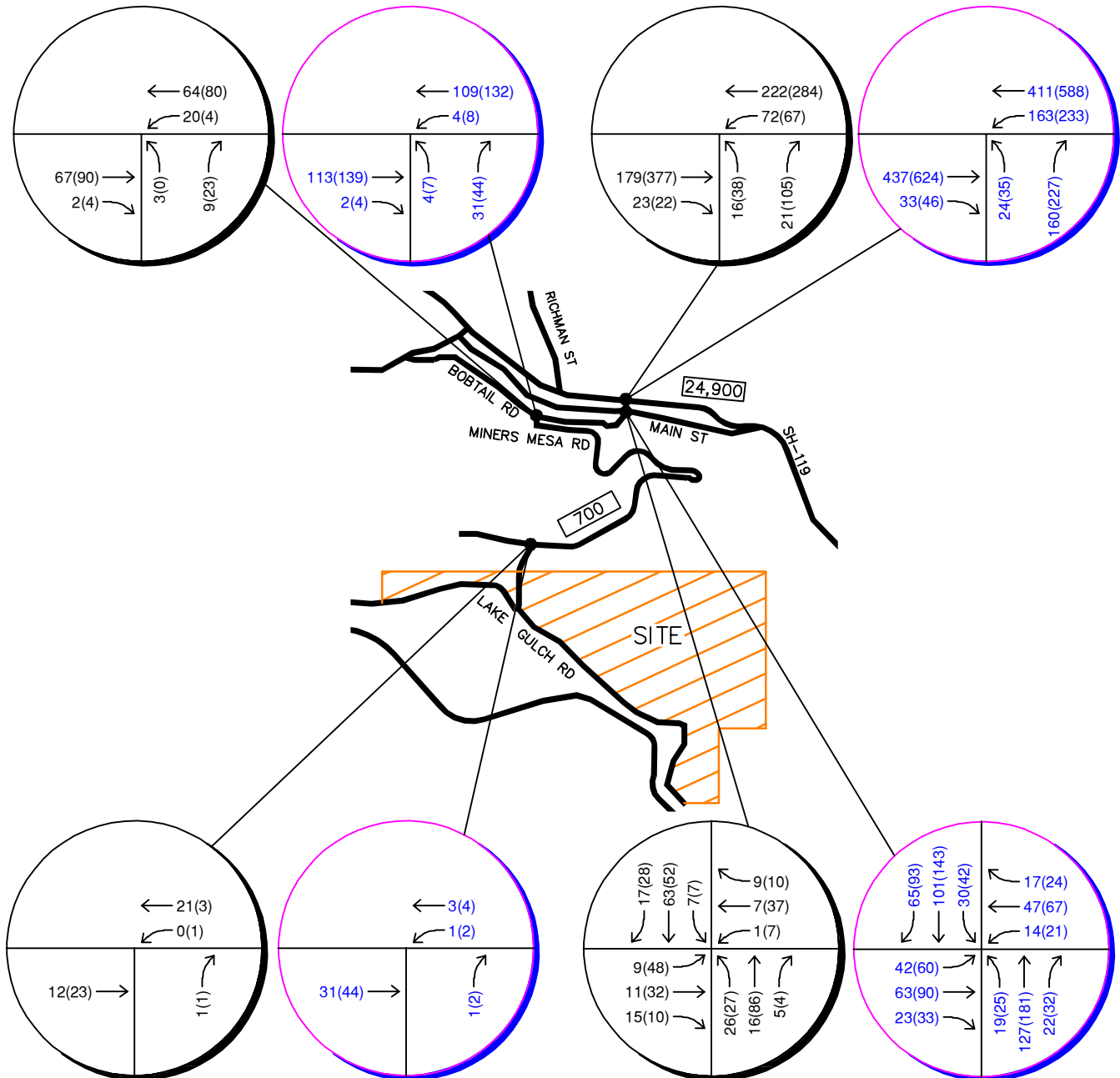


LAKE GULCH WHISKEY RESORT
EXISTING ADJUSTED TRAFFIC VOLUMES

FIGURE 5

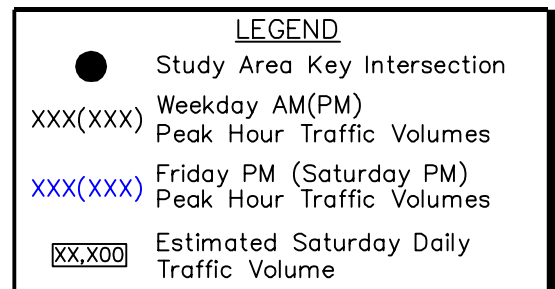
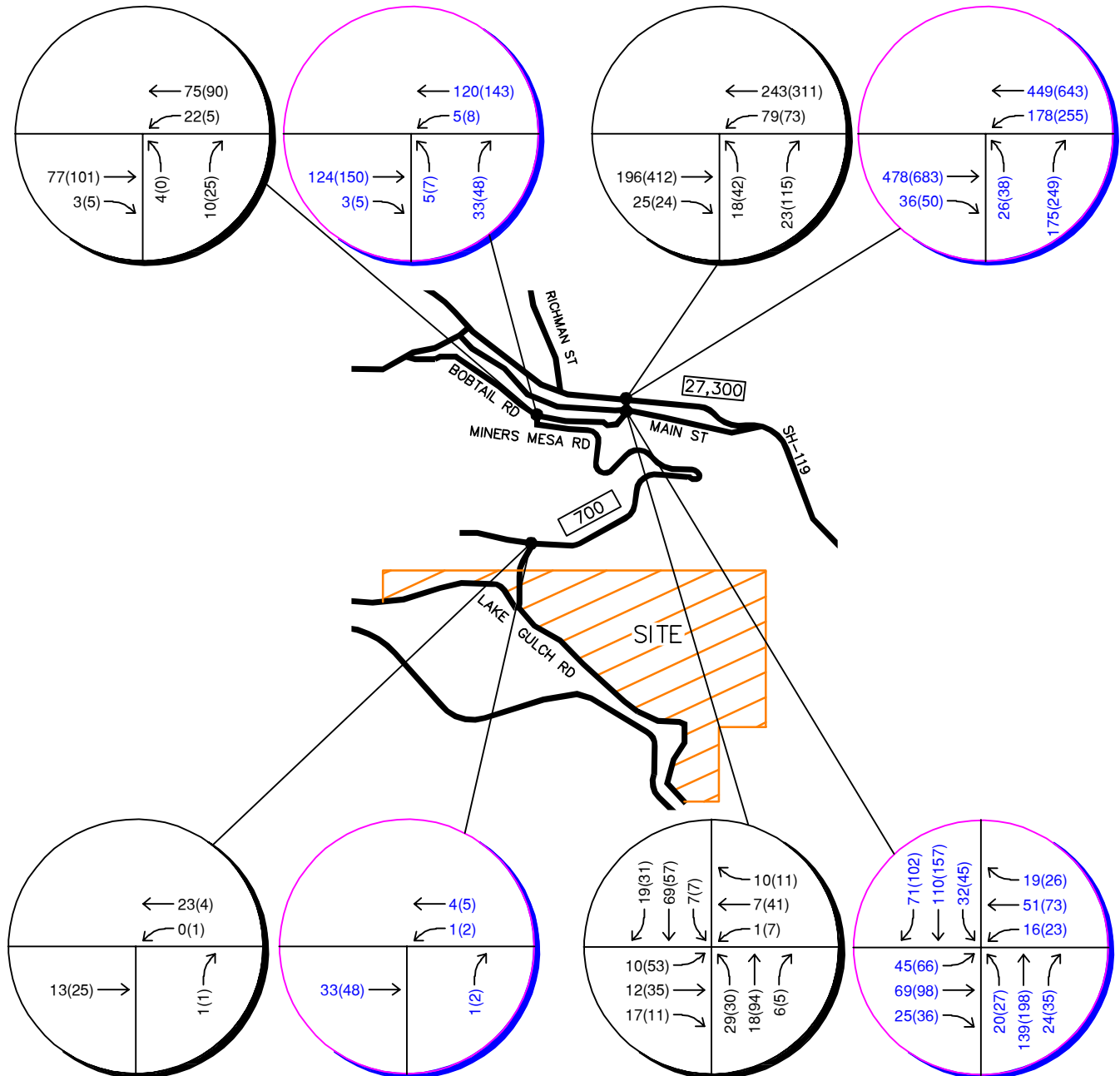
3.4 Unspecified Development Traffic Growth

According to traffic projections provided by Colorado Department of Transportation (CDOT), SH-119 is expected to have a 20-year growth factor of 1.43 south of the project limits and a growth factor of 1.06 north of the project limits. This equates an annual growth rate of approximately 1.80 percent and 0.29 percent, respectively. Therefore, an annual growth rate of 1.8 percent was used to calculate short term buildout 2025 background traffic projections, and future traffic volume projections in 2030 and 2040. In addition, Bobtail Road is currently closed to traffic for construction. Therefore, eastbound and westbound through volumes were assumed and assigned to eastbound Bobtail Road and westbound Miners Mesa Road to account for conditions with that roadway being open. CDOT traffic information is included in **Appendix B**. Background traffic volumes for 2025, 2030, and 2040 are shown in **Figure 6**, **Figure 7**, and **Figure 8**, respectively.



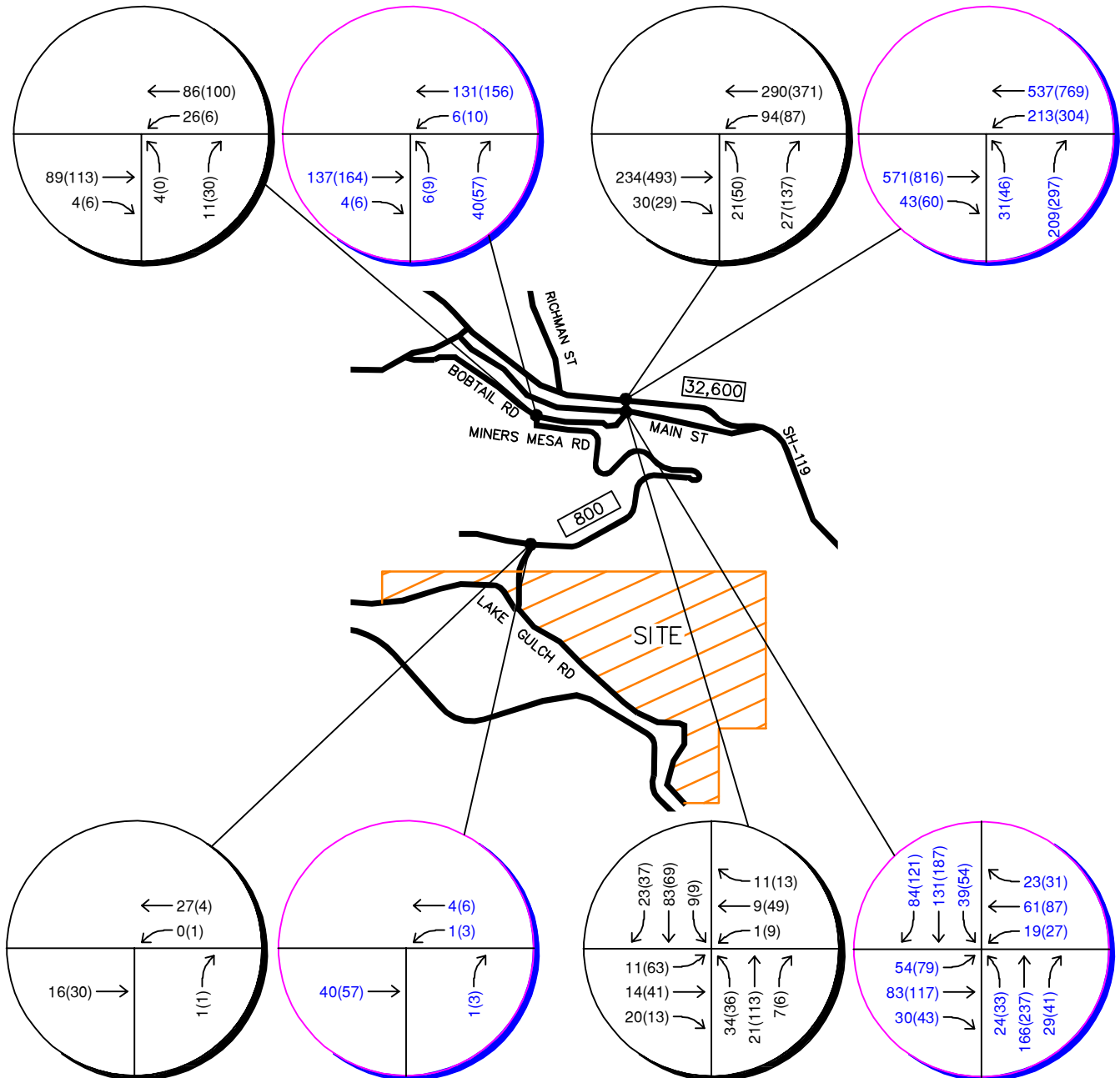
LAKE GULCH WHISKEY RESORT
2025 BACKGROUND TRAFFIC VOLUMES

FIGURE 6



LAKE GULCH WHISKEY RESORT
2030 BACKGROUND TRAFFIC VOLUMES

FIGURE 7



LEGEND	
●	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
xxx(XXX)	Friday PM (Saturday PM) Peak Hour Traffic Volumes
XX,X00	Estimated Saturday Daily Traffic Volume

LAKE GULCH WHISKEY RESORT
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 8

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. This project is proposed to include a lodge with 15 rooms and up to 45 cabins, as well as an approximate 4,800 square foot restaurant. In addition, the project will include distillery operations with approximately 35 employees and tours for 60 patrons per hour. Approximately five (5) delivery trucks will leave and return from the site per day at full operations. Likewise, events of up to 250 people are expected at the facility throughout the year. On weekends, the facility may have events with a varied attendance, but for purposes of this study, an attendance of up to 250 people was considered. These events may include weddings or other celebratory gatherings.

For the distillery, lodging, and restaurant uses, Kimley-Horn used the ITE Trip Generation Report average trip rates that apply to Manufacturing (ITE Land Use Code 140), Hotel (ITE 310), and Sit-Down Restaurant (ITE 932). The weekday afternoon peak hour trip generation for the Manufacturing (140) and Hotel (310) uses were directly applied to the Friday afternoon peak hour. For the Friday afternoon peak hour, the Friday peak hour of generator traffic volume ITE equations were applied. In addition, given the specific nature of this site, a methodology separate from the ITE Trip Generation Manual has been developed based on client data to determine the trip generation potential of other uses within the project. For the delivery trucks on-site, two of the five (5) trucks per day were assumed to arrive and depart during the weekday morning and afternoon (including Friday afternoon) peak hours. No truck trips are anticipated for the Saturday peak hour of the generator.

Further, traffic was added as expected to occur from tours to the facility. Distillery tours are expected to occur seven (7) days per week and for eight (8) hours each day. The group sizes for the distillery tours are expected to be 30 patrons per tour. At first, it is expected that only one (1) tour would occur per hour; however, it is expected that two (2) tours may occur per hour

¹ Institute of Transportation Engineers, *ITE Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

when the facility is at full operations in the future. It should be noted that a conservative one person per vehicle was utilized when actual rates would likely be closer to two persons per vehicle. Therefore, at full distillery operations, this results in 60 vehicles arriving and 60 vehicles departing during both the morning and afternoon peak hours. For the 250-person events traffic, it was assumed that two passengers per vehicle would be the average vehicle occupancy. Since the critical traffic time period is the Friday and Saturday afternoons, it was considered that the beginning of an event would coincide with the peak traffic volumes of the adjacent street network. Therefore, during the Friday and Saturday peak hours of the generator, the guests of an event would constitute 125 vehicles. In addition, it was assumed that there would be an additional 5 vehicles (5 trips in and 5 trips out) during the peak hour to account for staff, deliveries, transport rides, etc.

Trip generation calculations were based on the procedure and information provided in the ITE *Trip Generation Handbook, 3rd Edition*, 2017 and other specified information. The trip generation worksheets are included in **Appendix C**. During typical weekday operations, Lake Gulch Whiskey Resort is expected to generate 1,540 daily weekday trips. Of these, 213 trips are expected to occur during the morning peak hour, while 219 trips are expected during the afternoon peak hour. **Table 1** summarizes the estimated weekday trip generation for the proposed development.

Table 1 – Lake Gulch Whiskey Resort Weekday Project Traffic Generation

Land Use	Size	Vehicles Trips						
		Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Typical Weekday Operations								
Manufacturing (ITE 140) – Distillery Operations	35 Employees	88	10	3	13	5	7	12
Hotel (ITE 310) – Lodge & Cabins	60 Rooms	502	17	11	28	18	18	36
Sit-Down Restaurant (ITE 932)	4,800 Square Feet	540	26	22	48	29	18	47
Trucks (Client Information)	5 Trucks	10	2	2	4	2	2	4
Distillery Tours (Client Information)	60 Patrons	400	60	60	120	60	60	120
Typical Weekdays Summation		1,540	115	98	213	114	105	219

On weekends, the facility will continue to accommodate the routine functions but may also have events with a varied attendance. For purposes of this study, an attendance of up to 250 people was considered. These events may include weddings or other celebratory gatherings. The Friday afternoon peak hour of generator is believed to have the facilities highest trip generation during the arrival of a 250-person event. During this timeframe, the facility may generate a total of 361 peak hour trips. On a Saturday, the facility may generate a total of 1,928 daily trips, with 357 of these occurring during the afternoon peak hour of generator. **Table 2** summarizes the estimated trip generation for the proposed development.

Table 2 – Lake Gulch Whiskey Resort Weekend Project Traffic Generation

Land Use	Size	Vehicles Trips						
		Sat. Daily	Friday Peak Hour of Generator			Friday Peak Hour of Generator		
			In	Out	Total	In	Out	Total
Weekend Operations with 250-person Event								
Manufacturing (ITE 140) – Distillery Operations	18 Employees	24	5	7	12	2	2	4
Hotel (ITE 310) – Lodge & Cabins	60 Rooms	492	18	18	36	25	19	44
Sit-Down Restaurant (ITE 932)	4,800 Square Feet	652	52	50	102	28	26	54
Trucks (Client Information)	5 Trucks	10	2	2	4	0	0	0
Distillery Tours (Client Information)	60 Patrons	400	60	60	120	60	60	120
Weekend Events	250 People	350	130	5	135	130	5	135
Weekend Operations Summation		1,928	244	117	361	245	112	357

In addition to these typical weekday and weekend operations with standard events, approximately 10 to 15 large events may occur at the facility each year. There is a planned amphitheater which may accommodate 1,000 to 2,000 people. When these events occur, it is believed that arrangements will be made with the hotel/casinos in Black Hawk to partner with their facility for lodging, parking, and shuttle service to and from the event. As these special events aren't expected during typical weekday or weekend operations, they were not specifically evaluated within this traffic study. These events are anticipated to occur on Friday nights and on weekends.

4.2 Trip Distribution

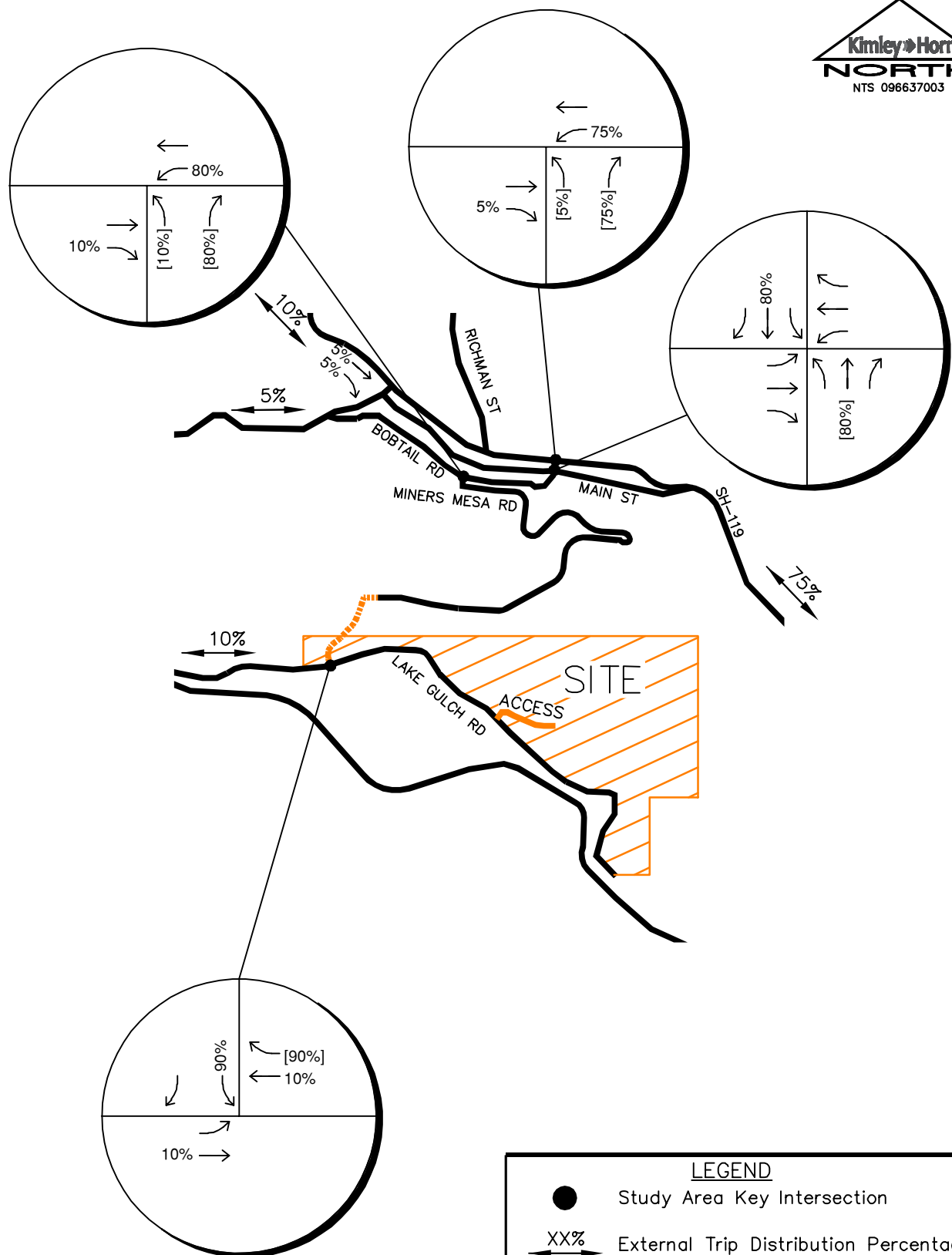
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source direction. It is anticipated that traffic will primarily arrive and depart through Black Hawk and SH-119. This route was considered primary to provide a conservative analysis of the roadways and intersections in the City. It is understood that some traffic may arrive to the site via Central City Parkway. Since Lake Gulch Road is unpaved and lacks a clean and consistent connection to Central City Parkway for the northbound and southbound directions of travel, 10 percent of traffic was applied to Lake Gulch Road. Other traffic traveling Central City Parkway will be able to gain access to the facility by traveling through Central City to Gregory Street by then accessing Bobtail Road. Since this travel distance is a bit further, although all paved, 10 percent of the trip distribution was assigned to this route as well, to account for 20 percent of traffic arrivals from Central City Parkway. **Figure 9** illustrates the expected trip distribution for the site.

4.3 Traffic Assignment

Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the project shown in **Tables 1** and **2**. The Lake Gulch Whiskey Resort project traffic assignment is shown in **Figure 10**.

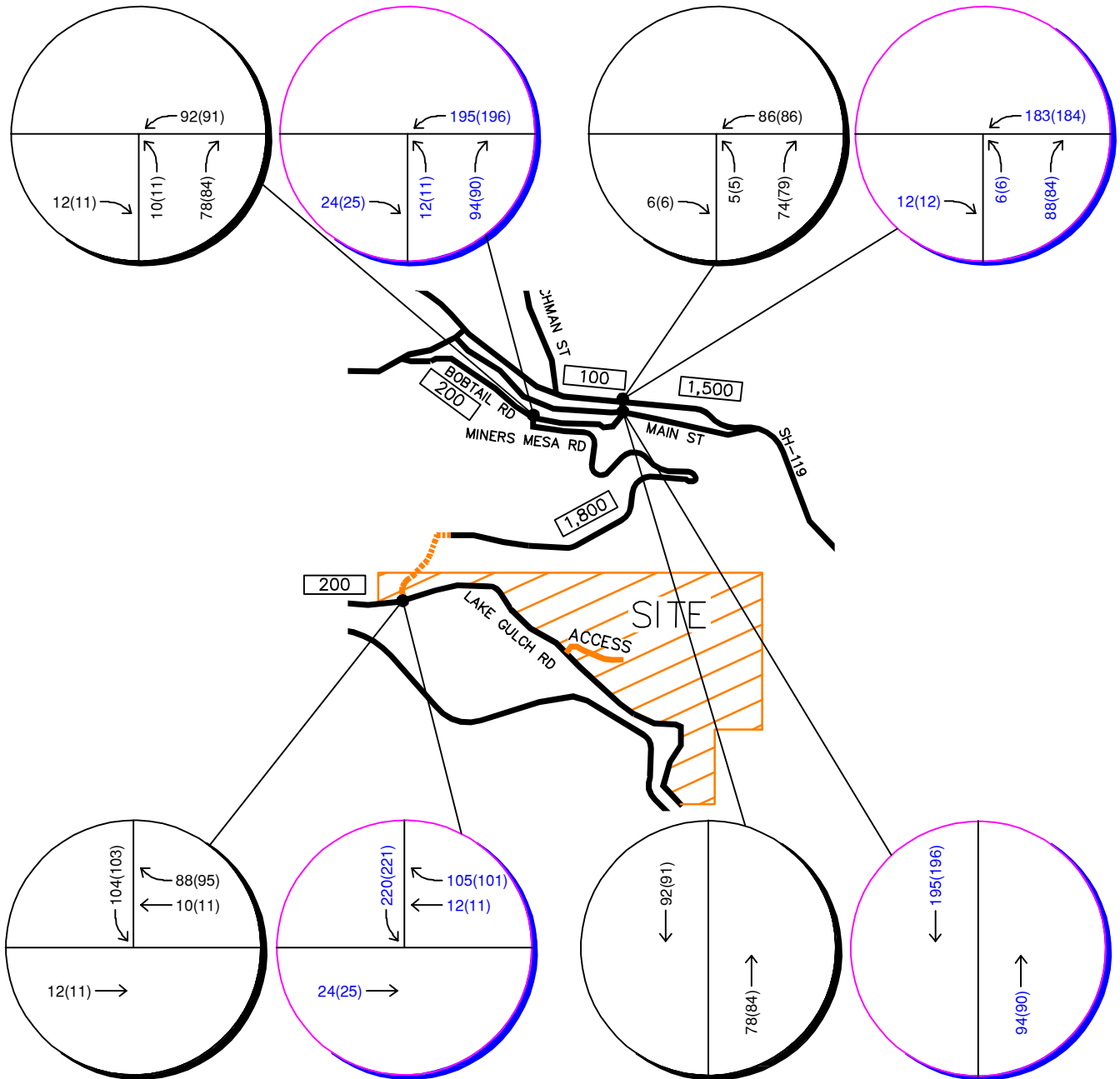
4.4 Total (Background Plus Project) Traffic

Lake Gulch Whiskey Resort project traffic volumes were added to the background volumes to represent estimated total traffic conditions for the 2025 buildout horizon as well as the 2030 and 2040 study horizons. **Figure 11** illustrates the background plus project traffic volumes for the 2025 buildout horizon. Likewise, total traffic volumes in 2030 are shown in **Figure 12**, while total traffic volume projections in 2040 are shown in **Figure 13**.



LAKE GULCH WHISKEY RESORT
 PROJECT TRIP DISTRIBUTION

FIGURE 9

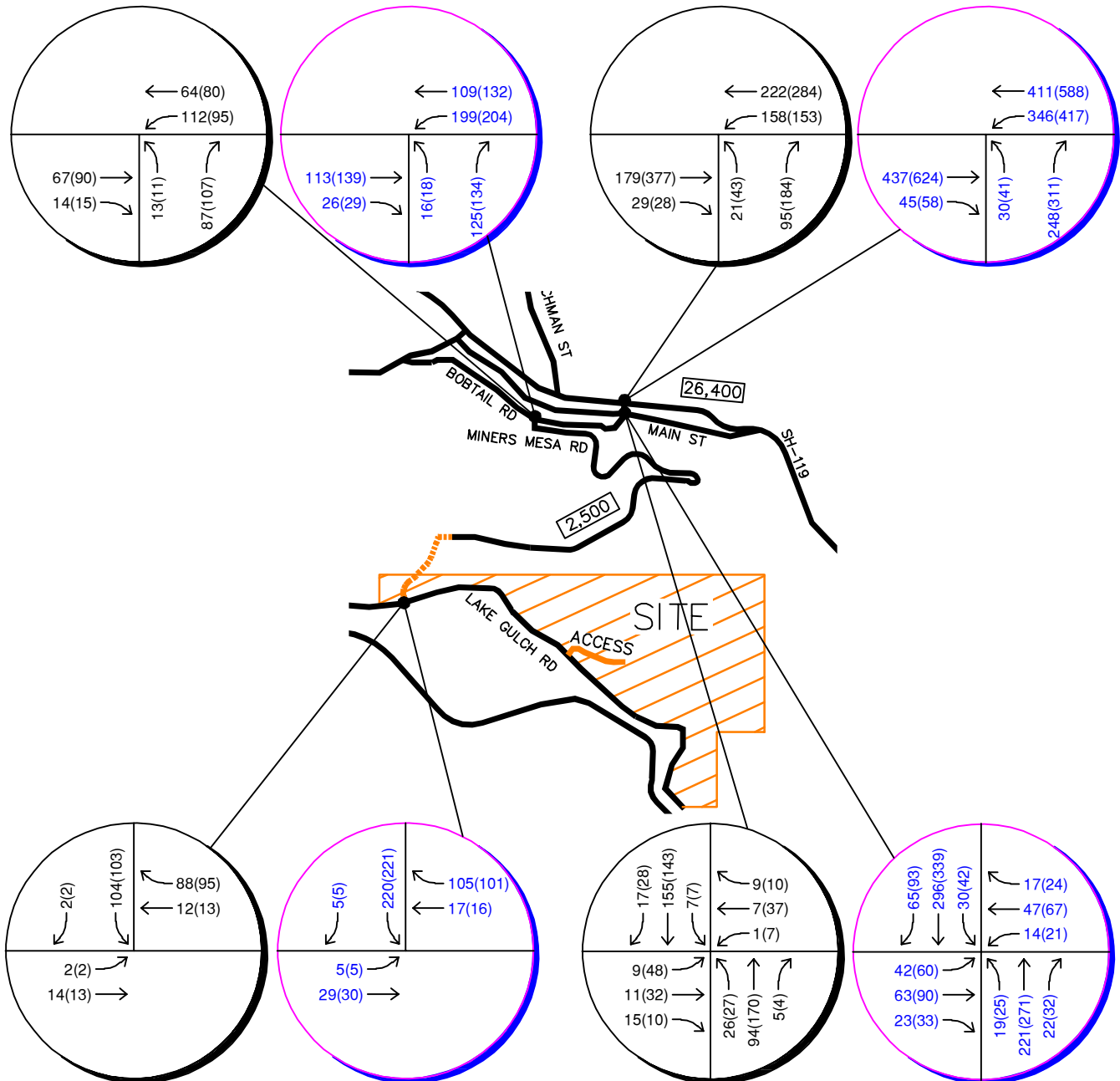


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xxx(XXX) Friday PM (Saturday PM) Peak Hour Traffic Volumes
- xx,x00 Estimated Saturday Daily Traffic Volume

LAKE GULCH WHISKEY RESORT
 PROJECT TRAFFIC ASSIGNMENT

FIGURE 10

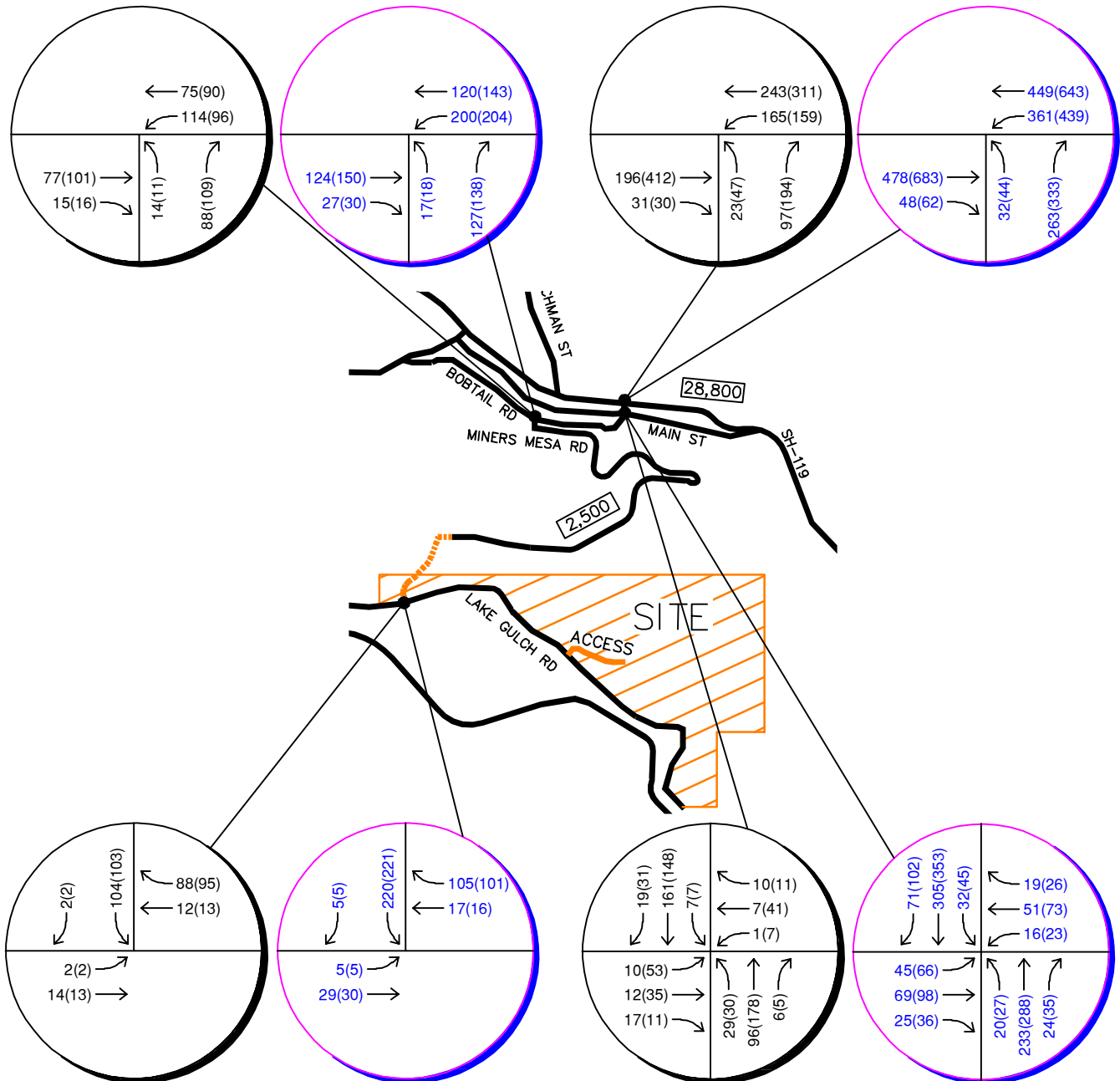


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xxx(XXX) Friday PM (Saturday PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Saturday Daily Traffic Volume

LAKE GULCH WHISKEY RESORT
 2025 BACKGROUND PLUS
 PROJECT TRAFFIC VOLUMES

FIGURE 11

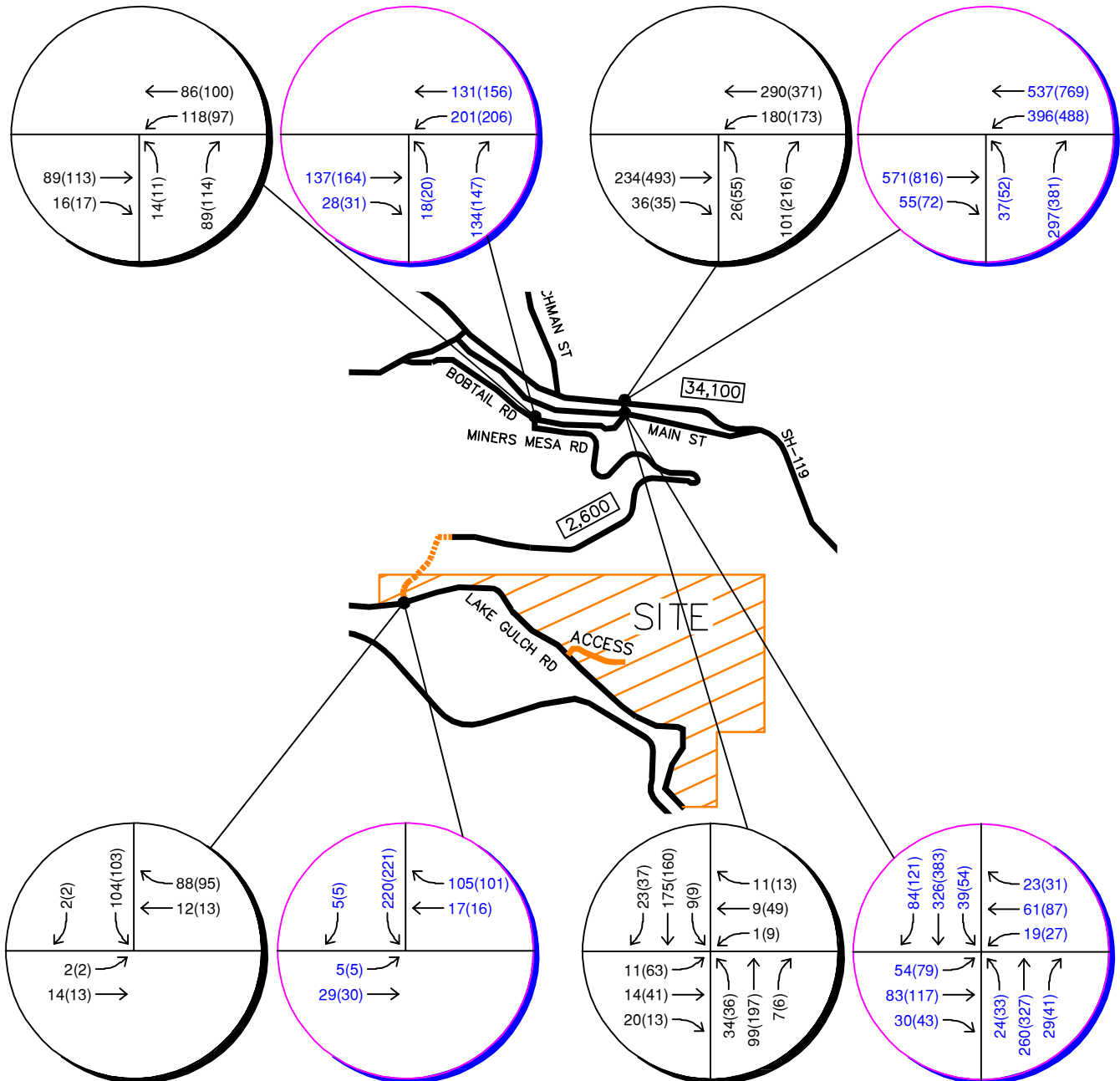


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xxx(XXX) Friday PM (Saturday PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Saturday Daily Traffic Volume

LAKE GULCH WHISKEY RESORT
2030 BACKGROUND PLUS
PROJECT TRAFFIC VOLUMES

FIGURE 12



LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xxx(XXX) Friday PM (Saturday PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Saturday Daily Traffic Volume

LAKE GULCH WHISKEY RESORT
2040 BACKGROUND PLUS
PROJECT TRAFFIC VOLUMES

FIGURE 13

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2025, 2030, and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, typical traffic engineering practice recommends intersection LOS D and approach/movement LOS E as the minimum thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Intersection Operational Analysis

Calculations for the level of service at the key intersections identified for study are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. The two key signalized intersections utilize the observed 90-second cycle lengths for the peak hours with existing phasing and optimized timing splits. Synchro traffic analysis software was used to analyze the study area intersections. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

SH-119 and Mill Street

The T-intersection of SH-119 and Mill Street is signalized that operates with protected-permitted left turn phasing on the westbound approach. This intersection currently operates acceptably with LOS B during all four peak hours studied. With the existing lane configurations and future traffic projections, this intersection is expected to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 4** provides the results of the level of service analysis conducted at this intersection.

Table 4 – SH-119 and Mill Street LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Friday PM Peak Hour		Saturday PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing	10.8	B	11.6	B	11.4	B	11.8	B
2025 Background	10.4	B	12.3	B	11.2	B	11.7	B
2025 Total	11.1	B	11.9	B	11.7	B	14.8	B
2030 Background	11.0	B	12.0	B	11.5	B	12.4	B
2030 Total	11.2	B	12.2	B	12.6	B	16.2	B
2040 Background	12.0	B	12.4	B	11.8	B	13.8	B
2040 Total	11.0	B	12.7	B	13.6	B	22.0	C

Main Street and Mill Street/Miner's Mesa Road

The Main Street and Mill Street/Miner's Mesa Road intersection is signalized that operates with protected-permitted left turn phasing on the eastbound and southbound approaches. This intersection currently operates acceptably with LOS B during the weekday morning and afternoon peak hours as well as Friday and Saturday afternoon peak hour of the generator in the peak season. With the existing lane configurations and future traffic projections, this intersection is expected to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon with or without the addition of project traffic. Of note, the addition of project traffic through this intersection was found to lower the overall delay because the northbound and southbound approaches can accommodate more volume at lower delay levels, which in effects lowers the overall average delay for the intersection. **Table 5** provides the results of the level of service analysis conducted at this intersection.

Table 5 – Main Street and Mill Street/Miner's Mesa Road LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Friday PM Peak Hour		Saturday PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing	13.9	B	19.7	B	18.2	B	18.7	B
2025 Background	14.1	B	19.9	B	18.4	B	18.9	B
2025 Total	9.8	A	15.6	B	12.9	B	16.5	B
2030 Background	13.9	B	20.2	C	18.4	B	19.0	B
2030 Total	9.9	A	16.1	B	15.2	B	16.9	B
2040 Background	20.2	C	20.1	C	18.8	B	19.6	B
2040 Total	10.4	B	16.7	B	16.1	B	18.1	B

Miner's Mesa Road and Bobtail Road

The T-intersection of Miner's Mesa Road and Bobtail Road operates with stop control along the eastbound Bobtail Road and northbound Miner's Mesa Road approaches. All three approaches of this intersection provide a single lane for shared movements. HCM does report level of service with stop control on perpendicular legs while a third leg does not have a stop condition; therefore, this intersection was analyzed with all-way stop control in order to obtain a reported LOS. In addition, it is recommended that this intersection be considered to operate with all-way stop control (AWSC) or a single lane roundabout. To implement AWSC, a R1-1 "STOP" sign should be installed on the westbound Miner's Mesa Road approach to the intersection. The "Traffic from Right Does Not Stop" sign underneath the existing "STOP" sign on the northbound Miner's Mesa Road approach and "Oncoming Traffic Does Not Stop" sign underneath the existing "STOP" sign on the eastbound Bobtail Road approach should be removed. Underneath all "STOP" signs, R1-4 "ALL WAY" plaques should be installed. Likewise, orange flags can be affixed to the top of the new "STOP" sign on the westbound Miner's Mesa Road approach to warn drivers of the change in control. Otherwise, an alternative to the all-way stop control configuration is that the intersection could operate acceptably under single lane roundabout control if desired by the City of Black Hawk. If a roundabout is desired, further study would be required to determine if it is feasible to construct at this location.

With this modified control to all-way stop and the existing lane configurations, this intersection currently operates acceptably with LOS A during the weekday morning, weekday afternoon, Friday afternoon, and Saturday afternoon peak hours in the peak season. Of note, Bobtail Road is currently closed for construction. Through traffic volumes were assumed along the eastbound Bobtail Road and westbound Miner's Mesa Road approaches to account for a volume with the roadway being open to traffic. With the existing lane configurations and the addition of project, this intersection is expected to continue to operate acceptably with LOS B during the weekday peak hours throughout the 2040 horizon with either all-way stop control or a single lane roundabout. It is recommended that a R1-1 "STOP" sign be installed along the westbound approach of the Miner's Mesa Road and Bobtail Road intersection. **Table 6** provides the results of the level of service at this intersection.

Table 6 – Miner’s Mesa Road and Bobtail Road LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Friday PM Peak Hour		Saturday PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing								
All-Way Stop Control	7.0	A	6.7	A	6.8	A	6.9	A
Roundabout	2.7	A	2.7	A	2.8	A	2.9	A
2025 Background								
All-Way Stop Control	7.4	A	7.5	A	7.7	A	8.0	A
Roundabout	3.2	A	3.2	A	3.4	A	3.6	A
2025 Total								
All-Way Stop Control	8.2	A	8.3	A	9.9	A	10.5	B
Roundabout	3.7	A	3.8	A	4.6	A	4.9	A
2030 Background								
All-Way Stop Control	7.5	A	7.6	A	7.8	A	8.1	A
Roundabout	3.2	A	3.3	A	3.5	A	3.7	A
2030 Total								
All-Way Stop Control	8.3	A	8.5	A	10.1	B	10.8	B
Roundabout	3.8	A	3.9	A	4.7	A	5.0	A
2040 Background								
All-Way Stop Control	7.6	A	7.7	A	8.0	A	8.3	A
Roundabout	3.4	A	3.4	A	3.6	A	3.8	A
2040 Total								
All-Way Stop Control	8.4	A	8.6	A	10.4	B	11.2	B
Roundabout	3.9	A	4.0	A	4.8	A	5.1	A

5.3 Access Improvements

Roadway improvements are proposed to be constructed by the project to provide access to Lake Gulch Whiskey Resort. At the existing western terminus of the roadway through the Black Hawk Operations facility, a new roadway alignment of Miner’s Mesa Road will be constructed to the west and then to the south to intersect with Lake Gulch Road. Then from this new intersection to the east, this portion of Lake Gulch Road will be widened and paved up to the proposed access location. The existing paved alignment of Miner’s Mesa Road to the east of the City facility will be abandoned. A single shared movement lane should be sufficient on all three approaches of the proposed access intersection along Lake Gulch Road. It is recommended that the southbound project access approach to Lake Gulch Road operate with stop-control with the installation of a R1-1 “STOP” sign.

5.4 Turn Bay Length Analysis

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the south leg of Mill Street at SH-119 is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, CDOT may require an access permit for this intersection in association with this project.

Since SH-119 is a state owned and maintained facility, it is recommended that auxiliary turn lanes along SH-119 be constructed in accordance with the current CDOT State Highway Access Code (Access Code). CDOT categorizes the segment of SH-119 through the study area as NR-B: Non-Rural Arterial. According to the State Highway Access Code for category NR-B roadways, the following thresholds apply for implementation of auxiliary turn lanes.

- A left turn lane with storage length plus taper is required for any access with a projected peak hour left ingress turning volume greater than 25 vehicles per hour.
- A right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 vehicles per hour.
- An acceleration lane is generally not required.

Based on traffic projections and the above thresholds, auxiliary turn lane requirements were calculated for the intersection of SH-119 and Mill Street. SH-119 provides two lanes of travel in each direction and has a posted speed limit of 35 miles per hour at the intersection with Mill Street. As such, turn lane requirements at the study area intersection along SH-119 are as follows:

- A westbound left turn lane currently exists and is warranted today with 191 westbound left turns during the Saturday peak hour in July and the threshold being 25 vehicles per hour. Since SH-119 has a category of NR-B with a speed limit less than 45 mph (35 mph), the left turn lane requirement is storage length plus taper length. The storage length should be one foot per vehicle during the peak hour rounded to the nearest 25 feet (typical spacing of one vehicle). The existing westbound left turn lane provides 375 feet of length; therefore, this left turn lane currently meets CDOT Standards as traffic volumes suggest this left turn lane only requires 200 feet of length plus a 120-foot taper (10 to 1). With the addition of project traffic, this left turn lane may need to be lengthened by 50 feet to 425 feet in 2025, by 75 feet to 450 feet in 2030, and by 125 feet

to 500 feet in 2040. There are significant constraints to lengthening this westbound left turn lane with the roadway being constructed on the hillside edge. This will need further engineering design evaluation to determine if any lengthening is feasible.

- An eastbound right turn lane exists but **is not** warranted based on existing traffic being 38 vph and the threshold being 50 vehicles per hour. With the addition of project traffic, the projected 2040 background plus project traffic is anticipated to be 72 eastbound right turns during the peak hour, so this eastbound right turn lane is anticipated to be warranted based on a combination of background growth and the addition of project traffic. The right turn lane requirement at this location is storage length plus taper length. With 72 vph, the eastbound right turn lane length requirement would be 75 feet. The existing eastbound right turn lane currently provides 225 feet of length. Since this right turn lane is existing and currently exceeds CDOT Standards for length, no modification to this right turn lane is needed.
- A northbound to eastbound right turn acceleration lane exists but is not required based on the State Highway Access Code for this category roadway and speed limit. The existing acceleration lane provide an approximate length of 425 feet (300 feet plus 125-foot taper). Mitigation is not recommended at the existing northbound to eastbound right turn acceleration lane.

5.5 Vehicle Queuing Analysis

A queuing analysis was conducted for turn lanes at the study area intersections. The queuing analysis was performed using the Synchro analysis software presenting the results of the 95th percentile queue length. Results are shown in the following **Table 7** with calculations provided in **Appendix E** for the signalized intersections.

Table 7 – Queueing Analysis Results

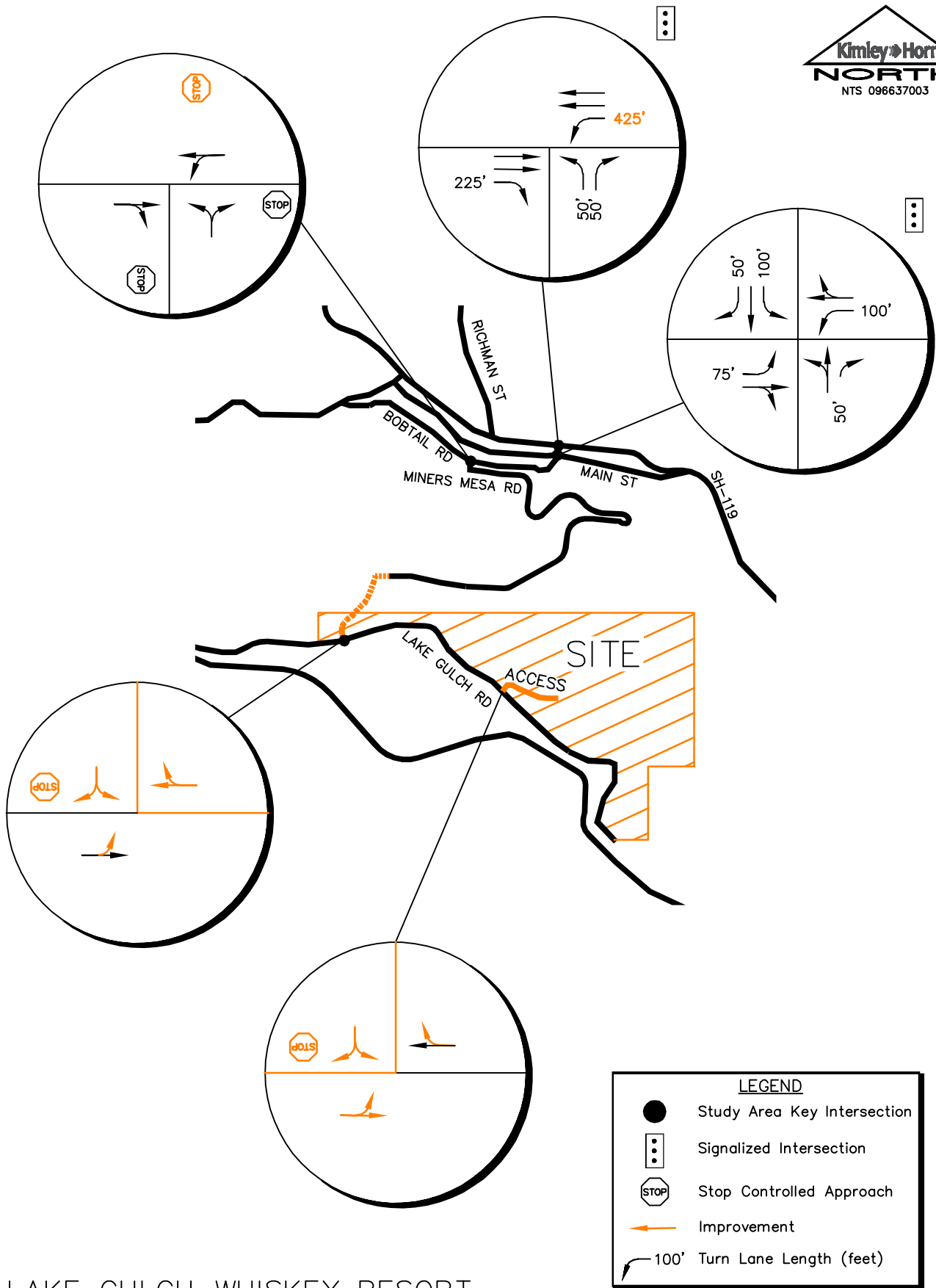
Intersection and Turn Lane	Existing Turn Lane Length (feet)	2025 Calculated Queue Length (feet)	2025 Recommended Turn Lane Length (feet)	2040 Calculated Queue Length (feet)	2040 Recommended Turn Lane Length (feet)
SH-119 & Mill Street					
Eastbound Right	225'	29'	225'	34'	225'
Westbound Left	375'	244'	425' CDOT	417'	500' CDOT
Northbound Left	C (100')	55'	C (100')	62'	C (100')
Northbound Right	C (100')	FREE	C (100')	FREE	C (100')
Main Street & Miner's Mesa Road					
Eastbound Left	75'	59'	75'	71'	75'
Westbound Left	100'	34'	100'	39'	100'
Northbound Right	50'	25'	50'	25'	50'
Southbound Left	100'	25'	100'	25'	100'
Southbound Right	50'	25'	50'	25'	50'

C = Continuous Turn Lane; FREE = Free Right Turn Lane

As shown in the queuing table, all vehicle queues are anticipated to be contained within the existing auxiliary turn lanes in the 2025 horizon. CDOT standards identify lengthening the westbound left turn lane to 425 feet in 2025. This left turn lane would accommodate the projected queue in 2040, but at this time the CDOT requirements would include a turn lane of 500 feet in this horizon year.

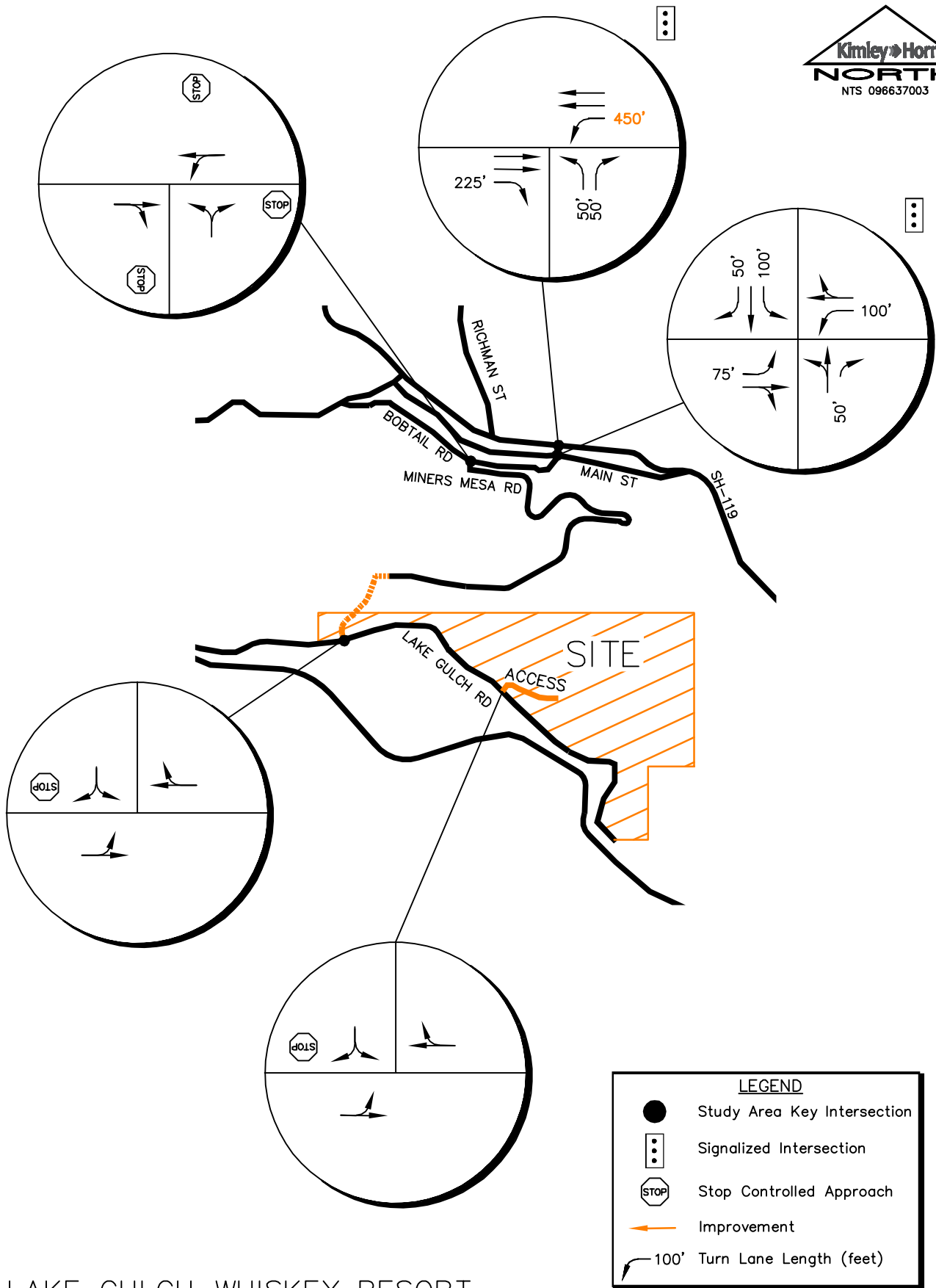
5.6 Summary of Improvements

Based on the results of the operational and vehicle queuing analysis, the recommended lane configurations and control at the study key intersections are shown in **Figure 14** for 2025, **Figure 15** for 2030, and **Figure 16** for 2040.



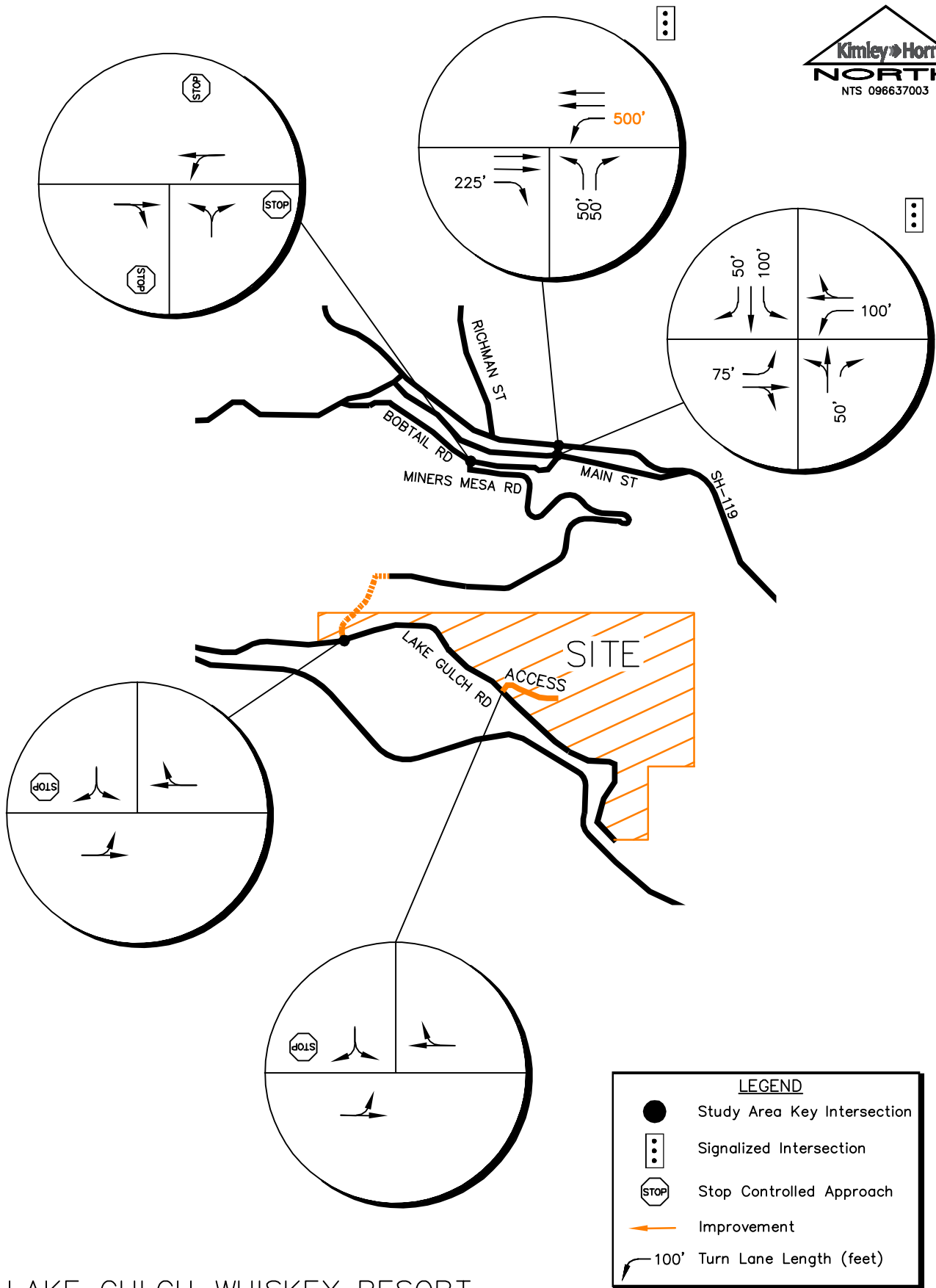
LAKE GULCH WHISKEY RESORT
 2025 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 14



LAKE GULCH WHISKEY RESORT
 2030 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 15



LAKE GULCH WHISKEY RESORT
 2040 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 16

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Lake Gulch Whiskey Resort project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network and the proposed project development and expected traffic volumes resulted in the following recommendations:

- Roadway improvements are proposed to be constructed by the project to provide access to Lake Gulch Whiskey Resort. At the existing western terminus of the roadway through the Black Hawk Operations facility, a new roadway alignment of Miner's Mesa Road will be constructed to the west and then to the south to intersect with Lake Gulch Road. Lake Gulch Road will be widened and paved from this new intersection to the east to the proposed access location. The existing paved alignment of Miner's Mesa Road to the east of the City facility will be abandoned. A single shared movement lane should be sufficient on all three approaches of the proposed access intersection along Lake Gulch Road. It is recommended that the southbound project access approach to Lake Gulch Road operate with stop-control with the installation of a R1-1 "STOP" sign.
- It is recommended that the intersection of Miner's Mesa Road and Bobtail Road operate with either all-way stop control or a roundabout. To implement all-way stop control, a R1-1 "STOP" sign should be installed on the westbound Miner's Mesa Road approach to the intersection. The "Traffic from Right Does Not Stop" sign underneath the existing "STOP" sign on the northbound Miner's Mesa Road approach and "Oncoming Traffic Does Not Stop" sign underneath the existing "STOP" sign on the eastbound Bobtail Road approach should be removed. Underneath all "STOP" signs, R1-4 "ALL WAY" plaques should be installed. Likewise, orange flags can be affixed to the top of the new "STOP" sign on the westbound Miner's Mesa Road approach to warn drivers of the change in control. Otherwise, an alternative to the all-way stop control configuration is that the intersection could operate acceptably under single lane roundabout control if desired by the City of Black Hawk. If a roundabout is desired, further study would be required to determine if it is feasible to construct at this location.
- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent.

Based on traffic projections, the addition of project traffic on the south leg of Mill Street at SH-119 is anticipated to increase existing access traffic volumes by more than 20 percent during the weekday peak hours; therefore, CDOT may require an access permit for this intersection in association with this project.

- The existing 375-foot westbound left turn lane at the signalized SH-119 and Mill Street intersection may need to be lengthened per the CDOT State Highway Access Code. Based on the SH-119 category of NR-B with a speed limit less than 45 mph (35 mph), the left turn lane requirement is storage length plus taper length. The storage length should be one foot per vehicle during the peak hour rounded to the nearest 25 feet (typical spacing of one vehicle). With the addition of project traffic, this westbound left turn lane may need to be lengthened by 50 feet to 425 feet in 2025, by 75 feet to 450 feet in 2030, and by 125 feet to 500 feet in 2040. There are significant constraints to lengthening this westbound left turn lane with the roadway being constructed on the hillside edge. This will need further engineering design evaluation to determine if any lengthening is feasible.
- Any on-site and off-site signing and striping improvements shall be incorporated into the Civil Drawings, and conform to standards of Gilpin County, City of Black Hawk, and CDOT as applicable as well as the Manual on Traffic Control Devices – 2009 Edition (MUTCD).

APPENDICES

APPENDIX A

Intersection Count Sheets



Black Hawk, CO
 Black Hawk Traffic Counts
 AM Peak
 SH - 119 and Mill St

File Name : SH 119 and Mill St AM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

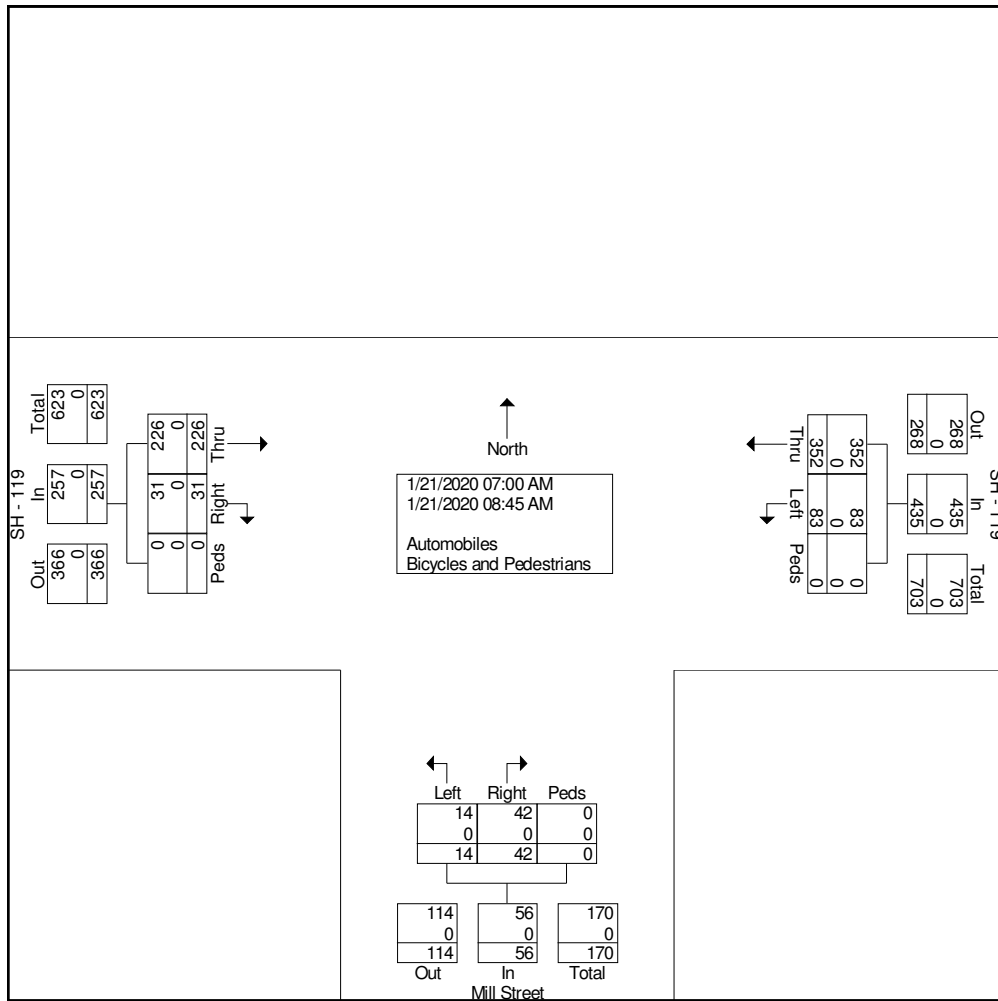
Groups Printed- Automobiles - Bicycles and Pedestrians

Start Time	SH - 119 Eastbound				SH - 119 Westbound				Mill Street Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	25	2	0	27	5	36	0	41	1	10	0	11	79
07:15 AM	29	3	0	32	4	42	0	46	1	10	0	11	89
07:30 AM	21	4	0	25	8	53	0	61	0	6	0	6	92
07:45 AM	34	8	0	42	14	38	0	52	1	3	0	4	98
Total	109	17	0	126	31	169	0	200	3	29	0	32	358
08:00 AM	41	2	0	43	10	49	0	59	0	6	0	6	108
08:15 AM	29	4	0	33	7	38	0	45	4	4	0	8	86
08:30 AM	27	3	0	30	22	37	0	59	7	2	0	9	98
08:45 AM	20	5	0	25	13	59	0	72	0	1	0	1	98
Total	117	14	0	131	52	183	0	235	11	13	0	24	390
Grand Total	226	31	0	257	83	352	0	435	14	42	0	56	748
Apprch %	87.9	12.1	0		19.1	80.9	0		25	75	0		
Total %	30.2	4.1	0	34.4	11.1	47.1	0	58.2	1.9	5.6	0	7.5	
Automobiles	226	31	0	257	83	352	0	435	14	42	0	56	748
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data
Collection

Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
SH - 119 and Mill St

File Name : SH 119 and Mill St AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 2

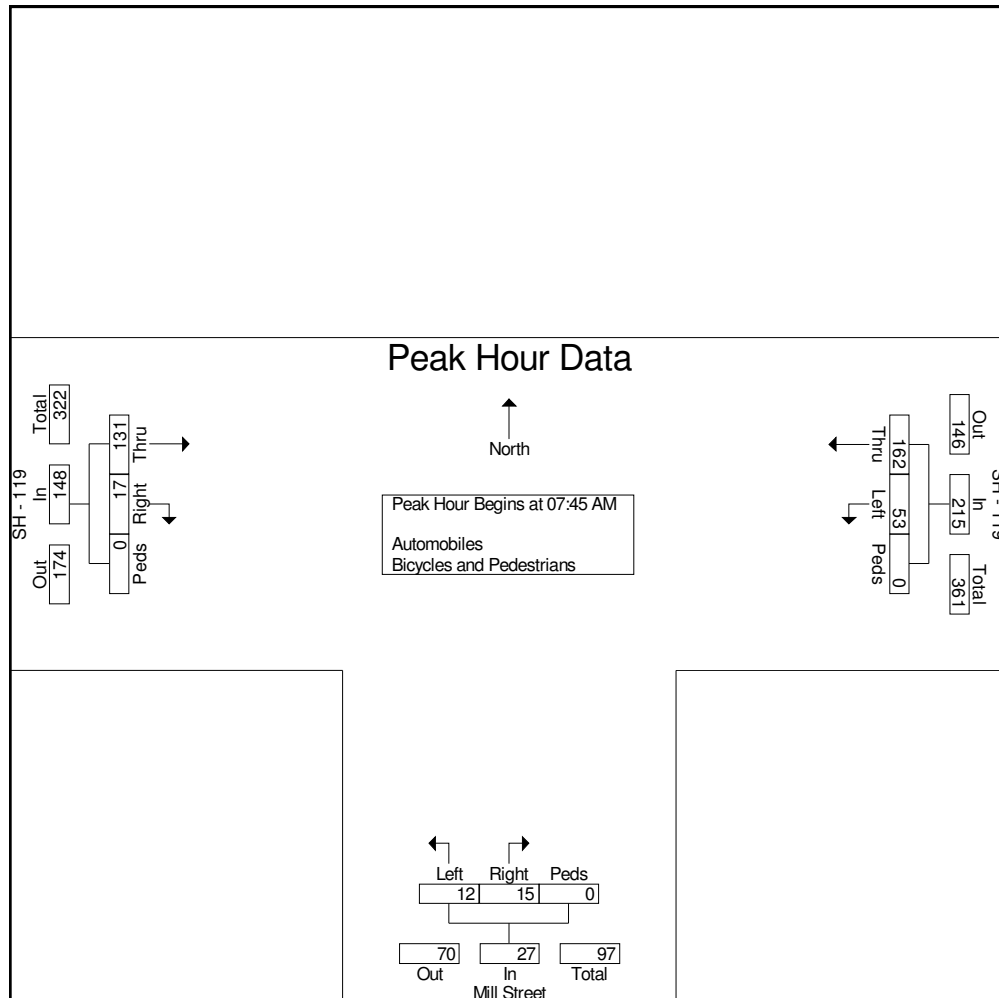




Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
SH - 119 and Mill St

File Name : SH 119 and Mill St AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 3

	SH - 119 Eastbound				SH - 119 Westbound				Mill Street Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	34	8	0	42	14	38	0	52	1	3	0	4	98
08:00 AM	41	2	0	43	10	49	0	59	0	6	0	6	108
08:15 AM	29	4	0	33	7	38	0	45	4	4	0	8	86
08:30 AM	27	3	0	30	22	37	0	59	7	2	0	9	98
Total Volume	131	17	0	148	53	162	0	215	12	15	0	27	390
% App. Total	88.5	11.5	0		24.7	75.3	0		44.4	55.6	0		
PHF	.799	.531	.000	.860	.602	.827	.000	.911	.429	.625	.000	.750	.903





Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 SH - 119 and Mill St

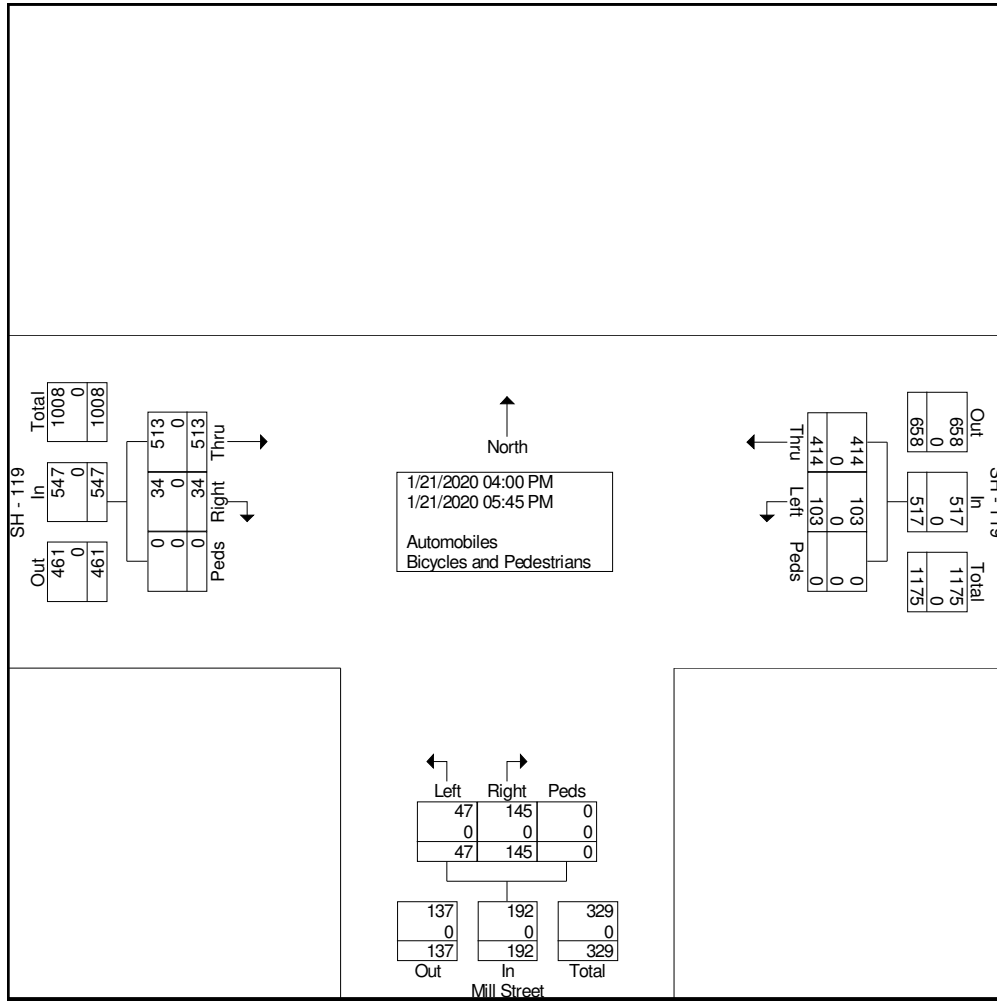
File Name : SH 119 and Mill St PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

Groups Printed- Automobiles - Bicycles and Pedestrians

Start Time	SH - 119 Eastbound				SH - 119 Westbound				Mill Street Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	84	3	0	87	17	47	0	64	9	20	0	29	180
04:15 PM	69	3	0	72	10	52	0	62	8	19	0	27	161
04:30 PM	57	5	0	62	11	55	0	66	9	20	0	29	157
04:45 PM	66	5	0	71	11	54	0	65	2	18	0	20	156
Total	276	16	0	292	49	208	0	257	28	77	0	105	654
05:00 PM	56	5	0	61	13	41	0	54	7	23	0	30	145
05:15 PM	81	5	0	86	17	66	0	83	7	14	0	21	190
05:30 PM	53	3	0	56	14	55	0	69	2	17	0	19	144
05:45 PM	47	5	0	52	10	44	0	54	3	14	0	17	123
Total	237	18	0	255	54	206	0	260	19	68	0	87	602
Grand Total	513	34	0	547	103	414	0	517	47	145	0	192	1256
Apprch %	93.8	6.2	0		19.9	80.1	0		24.5	75.5	0		
Total %	40.8	2.7	0	43.6	8.2	33	0	41.2	3.7	11.5	0	15.3	
Automobiles	513	34	0	547	103	414	0	517	47	145	0	192	1256
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Black Hawk, CO
Black Hawk Traffic Counts
PM Peak
SH - 119 and Mill St

File Name : SH 119 and Mill St PM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 2

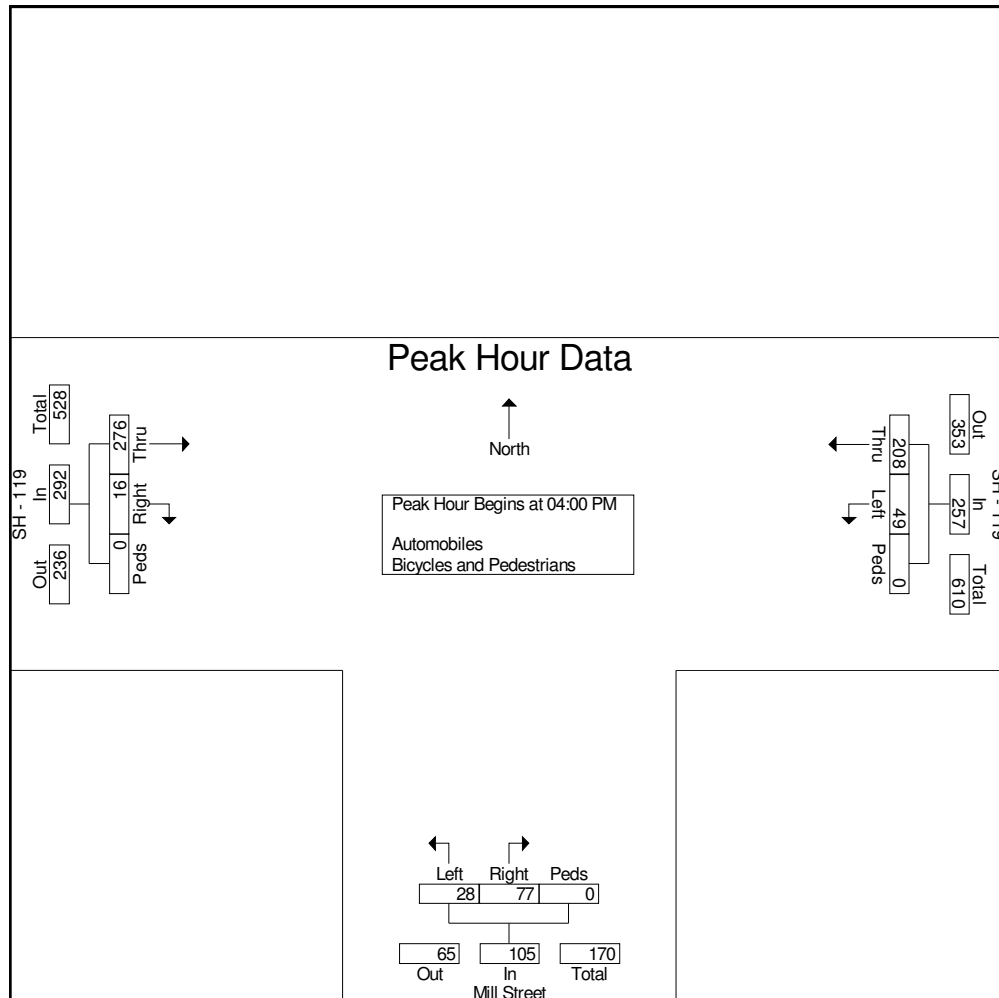




Black Hawk, CO
Black Hawk Traffic Counts
PM Peak
SH - 119 and Mill St

File Name : SH 119 and Mill St PM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 3

	SH - 119 Eastbound				SH - 119 Westbound				Mill Street Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	84	3	0	87	17	47	0	64	9	20	0	29	180
04:15 PM	69	3	0	72	10	52	0	62	8	19	0	27	161
04:30 PM	57	5	0	62	11	55	0	66	9	20	0	29	157
04:45 PM	66	5	0	71	11	54	0	65	2	18	0	20	156
Total Volume	276	16	0	292	49	208	0	257	28	77	0	105	654
% App. Total	94.5	5.5	0		19.1	80.9	0		26.7	73.3	0		
PHF	.821	.800	.000	.839	.721	.945	.000	.973	.778	.963	.000	.905	.908





Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
Main St and Mill St

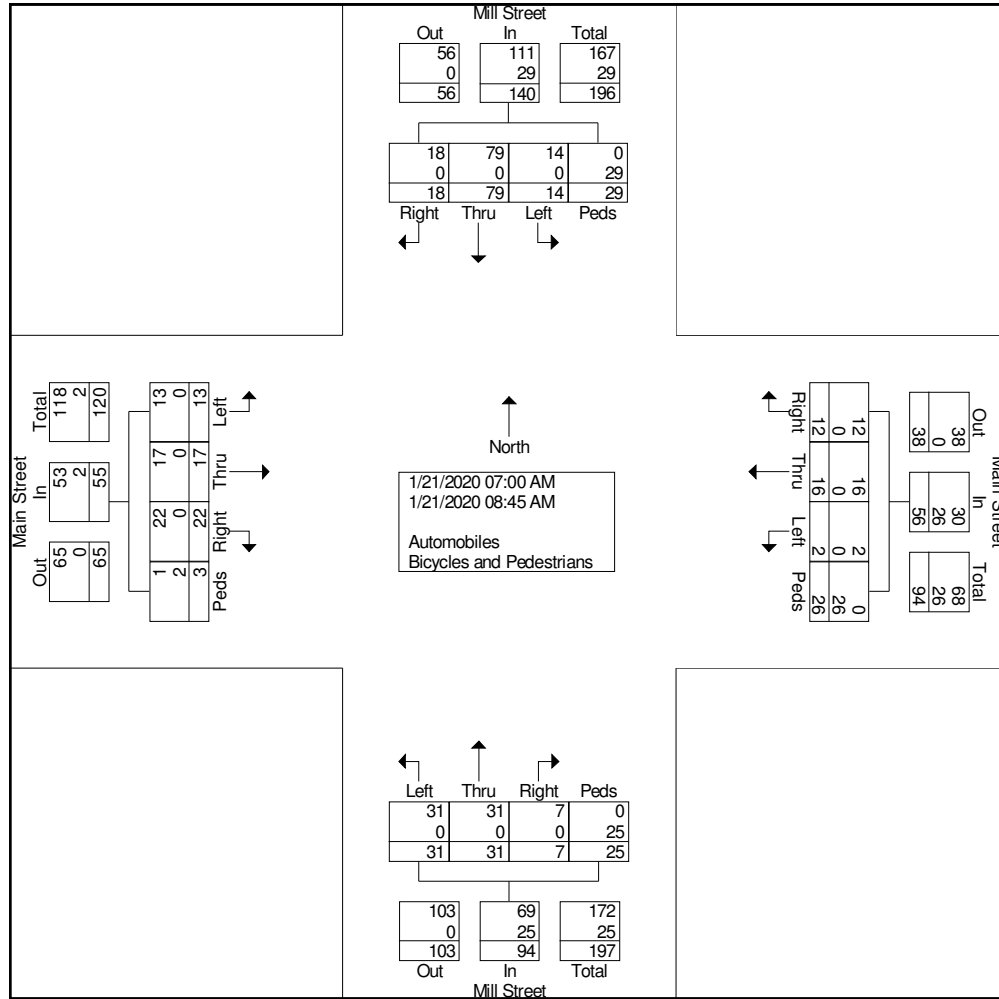
File Name : Main St and Mill St AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 1

Groups Printed- Automobiles - Bicycles and Pedestrians

	Main Street Eastbound					Main Street Westbound					Mill Street Northbound					Mill Street Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	2	2	1	7	1	1	1	3	6	4	7	2	1	14	2	6	0	3	11	38
07:15 AM	3	4	1	0	8	0	2	2	1	5	4	7	1	0	12	3	2	1	4	10	35
07:30 AM	1	2	5	0	8	0	4	1	3	8	2	3	0	2	7	0	6	0	2	8	31
07:45 AM	1	1	3	1	6	0	4	2	4	10	2	2	0	4	8	4	19	4	4	31	55
Total	7	9	11	2	29	1	11	6	11	29	12	19	3	7	41	9	33	5	13	60	159
08:00 AM	2	1	3	0	6	0	1	1	5	7	8	2	3	6	19	1	10	3	3	17	49
08:15 AM	0	2	6	1	9	1	0	2	1	4	2	5	0	1	8	1	5	3	3	12	33
08:30 AM	3	2	1	0	6	0	1	2	4	7	4	4	0	3	11	1	19	3	1	24	48
08:45 AM	1	3	1	0	5	0	3	1	5	9	5	1	1	8	15	2	12	4	9	27	56
Total	6	8	11	1	26	1	5	6	15	27	19	12	4	18	53	5	46	13	16	80	186
Grand Total	13	17	22	3	55	2	16	12	26	56	31	31	7	25	94	14	79	18	29	140	345
Apprch %	23.6	30.9	40	5.5		3.6	28.6	21.4	46.4		33	33	7.4	26.6		10	56.4	12.9	20.7		
Total %	3.8	4.9	6.4	0.9	15.9	0.6	4.6	3.5	7.5	16.2	9	9	2	7.2	27.2	4.1	22.9	5.2	8.4	40.6	
Automobiles	13	17	22	1	53	2	16	12	0	30	31	31	7	0	69	14	79	18	0	111	263
% Automobiles	100	100	100	33.3	96.4	100	100	100	0	53.6	100	100	100	0	73.4	100	100	100	0	79.3	76.2
Bicycles and Pedestrians	0	0	0	2	2	0	0	0	26	26	0	0	0	25	25	0	0	0	29	29	82
% Bicycles and Pedestrians	0	0	0	66.7	3.6	0	0	0	100	46.4	0	0	0	100	26.6	0	0	0	100	20.7	23.8

Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
Main St and Mill St

File Name : Main St and Mill St AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 2

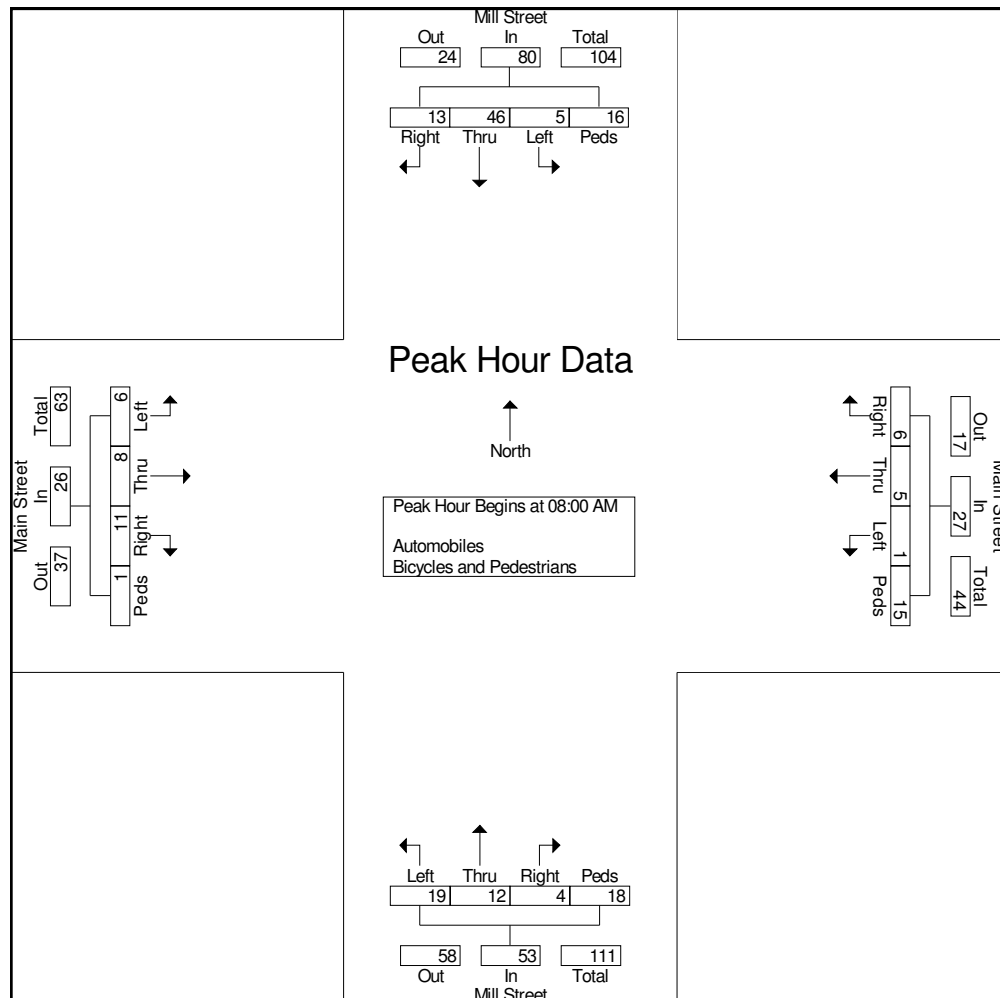




Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
Main St and Mill St

File Name : Main St and Mill St AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 3

	Main Street Eastbound					Main Street Westbound					Mill Street Northbound					Mill Street Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	1	3	0	6	0	1	1	5	7	8	2	3	6	19	1	10	3	3	17	49
08:15 AM	0	2	6	1	9	1	0	2	1	4	2	5	0	1	8	1	5	3	3	12	33
08:30 AM	3	2	1	0	6	0	1	2	4	7	4	4	0	3	11	1	19	3	1	24	48
08:45 AM	1	3	1	0	5	0	3	1	5	9	5	1	1	8	15	2	12	4	9	27	56
Total Volume	6	8	11	1	26	1	5	6	15	27	19	12	4	18	53	5	46	13	16	80	186
% App. Total	23.1	30.8	42.3	3.8		3.7	18.5	22.2	55.6		35.8	22.6	7.5	34		6.2	57.5	16.2	20		
PHF	.500	.667	.458	.250	.722	.250	.417	.750	.750	.750	.594	.600	.333	.563	.697	.625	.605	.813	.444	.741	.830





Black Hawk, CO
Black Hawks Traffic Counts
PM Peak
Main St and Mill St

File Name : Main St and Mill St PM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 1

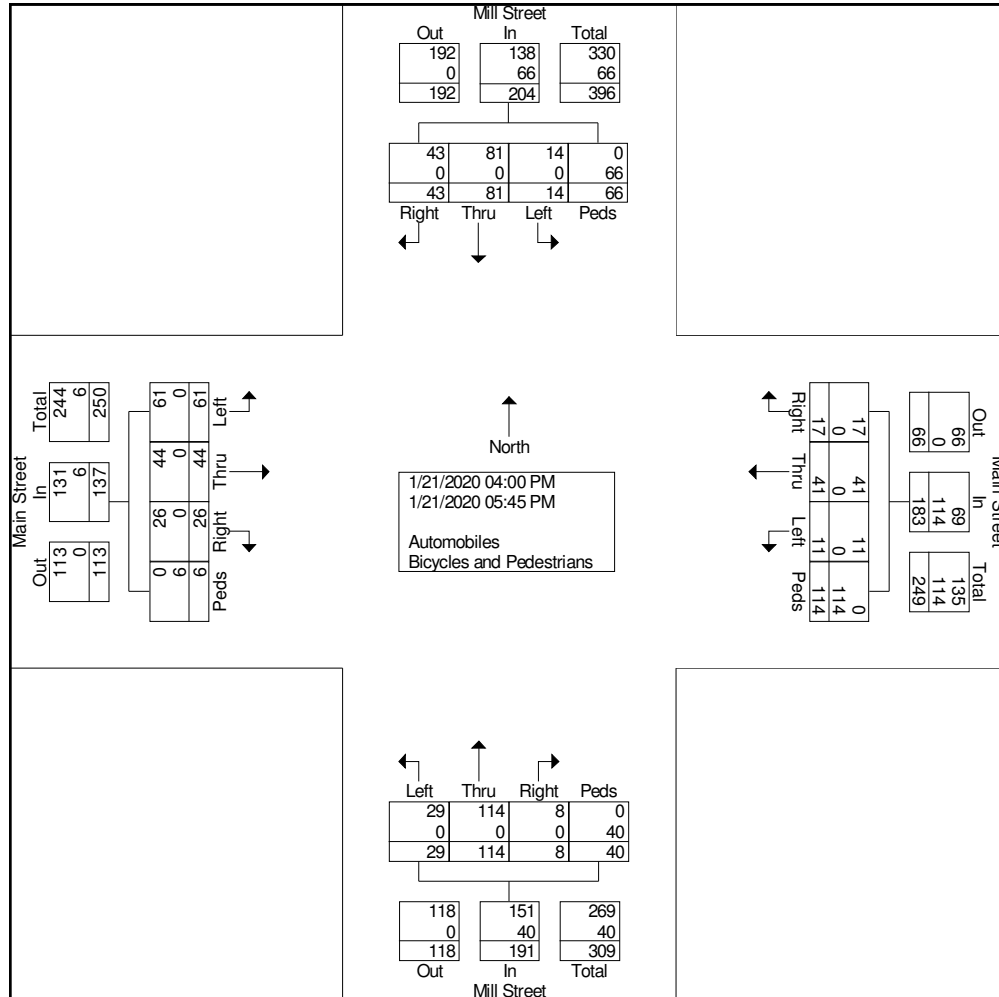
Groups Printed- Automobiles - Bicycles and Pedestrians

	Main Street Eastbound					Main Street Westbound					Mill Street Northbound					Mill Street Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	11	4	1	0	16	1	6	3	16	26	5	17	0	9	31	3	12	4	7	26	99
04:15 PM	8	11	4	1	24	1	6	1	18	26	5	15	1	8	29	0	7	6	11	24	103
04:30 PM	12	6	0	1	19	1	6	3	13	23	4	18	0	7	29	0	9	7	8	24	95
04:45 PM	4	2	2	2	10	2	9	0	9	20	6	13	2	3	24	2	10	4	10	26	80
Total	35	23	7	4	69	5	27	7	56	95	20	63	3	27	113	5	38	21	36	100	377
05:00 PM	8	6	5	1	20	3	2	4	23	32	1	17	1	5	24	2	11	5	2	20	96
05:15 PM	8	4	5	0	17	1	3	4	10	18	3	11	1	3	18	1	15	7	10	33	86
05:30 PM	4	5	6	1	16	0	4	2	5	11	2	9	2	0	13	2	7	8	8	25	65
05:45 PM	6	6	3	0	15	2	5	0	20	27	3	14	1	5	23	4	10	2	10	26	91
Total	26	21	19	2	68	6	14	10	58	88	9	51	5	13	78	9	43	22	30	104	338
Grand Total	61	44	26	6	137	11	41	17	114	183	29	114	8	40	191	14	81	43	66	204	715
Apprch %	44.5	32.1	19	4.4		6	22.4	9.3	62.3		15.2	59.7	4.2	20.9		6.9	39.7	21.1	32.4		
Total %	8.5	6.2	3.6	0.8	19.2	1.5	5.7	2.4	15.9	25.6	4.1	15.9	1.1	5.6	26.7	2	11.3	6	9.2	28.5	
Automobiles	61	44	26	0	131	11	41	17	0	69	29	114	8	0	151	14	81	43	0	138	489
% Automobiles	100	100	100	0	95.6	100	100	100	0	37.7	100	100	100	0	79.1	100	100	100	0	67.6	68.4
Bicycles and Pedestrians	0	0	0	6	6	0	0	0	114	114	0	0	0	40	40	0	0	0	66	66	226
% Bicycles and Pedestrians	0	0	0	100	4.4	0	0	0	100	62.3	0	0	0	100	20.9	0	0	0	100	32.4	31.6



Black Hawk, CO
 Black Hawks Traffic Counts
 PM Peak
 Main St and Mill St

File Name : Main St and Mill St PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 2

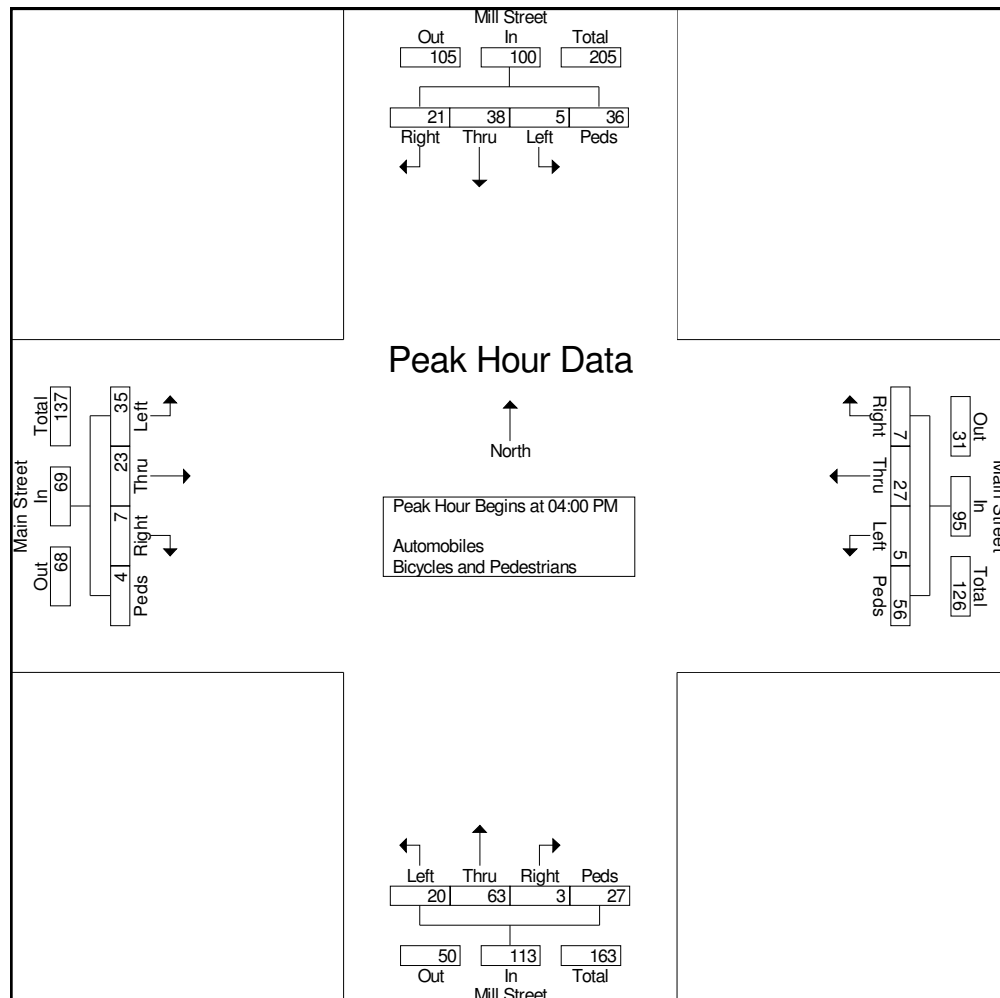




Black Hawk, CO
Black Hawks Traffic Counts
PM Peak
Main St and Mill St

File Name : Main St and Mill St PM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 3

	Main Street Eastbound					Main Street Westbound					Mill Street Northbound					Mill Street Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	11	4	1	0	16	1	6	3	16	26	5	17	0	9	31	3	12	4	7	26	99
04:15 PM	8	11	4	1	24	1	6	1	18	26	5	15	1	8	29	0	7	6	11	24	103
04:30 PM	12	6	0	1	19	1	6	3	13	23	4	18	0	7	29	0	9	7	8	24	95
04:45 PM	4	2	2	2	10	2	9	0	9	20	6	13	2	3	24	2	10	4	10	26	80
Total Volume	35	23	7	4	69	5	27	7	56	95	20	63	3	27	113	5	38	21	36	100	377
% App. Total	50.7	33.3	10.1	5.8		5.3	28.4	7.4	58.9		17.7	55.8	2.7	23.9		5	38	21	36		
PHF	.729	.523	.438	.500	.719	.625	.750	.583	.778	.913	.833	.875	.375	.750	.911	.417	.792	.750	.818	.962	.915





Black Hawk, CO
 Black Hawk Traffic Counts
 AM Peak
 Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa AM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

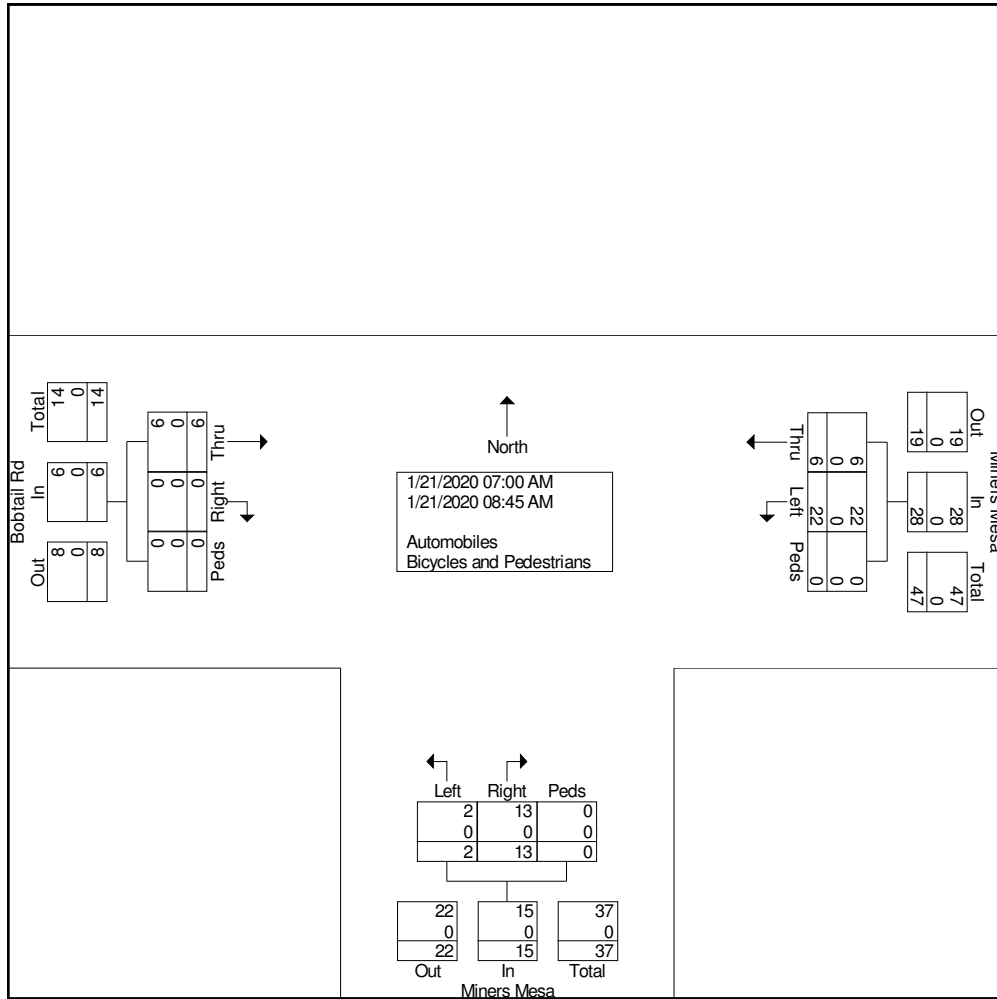
Groups Printed- Automobiles - Bicycles and Pedestrians

Start Time	Bobtail Rd Eastbound				Miners Mesa Westbound				Miners Mesa Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	2	0	0	2	5	0	0	5	0	1	0	1	8
07:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	5	2	0	7	1	2	0	3	10
07:45 AM	2	0	0	2	4	1	0	5	1	1	0	2	9
Total	5	0	0	5	14	3	0	17	2	6	0	8	30
08:00 AM	1	0	0	1	1	2	0	3	0	1	0	1	5
08:15 AM	0	0	0	0	3	0	0	3	0	1	0	1	4
08:30 AM	0	0	0	0	3	0	0	3	0	4	0	4	7
08:45 AM	0	0	0	0	1	1	0	2	0	1	0	1	3
Total	1	0	0	1	8	3	0	11	0	7	0	7	19
Grand Total	6	0	0	6	22	6	0	28	2	13	0	15	49
Apprch %	100	0	0		78.6	21.4	0		13.3	86.7	0		
Total %	12.2	0	0	12.2	44.9	12.2	0	57.1	4.1	26.5	0	30.6	
Automobiles	6	0	0	6	22	6	0	28	2	13	0	15	49
% Automobiles	100	0	0	100	100	100	0	100	100	100	0	100	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 2

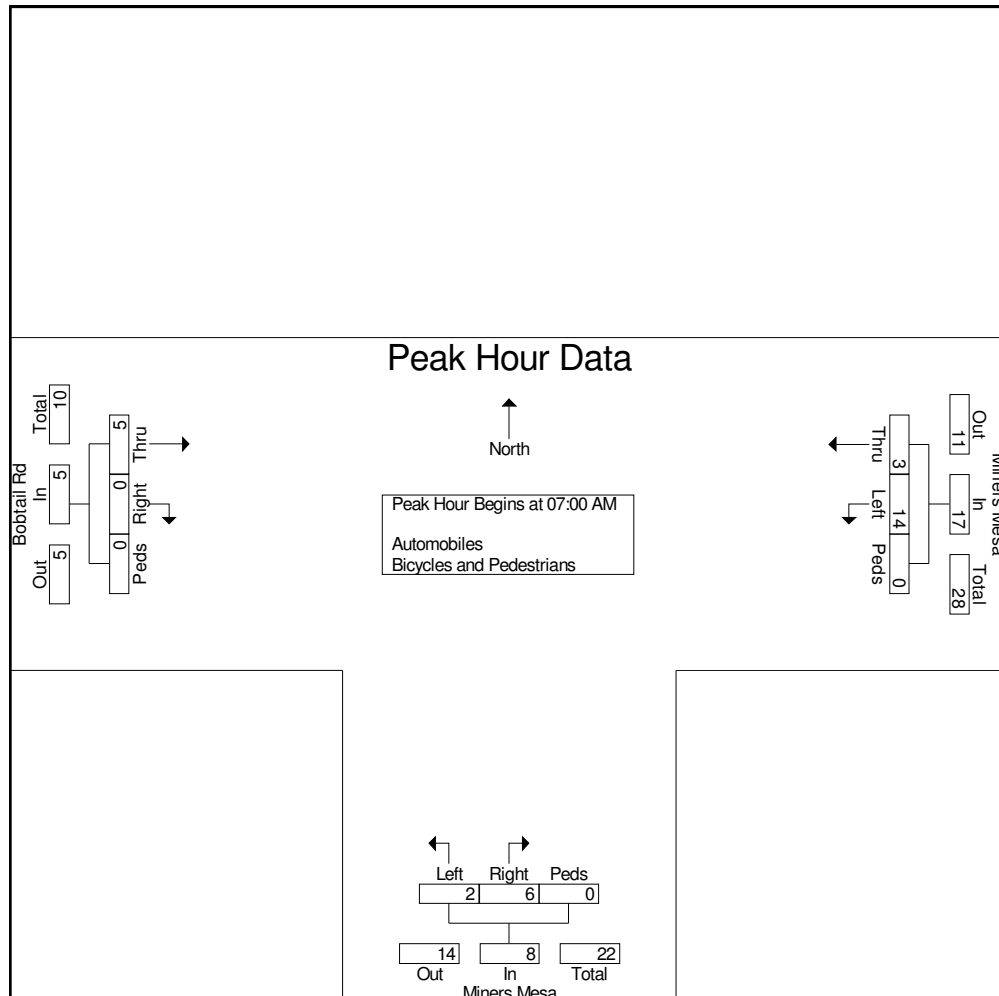




Black Hawk, CO
Black Hawk Traffic Counts
AM Peak
Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa AM
Site Code : IPO 483
Start Date : 1/21/2020
Page No : 3

	Bobtail Rd Eastbound				Miners Mesa Westbound				Miners Mesa Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	0	0	2	5	0	0	5	0	1	0	1	8
07:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	5	2	0	7	1	2	0	3	10
07:45 AM	2	0	0	2	4	1	0	5	1	1	0	2	9
Total Volume	5	0	0	5	14	3	0	17	2	6	0	8	30
% App. Total	100	0	0		82.4	17.6	0		25	75	0		
PHF	.625	.000	.000	.625	.700	.375	.000	.607	.500	.750	.000	.667	.750





Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

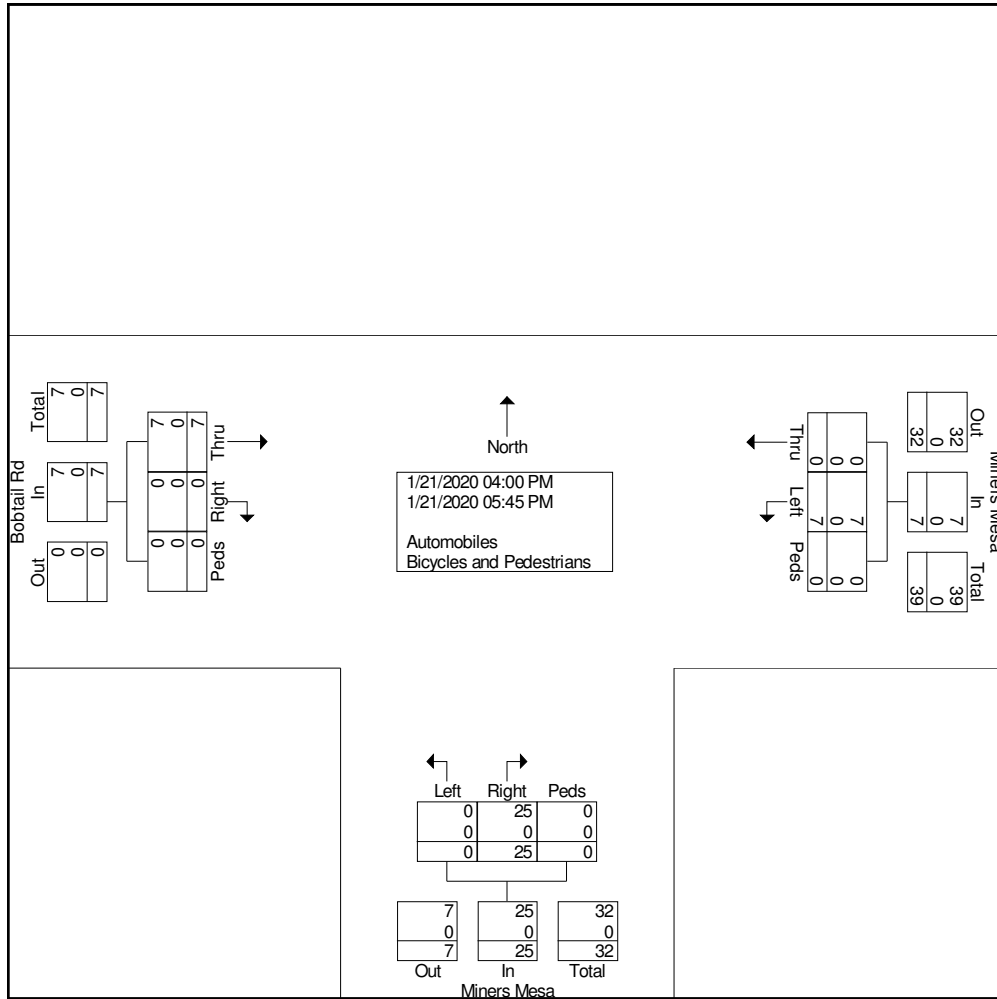
Groups Printed- Automobiles - Bicycles and Pedestrians

Start Time	Bobtail Rd Eastbound				Miners Mesa Westbound				Miners Mesa Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	3	0	0	3	1	0	0	1	0	6	0	6	10
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	2	0	0	2	1	0	0	1	0	3	0	3	6
04:45 PM	1	0	0	1	1	0	0	1	0	7	0	7	9
Total	7	0	0	7	3	0	0	3	0	17	0	17	27
05:00 PM	0	0	0	0	2	0	0	2	0	5	0	5	7
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	0	0	4	0	0	4	0	8	0	8	12
Grand Total	7	0	0	7	7	0	0	7	0	25	0	25	39
Apprch %	100	0	0		100	0	0		0	100	0		
Total %	17.9	0	0	17.9	17.9	0	0	17.9	0	64.1	0	64.1	
Automobiles	7	0	0	7	7	0	0	7	0	25	0	25	39
% Automobiles	100	0	0	100	100	0	0	100	0	100	0	100	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 2

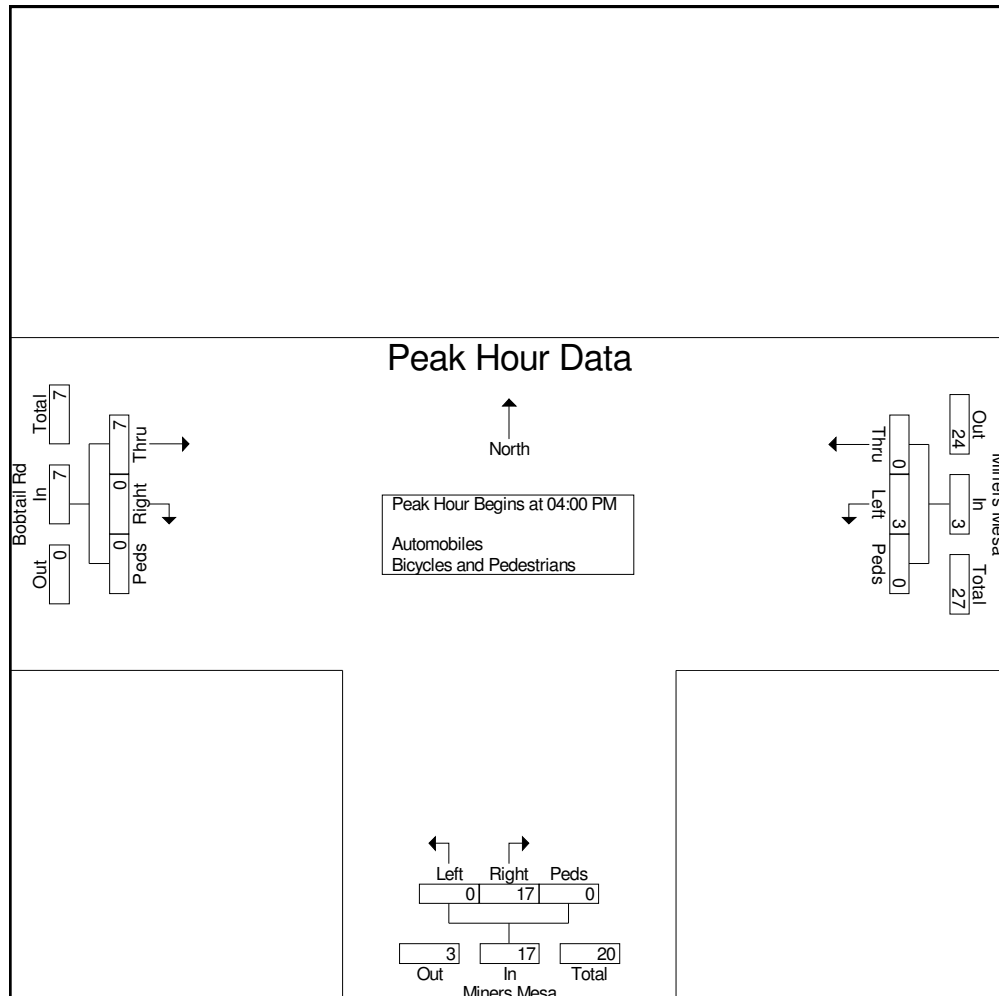




Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Mill St/Bobtail and Miners Mesa

File Name : Bobtail and Miners Mesa PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 3

	Bobtail Rd Eastbound				Miners Mesa Westbound				Miners Mesa Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	3	0	0	3	1	0	0	1	0	6	0	6	10
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	2	0	0	2	1	0	0	1	0	3	0	3	6
04:45 PM	1	0	0	1	1	0	0	1	0	7	0	7	9
Total Volume	7	0	0	7	3	0	0	3	0	17	0	17	27
% App. Total	100	0	0		100	0	0		0	100	0		
PHF	.583	.000	.000	.583	.750	.000	.000	.750	.000	.607	.000	.607	.675





Black Hawk, CO
 Black Hawk Traffic Counts
 AM Peak
 Miners Mesa & Black Hawk Emergency Ops

File Name : Miners Mesa & Emergency Ops AM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

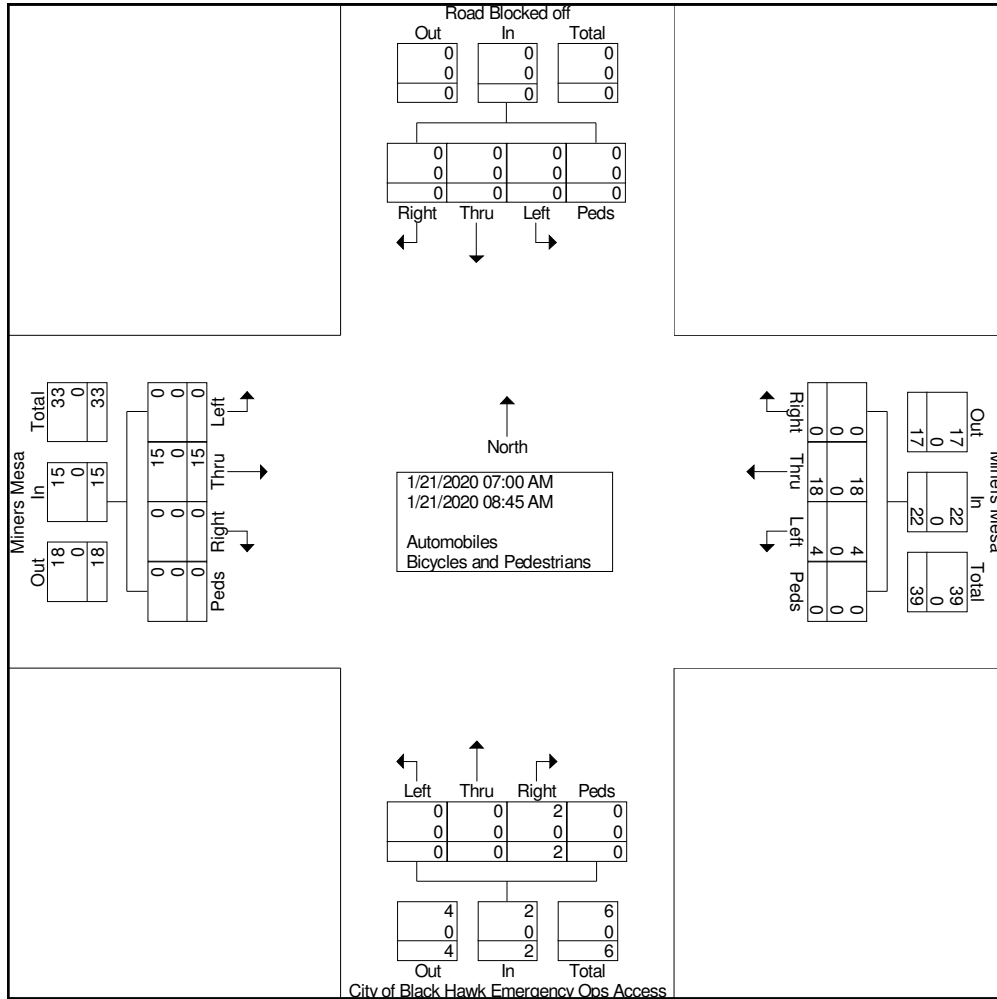
Groups Printed- Automobiles - Bicycles and Pedestrians

	Miners Mesa Eastbound					Miners Mesa Westbound					City of Black Hawk Emergency Ops Access Northbound					Road Blocked off Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Total	0	9	0	0	9	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	25
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	3	0	0	3	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	6
08:45 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	4	3	0	0	7	0	0	1	0	1	0	0	0	0	0	14
Grand Total	0	15	0	0	15	4	18	0	0	22	0	0	2	0	2	0	0	0	0	0	39
Apprch %	0	100	0	0		18.2	81.8	0	0		0	0	100	0		0	0	0	0		
Total %	0	38.5	0	0	38.5	10.3	46.2	0	0	56.4	0	0	5.1	0	5.1	0	0	0	0	0	
Automobiles	0	15	0	0	15	4	18	0	0	22	0	0	2	0	2	0	0	0	0	0	39
% Automobiles	0	100	0	0	100	100	100	0	0	100	0	0	100	0	100	0	0	0	0	0	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Black Hawk, CO
 Black Hawk Traffic Counts
 AM Peak
 Miners Mesa & Black Hawk Emergency Ops

File Name : Miners Mesa & Emergency Ops AM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 2

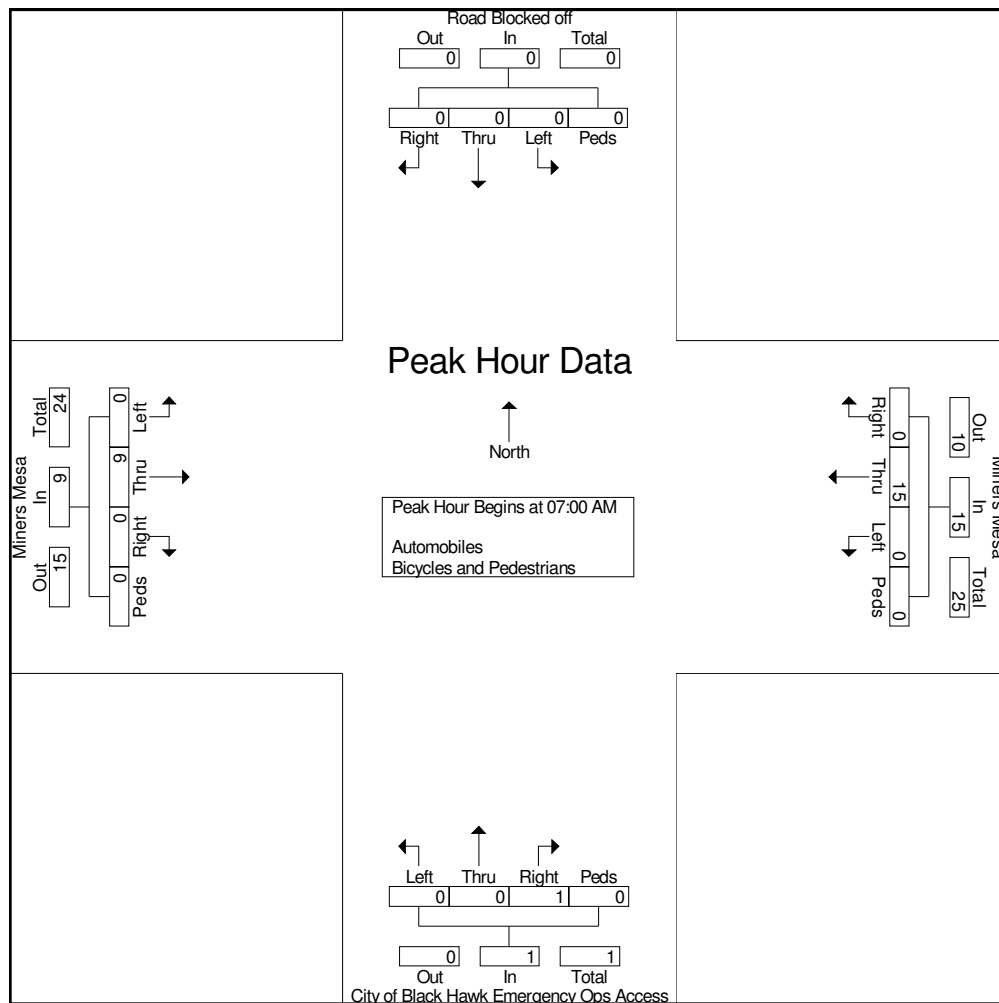




Black Hawk, CO
 Black Hawk Traffic Counts
 AM Peak
 Miners Mesa & Black Hawk Emergency Ops

File Name : Miners Mesa & Emergency Ops AM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 3

	Miners Mesa Eastbound					Miners Mesa Westbound					City of Black Hawk Emergency Ops Access Northbound					Road Blocked off Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	9	0	0	9	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	25
% App. Total	0	100	0	0		0	100	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.750	.000	.000	.750	.000	.536	.000	.000	.536	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625





Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Miners Mesa & Black Hawk Emergency Ops

File Name : Miners Mesa & Emergency Ops PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 1

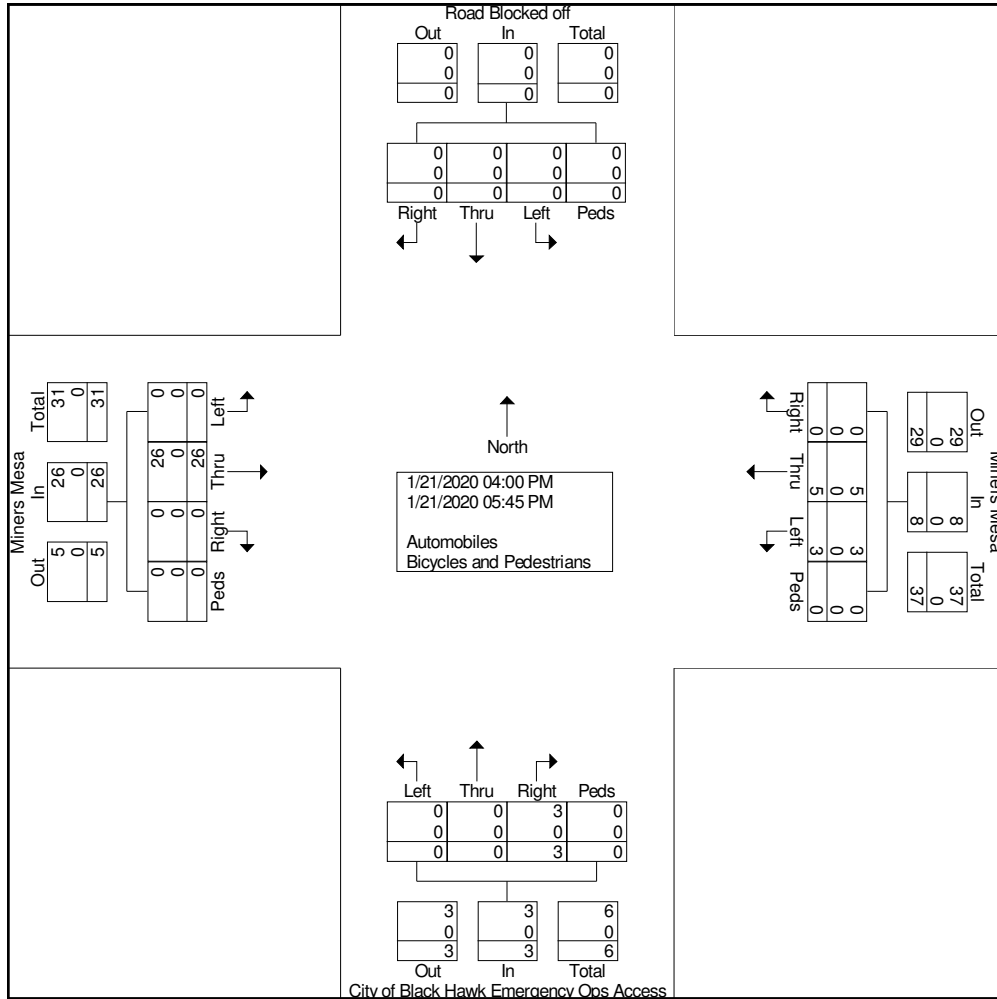
Groups Printed- Automobiles - Bicycles and Pedestrians

	Miners Mesa Eastbound					Miners Mesa Westbound					City of Black Hawk Emergency Ops Access Northbound					Road Blocked off Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	9
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7
Total	0	17	0	0	17	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	21
05:00 PM	0	5	0	0	5	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
Total	0	9	0	0	9	2	3	0	0	5	0	0	2	0	2	0	0	0	0	0	16
Grand Total	0	26	0	0	26	3	5	0	0	8	0	0	3	0	3	0	0	0	0	0	37
Apprch %	0	100	0	0		37.5	62.5	0	0		0	0	100	0		0	0	0	0		
Total %	0	70.3	0	0	70.3	8.1	13.5	0	0	21.6	0	0	8.1	0	8.1	0	0	0	0	0	
Automobiles	0	26	0	0	26	3	5	0	0	8	0	0	3	0	3	0	0	0	0	0	37
% Automobiles	0	100	0	0	100	100	100	0	0	100	0	0	100	0	100	0	0	0	0	0	100
Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles and Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Miners Mesa & Black Hawk Emergency Ops

File Name : Miners Mesa & Emergency Ops PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 2

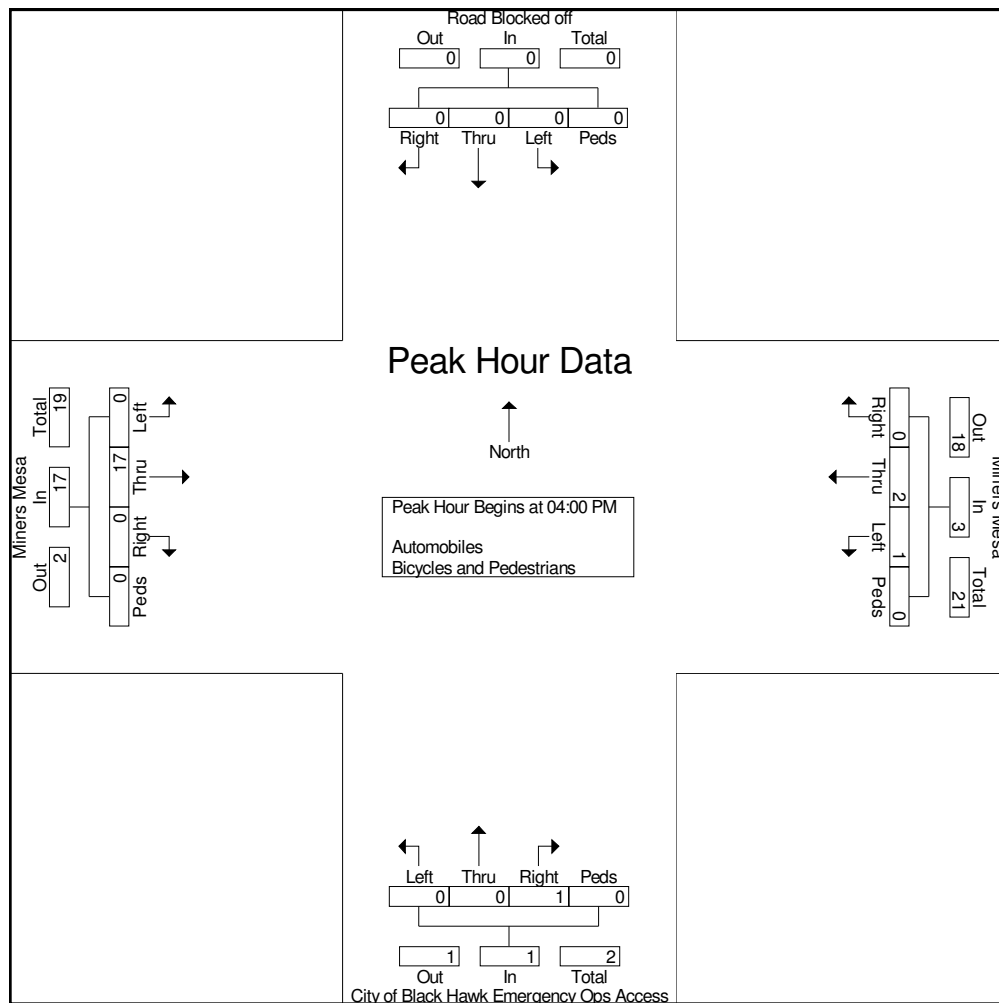




Black Hawk, CO
 Black Hawk Traffic Counts
 PM Peak
 Miners Mesa & Black Hawk Emergency Ops

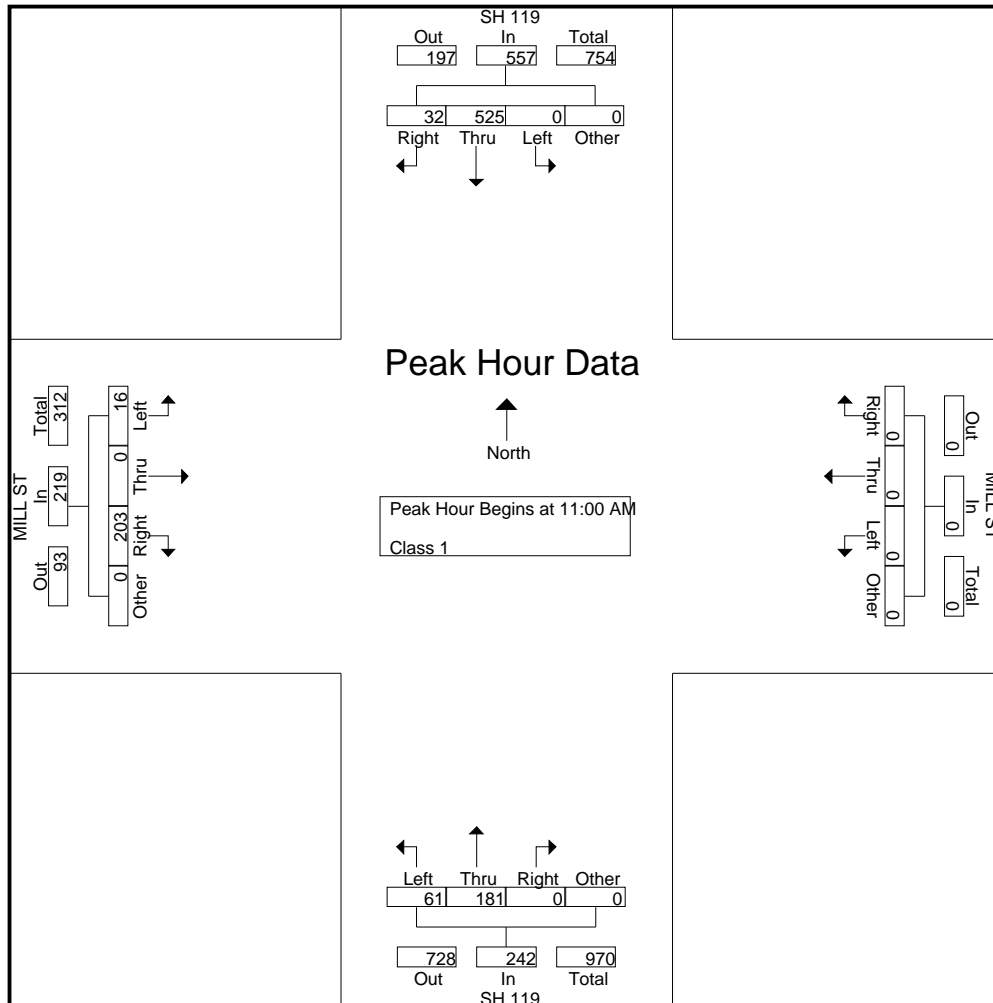
File Name : Miners Mesa & Emergency Ops PM
 Site Code : IPO 483
 Start Date : 1/21/2020
 Page No : 3

	Miners Mesa Eastbound					Miners Mesa Westbound					City of Black Hawk Emergency Ops Access Northbound					Road Blocked off Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	7	0	0	7	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	9
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7
Total Volume	0	17	0	0	17	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	21
% App. Total	0	100	0	0		33.3	66.7	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.607	.000	.000	.607	.250	.500	.000	.000	.375	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583



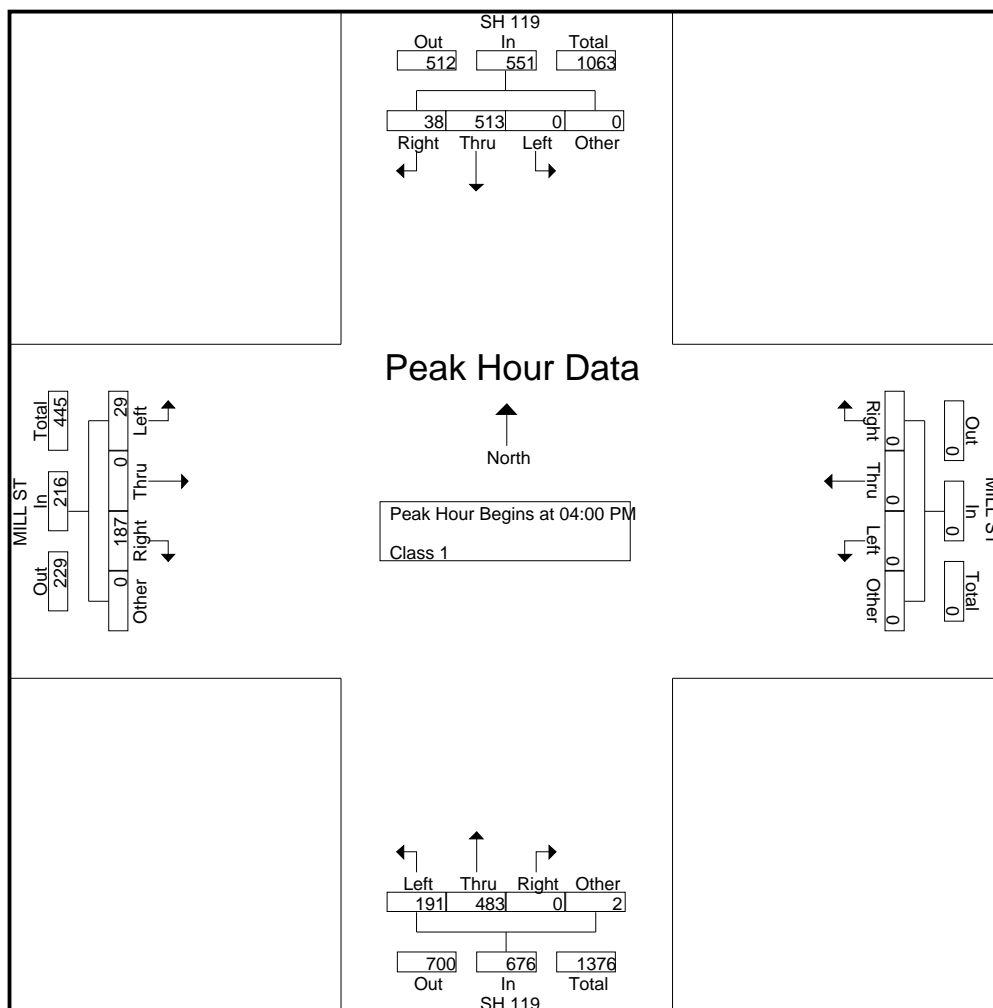
File Name : #2 SH119&MILL11-1
 Site Code : 00000000
 Start Date : 7/19/2014
 Page No : 2

	SH 119 Southbound					MILL ST Westbound					SH 119 Northbound					MILL ST Eastbound					
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	10	127	0	0	137	0	0	0	0	0	0	47	21	0	68	51	0	5	0	56	261
11:15 AM	6	140	0	0	146	0	0	0	0	0	0	36	16	0	52	50	0	1	0	51	249
11:30 AM	5	132	0	0	137	0	0	0	0	0	0	6	0	0	6	56	0	7	0	63	206
11:45 AM	11	126	0	0	137	0	0	0	0	0	0	92	24	0	116	46	0	3	0	49	302
Total Volume	32	525	0	0	557	0	0	0	0	0	0	181	61	0	242	203	0	16	0	219	1018
% App. Total	5.7	94.3	0	0		0	0	0	0		0	74.8	25.2	0		92.7	0	7.3	0		
PHF	.727	.938	.000	.000	.954	.000	.000	.000	.000	.000	.000	.492	.635	.000	.522	.906	.000	.571	.000	.869	.843



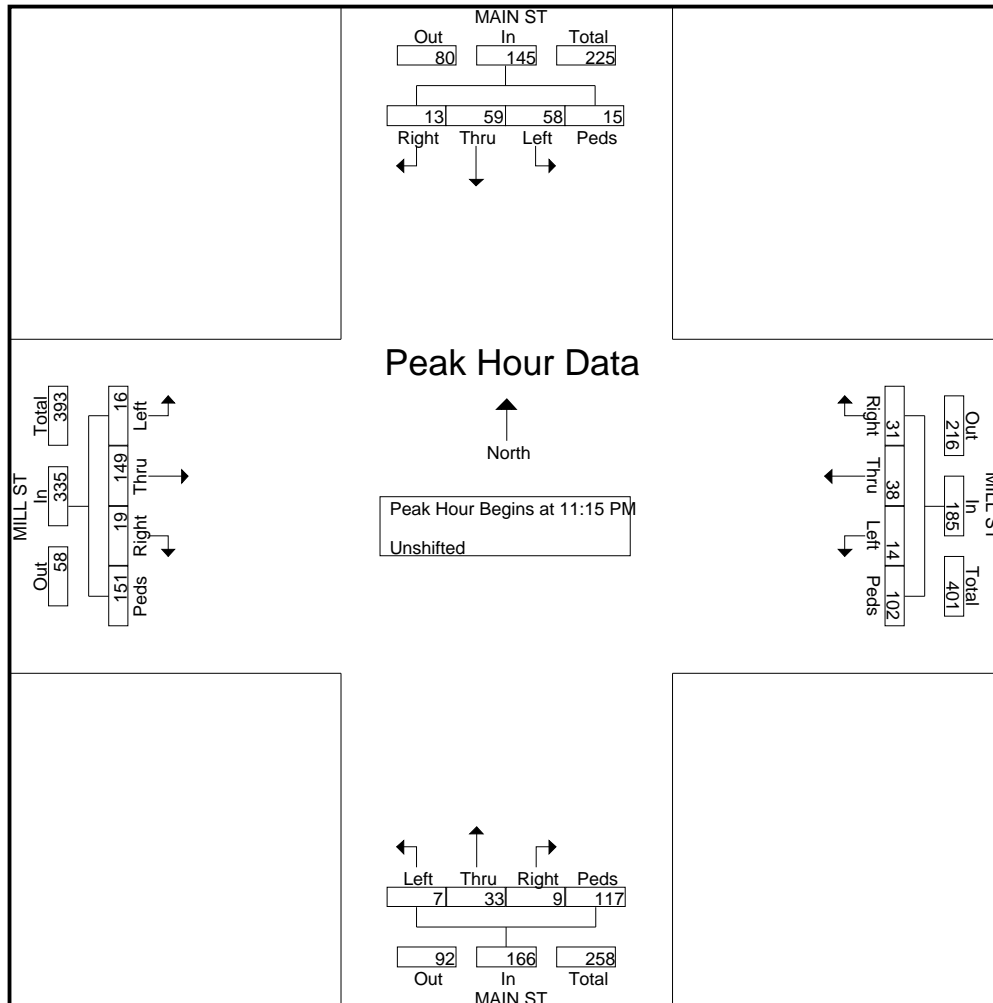
File Name : #2 SH119&MILLSAT6-7
 Site Code : 00000000
 Start Date : 7/19/2014
 Page No : 2

	SH 119 Southbound					MILL ST Westbound					SH 119 Northbound					MILL ST Eastbound					
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	11	136	0	0	147	0	0	0	0	0	0	116	48	1	165	49	0	11	0	60	372
04:15 PM	6	144	0	0	150	0	0	0	0	0	0	118	50	0	168	45	0	7	0	52	370
04:30 PM	11	126	0	0	137	0	0	0	0	0	0	133	50	0	183	42	0	5	0	47	367
04:45 PM	10	107	0	0	117	0	0	0	0	0	0	116	43	1	160	51	0	6	0	57	334
Total Volume	38	513	0	0	551	0	0	0	0	0	0	483	191	2	676	187	0	29	0	216	1443
% App. Total	6.9	93.1	0	0		0	0	0	0		0	71.4	28.3	0.3		86.6	0	13.4	0		
PHF	.864	.891	.000	.000	.918	.000	.000	.000	.000	.000	.000	.908	.955	.500	.923	.917	.000	.659	.000	.900	.970



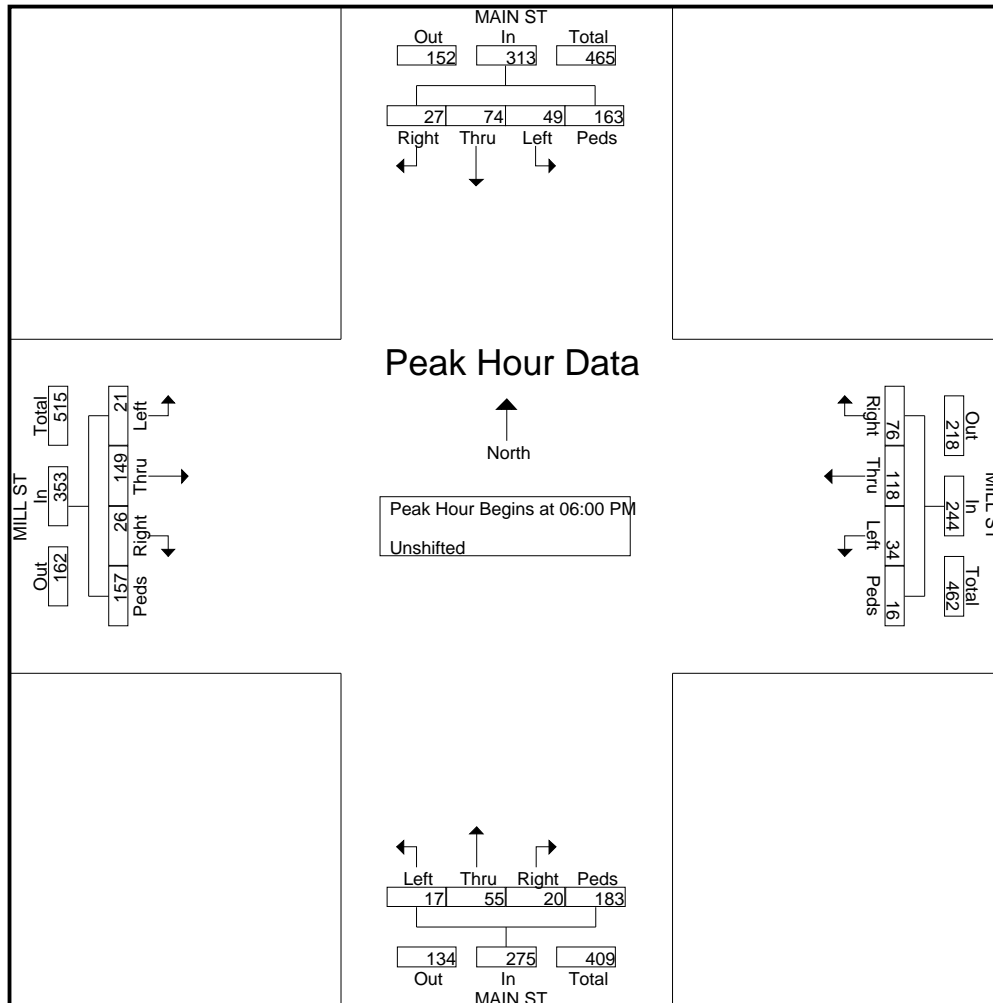
File Name : #7 MAIN&MILLS11-1
 Site Code :
 Start Date : 7/19/2014
 Page No : 2

	MAIN ST Southbound					MILL ST Westbound					MAIN ST Northbound					MILL ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 PM to 12:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 PM																					
11:15 PM	4	17	13	0	34	7	9	6	28	50	2	12	4	29	47	7	35	7	29	78	209
11:30 PM	2	12	19	6	39	4	2	0	25	31	5	7	0	24	36	5	37	3	35	80	186
11:45 PM	2	8	13	0	23	12	14	7	27	60	1	8	0	33	42	2	33	5	47	87	212
12:00 AM	5	22	13	9	49	8	13	1	22	44	1	6	3	31	41	5	44	1	40	90	224
Total Volume	13	59	58	15	145	31	38	14	102	185	9	33	7	117	166	19	149	16	151	335	831
% App. Total	9	40.7	40	10.3		16.8	20.5	7.6	55.1		5.4	19.9	4.2	70.5		5.7	44.5	4.8	45.1		
PHF	.650	.670	.763	.417	.740	.646	.679	.500	.911	.771	.450	.688	.438	.886	.883	.679	.847	.571	.803	.931	.927



File Name : #7 MAIN&MILLS6-7
 Site Code :
 Start Date : 7/19/2014
 Page No : 2

	MAIN ST Southbound					MILL ST Westbound					MAIN ST Northbound					MILL ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 PM																					
06:00 PM	4	23	10	27	64	21	34	4	1	60	8	10	1	47	66	7	38	7	39	91	281
06:15 PM	7	23	7	52	89	16	27	11	4	58	5	14	6	26	51	8	42	5	28	83	281
06:30 PM	12	12	13	41	78	24	30	9	4	67	5	11	6	59	81	6	30	4	37	77	303
06:45 PM	4	16	19	43	82	15	27	10	7	59	2	20	4	51	77	5	39	5	53	102	320
Total Volume	27	74	49	163	313	76	118	34	16	244	20	55	17	183	275	26	149	21	157	353	1185
% App. Total	8.6	23.6	15.7	52.1		31.1	48.4	13.9	6.6		7.3	20	6.2	66.5		7.4	42.2	5.9	44.5		
PHF	.563	.804	.645	.784	.879	.792	.868	.773	.571	.910	.625	.688	.708	.775	.849	.813	.887	.750	.741	.865	.926





Site Code: 9
 Station ID: 9
 MAIN ST N/O SH119

Start Time	18-Jul-14 Fri	NB	SB							Total
12:00 AM		12	54							66
01:00		8	36							44
02:00		7	44							51
03:00		3	30							33
04:00		9	7							16
05:00		15	15							30
06:00		24	22							46
07:00		60	17							77
08:00		52	24							76
09:00		60	37							97
10:00		68	30							98
11:00		89	39							128
12:00 PM		103	66							169
01:00		106	62							168
02:00		89	64							153
03:00		85	75							160
04:00		96	80							176
05:00		101	95							196
06:00		146	76							222
07:00		125	73							198
08:00		124	76							200
09:00		87	83							170
10:00		63	106							169
11:00		39	108							147
Total		1571	1319							2890
Percent		54.4%	45.6%							
AM Peak	-	11:00	00:00	-	-	-	-	-	-	11:00
Vol.	-	89	54	-	-	-	-	-	-	128
PM Peak	-	18:00	23:00	-	-	-	-	-	-	18:00
Vol.	-	146	108	-	-	-	-	-	-	222



Site Code: 9
 Station ID: 9
 MAIN ST N/O SH119

Start Time	19-Jul-14 Sat	NB	SB							Total
12:00 AM		22	94							116
01:00		21	117							138
02:00		15	65							80
03:00		10	46							56
04:00		6	30							36
05:00		19	34							53
06:00		26	37							63
07:00		41	30							71
08:00		59	30							89
09:00		58	44							102
10:00		91	47							138
11:00		112	42							154
12:00 PM		126	61							187
01:00		121	71							192
02:00		175	71							246
03:00		130	98							228
04:00		143	111							254
05:00		124	116							240
06:00		139	141							280
07:00		447	236							683
08:00		479	222							701
09:00		189	192							381
10:00		84	141							225
11:00		49	150							199
Total		2686	2226							4912
Percent		54.7%	45.3%							
AM Peak	-	11:00	01:00	-	-	-	-	-	-	11:00
Vol.	-	112	117	-	-	-	-	-	-	154
PM Peak	-	20:00	19:00	-	-	-	-	-	-	20:00
Vol.	-	479	236	-	-	-	-	-	-	701
Total		5292	4601							9893
Percent		53.5%	46.5%							
ADT		ADT 3,039	AADT 3,039							



Site Code: 14
 Station ID: 14
 MINER'S MESA S/O MAIN ST

Start Time	18-Jul-14 Fri	NB	SB							Total
12:00 AM		6	23							29
01:00		7	16							23
02:00		8	27							35
03:00		1	11							12
04:00		11	12							23
05:00		22	9							31
06:00		30	20							50
07:00		38	22							60
08:00		41	24							65
09:00		66	22							88
10:00		45	28							73
11:00		56	28							84
12:00 PM		29	23							52
01:00		53	25							78
02:00		58	33							91
03:00		75	49							124
04:00		57	64							121
05:00		67	55							122
06:00		72	45							117
07:00		54	49							103
08:00		51	57							108
09:00		31	36							67
10:00		20	55							75
11:00		17	46							63
Total		915	779							1694
Percent		54.0%	46.0%							
AM Peak	-	09:00	10:00	-	-	-	-	-	-	09:00
Vol.	-	66	28	-	-	-	-	-	-	88
PM Peak	-	15:00	16:00	-	-	-	-	-	-	15:00
Vol.	-	75	64	-	-	-	-	-	-	124



Site Code: 14
Station ID: 14
MINER'S MESA S/O MAIN ST

Start Time	19-Jul-14 Sat	NB	SB							Total
12:00 AM		7	49							56
01:00		17	41							58
02:00		10	70							80
03:00		6	29							35
04:00		13	25							38
05:00		16	17							33
06:00		31	22							53
07:00		21	20							41
08:00		31	24							55
09:00		60	28							88
10:00		57	17							74
11:00		48	23							71
12:00 PM		52	24							76
01:00		58	40							98
02:00		70	37							107
03:00		84	54							138
04:00		72	71							143
05:00		63	76							139
06:00		63	96							159
07:00		88	65							153
08:00		112	56							168
09:00		66	58							124
10:00		27	67							94
11:00		18	67							85
Total		1090	1076							2166
Percent		50.3%	49.7%							
AM Peak	-	09:00	02:00	-	-	-	-	-	-	09:00
Vol.	-	60	70	-	-	-	-	-	-	88
PM Peak	-	20:00	18:00	-	-	-	-	-	-	20:00
Vol.	-	112	96	-	-	-	-	-	-	168
Total		2623	2530							5153
Percent		50.9%	49.1%							
ADT		ADT 1,671	AADT 1,671							



Site Code: 8
Station ID: 8
SH119 N/O MAIN ST

Start Time	18-Jul-14										
	Fri	NB	SB								Total
12:00 AM		51	223								274
01:00		31	203								234
02:00		29	186								215
03:00		15	120								135
04:00		33	83								116
05:00		50	86								136
06:00		140	98								238
07:00		217	134								351
08:00		249	161								410
09:00		335	172								507
10:00		328	231								559
11:00		436	289								725
12:00 PM		420	266								686
01:00		469	264								733
02:00		525	347								872
03:00		557	376								933
04:00		548	404								952
05:00		681	413								1094
06:00		750	345								1095
07:00		839	374								1213
08:00		634	356								990
09:00		464	406								870
10:00		260	454								714
11:00		190	591								781
Total		8251	6582								14833
Percent		55.6%	44.4%								
AM Peak	-	11:00	11:00	-	-	-	-	-	-	-	11:00
Vol.	-	436	289	-	-	-	-	-	-	-	725
PM Peak	-	19:00	23:00	-	-	-	-	-	-	-	19:00
Vol.	-	839	591	-	-	-	-	-	-	-	1213



Site Code: 8
 Station ID: 8
 SH119 N/O MAIN ST

Start Time	19-Jul-14 Sat	NB	SB							Total
12:00 AM		91	491							582
01:00		56	482							538
02:00		42	410							452
03:00		24	268							292
04:00		23	159							182
05:00		50	115							165
06:00		128	87							215
07:00		196	119							315
08:00		265	195							460
09:00		365	193							558
10:00		554	279							833
11:00		658	270							928
12:00 PM		705	348							1053
01:00		861	349							1210
02:00		886	423							1309
03:00		837	507							1344
04:00		824	605							1429
05:00		701	628							1329
06:00		666	714							1380
07:00		853	441							1294
08:00		909	548							1457
09:00		610	523							1133
10:00		361	696							1057
11:00		240	713							953
Total		10905	9563							20468
Percent		53.3%	46.7%							
AM Peak	-	11:00	00:00	-	-	-	-	-	-	11:00
Vol.	-	658	491	-	-	-	-	-	-	928
PM Peak	-	20:00	18:00	-	-	-	-	-	-	20:00
Vol.	-	909	714	-	-	-	-	-	-	1457
Total		24989	21772							46761
Percent		53.4%	46.6%							
ADT		ADT 15,074	AADT 15,074							

APPENDIX B

CDOT Traffic Projections

CDOT Traffic Projections: Lake Gulch Whiskey Resort (Black Hawk)

ROUTE	REFPT	ENDREFPT	LENGTH	AADT	AADTYR	YR20FACTOR	DHV	LOCATION
119A	0.082	6.718	6.61	14000	2018	1.43	10.5	ON SH 119 N/O SH 6
119A	6.718	7.282	0.543	4400	2018	1.06	10	ON SH 119 SE/O GREGORY ST

Annual Growth: 1.80%
0.29%

Station	Year	CDOT Seasonal Traffic Data - SH-119 N/O SH-6											
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
311	2020	13,473											
311	2019	12,631	13,006	13,282	13,582	14,620	14,800	15,754	15,280	15,012	13,748	12,659	12,404
311	2018	13,838	12,576	12,819	13,119	12,224	16,163	15,844	14,898	15,016	13,648	13,411	13,470
311	2017	13,242	14,517	14,823	13,847	14,437	14,562	15,916	15,073	15,199	14,097	13,946	12,998
311	2016	13,930	14,463	14,120	13,876	15,043	15,064	16,399	15,678	15,381	14,570	14,068	12,739
311	2015	14,017	12,443	14,038	13,633	14,714	14,420	15,440	15,600	15,187	14,403	12,705	12,463
311	2014	11,730	13,410	14,140	13,680	14,403	14,652	15,205	16,568	15,218	14,637	13,180	12,328
311	2013	13,149	13,619	14,366	13,435	14,233	15,137	14,888	15,337	16,049	14,560	14,205	12,194
311	2012	13,311	13,425	14,901	14,019	12,317	12,801	15,087	14,490	14,884	12,964	13,314	12,882
311	2011	13,540	12,233	13,181	14,572	15,160	14,887	16,790	14,810	14,723	13,817	13,186	12,122
311	2010	14,813	14,353	14,492	14,794	15,582	15,207	17,065	16,565	16,366	15,713	13,994	13,399
311	2009	13,353	14,374	14,016	12,985	14,427	14,643	17,686	17,213	16,367	14,344	14,467	12,570
311	2008	12,561	13,488	13,432	13,227	13,761	13,911	14,708	14,757	14,185	13,084	13,129	11,572
311	2007	11,545	13,603	14,128	13,356	12,470	14,676	15,533	14,989	15,299	13,701	13,440	11,089
311	2006	14,117	14,673	14,343	15,115	14,034	14,580	15,701	14,770	15,168	12,746	12,886	11,510
311	2005	14,819	16,037	15,327	14,912	15,872	11,466	12,343	12,028	13,551	14,723	13,805	13,074
311	2004	16,587	17,053	17,621	16,760	18,627	18,274	21,632	19,570	18,374	18,353	15,213	14,583
311	2003	17,114	16,067	15,643	17,264	18,045	17,558	19,620	20,000	18,197	16,932	15,807	15,690
311	2002	16,860	18,350	17,756	17,793	18,197	19,596	20,592	20,088	19,199	16,744	16,569	16,518
311	2001	15,213	16,029	16,928	16,385	16,637	18,002	19,879	19,572	18,843	16,985	16,746	16,902
311	2000	15,684	17,221	16,298	16,665	16,764	17,729	19,503	18,821	17,803	16,702	14,940	14,807
311	1999	14,110	15,542	15,071	14,044	16,023	16,909	17,867	17,043	15,918	15,792	15,379	13,880
311	1998	12,799	13,938	13,215	13,296	14,127	15,231	16,689	16,516	15,450	14,535	13,945	12,453
311	1997	11,816	12,611	13,741	12,415	14,169	14,724	15,502	15,096	14,969	12,677	12,800	11,712
311	1996	10,847	13,002	13,437	13,083	13,791	15,306	16,462	16,023	15,089	13,304	12,241	11,787
311	1995	13,523	13,069	13,507	13,401	14,286	15,198	17,667	16,471	14,755	13,974	11,958	12,868
311	1994	12,113	12,375	12,544	12,600	13,826	14,422	16,755	15,558	15,506	13,989	12,911	13,241
311	1993	9,675	9,762	10,842	10,964	12,342	13,025	15,311	14,484	13,367	12,049	9,935	11,070
311	1992	7,294	9,056	8,808	9,385	10,597	12,510	14,654	14,450	13,074	11,862	9,010	8,428
311	1991										8,712	6,283	6,912

12,631

15,754

Seasonal Factor 1.25

APPENDIX C

Trip Generation Worksheets

Lake Gulch Whiskey Resort

Weekday Trip Generation Summary

Land Use	Quantity	Units	Vehicle Trips						
			Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Manufacturing (ITE 140) - Distillery Operations	35	Employees	88	10	3	13	5	7	12
Hotel (ITE 310) - Lodge & Cabins	60	Rooms	502	17	11	28	18	18	36
Sit Down Restaurant (ITE 932)	4,800	Square Feet	540	26	22	48	29	18	47
Trucks	5	Trucks/Day	10	2	2	4	2	2	4
Distillery Tours	60	Patrons	400	60	60	120	60	60	120
Total Site Generated Trips			1,540	115	98	213	114	105	219

Weekend Trip Generation Summary

Land Use	Quantity	Units	Vehicle Trips						
			Sat. Daily	Friday Peak Hour of Generator			Saturday Peak Hour of Generator		
				In	Out	Total	In	Out	Total
Manufacturing (ITE 140) - Distillery Operations	18	Employees	24	**5	**7	**12	2	2	4
Hotel (ITE 310) - Lodge & Cabins	60	Rooms	492	**18	**18	**36	25	19	44
Sit Down Restaurant (ITE 932)	4,800	Square Feet	652	52	50	102	28	26	54
Trucks	5	Trucks/Day	10	2	2	4	0	0	0
Distillery Tours	60	Patrons	400	60	60	120	60	60	120
Weekend Events	*250	Patrons	350	130	5	135	130	5	135
Total Site Generated Trips			1,928	244	117	361	245	112	357

* = Vehicle Occupancy is 2 People per Vehicle

** = Weekday PM Peak Hour

Project Lake Gulch Whiskey Resort
 Subject Trip Generation for Manufacturing
 Designed by JRP Date January 28, 2020 Job No. 096637003
 Checked by Date Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Manufacturing (140)

Independant Variable - Employees

Employees = 35

X = 35

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 59)

T = 0.37 (X)		Directional Distribution:	74% ent.	26% exit.
T = 0.37 *	35	T = 13	Average Vehicle Trip Ends	
		10 entering	3 exiting	
		10 + 3 = 13		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 60)

T = 0.33 (X)		Directional Distribution:	39% ent.	61% exit.
T = 0.33 *	35	T = 12	Average Vehicle Trip Ends	
		5 entering	7 exiting	
		5 + 7 (*) = 12		

(*) TRIP END WAS CHANGED BY 1 TO SATISFY THE TOTAL

Weekday (100 Series Page 58)

T = 2.47 (X)		Directional Distribution:	50% ent.	50% exit.
T = 2.47 *	35	T = 88	Average Vehicle Trip Ends	
		44 entering	44 exiting	
		44 + 44 = 88		

Saturday (100 Series Page 63)

T = 1.24 (X)		Directional Distribution:	50% ent.	50% exit.
T = 1.24 *	35	T = 44	Average Vehicle Trip Ends	
		22 entering	22 exiting	
		22 + 22 = 44		

Saturday Peak Hour of Generator (100 Series Page 64)

T = 0.18 (X)		Directional Distribution:	50% ent.	50% exit.
T = 0.18 *	35	T = 6	Average Vehicle Trip Ends	
		3 entering	3 exiting	
		3 (*) - 3 = 6		

(*) TRIP END WAS CHANGED BY 1 TO SATISFY THE TOTAL

Project Lake Gulch Whiskey Resort
 Subject Trip Generation for Manufacturing
 Designed by JRP Date January 28, 2020 Job No. 096637003
 Checked by Date Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Manufacturing (140)

Independant Variable - Employees

Employees = 18

X = 18

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 59)

T = 0.37 (X)		Directional Distribution:	74% ent.	26% exit.
T = 0.37 *	18	T = 7	Average Vehicle Trip Ends	
		5 entering	2 exiting	
		5 + 2 = 7		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 60)

T = 0.33 (X)		Directional Distribution:	39% ent.	61% exit.
T = 0.33 *	18	T = 6	Average Vehicle Trip Ends	
		2 entering	4 exiting	
		2 + 4 = 6		

Weekday (100 Series Page 58)

T = 2.47 (X)		Directional Distribution:	50% ent.	50% exit.
T = 2.47 *	18	T = 46	Average Vehicle Trip Ends	
		23 entering	23 exiting	
		23 + 23 = 46		

Saturday (100 Series Page 63)

T = 1.24 (X)		Directional Distribution:	50% ent.	50% exit.
T = 1.24 *	18	T = 24	Average Vehicle Trip Ends	
		12 entering	12 exiting	
		12 + 12 = 24		

Saturday Peak Hour of Generator (100 Series Page 64)

T = 0.18 (X)		Directional Distribution:	50% ent.	50% exit.
T = 0.18 *	18	T = 4	Average Vehicle Trip Ends	
		2 entering	2 exiting	
		2 + 2 = 4		

Project Lake Gulch Whiskey Resort
 Subject Trip Generation for Hotel
 Designed by JRP Date January 27, 2020 Job No. 096637003
 Checked by _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code -Hotel (310)

Independant Variable - Rooms (X)

$$X = 60$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 300 Page 3)

(T) = 0.47 (X)	Directional Distribution:	59% ent.	41% exit.
(T) = 0.47 * (60.0)	T = 28	Average Vehicle Trip Ends	
	17 entering	11 exiting	
	17 + 11	=	28

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 300 Page 4)

T = 0.60 X	Directional Distribution:	51% ent.	49% exit.
T = 0.60 * 60	T = 36	Average Vehicle Trip Ends	
	18 entering	18 exiting	
	18 + 18	=	36

Weekday (Series 300 Page 2)

Average Weekday	Directional Distribution:	50% entering,	50% exiting
(T) = 8.36 (X)	T = 502	Average Vehicle Trip Ends	
(T) = 8.36 * (60.0)	251 entering	251 exiting	
	251 + 251	=	502

Saturday (300 Series Page 7)

T = 8.19 X	Directional Distribution:	50% ent.	50% exit.
T = 8.19 * 60	T = 492	Average Vehicle Trip Ends	
	246 entering	246 exiting	
	246 + 246	=	492

Saturday Peak Hour of Generator (300 Series Page 8)

Average Weekday	Directional Distribution:	56% entering,	44% exiting
(T) = 0.72 (X)	T = 44	Average Vehicle Trip Ends	
(T) = 0.72 * (60.0)	25 entering	19 exiting	
	25 + 19	=	44

Project Lake Gulch Whiskey Resort
 Subject Trip Generation for High-Turnover (Sit-Down) Restaurant
 Designed by JRP Date January 28, 2020 Job No. 096637003
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **4,800** Square Feet

X = 4.800

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 9.94 (X)	T = 48	Average Vehicle Trip Ends	
T = 9.94 * 4.800	26 entering	22	exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday	Directional Distribution:	62% ent.	38% exit.
T = 9.77 (X)	T = 47	Average Vehicle Trip Ends	
T = 9.77 * 4.800	29 entering	18	exiting

Weekday (900 Series Page 96)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 112.18 (X)	T = 540	Average Vehicle Trip Ends
T = 112.18 * 4.800	270 entering	270 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday	Directional Distribution:	52% ent.	48% exit.
T = 17.41 (X)	T = 84	Average Vehicle Trip Ends	
T = 17.41 * 4.800	44 entering	40	exiting

Weekday (900 Series Page 96)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 135.48 (X)	T = 652	Average Vehicle Trip Ends
T = 135.48 * 4.800	326 entering	326 exiting

Friday Peak Hour of Generator (900 Series Page 103)

Average Saturday	Directional Distribution:	51% ent.	49% exit.
T = 21.19 (X)	T = 102	Average Vehicle Trip Ends	
T = 21.19 * 4.800	52 entering	50	exiting

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday	Directional Distribution:	51% ent.	49% exit.
T = 11.19 (X)	T = 54	Average Vehicle Trip Ends	
T = 11.19 * 4.800	28 entering	26	exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	15	13	27		
PM Peak	17	10	27		
Daily	154	154	308	PM Peak Hour Rate Applied to Daily	

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	11	9	21		
PM Peak	13	8	20		
Daily	116	116	232	PM Peak Hour Rate Applied to Daily	

APPENDIX D

Intersection Analysis Worksheets

Timings
1: Mill Street & SH-119

2020 Existing Adj Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	164	21	66	203	15	19
Future Volume (vph)	164	21	66	203	15	19
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	36.0	36.0	24.0	60.0	30.0	
Total Split (%)	40.0%	40.0%	26.7%	66.7%	33.3%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	42.2	42.2	53.5	53.5	23.5	90.0
Actuated g/C Ratio	0.47	0.47	0.59	0.59	0.26	1.00
v/c Ratio	0.11	0.03	0.12	0.11	0.03	0.01
Control Delay	14.9	6.4	8.3	8.1	17.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	6.4	8.3	8.1	17.6	0.0
LOS	B	A	A	A	B	A
Approach Delay	13.9			8.1	7.6	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.12

Intersection Signal Delay: 10.3

Intersection LOS: B

Intersection Capacity Utilization 29.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119









HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2020 Existing Adj Weekday AM.syn

03/11/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↗	↑↑	↖	↗
Traffic Volume (veh/h)	164	21	66	203	15	19
Future Volume (veh/h)	164	21	66	203	15	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	23	72	221	16	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1691	754	692	2112	465	
Arrive On Green	0.48	0.48	0.05	0.59	0.26	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	178	23	72	221	16	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.5	0.7	1.7	2.4	0.6	0.0
Cycle Q Clear(g_c), s	2.5	0.7	1.7	2.4	0.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1691	754	692	2112	465	
V/C Ratio(X)	0.11	0.03	0.10	0.10	0.03	
Avail Cap(c_a), veh/h	1691	754	956	2112	465	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.0	12.5	9.9	7.9	24.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.6	0.9	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	12.6	9.9	8.0	24.9	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	201			293	16	A
Approach Delay, s/veh	13.1			8.5	24.9	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	30.0		10.7	49.3	60.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	23.5		17.5	29.5	53.5	
Max Q Clear Time (g_c+l1), s	2.6		3.7	4.5	4.4	
Green Ext Time (p_c), s	0.0		0.1	1.2	1.6	
Intersection Summary						
HCM 6th Ctrl Delay			10.8			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2020 Existing Adj Weekday PM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	345	20	61	260	35	96
Future Volume (vph)	345	20	61	260	35	96
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	40.0	40.0	21.0	61.0	29.0	
Total Split (%)	44.4%	44.4%	23.3%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	43.4	43.4	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.48	0.48	0.61	0.61	0.25	1.00
v/c Ratio	0.22	0.03	0.12	0.13	0.09	0.07
Control Delay	14.9	6.2	7.9	7.8	25.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	6.2	7.9	7.8	25.9	0.1
LOS	B	A	A	A	C	A
Approach Delay	14.4			7.8	7.0	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.22

Intersection Signal Delay: 10.7

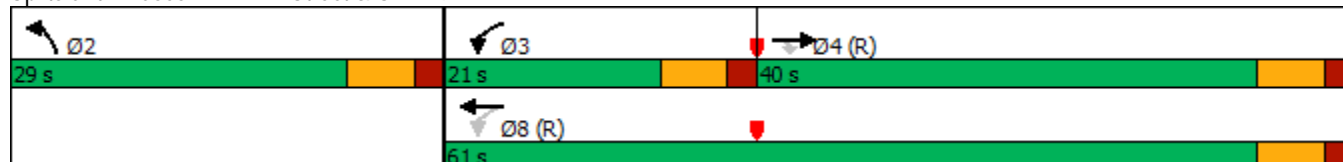
Intersection LOS: B

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2020 Existing Adj Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	345	20	61	260	35	96
Future Volume (veh/h)	345	20	61	260	35	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	22	66	283	38	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1736	774	583	2152	445	
Arrive On Green	0.49	0.49	0.04	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	375	22	66	283	38	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.4	0.6	1.5	3.1	1.5	0.0
Cycle Q Clear(g_c), s	5.4	0.6	1.5	3.1	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1736	774	583	2152	445	
V/C Ratio(X)	0.22	0.03	0.11	0.13	0.09	
Avail Cap(c_a), veh/h	1736	774	790	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	11.9	9.6	7.6	25.9	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.2	0.6	1.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	12.0	9.6	7.7	26.2	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	397			349	38	A
Approach Delay, s/veh	13.4			8.1	26.2	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		10.5	50.5	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		14.5	33.5	54.5	
Max Q Clear Time (g_c+l1), s	3.5		3.5	7.4	5.1	
Green Ext Time (p_c), s	0.1		0.1	2.6	2.0	
Intersection Summary						
HCM 6th Ctrl Delay			11.6			
HCM 6th LOS			B			
Notes						

Timings
6: Mill Street & SH-119

2020 Existing Adj Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	400	30	149	376	22	146
Future Volume (vph)	400	30	149	376	22	146
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	25.0	62.0	28.0	
Total Split (%)	41.1%	41.1%	27.8%	68.9%	31.1%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.5	39.5	55.5	55.5	21.5	90.0
Actuated g/C Ratio	0.44	0.44	0.62	0.62	0.24	1.00
v/c Ratio	0.28	0.05	0.31	0.19	0.06	0.10
Control Delay	17.1	6.0	9.0	7.7	26.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	6.0	9.0	7.7	26.0	0.1
LOS	B	A	A	A	C	A
Approach Delay	16.3			8.1	3.5	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 39.7%

ICU Level of Service A

Analysis Period (min) 15







Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary 6: Mill Street & SH-119

2020 Existing Adj Friday PM.syn

03/11/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	400	30	149	376	22	146
Future Volume (veh/h)	400	30	149	376	22	146
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	33	162	409	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1693	755	574	2191	426	
Arrive On Green	0.48	0.48	0.07	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	435	33	162	409	24	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.6	1.0	3.9	4.5	0.9	0.0
Cycle Q Clear(g_c), s	6.6	1.0	3.9	4.5	0.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1693	755	574	2191	426	
V/C Ratio(X)	0.26	0.04	0.28	0.19	0.06	
Avail Cap(c_a), veh/h	1693	755	819	2191	426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	12.6	9.8	7.5	26.4	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.3	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.4	1.5	1.6	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	12.7	10.1	7.7	26.7	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	468			571	24	A
Approach Delay, s/veh	14.3			8.3	26.7	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	28.0		12.6	49.4	62.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	21.5		18.5	30.5	55.5	
Max Q Clear Time (g_c+l1), s	2.9		5.9	8.6	6.5	
Green Ext Time (p_c), s	0.0		0.3	3.0	3.0	
Intersection Summary						
HCM 6th Ctrl Delay			11.4			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2020 Existing Adj Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	571	42	213	538	32	208
Future Volume (vph)	571	42	213	538	32	208
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	38.0	38.0	26.0	64.0	26.0	
Total Split (%)	42.2%	42.2%	28.9%	71.1%	28.9%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.9	39.9	57.5	57.5	19.5	90.0
Actuated g/C Ratio	0.44	0.44	0.64	0.64	0.22	1.00
v/c Ratio	0.40	0.06	0.49	0.26	0.09	0.14
Control Delay	18.4	5.4	10.7	7.4	27.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	5.4	10.7	7.4	27.5	0.2
LOS	B	A	B	A	C	A
Approach Delay	17.5			8.3	3.9	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.2

Intersection LOS: B

Intersection Capacity Utilization 48.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2020 Existing Adj Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	571	42	213	538	32	208
Future Volume (veh/h)	571	42	213	538	32	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	621	46	232	585	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1697	757	521	2270	386	
Arrive On Green	0.48	0.48	0.09	0.64	0.22	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	621	46	232	585	35	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	10.0	1.4	5.5	6.4	1.4	0.0
Cycle Q Clear(g_c), s	10.0	1.4	5.5	6.4	1.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1697	757	521	2270	386	
V/C Ratio(X)	0.37	0.06	0.45	0.26	0.09	
Avail Cap(c_a), veh/h	1697	757	748	2270	386	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.00
Uniform Delay (d), s/veh	14.9	12.7	9.9	7.0	28.2	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.6	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.5	2.0	2.2	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	12.8	10.5	7.3	28.6	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	667			817	35	A
Approach Delay, s/veh	15.3			8.2	28.6	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	26.0		14.5	49.5	64.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	19.5		19.5	31.5	57.5	
Max Q Clear Time (g_c+l1), s	3.4		7.5	12.0	8.4	
Green Ext Time (p_c), s	0.0		0.5	4.3	4.6	
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2025 Background Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	179	23	72	222	16	21
Future Volume (vph)	179	23	72	222	16	21
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	24.0	61.0	29.0	
Total Split (%)	41.1%	41.1%	26.7%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	43.1	43.1	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.48	0.48	0.61	0.61	0.25	1.00
v/c Ratio	0.12	0.03	0.13	0.11	0.04	0.01
Control Delay	14.4	6.1	7.9	7.7	18.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	6.1	7.9	7.7	18.7	0.0
LOS	B	A	A	A	B	A
Approach Delay	13.4			7.8	7.9	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.13

Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 29.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119









HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2025 Background Weekday AM.syn

03/11/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	179	23	72	222	16	21
Future Volume (veh/h)	179	23	72	222	16	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	25	78	241	17	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1726	770	694	2152	445	
Arrive On Green	0.49	0.49	0.05	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	195	25	78	241	17	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.7	0.7	1.8	2.6	0.7	0.0
Cycle Q Clear(g_c), s	2.7	0.7	1.8	2.6	0.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1726	770	694	2152	445	
V/C Ratio(X)	0.11	0.03	0.11	0.11	0.04	
Avail Cap(c_a), veh/h	1726	770	956	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.6	12.1	9.4	7.5	25.6	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.3	0.7	0.9	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.7	12.2	9.5	7.6	25.7	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	220			319	17	A
Approach Delay, s/veh	12.7			8.1	25.7	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		10.8	50.2	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		17.5	30.5	54.5	
Max Q Clear Time (g_c+l1), s	2.7		3.8	4.7	4.6	
Green Ext Time (p_c), s	0.0		0.1	1.3	1.7	
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			
Notes						

Timings
1: Mill Street & SH-119

2025 Background Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	377	22	67	284	38	105
Future Volume (vph)	377	22	67	284	38	105
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	39.0	39.0	21.0	60.0	30.0	
Total Split (%)	43.3%	43.3%	23.3%	66.7%	33.3%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	42.2	42.2	53.5	53.5	23.5	90.0
Actuated g/C Ratio	0.47	0.47	0.59	0.59	0.26	1.00
v/c Ratio	0.25	0.03	0.14	0.15	0.09	0.07
Control Delay	15.9	6.3	8.5	8.3	24.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	6.3	8.5	8.3	24.5	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.3			8.4	6.5	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.25

Intersection Signal Delay: 11.2

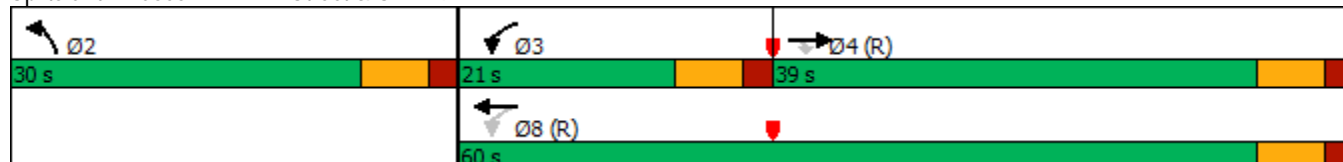
Intersection LOS: B

Intersection Capacity Utilization 35.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2025 Background Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	377	22	67	284	38	105
Future Volume (veh/h)	377	22	67	284	38	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	410	24	73	309	41	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1690	754	552	2112	465	
Arrive On Green	0.48	0.48	0.05	0.59	0.26	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	410	24	73	309	41	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.2	0.7	1.8	3.5	1.6	0.0
Cycle Q Clear(g_c), s	6.2	0.7	1.8	3.5	1.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1690	754	552	2112	465	
V/C Ratio(X)	0.24	0.03	0.13	0.15	0.09	
Avail Cap(c_a), veh/h	1690	754	756	2112	465	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	12.6	10.1	8.1	25.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.3	0.7	1.3	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	12.6	10.2	8.3	25.5	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	434			382	41	A
Approach Delay, s/veh	14.2			8.6	25.5	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	30.0		10.7	49.3	60.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	23.5		14.5	32.5	53.5	
Max Q Clear Time (g_c+l1), s	3.6		3.8	8.2	5.5	
Green Ext Time (p_c), s	0.1		0.1	2.8	2.2	
Intersection Summary						
HCM 6th Ctrl Delay			12.3			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2025 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	437	33	163	411	24	160
Future Volume (vph)	437	33	163	411	24	160
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	26.0	63.0	27.0	
Total Split (%)	41.1%	41.1%	28.9%	70.0%	30.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	40.3	40.3	56.5	56.5	20.5	90.0
Actuated g/C Ratio	0.45	0.45	0.63	0.63	0.23	1.00
v/c Ratio	0.30	0.05	0.34	0.20	0.06	0.11
Control Delay	16.9	5.7	9.0	7.4	26.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	5.7	9.0	7.4	26.0	0.2
LOS	B	A	A	A	C	A
Approach Delay	16.1			7.8	3.5	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 41.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2025 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	437	33	163	411	24	160
Future Volume (veh/h)	437	33	163	411	24	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	475	36	177	447	26	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1718	766	567	2231	406	
Arrive On Green	0.48	0.48	0.07	0.63	0.23	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	475	36	177	447	26	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.2	1.1	4.2	4.8	1.0	0.0
Cycle Q Clear(g_c), s	7.2	1.1	4.2	4.8	1.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1718	766	567	2231	406	
V/C Ratio(X)	0.28	0.05	0.31	0.20	0.06	
Avail Cap(c_a), veh/h	1718	766	825	2231	406	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	13.9	12.3	9.5	7.1	27.2	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.3	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	1.5	1.7	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	12.4	9.8	7.3	27.5	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	511			624	26	A
Approach Delay, s/veh	14.1			8.0	27.5	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	27.0		13.0	50.0	63.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	20.5		19.5	30.5	56.5	
Max Q Clear Time (g_c+l1), s	3.0		6.2	9.2	6.8	
Green Ext Time (p_c), s	0.0		0.4	3.3	3.4	
Intersection Summary						
HCM 6th Ctrl Delay			11.2			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2025 Background Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	624	46	233	588	35	227
Future Volume (vph)	624	46	233	588	35	227
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	39.0	39.0	26.0	65.0	25.0	
Total Split (%)	43.3%	43.3%	28.9%	72.2%	27.8%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	40.4	40.4	58.5	58.5	18.5	90.0
Actuated g/C Ratio	0.45	0.45	0.65	0.65	0.21	1.00
v/c Ratio	0.43	0.07	0.55	0.28	0.10	0.16
Control Delay	18.4	5.1	11.4	7.1	29.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	5.1	11.4	7.1	29.1	0.2
LOS	B	A	B	A	C	A
Approach Delay	17.5			8.3	4.1	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 11.2

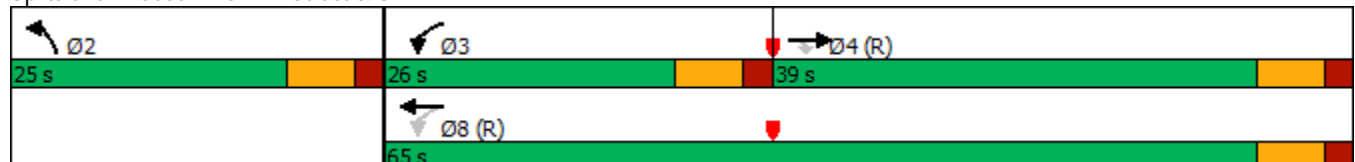
Intersection LOS: B

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2025 Background Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	624	46	233	588	35	227
Future Volume (veh/h)	624	46	233	588	35	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	678	50	253	639	38	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1717	766	511	2310	366	
Arrive On Green	0.48	0.48	0.09	0.65	0.21	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	678	50	253	639	38	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	11.0	1.5	6.0	6.9	1.6	0.0
Cycle Q Clear(g_c), s	11.0	1.5	6.0	6.9	1.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1717	766	511	2310	366	
V/C Ratio(X)	0.39	0.07	0.50	0.28	0.10	
Avail Cap(c_a), veh/h	1717	766	729	2310	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.00
Uniform Delay (d), s/veh	14.8	12.4	9.8	6.7	29.0	0.0
Incr Delay (d2), s/veh	0.7	0.2	0.7	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.6	2.2	2.4	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	12.6	10.6	7.0	29.6	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	728			892	38	A
Approach Delay, s/veh	15.3			8.0	29.6	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	25.0		15.0	50.0	65.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	18.5		19.5	32.5	58.5	
Max Q Clear Time (g_c+l1), s	3.6		8.0	13.0	8.9	
Green Ext Time (p_c), s	0.0		0.6	4.8	5.1	
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2025 Total Weekday AM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	179	29	158	222	21	95
Future Volume (vph)	179	29	158	222	21	95
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	33.0	33.0	28.0	61.0	29.0	
Total Split (%)	36.7%	36.7%	31.1%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	38.1	38.1	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.42	0.42	0.61	0.61	0.25	1.00
v/c Ratio	0.13	0.05	0.28	0.11	0.05	0.07
Control Delay	16.7	6.4	9.1	7.7	25.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	6.4	9.1	7.7	25.8	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.2			8.3	4.8	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 9.8

Intersection LOS: A

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2025 Total Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	179	29	158	222	21	95
Future Volume (veh/h)	179	29	158	222	21	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	32	172	241	23	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1636	730	705	2152	445	
Arrive On Green	0.46	0.46	0.07	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	195	32	172	241	23	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.8	1.0	4.3	2.6	0.9	0.0
Cycle Q Clear(g_c), s	2.8	1.0	4.3	2.6	0.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1636	730	705	2152	445	
V/C Ratio(X)	0.12	0.04	0.24	0.11	0.05	
Avail Cap(c_a), veh/h	1636	730	1000	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	13.4	10.0	7.5	25.6	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.4	1.6	0.9	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	13.5	10.2	7.6	25.9	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	227			413	23	A
Approach Delay, s/veh	13.9			8.7	25.9	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		13.1	47.9	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		21.5	26.5	54.5	
Max Q Clear Time (g_c+l1), s	2.9		6.3	4.8	4.6	
Green Ext Time (p_c), s	0.0		0.4	1.2	1.7	
Intersection Summary						
HCM 6th Ctrl Delay			11.1			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2025 Total Weekday PM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	377	28	153	284	43	184
Future Volume (vph)	377	28	153	284	43	184
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	25.0	62.0	28.0	
Total Split (%)	41.1%	41.1%	27.8%	68.9%	31.1%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.4	39.4	55.5	55.5	21.5	90.0
Actuated g/C Ratio	0.44	0.44	0.62	0.62	0.24	1.00
v/c Ratio	0.26	0.04	0.31	0.14	0.11	0.13
Control Delay	17.1	6.1	9.0	7.4	28.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	6.1	9.0	7.4	28.8	0.2
LOS	B	A	A	A	C	A
Approach Delay	16.3			8.0	5.6	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 39.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2025 Total Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	377	28	153	284	43	184
Future Volume (veh/h)	377	28	153	284	43	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	410	30	166	309	47	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1688	753	590	2191	426	
Arrive On Green	0.48	0.48	0.07	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	410	30	166	309	47	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.2	0.9	4.0	3.3	1.9	0.0
Cycle Q Clear(g_c), s	6.2	0.9	4.0	3.3	1.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1688	753	590	2191	426	
V/C Ratio(X)	0.24	0.04	0.28	0.14	0.11	
Avail Cap(c_a), veh/h	1688	753	832	2191	426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	14.0	12.6	9.8	7.2	26.8	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.3	1.5	1.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	12.7	10.0	7.4	27.3	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	440			475	47	A
Approach Delay, s/veh	14.2			8.3	27.3	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	28.0		12.7	49.3	62.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	21.5		18.5	30.5	55.5	
Max Q Clear Time (g_c+l1), s	3.9		6.0	8.2	5.3	
Green Ext Time (p_c), s	0.1		0.3	2.8	2.2	
Intersection Summary						
HCM 6th Ctrl Delay			11.9			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2025 Total Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	437	45	346	411	30	248
Future Volume (vph)	437	45	346	411	30	248
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	31.0	31.0	31.0	62.0	28.0	
Total Split (%)	34.4%	34.4%	34.4%	68.9%	31.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	37.2	37.2	57.5	57.5	23.5	90.0
Actuated g/C Ratio	0.41	0.41	0.64	0.64	0.26	1.00
v/c Ratio	0.33	0.07	0.65	0.20	0.07	0.17
Control Delay	19.6	6.2	13.6	7.0	23.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	6.2	13.6	7.0	23.0	0.2
LOS	B	A	B	A	C	A
Approach Delay	18.3			10.0	2.7	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.3

Intersection LOS: B

Intersection Capacity Utilization 46.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2025 Total Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	437	45	346	411	30	248
Future Volume (veh/h)	437	45	346	411	30	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	475	49	376	447	33	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1603	715	647	2270	465	
Arrive On Green	0.45	0.45	0.14	0.64	0.26	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	475	49	376	447	33	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.6	1.6	9.4	4.7	1.3	0.0
Cycle Q Clear(g_c), s	7.6	1.6	9.4	4.7	1.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1603	715	647	2270	465	
V/C Ratio(X)	0.30	0.07	0.58	0.20	0.07	
Avail Cap(c_a), veh/h	1603	715	926	2270	465	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	15.6	14.0	9.5	6.7	25.0	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.6	3.4	1.6	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	14.2	10.4	6.9	25.3	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	524			823	33	A
Approach Delay, s/veh	15.9			8.5	25.3	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	28.0		16.9	45.1	62.0	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	23.5		26.5	26.5	57.5	
Max Q Clear Time (g_c+l1), s	3.3		11.4	9.6	6.7	
Green Ext Time (p_c), s	0.0		1.0	3.1	3.4	
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2025 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	624	58	417	588	41	311
Future Volume (vph)	624	58	417	588	41	311
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	31.4	31.4	34.0	65.4	24.6	
Total Split (%)	34.9%	34.9%	37.8%	72.7%	27.3%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	30.8	30.8	58.9	58.9	18.1	90.0
Actuated g/C Ratio	0.34	0.34	0.65	0.65	0.20	1.00
v/c Ratio	0.56	0.11	0.83	0.28	0.13	0.21
Control Delay	27.7	7.3	25.3	6.9	25.3	0.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	27.7	7.3	25.5	6.9	25.3	0.3
LOS	C	A	C	A	C	A
Approach Delay	26.0			14.6	3.2	
Approach LOS	C			B	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 60.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2025 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	624	58	417	588	41	311
Future Volume (veh/h)	624	58	417	588	41	311
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	678	63	453	639	45	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1461	652	580	2326	358	
Arrive On Green	0.41	0.41	0.17	0.65	0.20	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	678	63	453	639	45	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	12.5	2.2	12.1	6.8	1.9	0.0
Cycle Q Clear(g_c), s	12.5	2.2	12.1	6.8	1.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1461	652	580	2326	358	
V/C Ratio(X)	0.46	0.10	0.78	0.27	0.13	
Avail Cap(c_a), veh/h	1461	652	820	2326	358	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.00
Uniform Delay (d), s/veh	19.3	16.2	12.6	6.6	29.5	0.0
Incr Delay (d2), s/veh	1.1	0.3	3.2	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.8	4.7	2.3	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	16.5	15.8	6.8	30.2	0.0
LnGrp LOS	C	B	B	A	C	
Approach Vol, veh/h	741			1092	45	A
Approach Delay, s/veh	20.0			10.6	30.2	
Approach LOS	C			B	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	24.6		21.9	43.5	65.4	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	18.1		27.5	24.9	58.9	
Max Q Clear Time (g_c+l1), s	3.9		14.1	14.5	8.8	
Green Ext Time (p_c), s	0.1		1.3	3.5	5.1	
Intersection Summary						
HCM 6th Ctrl Delay			14.8			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2030 Background Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	196	25	79	243	18	23
Future Volume (vph)	196	25	79	243	18	23
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	36.0	36.0	24.0	60.0	30.0	
Total Split (%)	40.0%	40.0%	26.7%	66.7%	33.3%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	41.9	41.9	53.5	53.5	23.5	90.0
Actuated g/C Ratio	0.47	0.47	0.59	0.59	0.26	1.00
v/c Ratio	0.13	0.04	0.15	0.13	0.04	0.02
Control Delay	15.2	6.2	8.5	8.2	18.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	6.2	8.5	8.2	18.4	0.0
LOS	B	A	A	A	B	A
Approach Delay	14.2			8.3	8.2	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.15

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 30.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2030 Background Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	196	25	79	243	18	23
Future Volume (veh/h)	196	25	79	243	18	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	27	86	264	20	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1681	750	669	2112	465	
Arrive On Green	0.47	0.47	0.05	0.59	0.26	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	213	27	86	264	20	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	3.0	0.8	2.1	2.9	0.8	0.0
Cycle Q Clear(g_c), s	3.0	0.8	2.1	2.9	0.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1681	750	669	2112	465	
V/C Ratio(X)	0.13	0.04	0.13	0.12	0.04	
Avail Cap(c_a), veh/h	1681	750	927	2112	465	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	12.7	10.0	8.0	24.8	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.8	1.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	12.8	10.1	8.1	25.0	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	240			350	20	A
Approach Delay, s/veh	13.4			8.6	25.0	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	30.0		10.9	49.1	60.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	23.5		17.5	29.5	53.5	
Max Q Clear Time (g_c+l1), s	2.8		4.1	5.0	4.9	
Green Ext Time (p_c), s	0.0		0.1	1.4	1.9	
Intersection Summary						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			
Notes						

Timings
1: Mill Street & SH-119

2030 Background Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	412	24	73	311	42	115
Future Volume (vph)	412	24	73	311	42	115
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	40.0	40.0	21.0	61.0	29.0	
Total Split (%)	44.4%	44.4%	23.3%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	43.1	43.1	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.48	0.48	0.61	0.61	0.25	1.00
v/c Ratio	0.26	0.03	0.16	0.16	0.10	0.08
Control Delay	15.5	6.0	8.2	8.0	26.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	6.0	8.2	8.0	26.9	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.0			8.0	7.3	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 11.0

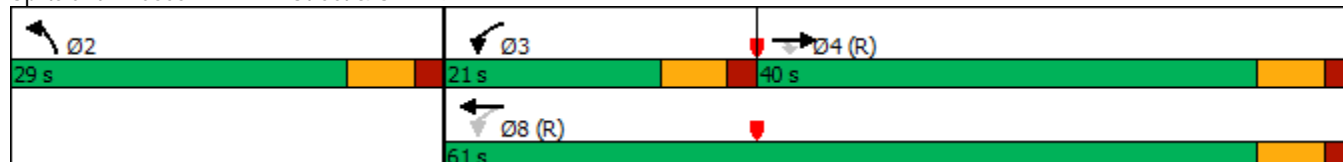
Intersection LOS: B

Intersection Capacity Utilization 36.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2030 Background Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	412	24	73	311	42	115
Future Volume (veh/h)	412	24	73	311	42	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	448	26	79	338	46	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1725	770	544	2152	445	
Arrive On Green	0.49	0.49	0.05	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	448	26	79	338	46	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.7	0.8	1.9	3.7	1.8	0.0
Cycle Q Clear(g_c), s	6.7	0.8	1.9	3.7	1.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1725	770	544	2152	445	
V/C Ratio(X)	0.26	0.03	0.15	0.16	0.10	
Avail Cap(c_a), veh/h	1725	770	745	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	13.6	12.1	9.8	7.7	26.0	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.3	0.7	1.3	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	12.2	9.9	7.9	26.4	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	474			417	46	A
Approach Delay, s/veh	13.9			8.3	26.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		10.8	50.2	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		14.5	33.5	54.5	
Max Q Clear Time (g_c+l1), s	3.8		3.9	8.7	5.7	
Green Ext Time (p_c), s	0.1		0.1	3.2	2.5	
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			
Notes						

Timings
6: Mill Street & SH-119

2030 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	478	36	178	449	26	175
Future Volume (vph)	478	36	178	449	26	175
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	38.0	38.0	25.0	63.0	27.0	
Total Split (%)	42.2%	42.2%	27.8%	70.0%	30.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.8	39.8	56.5	56.5	20.5	90.0
Actuated g/C Ratio	0.44	0.44	0.63	0.63	0.23	1.00
v/c Ratio	0.33	0.05	0.39	0.22	0.07	0.12
Control Delay	17.6	5.7	9.5	7.5	25.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	5.7	9.5	7.5	25.8	0.2
LOS	B	A	A	A	C	A
Approach Delay	16.8			8.1	3.5	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 10.7

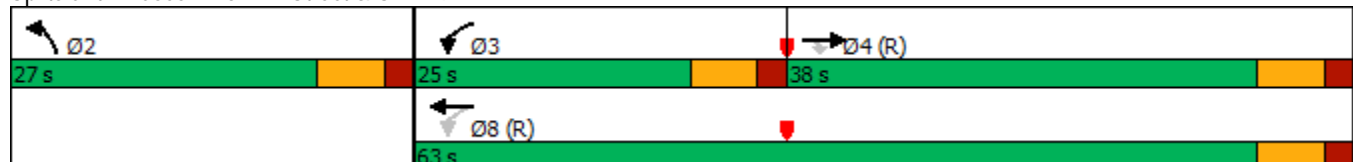
Intersection LOS: B

Intersection Capacity Utilization 43.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2030 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	478	36	178	449	26	175
Future Volume (veh/h)	478	36	178	449	26	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	520	39	193	488	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1699	758	548	2231	406	
Arrive On Green	0.48	0.48	0.08	0.63	0.23	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	520	39	193	488	28	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.0	1.2	4.6	5.3	1.1	0.0
Cycle Q Clear(g_c), s	8.0	1.2	4.6	5.3	1.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1699	758	548	2231	406	
V/C Ratio(X)	0.31	0.05	0.35	0.22	0.07	
Avail Cap(c_a), veh/h	1699	758	777	2231	406	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	14.4	12.6	9.7	7.2	27.3	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.4	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.4	1.7	1.9	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.7	10.1	7.5	27.6	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	559			681	28	A
Approach Delay, s/veh	14.7			8.2	27.6	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	27.0		13.5	49.5	63.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	20.5		18.5	31.5	56.5	
Max Q Clear Time (g_c+l1), s	3.1		6.6	10.0	7.3	
Green Ext Time (p_c), s	0.0		0.4	3.6	3.7	
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2030 Background Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	683	50	255	643	38	249
Future Volume (vph)	683	50	255	643	38	249
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	38.0	38.0	27.0	65.0	25.0	
Total Split (%)	42.2%	42.2%	30.0%	72.2%	27.8%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.3	39.3	58.5	58.5	18.5	90.0
Actuated g/C Ratio	0.44	0.44	0.65	0.65	0.21	1.00
v/c Ratio	0.48	0.07	0.63	0.30	0.11	0.17
Control Delay	20.1	5.5	13.4	7.3	29.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	5.5	13.4	7.3	29.1	0.3
LOS	C	A	B	A	C	A
Approach Delay	19.1			9.0	4.0	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 12.1

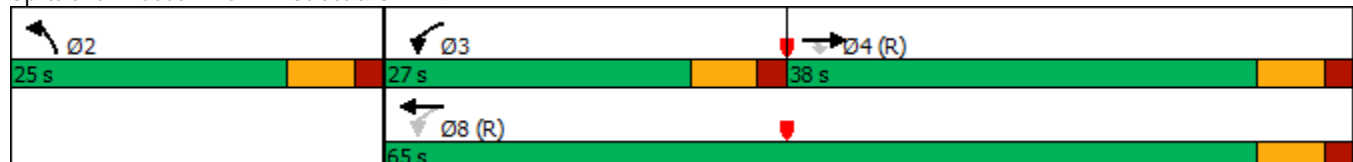
Intersection LOS: B

Intersection Capacity Utilization 53.4%

ICU Level of Service A







Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary 6: Mill Street & SH-119

2030 Background Saturday PM.syn
03/11/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	683	50	255	643	38	249
Future Volume (veh/h)	683	50	255	643	38	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	742	54	277	699	41	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1688	753	493	2310	366	
Arrive On Green	0.47	0.47	0.10	0.65	0.21	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	742	54	277	699	41	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	12.5	1.7	6.6	7.7	1.7	0.0
Cycle Q Clear(g_c), s	12.5	1.7	6.6	7.7	1.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1688	753	493	2310	366	
V/C Ratio(X)	0.44	0.07	0.56	0.30	0.11	
Avail Cap(c_a), veh/h	1688	753	715	2310	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.97	0.00
Uniform Delay (d), s/veh	15.7	12.8	10.5	6.9	29.1	0.0
Incr Delay (d2), s/veh	0.8	0.2	1.0	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.6	2.5	2.7	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	13.0	11.5	7.2	29.7	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	796			976	41	A
Approach Delay, s/veh	16.3			8.4	29.7	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	25.0		15.8	49.2	65.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	18.5		20.5	31.5	58.5	
Max Q Clear Time (g_c+l1), s	3.7		8.6	14.5	9.7	
Green Ext Time (p_c), s	0.1		0.6	5.0	5.8	
Intersection Summary						
HCM 6th Ctrl Delay			12.4			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2030 Total Weekday AM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	196	31	165	243	23	97
Future Volume (vph)	196	31	165	243	23	97
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	33.0	33.0	28.0	61.0	29.0	
Total Split (%)	36.7%	36.7%	31.1%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	38.0	38.0	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.42	0.42	0.61	0.61	0.25	1.00
v/c Ratio	0.14	0.05	0.29	0.12	0.06	0.07
Control Delay	16.9	6.3	9.3	7.7	28.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	6.3	9.3	7.7	28.0	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.4			8.4	5.4	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 10.0

Intersection LOS: B

Intersection Capacity Utilization 35.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2030 Total Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	196	31	165	243	23	97
Future Volume (veh/h)	196	31	165	243	23	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	34	179	264	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1627	726	694	2152	445	
Arrive On Green	0.46	0.46	0.08	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	213	34	179	264	25	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	3.1	1.1	4.5	2.8	1.0	0.0
Cycle Q Clear(g_c), s	3.1	1.1	4.5	2.8	1.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1627	726	694	2152	445	
V/C Ratio(X)	0.13	0.05	0.26	0.12	0.06	
Avail Cap(c_a), veh/h	1627	726	985	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	13.5	10.1	7.6	25.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.4	1.7	1.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	13.6	10.2	7.7	25.9	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	247			443	25	A
Approach Delay, s/veh	14.2			8.7	25.9	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		13.3	47.7	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		21.5	26.5	54.5	
Max Q Clear Time (g_c+l1), s	3.0		6.5	5.1	4.8	
Green Ext Time (p_c), s	0.0		0.4	1.4	1.9	
Intersection Summary						
HCM 6th Ctrl Delay			11.2			
HCM 6th LOS			B			

Timings
1: Mill Street & SH-119

2030 Total Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	412	30	159	311	47	194
Future Volume (vph)	412	30	159	311	47	194
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	25.0	62.0	28.0	
Total Split (%)	41.1%	41.1%	27.8%	68.9%	31.1%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.2	39.2	55.5	55.5	21.5	90.0
Actuated g/C Ratio	0.44	0.44	0.62	0.62	0.24	1.00
v/c Ratio	0.29	0.05	0.33	0.15	0.12	0.13
Control Delay	17.5	6.1	9.3	7.5	29.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	6.1	9.3	7.5	29.5	0.2
LOS	B	A	A	A	C	A
Approach Delay	16.7			8.1	5.9	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 10.9

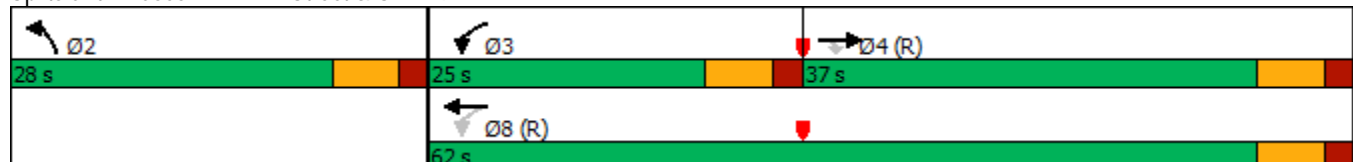
Intersection LOS: B

Intersection Capacity Utilization 40.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2030 Total Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	412	30	159	311	47	194
Future Volume (veh/h)	412	30	159	311	47	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	448	33	173	338	51	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1680	749	570	2191	426	
Arrive On Green	0.47	0.47	0.07	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	448	33	173	338	51	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.8	1.0	4.2	3.6	2.0	0.0
Cycle Q Clear(g_c), s	6.8	1.0	4.2	3.6	2.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1680	749	570	2191	426	
V/C Ratio(X)	0.27	0.04	0.30	0.15	0.12	
Avail Cap(c_a), veh/h	1680	749	809	2191	426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	14.3	12.8	9.9	7.3	26.8	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.3	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.4	1.6	1.3	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	12.9	10.2	7.5	27.4	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	481			511	51	A
Approach Delay, s/veh	14.6			8.4	27.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	28.0		13.0	49.0	62.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	21.5		18.5	30.5	55.5	
Max Q Clear Time (g_c+l1), s	4.0		6.2	8.8	5.6	
Green Ext Time (p_c), s	0.1		0.4	3.1	2.5	
Intersection Summary						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2030 Total Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	478	48	361	449	32	263
Future Volume (vph)	478	48	361	449	32	263
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	30.0	30.0	35.0	65.0	25.0	
Total Split (%)	33.3%	33.3%	38.9%	72.2%	27.8%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	35.3	35.3	58.5	58.5	18.5	90.0
Actuated g/C Ratio	0.39	0.39	0.65	0.65	0.21	1.00
v/c Ratio	0.37	0.08	0.69	0.21	0.10	0.18
Control Delay	21.7	6.9	14.2	6.7	24.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	6.9	14.3	6.7	24.7	0.3
LOS	C	A	B	A	C	A
Approach Delay	20.3			10.1	2.9	
Approach LOS	C			B	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 12.1

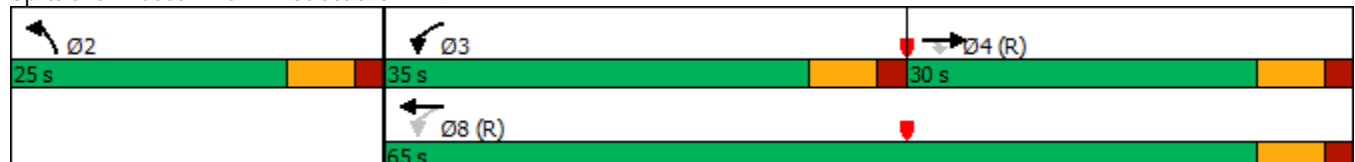
Intersection LOS: B

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary
6: Mill Street & SH-119

2030 Total Friday PM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	478	48	361	449	32	263
Future Volume (veh/h)	478	48	361	449	32	263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	520	52	392	488	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1529	682	622	2310	366	
Arrive On Green	0.43	0.43	0.15	0.65	0.21	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	520	52	392	488	35	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.8	1.7	10.2	5.0	1.4	0.0
Cycle Q Clear(g_c), s	8.8	1.7	10.2	5.0	1.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1529	682	622	2310	366	
V/C Ratio(X)	0.34	0.08	0.63	0.21	0.10	
Avail Cap(c_a), veh/h	1529	682	924	2310	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.00
Uniform Delay (d), s/veh	17.1	15.1	10.4	6.4	29.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	1.1	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.7	3.7	1.7	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	15.3	11.5	6.6	29.5	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	572			880	35	A
Approach Delay, s/veh	17.5			8.8	29.5	
Approach LOS	B			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.0	19.8	45.2		65.0
Change Period (Y+Rc), s		6.5	6.5	6.5		6.5
Max Green Setting (Gmax), s		18.5	28.5	23.5		58.5
Max Q Clear Time (g_c+l1), s		3.4	12.2	10.8		7.0
Green Ext Time (p_c), s		0.0	1.1	3.0		3.7
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2030 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	683	62	439	643	44	333
Future Volume (vph)	683	62	439	643	44	333
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	31.3	31.3	34.2	65.5	24.5	
Total Split (%)	34.8%	34.8%	38.0%	72.8%	27.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	28.5	28.5	59.0	59.0	18.0	90.0
Actuated g/C Ratio	0.32	0.32	0.66	0.66	0.20	1.00
v/c Ratio	0.66	0.12	0.87	0.30	0.14	0.23
Control Delay	31.0	7.3	33.5	7.1	25.6	0.4
Queue Delay	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	31.0	7.3	34.3	7.1	25.6	0.4
LOS	C	A	C	A	C	A
Approach Delay	29.1			18.1	3.3	
Approach LOS	C			B	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 19.3

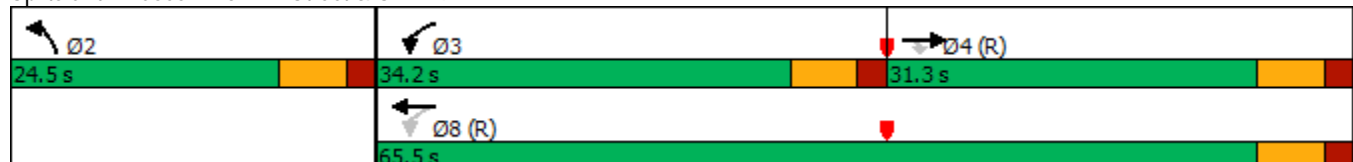
Intersection LOS: B

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2030 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	683	62	439	643	44	333
Future Volume (veh/h)	683	62	439	643	44	333
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	742	67	477	699	48	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1430	638	567	2330	356	
Arrive On Green	0.40	0.40	0.18	0.66	0.20	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	742	67	477	699	48	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	14.2	2.4	13.0	7.6	2.0	0.0
Cycle Q Clear(g_c), s	14.2	2.4	13.0	7.6	2.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1430	638	567	2330	356	
V/C Ratio(X)	0.52	0.11	0.84	0.30	0.13	
Avail Cap(c_a), veh/h	1430	638	793	2330	356	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.95	0.00
Uniform Delay (d), s/veh	20.3	16.8	13.9	6.6	29.6	0.0
Incr Delay (d2), s/veh	1.4	0.3	5.8	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.9	5.4	2.6	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	17.1	19.7	7.0	30.3	0.0
LnGrp LOS	C	B	B	A	C	
Approach Vol, veh/h	809			1176	48	A
Approach Delay, s/veh	21.3			12.1	30.3	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.5	22.8	42.7		65.5
Change Period (Y+Rc), s		6.5	6.5	6.5		6.5
Max Green Setting (Gmax), s		18.0	27.7	24.8		59.0
Max Q Clear Time (g_c+l1), s		4.0	15.0	16.2		9.6
Green Ext Time (p_c), s		0.1	1.3	3.4		5.8
Intersection Summary						
HCM 6th Ctrl Delay			16.2			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2040 Background Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	412	24	73	311	42	115
Future Volume (vph)	412	24	73	311	42	115
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	40.0	40.0	21.0	61.0	29.0	
Total Split (%)	44.4%	44.4%	23.3%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	43.1	43.1	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.48	0.48	0.61	0.61	0.25	1.00
v/c Ratio	0.26	0.03	0.16	0.16	0.10	0.08
Control Delay	15.5	6.0	8.2	8.0	26.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	6.0	8.2	8.0	26.9	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.0			8.0	7.3	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 11.0

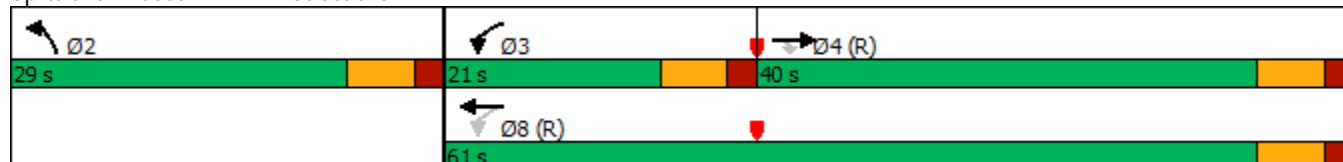
Intersection LOS: B

Intersection Capacity Utilization 36.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2040 Background Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	412	24	73	311	42	115
Future Volume (veh/h)	412	24	73	311	42	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	448	26	79	338	46	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1725	770	544	2152	445	
Arrive On Green	0.49	0.49	0.05	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	448	26	79	338	46	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.7	0.8	1.9	3.7	1.8	0.0
Cycle Q Clear(g_c), s	6.7	0.8	1.9	3.7	1.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1725	770	544	2152	445	
V/C Ratio(X)	0.26	0.03	0.15	0.16	0.10	
Avail Cap(c_a), veh/h	1725	770	745	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	13.6	12.1	9.8	7.7	26.0	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.3	0.7	1.3	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	12.2	9.9	7.9	26.4	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	474			417	46	A
Approach Delay, s/veh	13.9			8.3	26.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		10.8	50.2	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		14.5	33.5	54.5	
Max Q Clear Time (g_c+l1), s	3.8		3.9	8.7	5.7	
Green Ext Time (p_c), s	0.1		0.1	3.2	2.5	
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			
Notes						

Timings
1: Mill Street & SH-119

2040 Background Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	493	29	87	371	50	137
Future Volume (vph)	493	29	87	371	50	137
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	41.0	41.0	20.0	61.0	29.0	
Total Split (%)	45.6%	45.6%	22.2%	67.8%	32.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	42.7	42.7	54.5	54.5	22.5	90.0
Actuated g/C Ratio	0.47	0.47	0.61	0.61	0.25	1.00
v/c Ratio	0.32	0.04	0.21	0.19	0.12	0.09
Control Delay	16.3	5.7	8.6	8.2	27.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	5.7	8.6	8.2	27.2	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.7			8.3	7.3	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 11.5

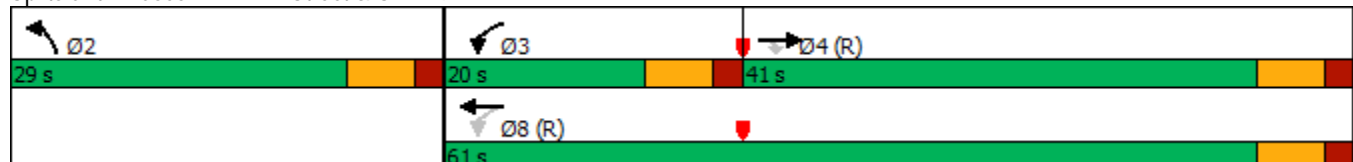
Intersection LOS: B

Intersection Capacity Utilization 38.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119









HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2040 Background Weekday PM.syn

03/11/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	493	29	87	371	50	137
Future Volume (veh/h)	493	29	87	371	50	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	536	32	95	403	54	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1716	765	500	2152	445	
Arrive On Green	0.48	0.48	0.05	0.61	0.25	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	536	32	95	403	54	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.3	1.0	2.3	4.5	2.1	0.0
Cycle Q Clear(g_c), s	8.3	1.0	2.3	4.5	2.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1716	765	500	2152	445	
V/C Ratio(X)	0.31	0.04	0.19	0.19	0.12	
Avail Cap(c_a), veh/h	1716	765	677	2152	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.00
Uniform Delay (d), s/veh	14.2	12.3	10.0	7.9	26.1	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.2	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.3	0.8	1.6	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	12.4	10.2	8.1	26.7	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	568			498	54	A
Approach Delay, s/veh	14.5			8.5	26.7	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	29.0		11.0	50.0	61.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	22.5		13.5	34.5	54.5	
Max Q Clear Time (g_c+l1), s	4.1		4.3	10.3	6.5	
Green Ext Time (p_c), s	0.1		0.1	3.9	3.0	
Intersection Summary						
HCM 6th Ctrl Delay			12.4			
HCM 6th LOS			B			
Notes						

Timings
6: Mill Street & SH-119

2040 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	571	43	213	537	31	209
Future Volume (vph)	571	43	213	537	31	209
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	38.0	38.0	26.0	64.0	26.0	
Total Split (%)	42.2%	42.2%	28.9%	71.1%	28.9%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	39.9	39.9	57.5	57.5	19.5	90.0
Actuated g/C Ratio	0.44	0.44	0.64	0.64	0.22	1.00
v/c Ratio	0.40	0.06	0.49	0.26	0.09	0.14
Control Delay	18.4	5.4	10.7	7.4	27.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	5.4	10.7	7.4	27.4	0.2
LOS	B	A	B	A	C	A
Approach Delay	17.5			8.3	3.7	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.1

Intersection LOS: B

Intersection Capacity Utilization 48.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2040 Background Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	571	43	213	537	31	209
Future Volume (veh/h)	571	43	213	537	31	209
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	621	47	232	584	34	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1697	757	521	2270	386	
Arrive On Green	0.48	0.48	0.09	0.64	0.22	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	621	47	232	584	34	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	10.0	1.4	5.5	6.4	1.4	0.0
Cycle Q Clear(g_c), s	10.0	1.4	5.5	6.4	1.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1697	757	521	2270	386	
V/C Ratio(X)	0.37	0.06	0.45	0.26	0.09	
Avail Cap(c_a), veh/h	1697	757	748	2270	386	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.00
Uniform Delay (d), s/veh	14.9	12.7	9.9	7.0	28.1	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.6	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.5	2.0	2.2	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	12.8	10.5	7.3	28.6	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	668			816	34	A
Approach Delay, s/veh	15.3			8.2	28.6	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	26.0		14.5	49.5	64.0	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	19.5		19.5	31.5	57.5	
Max Q Clear Time (g_c+l1), s	3.4		7.5	12.0	8.4	
Green Ext Time (p_c), s	0.0		0.5	4.3	4.6	
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2040 Background Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	816	60	304	769	46	297
Future Volume (vph)	816	60	304	769	46	297
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.5	37.5	28.0	65.5	24.5	
Total Split (%)	41.7%	41.7%	31.1%	72.8%	27.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	36.3	36.3	59.0	59.0	18.0	90.0
Actuated g/C Ratio	0.40	0.40	0.66	0.66	0.20	1.00
v/c Ratio	0.62	0.10	0.77	0.36	0.14	0.20
Control Delay	24.8	5.9	24.1	7.5	26.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	5.9	24.1	7.5	26.9	0.3
LOS	C	A	C	A	C	A
Approach Delay	23.5			12.2	3.9	
Approach LOS	C			B	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.3

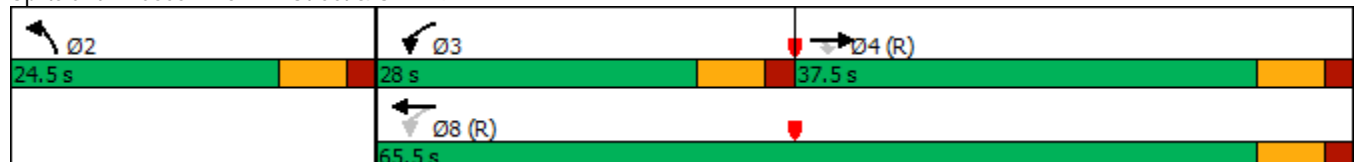
Intersection LOS: B

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2040 Background Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	816	60	304	769	46	297
Future Volume (veh/h)	816	60	304	769	46	297
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	887	65	330	836	50	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1644	733	462	2330	356	
Arrive On Green	0.46	0.46	0.12	0.66	0.20	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	887	65	330	836	50	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	16.1	2.1	8.1	9.5	2.1	0.0
Cycle Q Clear(g_c), s	16.1	2.1	8.1	9.5	2.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1644	733	462	2330	356	
V/C Ratio(X)	0.54	0.09	0.71	0.36	0.14	
Avail Cap(c_a), veh/h	1644	733	673	2330	356	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.95	0.00
Uniform Delay (d), s/veh	17.3	13.5	12.7	7.0	29.6	0.0
Incr Delay (d2), s/veh	1.3	0.2	2.1	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.8	3.1	3.3	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	13.8	14.8	7.4	30.4	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	952			1166	50	A
Approach Delay, s/veh	18.3			9.5	30.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	24.5		17.4	48.1	65.5	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	18.0		21.5	31.0	59.0	
Max Q Clear Time (g_c+l1), s	4.1		10.1	18.1	11.5	
Green Ext Time (p_c), s	0.1		0.8	5.3	7.3	
Intersection Summary						
HCM 6th Ctrl Delay			13.8			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2040 Total Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	234	36	180	290	26	101
Future Volume (vph)	234	36	180	290	26	101
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	34.0	34.0	28.0	62.0	28.0	
Total Split (%)	37.8%	37.8%	31.1%	68.9%	31.1%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	38.6	38.6	55.5	55.5	21.5	90.0
Actuated g/C Ratio	0.43	0.43	0.62	0.62	0.24	1.00
v/c Ratio	0.17	0.06	0.32	0.14	0.07	0.07
Control Delay	16.7	6.0	9.1	7.5	31.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	6.0	9.1	7.5	31.8	0.1
LOS	B	A	A	A	C	A
Approach Delay	15.3			8.1	6.5	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 10.1

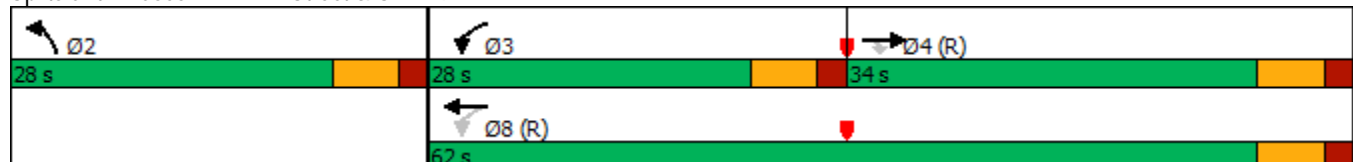
Intersection LOS: B

Intersection Capacity Utilization 36.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2040 Total Weekday AM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	234	36	180	290	26	101
Future Volume (veh/h)	234	36	180	290	26	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	39	196	315	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1650	736	682	2191	426	
Arrive On Green	0.46	0.46	0.08	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	254	39	196	315	28	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	3.7	1.2	4.8	3.4	1.1	0.0
Cycle Q Clear(g_c), s	3.7	1.2	4.8	3.4	1.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1650	736	682	2191	426	
V/C Ratio(X)	0.15	0.05	0.29	0.14	0.07	
Avail Cap(c_a), veh/h	1650	736	965	2191	426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	13.2	9.7	7.3	26.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.4	1.8	1.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	13.4	9.9	7.4	26.8	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h	293			511	28	A
Approach Delay, s/veh	14.0			8.4	26.8	
Approach LOS	B			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.0	13.7	48.3		62.0
Change Period (Y+Rc), s		6.5	6.5	6.5		6.5
Max Green Setting (Gmax), s		21.5	21.5	27.5		55.5
Max Q Clear Time (g_c+l1), s		3.1	6.8	5.7		5.4
Green Ext Time (p_c), s		0.0	0.5	1.7		2.3
Intersection Summary						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Mill Street & SH-119

2040 Total Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	493	35	173	371	55	216
Future Volume (vph)	493	35	173	371	55	216
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	37.0	37.0	25.0	62.0	28.0	
Total Split (%)	41.1%	41.1%	27.8%	68.9%	31.1%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	38.8	38.8	55.5	55.5	21.5	90.0
Actuated g/C Ratio	0.43	0.43	0.62	0.62	0.24	1.00
v/c Ratio	0.35	0.05	0.39	0.18	0.14	0.15
Control Delay	18.4	5.9	10.1	7.7	29.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	5.9	10.1	7.7	29.4	0.2
LOS	B	A	B	A	C	A
Approach Delay	17.6			8.5	6.1	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 43.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

1: Mill Street & SH-119

2040 Total Weekday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	493	35	173	371	55	216
Future Volume (veh/h)	493	35	173	371	55	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	536	38	188	403	60	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1661	741	530	2191	426	
Arrive On Green	0.47	0.47	0.08	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	536	38	188	403	60	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.5	1.2	4.6	4.4	2.4	0.0
Cycle Q Clear(g_c), s	8.5	1.2	4.6	4.4	2.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1661	741	530	2191	426	
V/C Ratio(X)	0.32	0.05	0.35	0.18	0.14	
Avail Cap(c_a), veh/h	1661	741	759	2191	426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.00
Uniform Delay (d), s/veh	15.0	13.1	10.2	7.5	27.0	0.0
Incr Delay (d2), s/veh	0.5	0.1	0.4	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.4	1.7	1.6	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	13.2	10.6	7.6	27.7	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	574			591	60	A
Approach Delay, s/veh	15.4			8.6	27.7	
Approach LOS	B			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.0	13.4	48.6		62.0
Change Period (Y+Rc), s		6.5	6.5	6.5		6.5
Max Green Setting (Gmax), s		21.5	18.5	30.5		55.5
Max Q Clear Time (g_c+l1), s		4.4	6.6	10.5		6.4
Green Ext Time (p_c), s		0.1	0.4	3.7		3.0
Intersection Summary						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

Timings
6: Mill Street & SH-119

2040 Total Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	571	55	396	537	37	297
Future Volume (vph)	571	55	396	537	37	297
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	30.4	30.4	35.0	65.4	24.6	
Total Split (%)	33.8%	33.8%	38.9%	72.7%	27.3%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	32.7	32.7	58.9	58.9	18.1	90.0
Actuated g/C Ratio	0.36	0.36	0.65	0.65	0.20	1.00
v/c Ratio	0.48	0.10	0.78	0.25	0.11	0.20
Control Delay	25.2	7.4	19.6	6.8	26.4	0.3
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	25.2	7.4	19.7	6.8	26.4	0.3
LOS	C	A	B	A	C	A
Approach Delay	23.7			12.2	3.2	
Approach LOS	C			B	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary

6: Mill Street & SH-119

2040 Total Friday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	571	55	396	537	37	297
Future Volume (veh/h)	571	55	396	537	37	297
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	621	60	430	584	40	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1494	667	594	2326	358	
Arrive On Green	0.42	0.42	0.16	0.65	0.20	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	621	60	430	584	40	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	11.0	2.1	11.3	6.1	1.7	0.0
Cycle Q Clear(g_c), s	11.0	2.1	11.3	6.1	1.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1494	667	594	2326	358	
V/C Ratio(X)	0.42	0.09	0.72	0.25	0.11	
Avail Cap(c_a), veh/h	1494	667	870	2326	358	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.00
Uniform Delay (d), s/veh	18.3	15.7	11.5	6.4	29.4	0.0
Incr Delay (d2), s/veh	0.9	0.3	1.7	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.8	4.2	2.1	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	16.0	13.2	6.7	30.0	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	681			1014	40	A
Approach Delay, s/veh	18.9			9.4	30.0	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	24.6		21.1	44.3	65.4	
Change Period (Y+Rc), s	6.5		6.5	6.5	6.5	
Max Green Setting (Gmax), s	18.1		28.5	23.9	58.9	
Max Q Clear Time (g_c+l1), s	3.7		13.3	13.0	8.1	
Green Ext Time (p_c), s	0.0		1.2	3.3	4.6	
Intersection Summary						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: Mill Street & SH-119

2040 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	816	72	488	769	52	381
Future Volume (vph)	816	72	488	769	52	381
Turn Type	NA	Perm	pm+pt	NA	Prot	Free
Protected Phases	4		3	8	2	
Permitted Phases		4	8			Free
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	
Total Split (s)	27.5	27.5	38.0	65.5	24.5	
Total Split (%)	30.6%	30.6%	42.2%	72.8%	27.2%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	Max	
Act Effect Green (s)	24.7	24.7	59.0	59.0	18.0	90.0
Actuated g/C Ratio	0.27	0.27	0.66	0.66	0.20	1.00
v/c Ratio	0.92	0.16	0.93	0.36	0.16	0.26
Control Delay	49.0	7.8	46.9	7.5	27.0	0.4
Queue Delay	0.0	0.0	5.5	0.0	0.0	0.0
Total Delay	49.0	7.8	52.4	7.5	27.0	0.4
LOS	D	A	D	A	C	A
Approach Delay	45.7			24.9	3.6	
Approach LOS	D			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: Mill Street & SH-119



HCM 6th Signalized Intersection Summary 6: Mill Street & SH-119

2040 Total Saturday PM.syn
03/11/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	816	72	488	769	52	381
Future Volume (veh/h)	816	72	488	769	52	381
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	887	78	530	836	57	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1228	548	578	2330	356	
Arrive On Green	0.35	0.35	0.24	0.66	0.20	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	887	78	530	836	57	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	19.6	3.0	17.9	9.5	2.4	0.0
Cycle Q Clear(g_c), s	19.6	3.0	17.9	9.5	2.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1228	548	578	2330	356	
V/C Ratio(X)	0.72	0.14	0.92	0.36	0.16	
Avail Cap(c_a), veh/h	1228	548	778	2330	356	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.00
Uniform Delay (d), s/veh	25.7	20.3	19.2	7.0	29.8	0.0
Incr Delay (d2), s/veh	3.7	0.5	12.8	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.2	8.7	3.3	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.4	20.8	32.0	7.4	30.6	0.0
LnGrp LOS	C	C	C	A	C	
Approach Vol, veh/h	965			1366	57	A
Approach Delay, s/veh	28.7			17.0	30.6	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.5	27.9	37.6		65.5
Change Period (Y+Rc), s		6.5	6.5	6.5		6.5
Max Green Setting (Gmax), s		18.0	31.5	21.0		59.0
Max Q Clear Time (g_c+l1), s		4.4	19.9	21.6		11.5
Green Ext Time (p_c), s		0.1	1.4	0.0		7.3
Intersection Summary						
HCM 6th Ctrl Delay			22.0			
HCM 6th LOS			C			

Notes




















Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings

2: Mill Street & Main Street

2020 Existing Adj Weekday AM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	10	1	6	24	15	5	6	58	16
Future Volume (vph)	8	10	1	6	24	15	5	6	58	16
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	15.0	42.0	27.0	27.0	33.0	33.0	33.0	15.0	48.0	48.0
Total Split (%)	16.7%	46.7%	30.0%	30.0%	36.7%	36.7%	36.7%	16.7%	53.3%	53.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.0	9.0	6.2	6.2		76.7	76.7	75.3	79.2	79.2
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.85	0.85	0.84	0.88	0.88
v/c Ratio	0.06	0.14	0.01	0.13		0.03	0.00	0.01	0.04	0.01
Control Delay	33.2	21.9	38.0	28.7		6.2	0.0	2.3	1.8	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	21.9	38.0	28.7		6.2	0.0	2.3	1.8	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		24.8		29.3		5.5			1.5	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.14

Intersection Signal Delay: 9.5

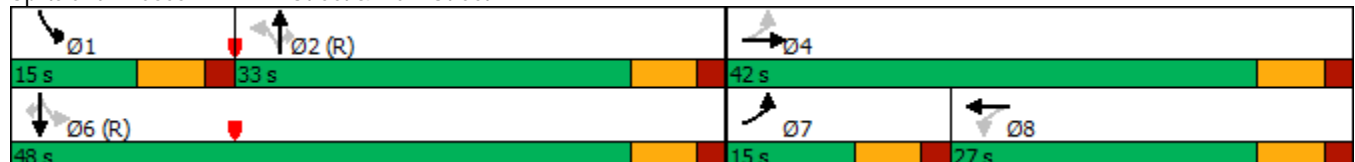
Intersection LOS: A

Intersection Capacity Utilization 28.7%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 2: Mill Street & Main Street



HCM 6th Signalized Intersection Summary 2: Mill Street & Main Street

2020 Existing Adj Weekday AM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	14	1	6	8	24	15	5	6	58	16
Future Volume (veh/h)	8	10	14	1	6	8	24	15	5	6	58	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	11	15	1	7	9	26	16	5	7	63	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	86	117	131	27	35	654	388	1037	995	1376	1166
Arrive On Green	0.01	0.12	0.12	0.04	0.04	0.04	0.65	0.65	0.65	0.01	0.74	0.74
Sat Flow, veh/h	1781	717	978	1385	743	955	900	593	1585	1781	1870	1585
Grp Volume(v), veh/h	9	0	26	1	0	16	42	0	5	7	63	17
Grp Sat Flow(s),veh/h/ln	1781	0	1694	1385	0	1698	1494	0	1585	1781	1870	1585
Q Serve(g_s), s	0.4	0.0	1.2	0.1	0.0	0.8	0.0	0.0	0.1	0.1	0.8	0.3
Cycle Q Clear(g_c), s	0.4	0.0	1.2	0.1	0.0	0.8	0.7	0.0	0.1	0.1	0.8	0.3
Prop In Lane	1.00		0.58	1.00		0.56	0.62		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	203	131	0	62	1042	0	1037	995	1376	1166
V/C Ratio(X)	0.07	0.00	0.13	0.01	0.00	0.26	0.04	0.00	0.00	0.01	0.05	0.01
Avail Cap(c_a), veh/h	287	0	668	395	0	387	1042	0	1037	1147	1376	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	35.4	41.8	0.0	42.2	5.5	0.0	5.4	4.5	3.3	3.2
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	2.2	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	0.0	35.7	41.8	0.0	44.3	5.6	0.0	5.4	4.5	3.3	3.2
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		35			17			47			87	
Approach Delay, s/veh		36.6			44.2			5.6			3.4	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.3	65.4		17.3		72.7	7.5	9.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.5	26.5		35.5		41.5	8.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	2.7		3.2		2.8	2.4	2.8				
Green Ext Time (p_c), s	0.0	0.2		0.1		0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Timings

2: Mill Street & Main Street

2020 Existing Adj Weekday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	44	29	6	34	25	79	4	6	48	26
Future Volume (vph)	44	29	6	34	25	79	4	6	48	26
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	16.0	43.0	27.0	27.0	33.0	33.0	33.0	14.0	47.0	47.0
Total Split (%)	17.8%	47.8%	30.0%	30.0%	36.7%	36.7%	36.7%	15.6%	52.2%	52.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.7	16.6	7.5	7.5		65.4	65.4	65.3	67.9	67.9
Actuated g/C Ratio	0.19	0.18	0.08	0.08		0.73	0.73	0.73	0.75	0.75
v/c Ratio	0.22	0.12	0.06	0.30		0.09	0.00	0.01	0.04	0.02
Control Delay	28.9	21.7	37.8	36.6		9.6	0.0	5.0	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	21.7	37.8	36.6		9.6	0.0	5.0	4.5	0.0
LOS	C	C	D	D		A	A	A	A	A
Approach Delay		25.5		36.7		9.2			3.1	
Approach LOS		C		D		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 16.2

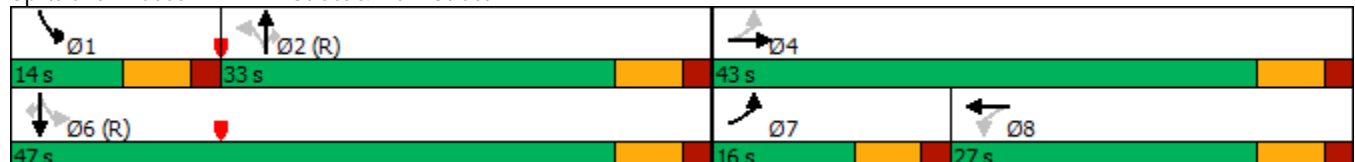
Intersection LOS: B

Intersection Capacity Utilization 32.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2020 Existing Adj Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	29	9	6	34	9	25	79	4	6	48	26
Future Volume (veh/h)	44	29	9	6	34	9	25	79	4	6	48	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	32	10	7	37	10	27	86	4	7	52	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	221	69	149	72	19	270	834	971	864	1298	1100
Arrive On Green	0.04	0.16	0.16	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1366	427	1365	1418	383	359	1361	1585	1781	1870	1585
Grp Volume(v), veh/h	48	0	42	7	0	47	113	0	4	7	52	28
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1365	0	1801	1720	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	0.0	1.8	0.4	0.0	2.3	0.0	0.0	0.1	0.1	0.8	0.5
Cycle Q Clear(g_c), s	2.2	0.0	1.8	0.4	0.0	2.3	2.2	0.0	0.1	0.1	0.8	0.5
Prop In Lane	1.00		0.24	1.00		0.21	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	290	149	0	91	1104	0	971	864	1298	1100
V/C Ratio(X)	0.26	0.00	0.14	0.05	0.00	0.52	0.10	0.00	0.00	0.01	0.04	0.03
Avail Cap(c_a), veh/h	302	0	727	391	0	410	1104	0	971	997	1298	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	32.4	40.8	0.0	41.7	7.2	0.0	6.8	5.8	4.3	4.3
Incr Delay (d2), s/veh	0.8	0.0	0.2	0.1	0.0	4.5	0.2	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	0.2	0.0	1.1	0.9	0.0	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	32.6	40.9	0.0	46.1	7.4	0.0	6.8	5.8	4.4	4.3
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	90			54			117			87		
Approach Delay, s/veh	35.1			45.5			7.3			4.5		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	7.3	61.7	21.0		69.0		10.0	11.0				
Change Period (Y+Rc), s	6.5	6.5	6.5		6.5		6.5	6.5				
Max Green Setting (Gmax), s	7.5	26.5	36.5		40.5		9.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	4.2	3.8		2.8		4.2	4.3				
Green Ext Time (p_c), s	0.0	0.5	0.2		0.3		0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	19.7											
HCM 6th LOS	B											

Timings
7: Mill Street & Main Street

2020 Existing Adj Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	38	58	13	43	17	116	20	27	92	59
Future Volume (vph)	38	58	13	43	17	116	20	27	92	59
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	41.0	27.0	27.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	15.6%	45.6%	30.0%	30.0%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.5	16.5	8.1	8.1		58.9	58.9	62.9	64.2	64.2
Actuated g/C Ratio	0.18	0.18	0.09	0.09		0.65	0.65	0.70	0.71	0.71
v/c Ratio	0.20	0.25	0.12	0.36		0.12	0.02	0.04	0.08	0.05
Control Delay	28.8	22.5	38.7	35.5		11.5	0.1	3.3	3.1	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	22.5	38.7	35.5		11.5	0.1	3.3	3.1	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.5		36.1		10.0			2.1	
Approach LOS		C		D		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 14.2

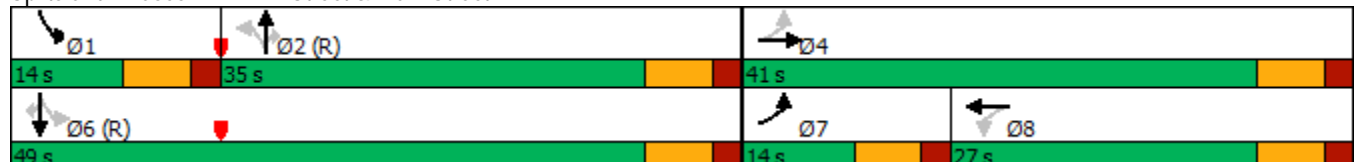
Intersection LOS: B

Intersection Capacity Utilization 33.3%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2020 Existing Adj Friday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	58	21	13	43	16	17	116	20	27	92	59
Future Volume (veh/h)	38	58	21	13	43	16	17	116	20	27	92	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	63	23	14	47	17	18	126	22	29	100	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	218	80	157	77	28	141	953	932	817	1288	1092
Arrive On Green	0.04	0.17	0.17	0.06	0.06	0.06	0.59	0.59	0.59	0.03	0.69	0.69
Sat Flow, veh/h	1781	1307	477	1311	1311	474	163	1621	1585	1781	1870	1585
Grp Volume(v), veh/h	41	0	86	14	0	64	144	0	22	29	100	64
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1311	0	1785	1784	0	1585	1781	1870	1585
Q Serve(g_s), s	1.9	0.0	3.8	0.9	0.0	3.1	0.0	0.0	0.5	0.5	1.6	1.2
Cycle Q Clear(g_c), s	1.9	0.0	3.8	0.9	0.0	3.1	3.1	0.0	0.5	0.5	1.6	1.2
Prop In Lane	1.00		0.27	1.00		0.27	0.12		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	298	157	0	105	1094	0	932	817	1288	1092
V/C Ratio(X)	0.23	0.00	0.29	0.09	0.00	0.61	0.13	0.00	0.02	0.04	0.08	0.06
Avail Cap(c_a), veh/h	260	0	684	379	0	407	1094	0	932	915	1288	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.1	0.0	32.8	40.3	0.0	41.3	8.3	0.0	7.7	6.1	4.6	4.5
Incr Delay (d2), s/veh	0.7	0.0	0.5	0.2	0.0	5.6	0.2	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.7	0.3	0.0	1.5	1.2	0.0	0.2	0.2	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	33.4	40.5	0.0	46.9	8.5	0.0	7.8	6.1	4.7	4.6
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		127			78			166			193	
Approach Delay, s/veh		34.5			45.8			8.4			4.9	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.1	59.4		21.5		68.5	9.7	11.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5		34.5		42.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	2.5	5.1		5.8		3.6	3.9	5.1				
Green Ext Time (p_c), s	0.0	0.8		0.4		0.8	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Timings

7: Mill Street & Main Street

2020 Existing Adj Saturday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	82	19	61	23	166	29	38	131	85
Future Volume (vph)	55	82	19	61	23	166	29	38	131	85
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	41.0	27.0	27.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	15.6%	45.6%	30.0%	30.0%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.2	20.2	9.1	9.1		48.7	48.7	56.8	56.8	56.8
Actuated g/C Ratio	0.22	0.22	0.10	0.10		0.54	0.54	0.63	0.63	0.63
v/c Ratio	0.24	0.29	0.17	0.46		0.21	0.03	0.06	0.12	0.09
Control Delay	27.2	22.6	38.5	37.2		15.0	0.1	4.0	3.9	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.4	0.0
Total Delay	27.2	22.6	38.5	37.2		15.0	0.1	4.0	4.2	0.2
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.1		37.4		13.0			2.9	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 15.4

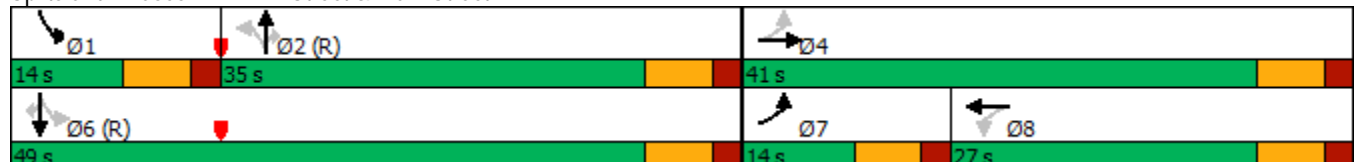
Intersection LOS: B

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2020 Existing Adj Saturday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	82	30	19	61	22	23	166	29	38	131	85
Future Volume (veh/h)	55	82	30	19	61	22	23	166	29	38	131	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	89	33	21	66	24	25	180	32	41	142	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	248	92	176	98	36	130	903	883	731	1244	1054
Arrive On Green	0.04	0.19	0.19	0.08	0.08	0.08	0.56	0.56	0.56	0.04	0.66	0.66
Sat Flow, veh/h	1781	1301	482	1269	1309	476	153	1620	1585	1781	1870	1585
Grp Volume(v), veh/h	60	0	122	21	0	90	205	0	32	41	142	92
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1269	0	1785	1774	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	0.0	5.3	1.4	0.0	4.4	0.0	0.0	0.8	0.8	2.5	1.9
Cycle Q Clear(g_c), s	2.7	0.0	5.3	1.4	0.0	4.4	4.9	0.0	0.8	0.8	2.5	1.9
Prop In Lane	1.00		0.27	1.00		0.27	0.12		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	340	176	0	134	1033	0	883	731	1244	1054
V/C Ratio(X)	0.31	0.00	0.36	0.12	0.00	0.67	0.20	0.00	0.04	0.06	0.11	0.09
Avail Cap(c_a), veh/h	263	0	684	369	0	407	1033	0	883	816	1244	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	34.6	0.0	31.6	39.1	0.0	40.5	9.9	0.0	9.0	7.1	5.5	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.3	0.0	5.7	0.4	0.0	0.1	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.3	0.4	0.0	2.1	2.0	0.0	0.3	0.3	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	32.3	39.4	0.0	46.2	10.3	0.0	9.1	7.1	5.6	5.5
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		182			111			237			275	
Approach Delay, s/veh		33.4			44.9			10.2			5.8	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.7	56.6		23.7		66.3	10.4	13.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5		34.5		42.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	2.8	6.9		7.3		4.5	4.7	6.4				
Green Ext Time (p_c), s	0.0	1.2		0.6		1.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

Timings

2: Mill Street & Main Street

2025 Background Weekday AM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	9	11	1	7	26	16	5	7	63	17
Future Volume (vph)	9	11	1	7	26	16	5	7	63	17
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	16.0	43.0	27.0	27.0	31.0	31.0	31.0	16.0	47.0	47.0
Total Split (%)	17.8%	47.8%	30.0%	30.0%	34.4%	34.4%	34.4%	17.8%	52.2%	52.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.0	9.1	6.3	6.3		76.6	76.6	75.2	79.1	79.1
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.85	0.85	0.84	0.88	0.88
v/c Ratio	0.07	0.15	0.01	0.14		0.03	0.00	0.01	0.04	0.01
Control Delay	33.2	21.9	38.0	28.6		6.2	0.0	2.9	2.2	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	21.9	38.0	28.6		6.2	0.0	2.9	2.2	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		24.9		29.1		5.6			1.9	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.15

Intersection Signal Delay: 9.7

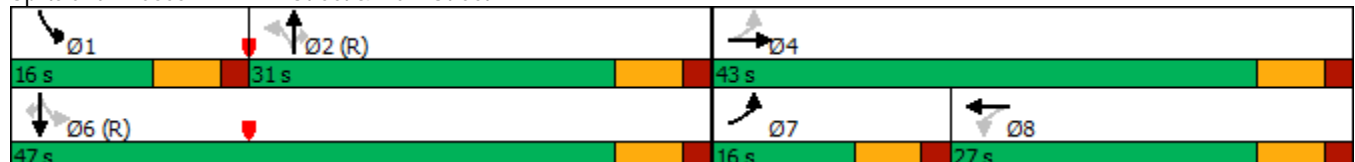
Intersection LOS: A

Intersection Capacity Utilization 28.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2025 Background Weekday AM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	11	15	1	7	9	26	16	5	7	63	17
Future Volume (veh/h)	9	11	15	1	7	9	26	16	5	7	63	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	12	16	1	8	10	28	17	5	8	68	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	89	119	133	29	36	651	381	1031	990	1370	1161
Arrive On Green	0.01	0.12	0.12	0.04	0.04	0.04	0.65	0.65	0.65	0.01	0.73	0.73
Sat Flow, veh/h	1781	727	969	1382	756	945	901	586	1585	1781	1870	1585
Grp Volume(v), veh/h	10	0	28	1	0	18	45	0	5	8	68	18
Grp Sat Flow(s),veh/h/ln	1781	0	1696	1382	0	1700	1486	0	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	1.3	0.1	0.0	0.9	0.0	0.0	0.1	0.1	0.9	0.3
Cycle Q Clear(g_c), s	0.5	0.0	1.3	0.1	0.0	0.9	0.8	0.0	0.1	0.1	0.9	0.3
Prop In Lane	1.00		0.57	1.00		0.56	0.62		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	0	208	133	0	65	1032	0	1031	990	1370	1161
V/C Ratio(X)	0.07	0.00	0.13	0.01	0.00	0.28	0.04	0.00	0.00	0.01	0.05	0.02
Avail Cap(c_a), veh/h	307	0	688	395	0	387	1032	0	1031	1160	1370	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	35.2	41.6	0.0	42.1	5.6	0.0	5.5	4.6	3.3	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	2.3	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	35.5	41.7	0.0	44.3	5.7	0.0	5.5	4.6	3.4	3.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		38			19			50			94	
Approach Delay, s/veh		36.5			44.2			5.7			3.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	65.0		17.6		72.4	7.6	10.0				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	9.5	24.5		36.5		40.5	9.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	2.8		3.3		2.9	2.5	2.9				
Green Ext Time (p_c), s	0.0	0.2		0.1		0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Timings

2025 Background Weekday PM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	48	32	7	37	27	86	4	7	52	28
Future Volume (vph)	48	32	7	37	27	86	4	7	52	28
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	15.0	42.0	27.0	27.0	34.0	34.0	34.0	14.0	48.0	48.0
Total Split (%)	16.7%	46.7%	30.0%	30.0%	37.8%	37.8%	37.8%	15.6%	53.3%	53.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.6	16.4	7.6	7.6		65.5	65.5	65.5	68.1	68.1
Actuated g/C Ratio	0.18	0.18	0.08	0.08		0.73	0.73	0.73	0.76	0.76
v/c Ratio	0.25	0.14	0.07	0.31		0.10	0.00	0.01	0.04	0.02
Control Delay	29.6	22.0	37.9	36.7		9.4	0.0	4.6	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	22.0	37.9	36.7		9.4	0.0	4.6	4.0	0.0
LOS	C	C	D	D		A	A	A	A	A
Approach Delay		26.1		36.8		9.1			2.8	
Approach LOS		C		D		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 16.2

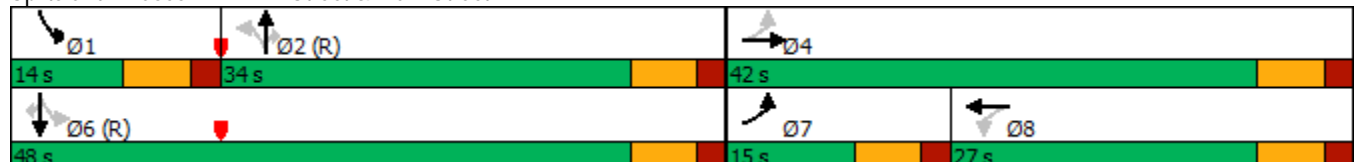
Intersection LOS: B

Intersection Capacity Utilization 32.8%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 2: Mill Street & Main Street



HCM 6th Signalized Intersection Summary 2: Mill Street & Main Street

2025 Background Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	32	10	7	37	10	27	86	4	7	52	28
Future Volume (veh/h)	48	32	10	7	37	10	27	86	4	7	52	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	35	11	8	40	11	29	93	4	8	57	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	224	70	150	73	20	267	829	965	853	1293	1096
Arrive On Green	0.04	0.16	0.16	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1364	429	1360	1412	388	356	1362	1585	1781	1870	1585
Grp Volume(v), veh/h	52	0	46	8	0	51	122	0	4	8	57	30
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1360	0	1800	1718	0	1585	1781	1870	1585
Q Serve(g_s), s	2.4	0.0	2.0	0.5	0.0	2.5	0.0	0.0	0.1	0.1	0.9	0.5
Cycle Q Clear(g_c), s	2.4	0.0	2.0	0.5	0.0	2.5	2.5	0.0	0.1	0.1	0.9	0.5
Prop In Lane	1.00		0.24	1.00		0.22	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	294	150	0	93	1096	0	965	853	1293	1096
V/C Ratio(X)	0.28	0.00	0.16	0.05	0.00	0.55	0.11	0.00	0.00	0.01	0.04	0.03
Avail Cap(c_a), veh/h	281	0	707	390	0	410	1096	0	965	984	1293	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	32.3	40.7	0.0	41.7	7.4	0.0	6.9	5.9	4.4	4.4
Incr Delay (d2), s/veh	0.8	0.0	0.2	0.1	0.0	5.0	0.2	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	0.2	0.0	1.2	1.0	0.0	0.0	0.0	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	32.5	40.9	0.0	46.7	7.6	0.0	6.9	5.9	4.5	4.4
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		98			59			126			95	
Approach Delay, s/veh		35.1			45.9			7.5			4.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	61.3		21.3		68.7	10.1	11.1				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	27.5		35.5		41.5	8.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	4.5		4.0		2.9	4.4	4.5				
Green Ext Time (p_c), s	0.0	0.6		0.2		0.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									

Timings
7: Mill Street & Main Street

2030 Background Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	69	16	51	20	139	24	32	110	71
Future Volume (vph)	45	69	16	51	20	139	24	32	110	71
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	41.0	27.0	27.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	15.6%	45.6%	30.0%	30.0%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.0	17.0	8.6	8.6		55.8	55.8	62.4	63.7	63.7
Actuated g/C Ratio	0.19	0.19	0.10	0.10		0.62	0.62	0.69	0.71	0.71
v/c Ratio	0.23	0.29	0.14	0.40		0.16	0.02	0.04	0.09	0.07
Control Delay	28.9	23.3	38.6	35.4		13.3	0.0	3.7	3.4	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.0
Total Delay	28.9	23.3	38.6	35.4		13.3	0.0	3.7	3.6	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		25.1		36.0		11.6			2.4	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 14.8

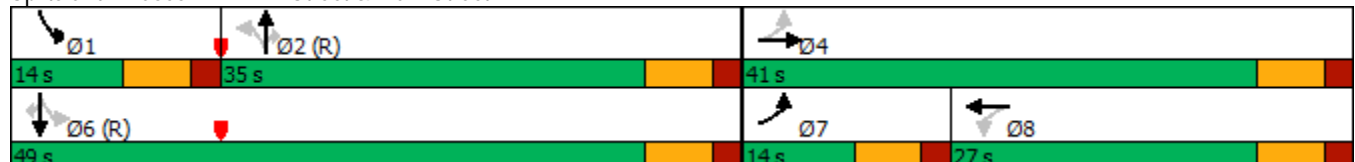
Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2030 Background Friday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	69	25	16	51	19	20	139	24	32	110	71
Future Volume (veh/h)	45	69	25	16	51	19	20	139	24	32	110	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	75	27	17	55	21	22	151	26	35	120	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	234	84	166	86	33	139	923	908	777	1267	1074
Arrive On Green	0.04	0.18	0.18	0.07	0.07	0.07	0.57	0.57	0.57	0.03	0.68	0.68
Sat Flow, veh/h	1781	1313	473	1293	1289	492	164	1611	1585	1781	1870	1585
Grp Volume(v), veh/h	49	0	102	17	0	76	173	0	26	35	120	77
Grp Sat Flow(s),veh/h/ln	1781	0	1785	1293	0	1782	1775	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	0.0	4.5	1.1	0.0	3.7	0.0	0.0	0.6	0.7	2.0	1.5
Cycle Q Clear(g_c), s	2.2	0.0	4.5	1.1	0.0	3.7	3.9	0.0	0.6	0.7	2.0	1.5
Prop In Lane	1.00		0.26	1.00		0.28	0.13		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	318	166	0	119	1062	0	908	777	1267	1074
V/C Ratio(X)	0.27	0.00	0.32	0.10	0.00	0.64	0.16	0.00	0.03	0.05	0.09	0.07
Avail Cap(c_a), veh/h	262	0	684	374	0	406	1062	0	908	868	1267	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.4	0.0	32.2	39.7	0.0	40.9	9.0	0.0	8.3	6.6	5.0	4.9
Incr Delay (d2), s/veh	0.8	0.0	0.6	0.3	0.0	5.6	0.3	0.0	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.0	0.4	0.0	1.8	1.6	0.0	0.2	0.2	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	32.8	40.0	0.0	46.6	9.4	0.0	8.4	6.6	5.1	5.0
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		151			93			199			232	
Approach Delay, s/veh		33.9			45.4			9.3			5.3	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.4	58.1		22.5		67.5	10.0	12.5				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5		34.5		42.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	2.7	5.9		6.5		4.0	4.2	5.7				
Green Ext Time (p_c), s	0.0	1.0		0.5		1.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Timings
7: Mill Street & Main Street

2025 Background Saturday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	60	90	21	67	25	181	32	42	143	93
Future Volume (vph)	60	90	21	67	25	181	32	42	143	93
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	41.1%	41.1%	41.1%	14.4%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.8	20.8	9.6	9.6		48.1	48.1	56.2	56.2	56.2
Actuated g/C Ratio	0.23	0.23	0.11	0.11		0.53	0.53	0.62	0.62	0.62
v/c Ratio	0.25	0.31	0.17	0.48		0.24	0.04	0.07	0.13	0.10
Control Delay	26.9	23.4	38.0	37.8		15.7	0.1	3.8	3.8	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.4	0.0
Total Delay	26.9	23.4	38.0	37.8		15.7	0.1	3.8	4.2	0.3
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.5		37.8		13.6			2.8	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 15.7

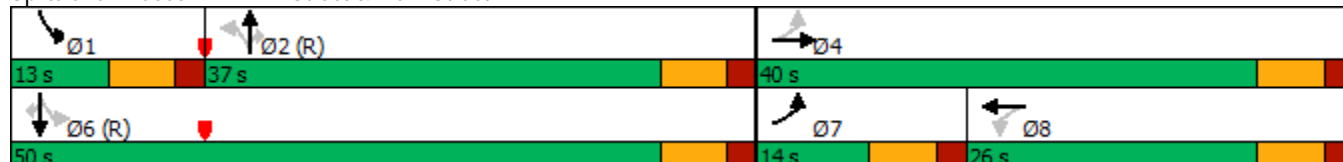
Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2025 Background Saturday PM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	90	33	21	67	24	25	181	32	42	143	93
Future Volume (veh/h)	60	90	33	21	67	24	25	181	32	42	143	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	98	36	23	73	26	27	197	35	46	155	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	257	95	181	106	38	127	889	869	706	1231	1043
Arrive On Green	0.04	0.20	0.20	0.08	0.08	0.08	0.55	0.55	0.55	0.04	0.66	0.66
Sat Flow, veh/h	1781	1305	479	1256	1317	469	150	1621	1585	1781	1870	1585
Grp Volume(v), veh/h	65	0	134	23	0	99	224	0	35	46	155	101
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1256	0	1786	1771	0	1585	1781	1870	1585
Q Serve(g_s), s	2.9	0.0	5.9	1.5	0.0	4.9	0.0	0.0	0.9	0.9	2.8	2.1
Cycle Q Clear(g_c), s	2.9	0.0	5.9	1.5	0.0	4.9	5.5	0.0	0.9	0.9	2.8	2.1
Prop In Lane	1.00		0.27	1.00		0.26	0.12		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	352	181	0	144	1015	0	869	706	1231	1043
V/C Ratio(X)	0.34	0.00	0.38	0.13	0.00	0.69	0.22	0.00	0.04	0.07	0.13	0.10
Avail Cap(c_a), veh/h	263	0	664	352	0	387	1015	0	869	767	1231	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	34.2	0.0	31.3	38.8	0.0	40.3	10.4	0.0	9.4	7.4	5.7	5.6
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.3	0.0	5.8	0.5	0.0	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.6	0.5	0.0	2.3	2.3	0.0	0.3	0.3	1.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	32.0	39.1	0.0	46.0	10.9	0.0	9.5	7.5	5.9	5.8
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		199			122			259			302	
Approach Delay, s/veh		33.1			44.7			10.7			6.1	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.9	55.8		24.3		65.7	10.5	13.7				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	6.5	30.5		33.5		43.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	2.9	7.5		7.9		4.8	4.9	6.9				
Green Ext Time (p_c), s	0.0	1.4		0.7		1.3	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Timings

2025 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	9	11	1	7	26	94	5	7	155	17
Future Volume (vph)	9	11	1	7	26	94	5	7	155	17
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	15.0	41.0	26.0	26.0	34.0	34.0	34.0	15.0	49.0	49.0
Total Split (%)	16.7%	45.6%	28.9%	28.9%	37.8%	37.8%	37.8%	16.7%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.0	9.1	6.3	6.3		76.6	76.6	75.2	79.1	79.1
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.85	0.85	0.84	0.88	0.88
v/c Ratio	0.07	0.15	0.01	0.14		0.09	0.00	0.01	0.10	0.01
Control Delay	33.2	21.9	38.0	28.6		5.5	0.0	1.6	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	21.9	38.0	28.6		5.5	0.0	1.6	1.1	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		24.9		29.1		5.3			1.0	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.15

Intersection Signal Delay: 6.2

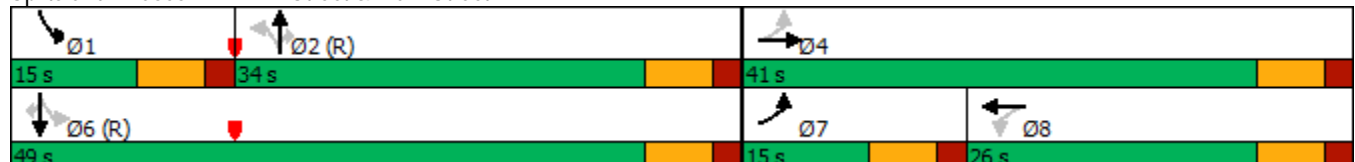
Intersection LOS: A

Intersection Capacity Utilization 38.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2025 Total Weekday AM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	11	15	1	7	9	26	94	5	7	155	17
Future Volume (veh/h)	9	11	15	1	7	9	26	94	5	7	155	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	12	16	1	8	10	28	102	5	8	168	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	89	119	133	29	36	253	897	1031	901	1370	1161
Arrive On Green	0.01	0.12	0.12	0.04	0.04	0.04	0.65	0.65	0.65	0.01	0.73	0.73
Sat Flow, veh/h	1781	727	969	1382	756	945	315	1379	1585	1781	1870	1585
Grp Volume(v), veh/h	10	0	28	1	0	18	130	0	5	8	168	18
Grp Sat Flow(s),veh/h/ln	1781	0	1696	1382	0	1700	1694	0	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	1.3	0.1	0.0	0.9	0.0	0.0	0.1	0.1	2.4	0.3
Cycle Q Clear(g_c), s	0.5	0.0	1.3	0.1	0.0	0.9	2.4	0.0	0.1	0.1	2.4	0.3
Prop In Lane	1.00		0.57	1.00		0.56	0.22		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	0	208	133	0	65	1150	0	1031	901	1370	1161
V/C Ratio(X)	0.07	0.00	0.13	0.01	0.00	0.28	0.11	0.00	0.00	0.01	0.12	0.02
Avail Cap(c_a), veh/h	287	0	650	379	0	368	1150	0	1031	1051	1370	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	38.9	0.0	35.2	41.6	0.0	42.1	5.9	0.0	5.5	4.7	3.5	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	2.3	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.0	0.4	0.9	0.0	0.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	35.5	41.7	0.0	44.3	6.1	0.0	5.5	4.7	3.7	3.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		38			19			135			194	
Approach Delay, s/veh		36.5			44.2			6.1			3.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	65.0		17.6		72.4	7.6	10.0				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.5	27.5		34.5		42.5	8.5	19.5				
Max Q Clear Time (g_c+I1), s	2.1	4.4		3.3		4.4	2.5	2.9				
Green Ext Time (p_c), s	0.0	0.7		0.1		1.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

Timings

2025 Total Weekday PM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	48	32	7	37	27	170	4	7	143	28
Future Volume (vph)	48	32	7	37	27	170	4	7	143	28
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	41.1%	41.1%	41.1%	14.4%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.1	15.9	7.6	7.6		66.0	66.0	66.0	68.6	68.6
Actuated g/C Ratio	0.18	0.18	0.08	0.08		0.73	0.73	0.73	0.76	0.76
v/c Ratio	0.26	0.14	0.07	0.31		0.16	0.00	0.01	0.11	0.02
Control Delay	30.6	22.6	37.9	36.7		9.1	0.0	2.7	2.2	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.1	0.0
Total Delay	30.6	22.6	37.9	36.7		9.1	0.0	2.7	2.4	0.0
LOS	C	C	D	D		A	A	A	A	A
Approach Delay		26.9		36.8		8.9			2.0	
Approach LOS		C		D		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 12.6

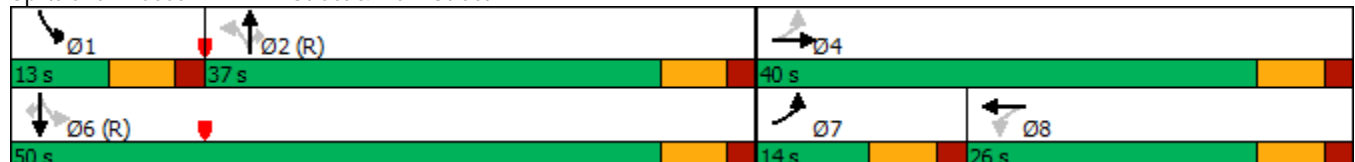
Intersection LOS: B

Intersection Capacity Utilization 43.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2025 Total Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	32	10	7	37	10	27	170	4	7	143	28
Future Volume (veh/h)	48	32	10	7	37	10	27	170	4	7	143	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	35	11	8	40	11	29	185	4	8	155	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	224	70	150	73	20	156	966	965	765	1293	1096
Arrive On Green	0.04	0.16	0.16	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1364	429	1360	1412	388	182	1587	1585	1781	1870	1585
Grp Volume(v), veh/h	52	0	46	8	0	51	214	0	4	8	155	30
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1360	0	1800	1769	0	1585	1781	1870	1585
Q Serve(g_s), s	2.4	0.0	2.0	0.5	0.0	2.5	0.0	0.0	0.1	0.1	2.5	0.5
Cycle Q Clear(g_c), s	2.4	0.0	2.0	0.5	0.0	2.5	4.5	0.0	0.1	0.1	2.5	0.5
Prop In Lane	1.00		0.24	1.00		0.22	0.14		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	294	150	0	93	1123	0	965	765	1293	1096
V/C Ratio(X)	0.28	0.00	0.16	0.05	0.00	0.55	0.19	0.00	0.00	0.01	0.12	0.03
Avail Cap(c_a), veh/h	261	0	667	375	0	390	1123	0	965	876	1293	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.5	0.0	32.3	40.7	0.0	41.7	7.8	0.0	6.9	6.1	4.7	4.4
Incr Delay (d2), s/veh	0.8	0.0	0.2	0.1	0.0	5.0	0.4	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	0.2	0.0	1.2	1.8	0.0	0.0	0.0	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	32.5	40.9	0.0	46.7	8.1	0.0	6.9	6.1	4.9	4.4
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		98			59			218			193	
Approach Delay, s/veh		35.1			45.9			8.1			4.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	61.3		21.3		68.7	10.1	11.1				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	6.5	30.5		33.5		43.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	2.1	6.5		4.0		4.5	4.4	4.5				
Green Ext Time (p_c), s	0.0	1.2		0.2		1.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

Timings
7: Mill Street & Main Street

2025 Total Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	42	63	14	47	19	221	22	30	296	65
Future Volume (vph)	42	63	14	47	19	221	22	30	296	65
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	11.0	36.0	25.0	25.0	43.0	43.0	43.0	11.0	54.0	54.0
Total Split (%)	12.2%	40.0%	27.8%	27.8%	47.8%	47.8%	47.8%	12.2%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	14.9	14.9	8.3	8.3		62.5	62.5	68.1	69.0	69.0
Actuated g/C Ratio	0.17	0.17	0.09	0.09		0.69	0.69	0.76	0.77	0.77
v/c Ratio	0.23	0.30	0.13	0.38		0.21	0.02	0.04	0.23	0.06
Control Delay	31.3	25.0	38.6	35.5		9.1	0.0	1.8	2.8	1.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.5	0.0
Total Delay	31.3	25.0	38.6	35.5		9.1	0.0	1.8	3.3	1.2
LOS	C	C	D	D		A	A	A	A	A
Approach Delay		27.1		36.0		8.3			2.8	
Approach LOS		C		D		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 11.1

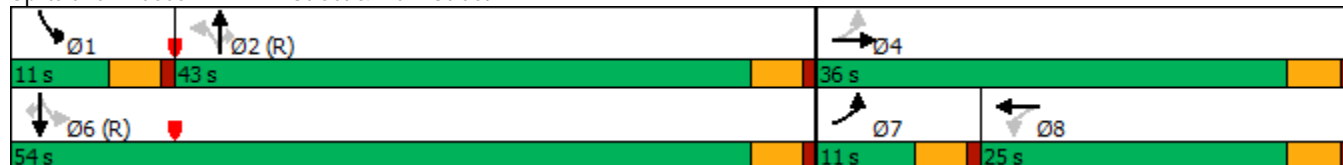
Intersection LOS: B

Intersection Capacity Utilization 43.8%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2025 Total Friday PM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	63	23	14	47	17	19	221	22	30	296	65
Future Volume (veh/h)	42	63	23	14	47	17	19	221	22	30	296	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	68	25	15	51	18	21	240	24	33	322	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	196	72	161	82	29	104	1135	1060	822	1403	1189
Arrive On Green	0.04	0.15	0.15	0.06	0.06	0.06	0.67	0.67	0.67	0.03	0.75	0.75
Sat Flow, veh/h	1781	1304	480	1303	1320	466	91	1698	1585	1781	1870	1585
Grp Volume(v), veh/h	46	0	93	15	0	69	261	0	24	33	322	71
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1303	0	1786	1789	0	1585	1781	1870	1585
Q Serve(g_s), s	2.1	0.0	4.2	1.0	0.0	3.4	0.0	0.0	0.5	0.5	4.7	1.1
Cycle Q Clear(g_c), s	2.1	0.0	4.2	1.0	0.0	3.4	4.8	0.0	0.5	0.5	4.7	1.1
Prop In Lane	1.00		0.27	1.00		0.26	0.08		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	0	268	161	0	111	1240	0	1060	822	1403	1189
V/C Ratio(X)	0.26	0.00	0.35	0.09	0.00	0.62	0.21	0.00	0.02	0.04	0.23	0.06
Avail Cap(c_a), veh/h	241	0	624	377	0	407	1240	0	1060	895	1403	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	35.8	0.0	34.3	40.0	0.0	41.2	5.7	0.0	5.0	3.8	3.4	2.9
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.2	0.0	5.6	0.4	0.0	0.0	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.9	0.3	0.0	1.6	1.8	0.0	0.1	0.1	1.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	35.1	40.3	0.0	46.8	6.1	0.0	5.1	3.8	3.7	3.0
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		139			84			285			426	
Approach Delay, s/veh		35.5			45.6			6.0			3.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.3	64.7		18.0		72.0	7.9	10.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	38.5		31.5		49.5	6.5	20.5				
Max Q Clear Time (g_c+I1), s	2.5	6.8		6.2		6.7	4.1	5.4				
Green Ext Time (p_c), s	0.0	1.7		0.4		2.4	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

Timings

2025 Total Saturday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	60	90	21	67	25	271	32	42	339	93
Future Volume (vph)	60	90	21	67	25	271	32	42	339	93
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	12.0	37.0	25.0	25.0	41.0	41.0	41.0	12.0	53.0	53.0
Total Split (%)	13.3%	41.1%	27.8%	27.8%	45.6%	45.6%	45.6%	13.3%	58.9%	58.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.2	19.2	9.6	9.6		49.7	49.7	57.8	57.8	57.8
Actuated g/C Ratio	0.21	0.21	0.11	0.11		0.55	0.55	0.64	0.64	0.64
v/c Ratio	0.29	0.34	0.17	0.48		0.33	0.04	0.07	0.31	0.10
Control Delay	29.3	25.3	38.1	37.8		15.6	0.1	2.2	4.1	1.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	1.7	0.0
Total Delay	29.3	25.3	38.1	37.8		15.6	0.1	2.2	5.8	1.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		26.6		37.9		14.0			4.6	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 14.5

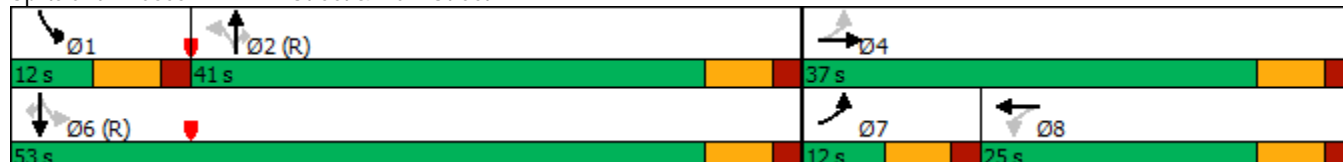
Intersection LOS: B

Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2025 Total Saturday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	90	33	21	67	24	25	271	32	42	339	93
Future Volume (veh/h)	60	90	33	21	67	24	25	271	32	42	339	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	98	36	23	73	26	27	295	35	46	368	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	257	94	181	106	38	92	928	869	625	1232	1044
Arrive On Green	0.04	0.20	0.20	0.08	0.08	0.08	0.55	0.55	0.55	0.04	0.66	0.66
Sat Flow, veh/h	1781	1305	479	1256	1317	469	88	1693	1585	1781	1870	1585
Grp Volume(v), veh/h	65	0	134	23	0	99	322	0	35	46	368	101
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1256	0	1786	1780	0	1585	1781	1870	1585
Q Serve(g_s), s	2.9	0.0	5.9	1.5	0.0	4.9	0.0	0.0	0.9	0.9	7.5	2.1
Cycle Q Clear(g_c), s	2.9	0.0	5.9	1.5	0.0	4.9	8.5	0.0	0.9	0.9	7.5	2.1
Prop In Lane	1.00		0.27	1.00		0.26	0.08		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	352	181	0	143	1020	0	869	625	1232	1044
V/C Ratio(X)	0.34	0.00	0.38	0.13	0.00	0.69	0.32	0.00	0.04	0.07	0.30	0.10
Avail Cap(c_a), veh/h	223	0	605	338	0	367	1020	0	869	666	1232	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	34.3	0.0	31.4	38.8	0.0	40.3	11.1	0.0	9.4	7.7	6.5	5.6
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.3	0.0	5.8	0.8	0.0	0.1	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.6	0.5	0.0	2.3	3.5	0.0	0.3	0.3	2.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	0.0	32.0	39.1	0.0	46.1	11.9	0.0	9.5	7.7	6.9	5.7
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		199			122			357			515	
Approach Delay, s/veh		33.1			44.8			11.7			6.7	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.9	55.8		24.2		65.8	10.5	13.7				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	34.5		30.5		46.5	5.5	18.5				
Max Q Clear Time (g_c+I1), s	2.9	10.5		7.9		9.5	4.9	6.9				
Green Ext Time (p_c), s	0.0	2.1		0.7		2.8	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

Timings

2030 Background Weekday AM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	10	12	1	7	29	18	6	7	69	19
Future Volume (vph)	10	12	1	7	29	18	6	7	69	19
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	16.0	43.0	27.0	27.0	31.0	31.0	31.0	16.0	47.0	47.0
Total Split (%)	17.8%	47.8%	30.0%	30.0%	34.4%	34.4%	34.4%	17.8%	52.2%	52.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.1	9.1	6.4	6.4		72.8	72.8	72.7	75.3	75.3
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.81	0.81	0.81	0.84	0.84
v/c Ratio	0.08	0.16	0.01	0.15		0.04	0.01	0.01	0.05	0.02
Control Delay	33.4	21.3	38.0	27.8		6.6	0.0	3.0	2.4	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	21.3	38.0	27.8		6.6	0.0	3.0	2.4	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		24.5		28.3		5.8			2.0	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.16

Intersection Signal Delay: 9.5

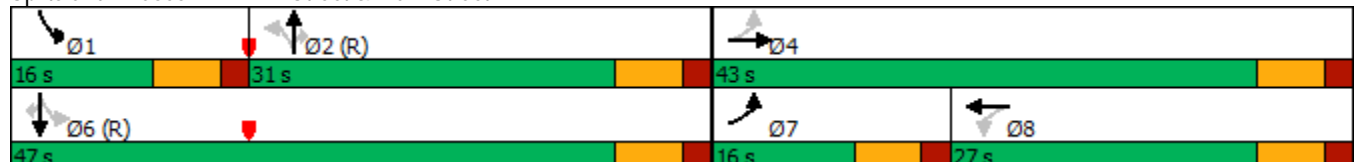
Intersection LOS: A

Intersection Capacity Utilization 28.7%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 2: Mill Street & Main Street



HCM 6th Signalized Intersection Summary 2: Mill Street & Main Street

2030 Background Weekday AM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	12	17	1	7	10	29	18	6	7	69	19
Future Volume (veh/h)	10	12	17	1	7	10	29	18	6	7	69	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	13	18	1	8	11	32	20	7	8	75	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	89	124	135	29	39	639	385	1027	980	1365	1157
Arrive On Green	0.01	0.13	0.13	0.04	0.04	0.04	0.65	0.65	0.65	0.01	0.73	0.73
Sat Flow, veh/h	1781	710	983	1378	713	981	887	594	1585	1781	1870	1585
Grp Volume(v), veh/h	11	0	31	1	0	19	52	0	7	8	75	21
Grp Sat Flow(s),veh/h/ln	1781	0	1693	1378	0	1694	1481	0	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	1.5	0.1	0.0	1.0	0.0	0.0	0.1	0.1	1.0	0.3
Cycle Q Clear(g_c), s	0.5	0.0	1.5	0.1	0.0	1.0	0.9	0.0	0.1	0.1	1.0	0.3
Prop In Lane	1.00		0.58	1.00		0.58	0.62		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	213	135	0	68	1024	0	1027	980	1365	1157
V/C Ratio(X)	0.08	0.00	0.15	0.01	0.00	0.28	0.05	0.00	0.01	0.01	0.05	0.02
Avail Cap(c_a), veh/h	309	0	687	394	0	386	1024	0	1027	1150	1365	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	35.0	41.5	0.0	41.9	5.7	0.0	5.6	4.7	3.4	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	2.2	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	35.4	41.5	0.0	44.2	5.8	0.0	5.6	4.7	3.5	3.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	42			20			59			104		
Approach Delay, s/veh	36.3			44.0			5.8			3.6		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	7.4	64.8	17.8		72.2		7.7	10.1				
Change Period (Y+Rc), s	6.5	6.5	6.5		6.5		6.5	6.5				
Max Green Setting (Gmax), s	9.5	24.5	36.5		40.5		9.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	2.9	3.5		3.0		2.5	3.0				
Green Ext Time (p_c), s	0.0	0.2	0.1		0.5		0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	13.9											
HCM 6th LOS	B											

Timings

2: Mill Street & Main Street

2030 Background Weekday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	35	7	41	30	94	5	7	57	31
Future Volume (vph)	53	35	7	41	30	94	5	7	57	31
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	16.0	43.0	27.0	27.0	33.0	33.0	33.0	14.0	47.0	47.0
Total Split (%)	17.8%	47.8%	30.0%	30.0%	36.7%	36.7%	36.7%	15.6%	52.2%	52.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.9	19.9	7.8	7.8		58.3	58.3	59.5	60.8	60.8
Actuated g/C Ratio	0.22	0.22	0.09	0.09		0.65	0.65	0.66	0.68	0.68
v/c Ratio	0.23	0.12	0.07	0.34		0.12	0.00	0.01	0.05	0.03
Control Delay	27.3	20.5	37.6	37.1		10.9	0.0	5.3	5.1	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	20.5	37.6	37.1		10.9	0.0	5.3	5.1	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.2		37.1		10.5			3.5	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 16.4

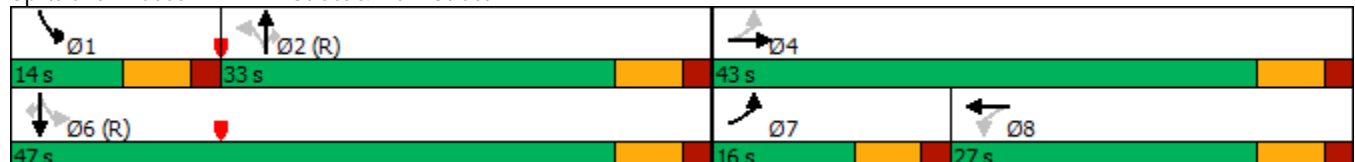
Intersection LOS: B

Intersection Capacity Utilization 33.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2030 Background Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	35	11	7	41	11	30	94	5	7	57	31
Future Volume (veh/h)	53	35	11	7	41	11	30	94	5	7	57	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	38	12	8	45	12	33	102	5	8	62	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	228	72	151	75	20	272	814	961	838	1288	1091
Arrive On Green	0.04	0.17	0.17	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1363	430	1355	1423	379	366	1343	1585	1781	1870	1585
Grp Volume(v), veh/h	58	0	50	8	0	57	135	0	5	8	62	34
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1355	0	1802	1710	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	0.0	2.2	0.5	0.0	2.8	0.0	0.0	0.1	0.1	1.0	0.6
Cycle Q Clear(g_c), s	2.7	0.0	2.2	0.5	0.0	2.8	2.8	0.0	0.1	0.1	1.0	0.6
Prop In Lane	1.00		0.24	1.00		0.21	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	300	151	0	94	1086	0	961	838	1288	1091
V/C Ratio(X)	0.31	0.00	0.17	0.05	0.00	0.60	0.12	0.00	0.01	0.01	0.05	0.03
Avail Cap(c_a), veh/h	297	0	727	389	0	410	1086	0	961	969	1288	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	32.1	40.6	0.0	41.7	7.5	0.0	7.0	6.0	4.5	4.5
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.1	0.0	6.1	0.2	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.9	0.2	0.0	1.4	1.1	0.0	0.0	0.0	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	32.4	40.8	0.0	47.8	7.8	0.0	7.0	6.0	4.6	4.5
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		108			65			140			104	
Approach Delay, s/veh		35.0			46.9			7.7			4.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	61.0		21.5		68.5	10.3	11.2				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	26.5		36.5		40.5	9.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	4.8		4.2		3.0	4.7	4.8				
Green Ext Time (p_c), s	0.0	0.7		0.2		0.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Timings
7: Mill Street & Main Street

2030 Background Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	69	16	51	20	139	24	32	110	71
Future Volume (vph)	45	69	16	51	20	139	24	32	110	71
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	41.0	27.0	27.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	15.6%	45.6%	30.0%	30.0%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.0	17.0	8.6	8.6		55.8	55.8	62.4	63.7	63.7
Actuated g/C Ratio	0.19	0.19	0.10	0.10		0.62	0.62	0.69	0.71	0.71
v/c Ratio	0.23	0.29	0.14	0.40		0.16	0.02	0.04	0.09	0.07
Control Delay	28.9	23.3	38.6	35.4		13.3	0.0	3.7	3.4	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.0
Total Delay	28.9	23.3	38.6	35.4		13.3	0.0	3.7	3.6	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		25.1		36.0		11.6			2.4	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 14.8

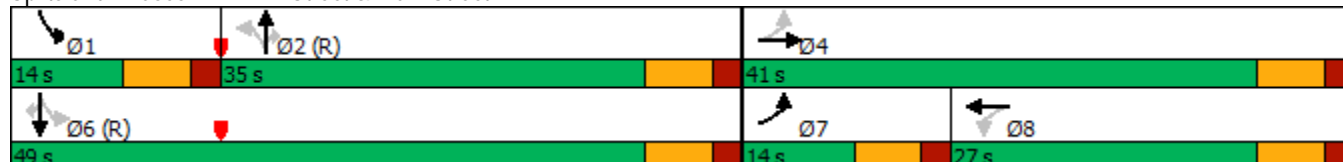
Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2030 Background Friday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	69	25	16	51	19	20	139	24	32	110	71
Future Volume (veh/h)	45	69	25	16	51	19	20	139	24	32	110	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	75	27	17	55	21	22	151	26	35	120	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	234	84	166	86	33	139	923	908	777	1267	1074
Arrive On Green	0.04	0.18	0.18	0.07	0.07	0.07	0.57	0.57	0.57	0.03	0.68	0.68
Sat Flow, veh/h	1781	1313	473	1293	1289	492	164	1611	1585	1781	1870	1585
Grp Volume(v), veh/h	49	0	102	17	0	76	173	0	26	35	120	77
Grp Sat Flow(s),veh/h/ln	1781	0	1785	1293	0	1782	1775	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	0.0	4.5	1.1	0.0	3.7	0.0	0.0	0.6	0.7	2.0	1.5
Cycle Q Clear(g_c), s	2.2	0.0	4.5	1.1	0.0	3.7	3.9	0.0	0.6	0.7	2.0	1.5
Prop In Lane	1.00		0.26	1.00		0.28	0.13		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	318	166	0	119	1062	0	908	777	1267	1074
V/C Ratio(X)	0.27	0.00	0.32	0.10	0.00	0.64	0.16	0.00	0.03	0.05	0.09	0.07
Avail Cap(c_a), veh/h	262	0	684	374	0	406	1062	0	908	868	1267	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.4	0.0	32.2	39.7	0.0	40.9	9.0	0.0	8.3	6.6	5.0	4.9
Incr Delay (d2), s/veh	0.8	0.0	0.6	0.3	0.0	5.6	0.3	0.0	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.0	0.4	0.0	1.8	1.6	0.0	0.2	0.2	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	32.8	40.0	0.0	46.6	9.4	0.0	8.4	6.6	5.1	5.0
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		151			93			199			232	
Approach Delay, s/veh		33.9			45.4			9.3			5.3	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.4	58.1		22.5		67.5	10.0	12.5				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5		34.5		42.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	2.7	5.9		6.5		4.0	4.2	5.7				
Green Ext Time (p_c), s	0.0	1.0		0.5		1.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Timings

2030 Background Saturday PM.syn

7: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	66	98	23	73	27	198	35	45	157	102
Future Volume (vph)	66	98	23	73	27	198	35	45	157	102
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	41.1%	41.1%	41.1%	14.4%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	21.2	21.2	10.0	10.0		47.5	47.5	55.8	55.8	55.8
Actuated g/C Ratio	0.24	0.24	0.11	0.11		0.53	0.53	0.62	0.62	0.62
v/c Ratio	0.28	0.33	0.18	0.50		0.26	0.04	0.07	0.15	0.11
Control Delay	27.1	23.9	37.9	38.5		16.3	0.1	3.6	3.7	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.5	0.0
Total Delay	27.1	23.9	37.9	38.5		16.3	0.1	3.6	4.2	0.3
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.9		38.4		14.1			2.8	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 16.0

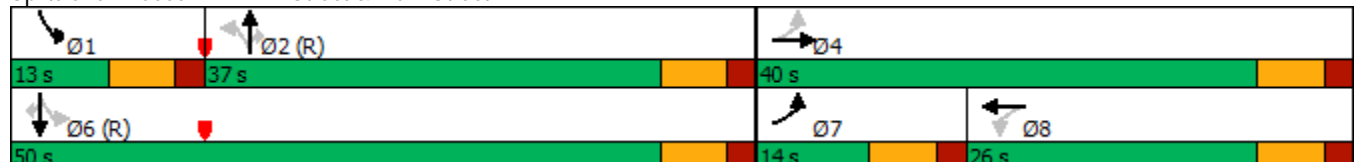
Intersection LOS: B

Intersection Capacity Utilization 53.4%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2030 Background Saturday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	98	36	23	73	26	27	198	35	45	157	102
Future Volume (veh/h)	66	98	36	23	73	26	27	198	35	45	157	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	107	39	25	79	28	29	215	38	49	171	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	269	98	186	112	40	123	873	853	678	1215	1030
Arrive On Green	0.05	0.21	0.21	0.09	0.09	0.09	0.54	0.54	0.54	0.04	0.65	0.65
Sat Flow, veh/h	1781	1308	477	1242	1319	467	145	1623	1585	1781	1870	1585
Grp Volume(v), veh/h	72	0	146	25	0	107	244	0	38	49	171	111
Grp Sat Flow(s),veh/h/ln	1781	0	1785	1242	0	1786	1768	0	1585	1781	1870	1585
Q Serve(g_s), s	3.2	0.0	6.4	1.7	0.0	5.2	0.0	0.0	1.0	1.0	3.2	2.4
Cycle Q Clear(g_c), s	3.2	0.0	6.4	1.7	0.0	5.2	6.2	0.0	1.0	1.0	3.2	2.4
Prop In Lane	1.00		0.27	1.00		0.26	0.12		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	368	186	0	152	996	0	853	678	1215	1030
V/C Ratio(X)	0.36	0.00	0.40	0.13	0.00	0.70	0.24	0.00	0.04	0.07	0.14	0.11
Avail Cap(c_a), veh/h	263	0	664	349	0	387	996	0	853	737	1215	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	33.7	0.0	30.9	38.4	0.0	40.1	11.0	0.0	9.8	7.8	6.1	5.9
Incr Delay (d2), s/veh	1.1	0.0	0.7	0.3	0.0	5.8	0.6	0.0	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.8	0.5	0.0	2.5	2.6	0.0	0.4	0.4	1.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	31.6	38.8	0.0	45.8	11.6	0.0	9.9	7.8	6.3	6.1
LnGrp LOS	C	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		218			132			282			331	
Approach Delay, s/veh		32.7			44.5			11.4			6.5	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.0	54.9		25.0		65.0	10.9	14.2				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	6.5	30.5		33.5		43.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	3.0	8.2		8.4		5.2	5.2	7.2				
Green Ext Time (p_c), s	0.0	1.5		0.8		1.4	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

Timings

2030 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	10	12	1	7	29	96	6	7	161	19
Future Volume (vph)	10	12	1	7	29	96	6	7	161	19
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	15.0	41.0	26.0	26.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	16.7%	45.6%	28.9%	28.9%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.1	9.1	6.4	6.4		72.8	72.8	72.7	75.3	75.3
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.81	0.81	0.81	0.84	0.84
v/c Ratio	0.08	0.16	0.01	0.15		0.10	0.01	0.01	0.11	0.02
Control Delay	33.4	21.3	38.0	27.8		6.0	0.0	1.4	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.0
Total Delay	33.4	21.3	38.0	27.8		6.0	0.0	1.4	1.3	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		24.5		28.3		5.7			1.2	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.16

Intersection Signal Delay: 6.5

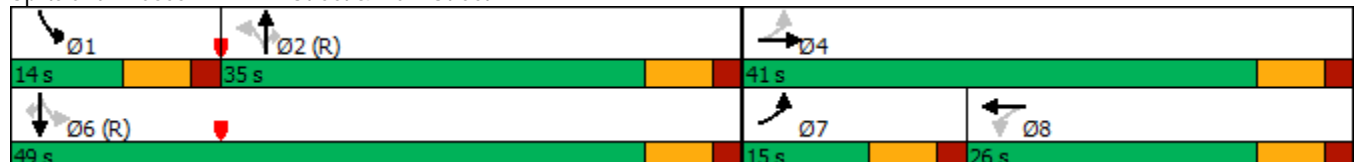
Intersection LOS: A

Intersection Capacity Utilization 38.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2030 Total Weekday AM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	12	17	1	7	10	29	96	6	7	161	19
Future Volume (veh/h)	10	12	17	1	7	10	29	96	6	7	161	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	13	18	1	8	11	32	104	7	8	175	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	89	124	135	29	39	272	860	1027	893	1365	1157
Arrive On Green	0.01	0.13	0.13	0.04	0.04	0.04	0.65	0.65	0.65	0.01	0.73	0.73
Sat Flow, veh/h	1781	710	983	1378	713	981	344	1328	1585	1781	1870	1585
Grp Volume(v), veh/h	11	0	31	1	0	19	136	0	7	8	175	21
Grp Sat Flow(s),veh/h/ln	1781	0	1693	1378	0	1694	1672	0	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	1.5	0.1	0.0	1.0	0.0	0.0	0.1	0.1	2.5	0.3
Cycle Q Clear(g_c), s	0.5	0.0	1.5	0.1	0.0	1.0	2.5	0.0	0.1	0.1	2.5	0.3
Prop In Lane	1.00		0.58	1.00		0.58	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	213	135	0	68	1132	0	1027	893	1365	1157
V/C Ratio(X)	0.08	0.00	0.15	0.01	0.00	0.28	0.12	0.00	0.01	0.01	0.13	0.02
Avail Cap(c_a), veh/h	289	0	649	379	0	367	1132	0	1027	1023	1365	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	38.7	0.0	35.0	41.5	0.0	41.9	6.0	0.0	5.6	4.7	3.6	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	2.2	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.0	0.4	0.9	0.0	0.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	35.4	41.5	0.0	44.2	6.2	0.0	5.6	4.7	3.8	3.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	42			20			143			204		
Approach Delay, s/veh	36.3			44.0			6.2			3.8		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	7.4	64.8	17.8		72.2		7.7	10.1				
Change Period (Y+Rc), s	6.5	6.5	6.5		6.5		6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5	34.5		42.5		8.5	19.5				
Max Q Clear Time (g_c+I1), s	2.1	4.5	3.5		4.5		2.5	3.0				
Green Ext Time (p_c), s	0.0	0.7	0.1		1.1		0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	9.9											
HCM 6th LOS	A											

Timings

2030 Total Weekday PM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	35	7	41	30	178	5	7	148	31
Future Volume (vph)	53	35	7	41	30	178	5	7	148	31
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	41.1%	41.1%	41.1%	14.4%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	18.9	18.9	7.8	7.8		59.3	59.3	60.5	61.8	61.8
Actuated g/C Ratio	0.21	0.21	0.09	0.09		0.66	0.66	0.67	0.69	0.69
v/c Ratio	0.25	0.13	0.07	0.34		0.20	0.00	0.01	0.13	0.03
Control Delay	28.9	21.6	37.6	37.1		10.4	0.0	2.7	2.7	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.0
Total Delay	28.9	21.6	37.6	37.1		10.4	0.0	2.7	2.9	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		25.5		37.1		10.2			2.5	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 13.2

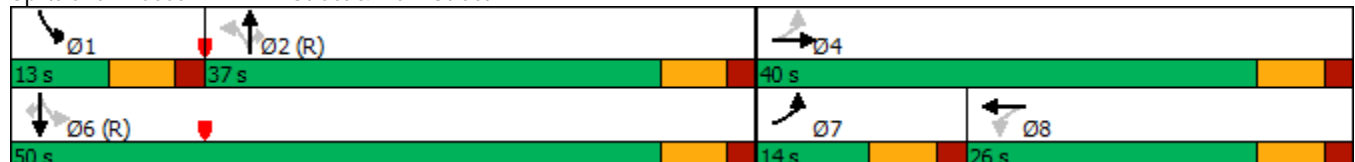
Intersection LOS: B

Intersection Capacity Utilization 44.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2030 Total Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	35	11	7	41	11	30	178	5	7	148	31
Future Volume (veh/h)	53	35	11	7	41	11	30	178	5	7	148	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	38	12	8	45	12	33	193	5	8	161	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	228	72	151	75	20	166	944	961	752	1288	1091
Arrive On Green	0.04	0.17	0.17	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1363	430	1355	1423	379	199	1558	1585	1781	1870	1585
Grp Volume(v), veh/h	58	0	50	8	0	57	226	0	5	8	161	34
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1355	0	1802	1756	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	0.0	2.2	0.5	0.0	2.8	0.0	0.0	0.1	0.1	2.6	0.6
Cycle Q Clear(g_c), s	2.7	0.0	2.2	0.5	0.0	2.8	4.9	0.0	0.1	0.1	2.6	0.6
Prop In Lane	1.00		0.24	1.00		0.21	0.15		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	300	151	0	94	1110	0	961	752	1288	1091
V/C Ratio(X)	0.31	0.00	0.17	0.05	0.00	0.60	0.20	0.00	0.01	0.01	0.13	0.03
Avail Cap(c_a), veh/h	257	0	667	374	0	390	1110	0	961	862	1288	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.4	0.0	32.1	40.6	0.0	41.7	7.9	0.0	7.0	6.2	4.8	4.5
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.1	0.0	6.1	0.4	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.9	0.2	0.0	1.4	1.9	0.0	0.0	0.1	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	32.4	40.8	0.0	47.8	8.4	0.0	7.0	6.2	5.0	4.5
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	108			65			231			203		
Approach Delay, s/veh	35.0			46.9			8.3			4.9		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	7.4	61.0	21.5		68.5		10.3	11.2				
Change Period (Y+Rc), s	6.5	6.5	6.5		6.5		6.5	6.5				
Max Green Setting (Gmax), s	6.5	30.5	33.5		43.5		7.5	19.5				
Max Q Clear Time (g_c+I1), s	2.1	6.9	4.2		4.6		4.7	4.8				
Green Ext Time (p_c), s	0.0	1.3	0.2		1.1		0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	16.1											
HCM 6th LOS	B											

Timings
7: Mill Street & Main Street

2030 Total Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	69	16	51	20	233	24	32	305	71
Future Volume (vph)	45	69	16	51	20	233	24	32	305	71
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	12.0	38.0	26.0	26.0	40.0	40.0	40.0	12.0	52.0	52.0
Total Split (%)	13.3%	42.2%	28.9%	28.9%	44.4%	44.4%	44.4%	13.3%	57.8%	57.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	15.8	15.8	8.6	8.6		57.0	57.0	63.6	64.9	64.9
Actuated g/C Ratio	0.18	0.18	0.10	0.10		0.63	0.63	0.71	0.72	0.72
v/c Ratio	0.26	0.31	0.14	0.41		0.24	0.02	0.05	0.25	0.07
Control Delay	31.1	25.0	38.6	35.8		12.9	0.0	1.8	2.9	0.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.5	0.0
Total Delay	31.1	25.0	38.6	35.8		12.9	0.0	1.8	3.5	0.8
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		27.0		36.3		11.8			2.9	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 12.4

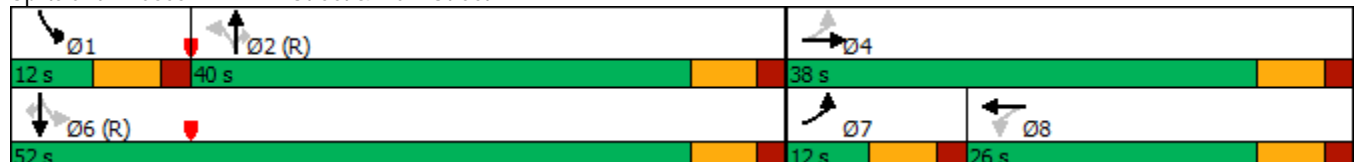
Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2030 Total Friday PM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	69	25	16	51	19	20	233	24	32	305	71
Future Volume (veh/h)	45	69	25	16	51	19	20	233	24	32	305	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	75	27	17	55	21	22	253	26	35	332	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	234	84	166	86	33	92	979	908	687	1267	1074
Arrive On Green	0.04	0.18	0.18	0.07	0.07	0.07	0.57	0.57	0.57	0.03	0.68	0.68
Sat Flow, veh/h	1781	1313	473	1293	1289	492	84	1709	1585	1781	1870	1585
Grp Volume(v), veh/h	49	0	102	17	0	76	275	0	26	35	332	77
Grp Sat Flow(s),veh/h/ln	1781	0	1785	1293	0	1782	1793	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	0.0	4.5	1.1	0.0	3.7	0.0	0.0	0.6	0.7	6.3	1.5
Cycle Q Clear(g_c), s	2.2	0.0	4.5	1.1	0.0	3.7	6.6	0.0	0.6	0.7	6.3	1.5
Prop In Lane	1.00		0.26	1.00		0.28	0.08		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	318	166	0	119	1071	0	908	687	1267	1074
V/C Ratio(X)	0.27	0.00	0.32	0.10	0.00	0.64	0.26	0.00	0.03	0.05	0.26	0.07
Avail Cap(c_a), veh/h	222	0	625	360	0	386	1071	0	908	738	1267	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	35.4	0.0	32.3	39.7	0.0	41.0	9.6	0.0	8.3	6.8	5.7	4.9
Incr Delay (d2), s/veh	0.8	0.0	0.6	0.3	0.0	5.7	0.6	0.0	0.1	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.0	0.4	0.0	1.8	2.7	0.0	0.2	0.2	2.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	0.0	32.8	40.0	0.0	46.6	10.2	0.0	8.4	6.8	6.1	5.0
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		151			93			301			444	
Approach Delay, s/veh		33.9			45.4			10.0			5.9	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.4	58.1		22.5		67.5	10.0	12.5				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	33.5		31.5		45.5	5.5	19.5				
Max Q Clear Time (g_c+I1), s	2.7	8.6		6.5		8.3	4.2	5.7				
Green Ext Time (p_c), s	0.0	1.8		0.5		2.4	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

Timings

2030 Total Saturday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	66	98	23	73	27	288	35	45	353	102
Future Volume (vph)	66	98	23	73	27	288	35	45	353	102
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	12.0	37.0	25.0	25.0	41.0	41.0	41.0	12.0	53.0	53.0
Total Split (%)	13.3%	41.1%	27.8%	27.8%	45.6%	45.6%	45.6%	13.3%	58.9%	58.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.6	19.6	10.0	10.0		49.2	49.2	57.4	57.4	57.4
Actuated g/C Ratio	0.22	0.22	0.11	0.11		0.55	0.55	0.64	0.64	0.64
v/c Ratio	0.31	0.36	0.18	0.50		0.35	0.04	0.08	0.32	0.11
Control Delay	29.5	25.8	37.9	38.5		16.2	0.1	2.5	4.8	1.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	1.9	0.0
Total Delay	29.5	25.8	37.9	38.5		16.2	0.1	2.5	6.7	1.3
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		27.1		38.4		14.6			5.2	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 15.2

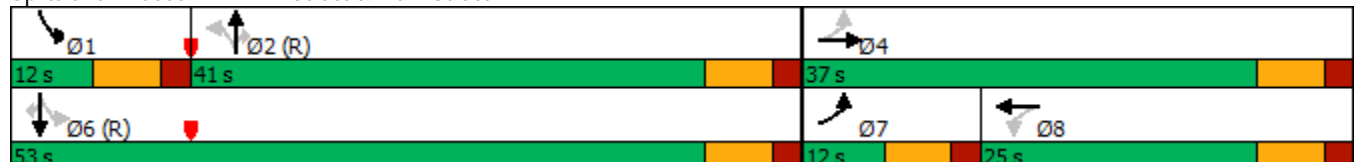
Intersection LOS: B

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2030 Total Saturday PM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	98	36	23	73	26	27	288	35	45	353	102
Future Volume (veh/h)	66	98	36	23	73	26	27	288	35	45	353	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	107	39	25	79	28	29	313	38	49	384	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	269	98	186	112	40	91	909	854	598	1216	1030
Arrive On Green	0.05	0.21	0.21	0.09	0.09	0.09	0.54	0.54	0.54	0.04	0.65	0.65
Sat Flow, veh/h	1781	1308	477	1242	1319	467	88	1688	1585	1781	1870	1585
Grp Volume(v), veh/h	72	0	146	25	0	107	342	0	38	49	384	111
Grp Sat Flow(s),veh/h/ln	1781	0	1785	1242	0	1786	1776	0	1585	1781	1870	1585
Q Serve(g_s), s	3.2	0.0	6.4	1.7	0.0	5.2	0.0	0.0	1.0	1.0	8.1	2.4
Cycle Q Clear(g_c), s	3.2	0.0	6.4	1.7	0.0	5.2	9.3	0.0	1.0	1.0	8.1	2.4
Prop In Lane	1.00		0.27	1.00		0.26	0.08		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	0	367	186	0	152	1000	0	854	598	1216	1030
V/C Ratio(X)	0.36	0.00	0.40	0.13	0.00	0.70	0.34	0.00	0.04	0.08	0.32	0.11
Avail Cap(c_a), veh/h	223	0	605	335	0	367	1000	0	854	637	1216	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	33.8	0.0	30.9	38.4	0.0	40.1	11.7	0.0	9.8	8.1	6.9	5.9
Incr Delay (d2), s/veh	1.1	0.0	0.7	0.3	0.0	5.9	0.9	0.0	0.1	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.8	0.5	0.0	2.5	3.9	0.0	0.4	0.4	3.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	31.6	38.8	0.0	45.9	12.7	0.0	9.9	8.2	7.3	6.0
LnGrp LOS	C	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		218			132			380			544	
Approach Delay, s/veh		32.7			44.6			12.4			7.1	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.0	55.0		25.0		65.0	10.8	14.2				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	34.5		30.5		46.5	5.5	18.5				
Max Q Clear Time (g_c+I1), s	3.0	11.3		8.4		10.1	5.2	7.2				
Green Ext Time (p_c), s	0.0	2.3		0.7		3.0	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Timings

2040 Background Weekday AM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	35	7	41	30	94	5	7	57	31
Future Volume (vph)	53	35	7	41	30	94	5	7	57	31
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	16.0	43.0	27.0	27.0	33.0	33.0	33.0	14.0	47.0	47.0
Total Split (%)	17.8%	47.8%	30.0%	30.0%	36.7%	36.7%	36.7%	15.6%	52.2%	52.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.9	19.9	7.8	7.8		58.3	58.3	59.5	60.8	60.8
Actuated g/C Ratio	0.22	0.22	0.09	0.09		0.65	0.65	0.66	0.68	0.68
v/c Ratio	0.23	0.12	0.07	0.34		0.12	0.00	0.01	0.05	0.03
Control Delay	27.3	20.5	37.6	37.1		10.9	0.0	5.3	5.1	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	20.5	37.6	37.1		10.9	0.0	5.3	5.1	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.2		37.1		10.5			3.5	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 16.4

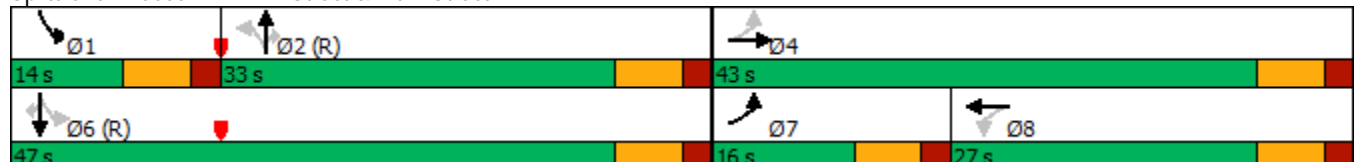
Intersection LOS: B

Intersection Capacity Utilization 33.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2040 Background Weekday AM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	35	11	7	41	11	30	94	5	7	57	31
Future Volume (veh/h)	53	35	11	7	41	11	30	94	5	7	57	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	38	12	8	45	12	33	102	5	8	62	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	228	72	151	75	20	272	814	961	838	1288	1091
Arrive On Green	0.04	0.17	0.17	0.05	0.05	0.05	0.61	0.61	0.61	0.01	0.69	0.69
Sat Flow, veh/h	1781	1363	430	1355	1423	379	366	1343	1585	1781	1870	1585
Grp Volume(v), veh/h	58	0	50	8	0	57	135	0	5	8	62	34
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1355	0	1802	1710	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	0.0	2.2	0.5	0.0	2.8	0.0	0.0	0.1	0.1	1.0	0.6
Cycle Q Clear(g_c), s	2.7	0.0	2.2	0.5	0.0	2.8	2.8	0.0	0.1	0.1	1.0	0.6
Prop In Lane	1.00		0.24	1.00		0.21	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	300	151	0	94	1086	0	961	838	1288	1091
V/C Ratio(X)	0.31	0.00	0.17	0.05	0.00	0.60	0.12	0.00	0.01	0.01	0.05	0.03
Avail Cap(c_a), veh/h	297	0	727	389	0	410	1086	0	961	969	1288	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	32.1	40.6	0.0	41.7	7.5	0.0	7.0	6.0	4.5	4.5
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.1	0.0	6.1	0.2	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.9	0.2	0.0	1.4	1.1	0.0	0.0	0.0	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	32.4	40.8	0.0	47.8	7.8	0.0	7.0	6.0	4.6	4.5
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		108			65			140			104	
Approach Delay, s/veh		35.0			46.9			7.7			4.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.4	61.0		21.5		68.5	10.3	11.2				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	26.5		36.5		40.5	9.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	4.8		4.2		3.0	4.7	4.8				
Green Ext Time (p_c), s	0.0	0.7		0.2		0.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Timings

2040 Background Weekday PM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	41	9	49	36	113	6	9	69	37
Future Volume (vph)	63	41	9	49	36	113	6	9	69	37
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	15.0	42.0	27.0	27.0	34.0	34.0	34.0	14.0	48.0	48.0
Total Split (%)	16.7%	46.7%	30.0%	30.0%	37.8%	37.8%	37.8%	15.6%	53.3%	53.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.0	20.0	8.2	8.2		58.2	58.2	59.4	60.7	60.7
Actuated g/C Ratio	0.22	0.22	0.09	0.09		0.65	0.65	0.66	0.67	0.67
v/c Ratio	0.28	0.14	0.08	0.38		0.15	0.01	0.01	0.06	0.04
Control Delay	28.1	20.9	37.4	37.4		10.9	0.0	5.2	5.1	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	20.9	37.4	37.4		10.9	0.0	5.2	5.1	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.7		37.4		10.5			3.5	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 16.5

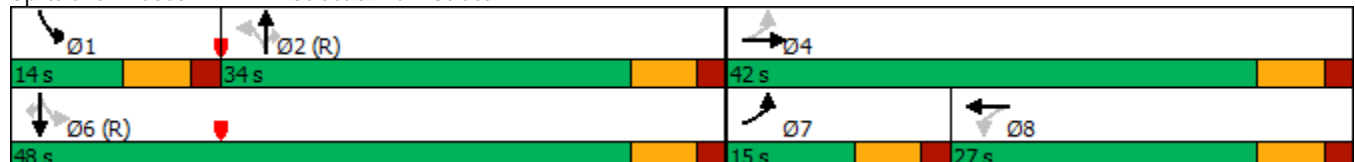
Intersection LOS: B

Intersection Capacity Utilization 35.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2040 Background Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	41	13	9	49	13	36	113	6	9	69	37
Future Volume (veh/h)	63	41	13	9	49	13	36	113	6	9	69	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	45	14	10	53	14	39	123	7	10	75	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	244	76	160	84	22	261	799	940	800	1267	1074
Arrive On Green	0.05	0.18	0.18	0.06	0.06	0.06	0.59	0.59	0.59	0.01	0.68	0.68
Sat Flow, veh/h	1781	1368	426	1344	1426	377	357	1347	1585	1781	1870	1585
Grp Volume(v), veh/h	68	0	59	10	0	67	162	0	7	10	75	40
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1344	0	1803	1705	0	1585	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	2.5	0.6	0.0	3.3	0.0	0.0	0.2	0.2	1.2	0.8
Cycle Q Clear(g_c), s	3.1	0.0	2.5	0.6	0.0	3.3	3.5	0.0	0.2	0.2	1.2	0.8
Prop In Lane	1.00		0.24	1.00		0.21	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	320	160	0	107	1060	0	940	800	1267	1074
V/C Ratio(X)	0.35	0.00	0.18	0.06	0.00	0.63	0.15	0.00	0.01	0.01	0.06	0.04
Avail Cap(c_a), veh/h	279	0	708	386	0	411	1060	0	940	927	1267	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	35.7	0.0	31.4	40.1	0.0	41.4	8.2	0.0	7.5	6.4	4.9	4.8
Incr Delay (d2), s/veh	1.1	0.0	0.3	0.2	0.0	5.9	0.3	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.2	0.0	1.6	1.4	0.0	0.1	0.1	0.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	31.7	40.3	0.0	47.3	8.5	0.0	7.5	6.5	5.0	4.9
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		127			77			169			125	
Approach Delay, s/veh		34.4			46.4			8.4			5.1	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.6	59.9		22.5		67.5	10.7	11.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	27.5		35.5		41.5	8.5	20.5				
Max Q Clear Time (g_c+I1), s	2.2	5.5		4.5		3.2	5.1	5.3				
Green Ext Time (p_c), s	0.0	0.9		0.3		0.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									

Timings
7: Mill Street & Main Street

2040 Background Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	54	83	19	61	24	166	29	39	131	84
Future Volume (vph)	54	83	19	61	24	166	29	39	131	84
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	41.0	27.0	27.0	35.0	35.0	35.0	14.0	49.0	49.0
Total Split (%)	15.6%	45.6%	30.0%	30.0%	38.9%	38.9%	38.9%	15.6%	54.4%	54.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.2	20.2	9.1	9.1		48.7	48.7	56.8	56.8	56.8
Actuated g/C Ratio	0.22	0.22	0.10	0.10		0.54	0.54	0.63	0.63	0.63
v/c Ratio	0.24	0.29	0.16	0.46		0.21	0.03	0.06	0.12	0.09
Control Delay	27.1	22.7	38.4	36.8		15.1	0.1	4.0	3.9	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.4	0.0
Total Delay	27.1	22.7	38.4	36.8		15.1	0.1	4.0	4.2	0.2
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		24.1		37.1		13.1			2.9	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 15.4

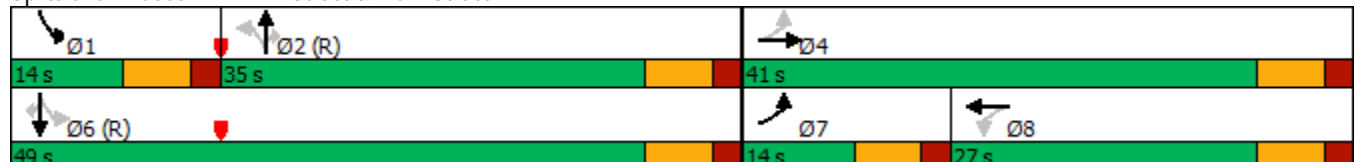
Intersection LOS: B

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2040 Background Friday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	83	30	19	61	23	24	166	29	39	131	84
Future Volume (veh/h)	54	83	30	19	61	23	24	166	29	39	131	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	90	33	21	66	25	26	180	32	42	142	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	249	91	176	98	37	134	895	882	731	1243	1053
Arrive On Green	0.04	0.19	0.19	0.08	0.08	0.08	0.56	0.56	0.56	0.04	0.66	0.66
Sat Flow, veh/h	1781	1306	479	1268	1293	490	160	1609	1585	1781	1870	1585
Grp Volume(v), veh/h	59	0	123	21	0	91	206	0	32	42	142	91
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1268	0	1782	1769	0	1585	1781	1870	1585
Q Serve(g_s), s	2.6	0.0	5.4	1.4	0.0	4.5	0.0	0.0	0.8	0.8	2.5	1.8
Cycle Q Clear(g_c), s	2.6	0.0	5.4	1.4	0.0	4.5	4.9	0.0	0.8	0.8	2.5	1.8
Prop In Lane	1.00		0.27	1.00		0.27	0.13		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	341	176	0	135	1029	0	882	731	1243	1053
V/C Ratio(X)	0.31	0.00	0.36	0.12	0.00	0.67	0.20	0.00	0.04	0.06	0.11	0.09
Avail Cap(c_a), veh/h	263	0	684	369	0	406	1029	0	882	815	1243	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	34.6	0.0	31.6	39.1	0.0	40.5	10.0	0.0	9.0	7.1	5.5	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.3	0.0	5.7	0.4	0.0	0.1	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.4	0.4	0.0	2.2	2.0	0.0	0.3	0.3	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	32.3	39.4	0.0	46.2	10.4	0.0	9.1	7.2	5.6	5.5
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		182			112			238			275	
Approach Delay, s/veh		33.3			44.9			10.2			5.8	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.8	56.6		23.7		66.3	10.4	13.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	28.5		34.5		42.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	2.8	6.9		7.4		4.5	4.6	6.5				
Green Ext Time (p_c), s	0.0	1.2		0.7		1.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Timings

7: Mill Street & Main Street

2040 Background Saturday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	79	117	27	87	33	237	41	54	187	121
Future Volume (vph)	79	117	27	87	33	237	41	54	187	121
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	13.0	39.0	26.0	26.0	39.0	39.0	39.0	12.0	51.0	51.0
Total Split (%)	14.4%	43.3%	28.9%	28.9%	43.3%	43.3%	43.3%	13.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	21.6	21.6	11.2	11.2		44.5	44.5	55.4	55.4	55.4
Actuated g/C Ratio	0.24	0.24	0.12	0.12		0.49	0.49	0.62	0.62	0.62
v/c Ratio	0.33	0.39	0.19	0.54		0.34	0.05	0.10	0.18	0.13
Control Delay	28.2	25.5	37.0	39.8		18.6	0.1	2.9	3.2	0.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.8	0.6
Total Delay	28.2	25.5	37.0	39.8		18.6	0.1	2.9	4.0	1.2
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		26.4		39.3		16.1			2.9	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 17.1

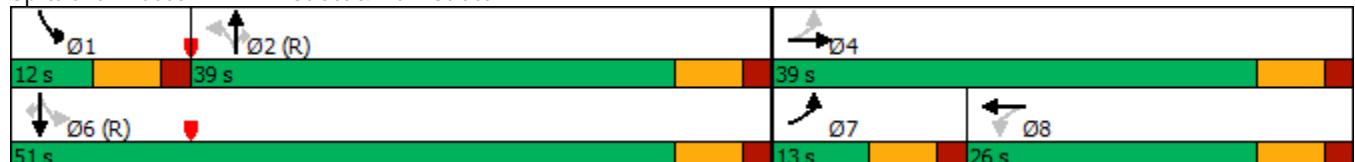
Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2040 Background Saturday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	117	43	27	87	31	33	237	41	54	187	121
Future Volume (veh/h)	79	117	43	27	87	31	33	237	41	54	187	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	127	47	29	95	34	36	258	45	59	203	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	296	109	199	129	46	120	825	814	611	1175	996
Arrive On Green	0.06	0.23	0.23	0.10	0.10	0.10	0.51	0.51	0.51	0.04	0.63	0.63
Sat Flow, veh/h	1781	1302	482	1211	1315	471	147	1607	1585	1781	1870	1585
Grp Volume(v), veh/h	86	0	174	29	0	129	294	0	45	59	203	132
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1211	0	1786	1754	0	1585	1781	1870	1585
Q Serve(g_s), s	3.8	0.0	7.5	2.0	0.0	6.3	0.0	0.0	1.3	1.3	4.1	3.0
Cycle Q Clear(g_c), s	3.8	0.0	7.5	2.0	0.0	6.3	8.2	0.0	1.3	1.3	4.1	3.0
Prop In Lane	1.00		0.27	1.00		0.26	0.12		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	0	405	199	0	175	945	0	814	611	1175	996
V/C Ratio(X)	0.40	0.00	0.43	0.15	0.00	0.74	0.31	0.00	0.06	0.10	0.17	0.13
Avail Cap(c_a), veh/h	244	0	644	342	0	387	945	0	814	644	1175	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	32.4	0.0	29.8	37.5	0.0	39.4	12.6	0.0	11.0	8.9	7.0	6.8
Incr Delay (d2), s/veh	1.2	0.0	0.7	0.3	0.0	5.9	0.9	0.0	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.2	0.6	0.0	3.0	3.5	0.0	0.5	0.5	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	30.5	37.8	0.0	45.3	13.5	0.0	11.1	8.9	7.2	7.0
LnGrp LOS	C	A	C	D	A	D	B	A	B	A	A	A
Approach Vol, veh/h		260			158			339			394	
Approach Delay, s/veh		31.5			43.9			13.2			7.4	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.4	52.7		26.9		63.1	11.6	15.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	32.5		32.5		44.5	6.5	19.5				
Max Q Clear Time (g_c+I1), s	3.3	10.2		9.5		6.1	5.8	8.3				
Green Ext Time (p_c), s	0.0	1.9		0.9		1.7	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Timings

2040 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	11	14	1	9	34	99	7	9	175	23
Future Volume (vph)	11	14	1	9	34	99	7	9	175	23
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	36.0	36.0	36.0	14.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	40.0%	40.0%	40.0%	15.6%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	9.2	9.2	6.5	6.5		72.6	72.6	72.6	75.2	75.2
Actuated g/C Ratio	0.10	0.10	0.07	0.07		0.81	0.81	0.81	0.84	0.84
v/c Ratio	0.08	0.19	0.01	0.16		0.11	0.01	0.01	0.12	0.02
Control Delay	33.5	20.8	38.0	28.4		6.2	0.0	1.4	1.2	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.0
Total Delay	33.5	20.8	38.0	28.4		6.2	0.0	1.4	1.3	0.0
LOS	C	C	D	C		A	A	A	A	A
Approach Delay		23.9		28.8		5.8			1.2	
Approach LOS		C		C		A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.19

Intersection Signal Delay: 6.7

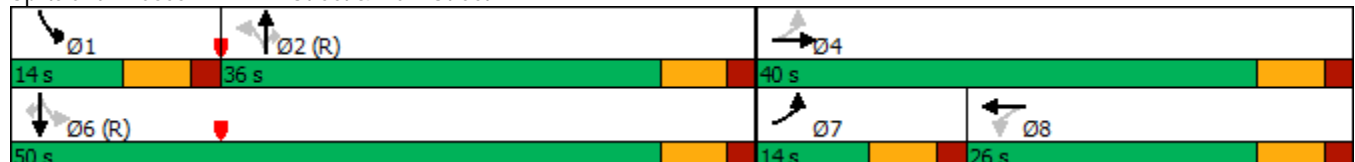
Intersection LOS: A

Intersection Capacity Utilization 39.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2040 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	14	20	1	9	11	34	99	7	9	175	23
Future Volume (veh/h)	11	14	20	1	9	11	34	99	7	9	175	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	15	22	1	10	12	37	108	8	10	190	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	89	130	139	33	40	289	817	1016	882	1357	1150
Arrive On Green	0.01	0.13	0.13	0.04	0.04	0.04	0.64	0.64	0.64	0.01	0.73	0.73
Sat Flow, veh/h	1781	685	1005	1371	774	929	372	1274	1585	1781	1870	1585
Grp Volume(v), veh/h	12	0	37	1	0	22	145	0	8	10	190	25
Grp Sat Flow(s),veh/h/ln	1781	0	1690	1371	0	1703	1646	0	1585	1781	1870	1585
Q Serve(g_s), s	0.6	0.0	1.8	0.1	0.0	1.1	0.0	0.0	0.2	0.2	2.8	0.4
Cycle Q Clear(g_c), s	0.6	0.0	1.8	0.1	0.0	1.1	2.7	0.0	0.2	0.2	2.8	0.4
Prop In Lane	1.00		0.59	1.00		0.55	0.26		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	219	139	0	74	1106	0	1016	882	1357	1150
V/C Ratio(X)	0.08	0.00	0.17	0.01	0.00	0.30	0.13	0.00	0.01	0.01	0.14	0.02
Avail Cap(c_a), veh/h	271	0	629	377	0	369	1106	0	1016	1008	1357	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	38.4	0.0	34.8	41.2	0.0	41.7	6.3	0.0	5.8	4.9	3.8	3.4
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	2.2	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	0.0	0.0	0.5	1.0	0.0	0.1	0.1	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	0.0	35.2	41.2	0.0	44.0	6.5	0.0	5.8	4.9	4.0	3.5
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		49			23			153			225	
Approach Delay, s/veh		36.0			43.9			6.5			4.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.6	64.2		18.2		71.8	7.8	10.4				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.5	29.5		33.5		43.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	2.2	4.7		3.8		4.8	2.6	3.1				
Green Ext Time (p_c), s	0.0	0.8		0.1		1.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.4								
HCM 6th LOS				B								

Timings

2040 Total Weekday PM.syn

2: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	41	9	49	36	197	6	9	160	37
Future Volume (vph)	63	41	9	49	36	197	6	9	160	37
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	14.0	40.0	26.0	26.0	38.0	38.0	38.0	12.0	50.0	50.0
Total Split (%)	15.6%	44.4%	28.9%	28.9%	42.2%	42.2%	42.2%	13.3%	55.6%	55.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.4	19.4	8.2	8.2		58.7	58.7	60.0	61.3	61.3
Actuated g/C Ratio	0.22	0.22	0.09	0.09		0.65	0.65	0.67	0.68	0.68
v/c Ratio	0.29	0.15	0.08	0.38		0.22	0.01	0.01	0.14	0.04
Control Delay	29.1	21.5	37.3	37.8		10.9	0.0	2.6	2.5	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.3	0.0
Total Delay	29.1	21.5	37.3	37.8		10.9	0.0	2.6	2.8	0.1
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		25.6		37.7		10.6			2.3	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 13.7

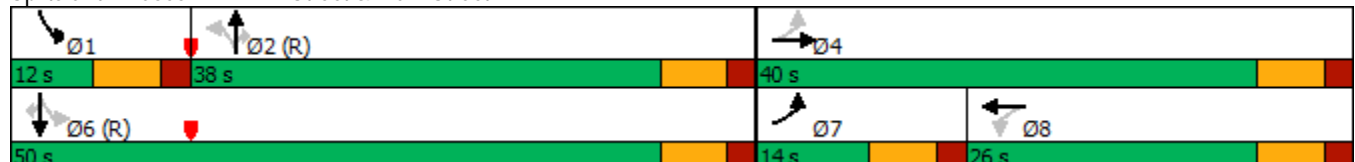
Intersection LOS: B

Intersection Capacity Utilization 47.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Mill Street & Main Street
























HCM 6th Signalized Intersection Summary

2: Mill Street & Main Street

2040 Total Weekday PM.syn




















03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	41	13	9	49	13	36	197	6	9	160	37
Future Volume (veh/h)	63	41	13	9	49	13	36	197	6	9	160	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	45	14	10	53	14	39	214	7	10	174	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	243	76	159	84	22	171	910	940	716	1267	1074
Arrive On Green	0.05	0.18	0.18	0.06	0.06	0.06	0.59	0.59	0.59	0.01	0.68	0.68
Sat Flow, veh/h	1781	1368	426	1344	1426	377	210	1534	1585	1781	1870	1585
Grp Volume(v), veh/h	68	0	59	10	0	67	253	0	7	10	174	40
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1344	0	1803	1744	0	1585	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	2.5	0.6	0.0	3.3	0.0	0.0	0.2	0.2	3.0	0.8
Cycle Q Clear(g_c), s	3.1	0.0	2.5	0.6	0.0	3.3	5.7	0.0	0.2	0.2	3.0	0.8
Prop In Lane	1.00		0.24	1.00		0.21	0.15		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	319	159	0	106	1080	0	940	716	1267	1074
V/C Ratio(X)	0.35	0.00	0.18	0.06	0.00	0.63	0.23	0.00	0.01	0.01	0.14	0.04
Avail Cap(c_a), veh/h	259	0	668	371	0	391	1080	0	940	803	1267	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.7	0.0	31.4	40.1	0.0	41.4	8.6	0.0	7.5	6.6	5.2	4.8
Incr Delay (d2), s/veh	1.1	0.0	0.3	0.2	0.0	6.0	0.5	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.2	0.0	1.6	2.3	0.0	0.1	0.1	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	31.7	40.3	0.0	47.4	9.1	0.0	7.5	6.6	5.4	4.9
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	127			77			260			224		
Approach Delay, s/veh	34.5			46.5			9.1			5.3		
Approach LOS	C			D			A			A		
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	7.6	59.9		22.5		67.5	10.7	11.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	31.5		33.5		43.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	2.2	7.7		4.5		5.0	5.1	5.3				
Green Ext Time (p_c), s	0.0	1.5		0.3		1.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	16.7											
HCM 6th LOS	B											

Timings
7: Mill Street & Main Street

2040 Total Friday PM.syn

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	54	83	19	61	24	260	29	39	326	84
Future Volume (vph)	54	83	19	61	24	260	29	39	326	84
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	12.0	37.0	25.0	25.0	41.0	41.0	41.0	12.0	53.0	53.0
Total Split (%)	13.3%	41.1%	27.8%	27.8%	45.6%	45.6%	45.6%	13.3%	58.9%	58.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	18.8	18.8	9.2	9.2		50.2	50.2	58.2	58.2	58.2
Actuated g/C Ratio	0.21	0.21	0.10	0.10		0.56	0.56	0.65	0.65	0.65
v/c Ratio	0.27	0.32	0.16	0.46		0.31	0.03	0.07	0.29	0.09
Control Delay	29.4	24.8	38.4	37.2		15.0	0.1	2.4	4.3	1.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	1.6	0.0
Total Delay	29.4	24.8	38.4	37.2		15.0	0.1	2.4	5.9	1.2
LOS	C	C	D	D		B	A	A	A	A
Approach Delay		26.3		37.4		13.6			4.7	
Approach LOS		C		D		B			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 14.2

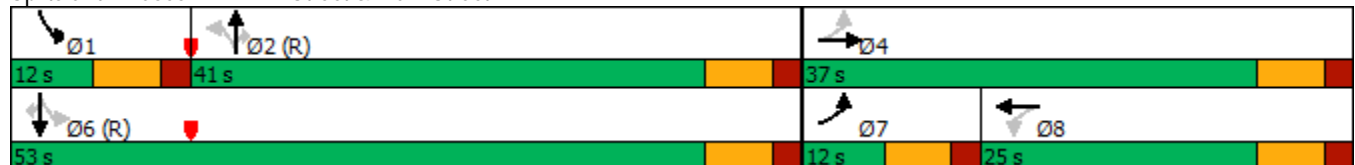
Intersection LOS: B

Intersection Capacity Utilization 54.1%

ICU Level of Service A

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street



HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2040 Total Friday PM.syn

03/11/2020




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	83	30	19	61	23	24	260	29	39	326	84
Future Volume (veh/h)	54	83	30	19	61	23	24	260	29	39	326	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	90	33	21	66	25	26	283	32	42	354	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	249	91	176	98	37	93	943	882	643	1244	1054
Arrive On Green	0.04	0.19	0.19	0.08	0.08	0.08	0.56	0.56	0.56	0.04	0.66	0.66
Sat Flow, veh/h	1781	1306	479	1268	1293	490	89	1694	1585	1781	1870	1585
Grp Volume(v), veh/h	59	0	123	21	0	91	309	0	32	42	354	91
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1268	0	1782	1783	0	1585	1781	1870	1585
Q Serve(g_s), s	2.6	0.0	5.4	1.4	0.0	4.5	0.0	0.0	0.8	0.8	7.0	1.8
Cycle Q Clear(g_c), s	2.6	0.0	5.4	1.4	0.0	4.5	7.9	0.0	0.8	0.8	7.0	1.8
Prop In Lane	1.00		0.27	1.00		0.27	0.08		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	340	176	0	135	1036	0	882	643	1244	1054
V/C Ratio(X)	0.31	0.00	0.36	0.12	0.00	0.68	0.30	0.00	0.04	0.07	0.28	0.09
Avail Cap(c_a), veh/h	223	0	605	341	0	366	1036	0	882	688	1244	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	34.6	0.0	31.7	39.1	0.0	40.5	10.6	0.0	9.0	7.4	6.2	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.3	0.0	5.8	0.7	0.0	0.1	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.4	0.4	0.0	2.2	3.3	0.0	0.3	0.3	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	32.3	39.4	0.0	46.3	11.3	0.0	9.1	7.4	6.6	5.5
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		182			112			341			487	
Approach Delay, s/veh		33.4			45.0			11.1			6.5	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.8	56.6		23.7		66.3	10.4	13.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.5	34.5		30.5		46.5	5.5	18.5				
Max Q Clear Time (g_c+I1), s	2.8	9.9		7.4		9.0	4.6	6.5				
Green Ext Time (p_c), s	0.0	2.0		0.6		2.7	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Timings

2040 Total Saturday PM.syn

7: Mill Street & Main Street

03/11/2020

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	79	117	27	87	33	327	41	54	383	121
Future Volume (vph)	79	117	27	87	33	327	41	54	383	121
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		8		2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	12.0	36.5	24.5	24.5	42.0	42.0	42.0	11.5	53.5	53.5
Total Split (%)	13.3%	40.6%	27.2%	27.2%	46.7%	46.7%	46.7%	12.8%	59.4%	59.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.8	20.8	11.2	11.2		45.5	45.5	56.2	56.2	56.2
Actuated g/C Ratio	0.23	0.23	0.12	0.12		0.51	0.51	0.62	0.62	0.62
v/c Ratio	0.35	0.41	0.19	0.54		0.45	0.05	0.11	0.36	0.13
Control Delay	29.6	26.6	36.9	39.7		19.4	0.1	5.0	8.9	3.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	4.6	0.7
Total Delay	29.6	26.6	36.9	39.7		19.4	0.1	5.0	13.5	3.7
LOS	C	C	D	D		B	A	A	B	A
Approach Delay		27.6		39.2		17.4			10.6	
Approach LOS		C		D		B			B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 18.7

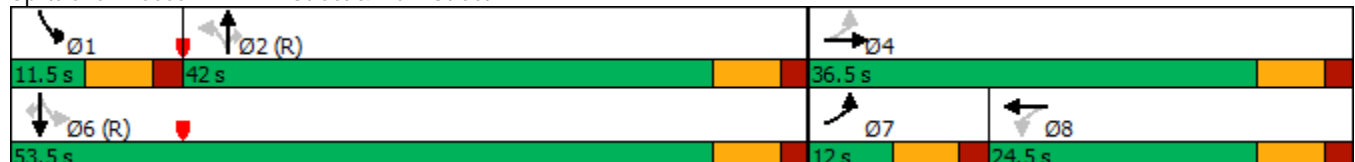
Intersection LOS: B

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15






















Splits and Phases: 7: Mill Street & Main Street






HCM 6th Signalized Intersection Summary
7: Mill Street & Main Street

2040 Total Saturday PM.syn

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	117	43	27	87	31	33	327	41	54	383	121
Future Volume (veh/h)	79	117	43	27	87	31	33	327	41	54	383	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	127	47	29	95	34	36	355	45	59	416	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	295	109	198	129	46	93	854	815	536	1177	997
Arrive On Green	0.06	0.23	0.23	0.10	0.10	0.10	0.51	0.51	0.51	0.04	0.63	0.63
Sat Flow, veh/h	1781	1302	482	1211	1315	471	96	1661	1585	1781	1870	1585
Grp Volume(v), veh/h	86	0	174	29	0	129	391	0	45	59	416	132
Grp Sat Flow(s),veh/h/ln	1781	0	1784	1211	0	1786	1757	0	1585	1781	1870	1585
Q Serve(g_s), s	3.8	0.0	7.5	2.0	0.0	6.3	0.0	0.0	1.3	1.3	9.6	3.0
Cycle Q Clear(g_c), s	3.8	0.0	7.5	2.0	0.0	6.3	11.6	0.0	1.3	1.3	9.6	3.0
Prop In Lane	1.00		0.27	1.00		0.26	0.09		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	0	404	198	0	175	947	0	815	536	1177	997
V/C Ratio(X)	0.40	0.00	0.43	0.15	0.00	0.74	0.41	0.00	0.06	0.11	0.35	0.13
Avail Cap(c_a), veh/h	224	0	595	322	0	357	947	0	815	559	1177	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	32.5	0.0	29.8	37.5	0.0	39.5	13.4	0.0	10.9	9.3	8.0	6.8
Incr Delay (d2), s/veh	1.2	0.0	0.7	0.3	0.0	6.0	1.3	0.0	0.1	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.3	0.6	0.0	3.0	4.9	0.0	0.5	0.5	3.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	30.6	37.9	0.0	45.5	14.8	0.0	11.1	9.4	8.3	6.9
LnGrp LOS	C	A	C	D	A	D	B	A	B	A	A	A
Approach Vol, veh/h		260			158			436			607	
Approach Delay, s/veh		31.6			44.1			14.4			8.1	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	10.4	52.8		26.9		63.1	11.6	15.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5	6.5	6.5				
Max Green Setting (Gmax), s	5.0	35.5		30.0		47.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s	3.3	13.6		9.5		11.6	5.8	8.3				
Green Ext Time (p_c), s	0.0	2.7		0.9		3.3	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	18	4	3	8
Future Vol, veh/h	6	0	18	4	3	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	20	4	3	9
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.2	6.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	27%	0%	82%
Vol Thru, %	0%	100%	18%
Vol Right, %	73%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	11	6	22
LT Vol	3	0	18
Through Vol	0	6	4
RT Vol	8	0	0
Lane Flow Rate	12	7	24
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.007	0.027
Departure Headway (Hd)	3.605	3.973	4.124
Convergence, Y/N	Yes	Yes	Yes
Cap	995	905	873
Service Time	1.618	1.98	2.127
HCM Lane V/C Ratio	0.012	0.008	0.027
HCM Control Delay	6.7	7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0.1

Intersection			
Intersection Delay, s/veh	2.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	7	24	12
Demand Flow Rate, veh/h	7	24	12
Vehicles Circulating, veh/h	20	3	7
Vehicles Exiting, veh/h	7	16	20
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.8	2.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	7	24	12
Cap Entry Lane, veh/h	1352	1376	1370
Entry HV Adj Factor	0.980	0.997	1.000
Flow Entry, veh/h	7	24	12
Cap Entry, veh/h	1325	1371	1370
V/C Ratio	0.005	0.017	0.009
Control Delay, s/veh	2.8	2.8	2.7
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	6.7
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	4	0	0	21
Future Vol, veh/h	9	0	4	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	4	0	0	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.2	6.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	9	4
LT Vol	0	0	4
Through Vol	0	9	0
RT Vol	21	0	0
Lane Flow Rate	23	10	4
Geometry Grp	1	1	1
Degree of Util (X)	0.021	0.011	0.005
Departure Headway (Hd)	3.359	3.977	4.181
Convergence, Y/N	Yes	Yes	Yes
Cap	1070	905	860
Service Time	1.365	1.98	2.185
HCM Lane V/C Ratio	0.021	0.011	0.005
HCM Control Delay	6.4	7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0

Intersection			
Intersection Delay, s/veh	2.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	10	4	23
Demand Flow Rate, veh/h	10	4	23
Vehicles Circulating, veh/h	4	0	10
Vehicles Exiting, veh/h	0	33	4
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.6	2.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	10	4	23
Cap Entry Lane, veh/h	1374	1380	1366
Entry HV Adj Factor	0.980	1.000	1.000
Flow Entry, veh/h	10	4	23
Cap Entry, veh/h	1347	1380	1366
V/C Ratio	0.007	0.003	0.017
Control Delay, s/veh	2.7	2.6	2.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	4	8	4	28
Future Vol, veh/h	12	0	4	8	4	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	4	9	4	30
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.1	7.1	6.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	33%
Vol Thru, %	0%	100%	67%
Vol Right, %	88%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	32	12	12
LT Vol	4	0	4
Through Vol	0	12	8
RT Vol	28	0	0
Lane Flow Rate	35	13	13
Geometry Grp	1	1	1
Degree of Util (X)	0.034	0.015	0.015
Departure Headway (Hd)	3.481	4.005	4.072
Convergence, Y/N	Yes	Yes	Yes
Cap	1031	897	882
Service Time	1.492	2.014	2.081
HCM Lane V/C Ratio	0.034	0.014	0.015
HCM Control Delay	6.6	7.1	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0

Intersection			
Intersection Delay, s/veh	2.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	13	13	34
Demand Flow Rate, veh/h	13	13	35
Vehicles Circulating, veh/h	4	4	13
Vehicles Exiting, veh/h	13	44	4
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	13	13	35
Cap Entry Lane, veh/h	1374	1374	1362
Entry HV Adj Factor	0.980	0.986	0.971
Flow Entry, veh/h	13	13	34
Cap Entry, veh/h	1347	1356	1323
V/C Ratio	0.009	0.009	0.026
Control Delay, s/veh	2.7	2.7	2.9
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	7	11	6	40
Future Vol, veh/h	17	0	7	11	6	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	8	12	7	43
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.1	7.2	6.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	39%
Vol Thru, %	0%	100%	61%
Vol Right, %	87%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	17	18
LT Vol	6	0	7
Through Vol	0	17	11
RT Vol	40	0	0
Lane Flow Rate	50	18	20
Geometry Grp	1	1	1
Degree of Util (X)	0.049	0.021	0.022
Departure Headway (Hd)	3.502	4.035	4.112
Convergence, Y/N	Yes	Yes	Yes
Cap	1023	889	873
Service Time	1.522	2.049	2.126
HCM Lane V/C Ratio	0.049	0.02	0.023
HCM Control Delay	6.7	7.1	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection			
Intersection Delay, s/veh	2.9		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	18	20	50
Demand Flow Rate, veh/h	18	20	51
Vehicles Circulating, veh/h	8	7	18
Vehicles Exiting, veh/h	19	62	8
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.8	3.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	18	20	51
Cap Entry Lane, veh/h	1369	1370	1355
Entry HV Adj Factor	0.980	0.988	0.980
Flow Entry, veh/h	18	20	50
Cap Entry, veh/h	1342	1354	1328
V/C Ratio	0.013	0.015	0.038
Control Delay, s/veh	2.8	2.8	3.0
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	2	20	64	3	9
Future Vol, veh/h	67	2	20	64	3	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	2	22	70	3	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.5	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	25%	0%	24%
Vol Thru, %	0%	97%	76%
Vol Right, %	75%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	69	84
LT Vol	3	0	20
Through Vol	0	67	64
RT Vol	9	2	0
Lane Flow Rate	13	75	91
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.084	0.103
Departure Headway (Hd)	3.819	4.008	4.061
Convergence, Y/N	Yes	Yes	Yes
Cap	925	894	884
Service Time	1.892	2.031	2.08
HCM Lane V/C Ratio	0.014	0.084	0.103
HCM Control Delay	6.9	7.4	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.3

Intersection			
Intersection Delay, s/veh	3.2		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	75	92	13
Demand Flow Rate, veh/h	76	93	13
Vehicles Circulating, veh/h	22	3	74
Vehicles Exiting, veh/h	74	84	24
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.2	2.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	76	93	13
Cap Entry Lane, veh/h	1349	1376	1280
Entry HV Adj Factor	0.981	0.985	1.000
Flow Entry, veh/h	75	92	13
Cap Entry, veh/h	1323	1355	1280
V/C Ratio	0.056	0.068	0.010
Control Delay, s/veh	3.2	3.2	2.9
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	4	4	80	0	23
Future Vol, veh/h	90	4	4	80	0	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	4	4	87	0	25
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.6	6.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	5%
Vol Thru, %	0%	96%	95%
Vol Right, %	100%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	94	84
LT Vol	0	0	4
Through Vol	0	90	80
RT Vol	23	4	0
Lane Flow Rate	25	102	91
Geometry Grp	1	1	1
Degree of Util (X)	0.025	0.114	0.103
Departure Headway (Hd)	3.663	4.02	4.064
Convergence, Y/N	Yes	Yes	Yes
Cap	961	892	882
Service Time	1.748	2.045	2.089
HCM Lane V/C Ratio	0.026	0.114	0.103
HCM Control Delay	6.8	7.6	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3

Intersection			
Intersection Delay, s/veh	3.2		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	102	91	25
Demand Flow Rate, veh/h	104	93	26
Vehicles Circulating, veh/h	4	0	100
Vehicles Exiting, veh/h	89	125	8
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.2	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	104	93	26
Cap Entry Lane, veh/h	1374	1380	1246
Entry HV Adj Factor	0.981	0.981	0.962
Flow Entry, veh/h	102	91	25
Cap Entry, veh/h	1348	1354	1198
V/C Ratio	0.076	0.067	0.021
Control Delay, s/veh	3.3	3.2	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	2	4	109	4	31
Future Vol, veh/h	113	2	4	109	4	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	2	4	118	4	34
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.8	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	11%	0%	4%
Vol Thru, %	0%	98%	96%
Vol Right, %	89%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	35	115	113
LT Vol	4	0	4
Through Vol	0	113	109
RT Vol	31	2	0
Lane Flow Rate	38	125	123
Geometry Grp	1	1	1
Degree of Util (X)	0.042	0.142	0.14
Departure Headway (Hd)	3.961	4.083	4.102
Convergence, Y/N	Yes	Yes	Yes
Cap	910	875	871
Service Time	1.961	2.125	2.145
HCM Lane V/C Ratio	0.042	0.143	0.141
HCM Control Delay	7.1	7.8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	125	122	38
Demand Flow Rate, veh/h	127	124	39
Vehicles Circulating, veh/h	4	4	125
Vehicles Exiting, veh/h	124	160	6
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.4	3.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	127	124	39
Cap Entry Lane, veh/h	1374	1374	1215
Entry HV Adj Factor	0.981	0.981	0.974
Flow Entry, veh/h	125	122	38
Cap Entry, veh/h	1348	1348	1184
V/C Ratio	0.092	0.090	0.032
Control Delay, s/veh	3.4	3.4	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh 8
Intersection LOS A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	4	8	132	7	44
Future Vol, veh/h	139	4	8	132	7	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	4	9	143	8	48
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	14%	0%	6%
Vol Thru, %	0%	97%	94%
Vol Right, %	86%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	51	143	140
LT Vol	7	0	8
Through Vol	0	139	132
RT Vol	44	4	0
Lane Flow Rate	55	155	152
Geometry Grp	1	1	1
Degree of Util (X)	0.063	0.178	0.176
Departure Headway (Hd)	4.111	4.129	4.16
Convergence, Y/N	Yes	Yes	Yes
Cap	876	861	855
Service Time	2.111	2.193	2.223
HCM Lane V/C Ratio	0.063	0.18	0.178
HCM Control Delay	7.4	8.1	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.6

Intersection			
Intersection Delay, s/veh	3.6		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	155	152	56
Demand Flow Rate, veh/h	158	155	57
Vehicles Circulating, veh/h	9	8	154
Vehicles Exiting, veh/h	154	203	13
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.6	3.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	158	155	57
Cap Entry Lane, veh/h	1367	1369	1179
Entry HV Adj Factor	0.981	0.982	0.982
Flow Entry, veh/h	155	152	56
Cap Entry, veh/h	1341	1343	1159
V/C Ratio	0.116	0.113	0.048
Control Delay, s/veh	3.6	3.6	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	14	112	64	13	87
Future Vol, veh/h	67	14	112	64	13	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	15	122	70	14	95
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	8.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	64%
Vol Thru, %	0%	83%	36%
Vol Right, %	87%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	100	81	176
LT Vol	13	0	112
Through Vol	0	67	64
RT Vol	87	14	0
Lane Flow Rate	109	88	191
Geometry Grp	1	1	1
Degree of Util (X)	0.123	0.105	0.23
Departure Headway (Hd)	4.068	4.276	4.321
Convergence, Y/N	Yes	Yes	Yes
Cap	886	843	821
Service Time	2.073	2.276	2.397
HCM Lane V/C Ratio	0.123	0.104	0.233
HCM Control Delay	7.6	7.8	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	0.9

HCM 6th Roundabout
3: Miners Mesa Road & Bobtail Road




2025 Total Weekday AM.syn

03/11/2020

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	88	192	109
Demand Flow Rate, veh/h	89	195	111
Vehicles Circulating, veh/h	124	14	74
Vehicles Exiting, veh/h	85	171	139
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.9	3.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	89	195	111
Cap Entry Lane, veh/h	1216	1360	1280
Entry HV Adj Factor	0.984	0.983	0.982
Flow Entry, veh/h	88	192	109
Cap Entry, veh/h	1196	1337	1256
V/C Ratio	0.073	0.143	0.087
Control Delay, s/veh	3.6	3.9	3.6
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	15	95	80	11	107
Future Vol, veh/h	90	15	95	80	11	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	16	103	87	12	116
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	8.8	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	54%
Vol Thru, %	0%	86%	46%
Vol Right, %	91%	14%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	118	105	175
LT Vol	11	0	95
Through Vol	0	90	80
RT Vol	107	15	0
Lane Flow Rate	128	114	190
Geometry Grp	1	1	1
Degree of Util (X)	0.146	0.137	0.23
Departure Headway (Hd)	4.096	4.329	4.357
Convergence, Y/N	Yes	Yes	Yes
Cap	880	831	810
Service Time	2.101	2.342	2.454
HCM Lane V/C Ratio	0.145	0.137	0.235
HCM Control Delay	7.8	8	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.5	0.9

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	114	190	128
Demand Flow Rate, veh/h	116	194	130
Vehicles Circulating, veh/h	105	12	100
Vehicles Exiting, veh/h	101	218	121
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.9	3.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	116	194	130
Cap Entry Lane, veh/h	1240	1363	1246
Entry HV Adj Factor	0.983	0.981	0.985
Flow Entry, veh/h	114	190	128
Cap Entry, veh/h	1219	1337	1227
V/C Ratio	0.094	0.142	0.104
Control Delay, s/veh	3.7	3.9	3.8
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	9.9
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	26	199	109	16	125
Future Vol, veh/h	113	26	199	109	16	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	28	216	118	17	136
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	11	8.7
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	11%	0%	65%
Vol Thru, %	0%	81%	35%
Vol Right, %	89%	19%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	141	139	308
LT Vol	16	0	199
Through Vol	0	113	109
RT Vol	125	26	0
Lane Flow Rate	153	151	335
Geometry Grp	1	1	1
Degree of Util (X)	0.193	0.191	0.426
Departure Headway (Hd)	4.535	4.553	4.585
Convergence, Y/N	Yes	Yes	Yes
Cap	789	787	783
Service Time	2.57	2.591	2.619
HCM Lane V/C Ratio	0.194	0.192	0.428
HCM Control Delay	8.7	8.7	11
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.7	0.7	2.1

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	151	334	153
Demand Flow Rate, veh/h	154	340	156
Vehicles Circulating, veh/h	220	17	125
Vehicles Exiting, veh/h	137	264	249
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.9	4.1
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	154	340	156
Cap Entry Lane, veh/h	1103	1356	1215
Entry HV Adj Factor	0.978	0.981	0.981
Flow Entry, veh/h	151	334	153
Cap Entry, veh/h	1078	1331	1191
V/C Ratio	0.140	0.251	0.128
Control Delay, s/veh	4.6	4.9	4.1
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	29	204	132	18	134
Future Vol, veh/h	139	29	204	132	18	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	32	222	143	20	146
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	11.8	9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	61%
Vol Thru, %	0%	83%	39%
Vol Right, %	88%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	152	168	336
LT Vol	18	0	204
Through Vol	0	139	132
RT Vol	134	29	0
Lane Flow Rate	165	183	365
Geometry Grp	1	1	1
Degree of Util (X)	0.215	0.235	0.472
Departure Headway (Hd)	4.682	4.641	4.654
Convergence, Y/N	Yes	Yes	Yes
Cap	763	771	771
Service Time	2.729	2.69	2.698
HCM Lane V/C Ratio	0.216	0.237	0.473
HCM Control Delay	9	9.1	11.8
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	0.9	2.6




HCM 6th Roundabout
8: Miners Mesa Road & Bobtail Road

2025 Total Saturday PM.syn

03/11/2020

Intersection			
Intersection Delay, s/veh	4.9		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	183	365	166
Demand Flow Rate, veh/h	187	372	169
Vehicles Circulating, veh/h	226	20	154
Vehicles Exiting, veh/h	166	303	259
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.1	4.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	187	372	169
Cap Entry Lane, veh/h	1096	1352	1179
Entry HV Adj Factor	0.979	0.982	0.982
Flow Entry, veh/h	183	365	166
Cap Entry, veh/h	1072	1327	1158
V/C Ratio	0.171	0.275	0.143
Control Delay, s/veh	4.9	5.1	4.3
LOS	A	A	A
95th %tile Queue, veh	1	1	0

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	3	22	75	4	10
Future Vol, veh/h	77	3	22	75	4	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	3	24	82	4	11
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	29%	0%	23%
Vol Thru, %	0%	96%	77%
Vol Right, %	71%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	14	80	97
LT Vol	4	0	22
Through Vol	0	77	75
RT Vol	10	3	0
Lane Flow Rate	15	87	105
Geometry Grp	1	1	1
Degree of Util (X)	0.016	0.097	0.119
Departure Headway (Hd)	3.891	4.018	4.072
Convergence, Y/N	Yes	Yes	Yes
Cap	906	891	881
Service Time	1.975	2.043	2.092
HCM Lane V/C Ratio	0.017	0.098	0.119
HCM Control Delay	7	7.5	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.4

Intersection			
Intersection Delay, s/veh	3.2		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	87	106	15
Demand Flow Rate, veh/h	89	108	15
Vehicles Circulating, veh/h	24	4	86
Vehicles Exiting, veh/h	88	97	27
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.3	2.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	89	108	15
Cap Entry Lane, veh/h	1346	1374	1264
Entry HV Adj Factor	0.981	0.985	1.000
Flow Entry, veh/h	87	106	15
Cap Entry, veh/h	1321	1353	1264
V/C Ratio	0.066	0.079	0.012
Control Delay, s/veh	3.2	3.3	2.9
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	5	5	90	0	25
Future Vol, veh/h	101	5	5	90	0	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	5	5	98	0	27
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.7	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	5%
Vol Thru, %	0%	95%	95%
Vol Right, %	100%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	106	95
LT Vol	0	0	5
Through Vol	0	101	90
RT Vol	25	5	0
Lane Flow Rate	27	115	103
Geometry Grp	1	1	1
Degree of Util (X)	0.028	0.129	0.117
Departure Headway (Hd)	3.705	4.031	4.078
Convergence, Y/N	Yes	Yes	Yes
Cap	947	888	878
Service Time	1.802	2.06	2.109
HCM Lane V/C Ratio	0.029	0.13	0.117
HCM Control Delay	6.9	7.7	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4

Intersection			
Intersection Delay, s/veh	3.3		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	115	103	27
Demand Flow Rate, veh/h	117	105	28
Vehicles Circulating, veh/h	5	0	112
Vehicles Exiting, veh/h	100	140	10
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	117	105	28
Cap Entry Lane, veh/h	1373	1380	1231
Entry HV Adj Factor	0.981	0.981	0.964
Flow Entry, veh/h	115	103	27
Cap Entry, veh/h	1347	1354	1187
V/C Ratio	0.085	0.076	0.023
Control Delay, s/veh	3.3	3.3	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	3	5	120	5	33
Future Vol, veh/h	124	3	5	120	5	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	3	5	130	5	36
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.9	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	4%
Vol Thru, %	0%	98%	96%
Vol Right, %	87%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	38	127	125
LT Vol	5	0	5
Through Vol	0	124	120
RT Vol	33	3	0
Lane Flow Rate	41	138	136
Geometry Grp	1	1	1
Degree of Util (X)	0.046	0.157	0.155
Departure Headway (Hd)	4.03	4.095	4.119
Convergence, Y/N	Yes	Yes	Yes
Cap	894	871	865
Service Time	2.03	2.143	2.167
HCM Lane V/C Ratio	0.046	0.158	0.157
HCM Control Delay	7.2	7.9	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5

Intersection			
Intersection Delay, s/veh	3.5		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	138	135	41
Demand Flow Rate, veh/h	141	138	42
Vehicles Circulating, veh/h	5	5	138
Vehicles Exiting, veh/h	138	175	8
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	141	138	42
Cap Entry Lane, veh/h	1373	1373	1199
Entry HV Adj Factor	0.981	0.981	0.976
Flow Entry, veh/h	138	135	41
Cap Entry, veh/h	1346	1347	1170
V/C Ratio	0.103	0.101	0.035
Control Delay, s/veh	3.5	3.5	3.4
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	8.1
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	5	8	143	7	48
Future Vol, veh/h	150	5	8	143	7	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	5	9	155	8	52
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	8.2	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	5%
Vol Thru, %	0%	97%	95%
Vol Right, %	87%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	55	155	151
LT Vol	7	0	8
Through Vol	0	150	143
RT Vol	48	5	0
Lane Flow Rate	60	168	164
Geometry Grp	1	1	1
Degree of Util (X)	0.069	0.194	0.19
Departure Headway (Hd)	4.158	4.144	4.177
Convergence, Y/N	Yes	Yes	Yes
Cap	867	856	850
Service Time	2.158	2.215	2.248
HCM Lane V/C Ratio	0.069	0.196	0.193
HCM Control Delay	7.5	8.2	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.7	0.7

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	168	164	60
Demand Flow Rate, veh/h	171	167	61
Vehicles Circulating, veh/h	9	8	166
Vehicles Exiting, veh/h	166	219	14
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.7	3.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	171	167	61
Cap Entry Lane, veh/h	1367	1369	1165
Entry HV Adj Factor	0.981	0.981	0.984
Flow Entry, veh/h	168	164	60
Cap Entry, veh/h	1341	1343	1146
V/C Ratio	0.125	0.122	0.052
Control Delay, s/veh	3.7	3.7	3.6
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	15	114	75	14	88
Future Vol, veh/h	77	15	114	75	14	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	16	124	82	15	96
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.9	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	14%	0%	60%
Vol Thru, %	0%	84%	40%
Vol Right, %	86%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	92	189
LT Vol	14	0	114
Through Vol	0	77	75
RT Vol	88	15	0
Lane Flow Rate	111	100	205
Geometry Grp	1	1	1
Degree of Util (X)	0.127	0.119	0.247
Departure Headway (Hd)	4.131	4.295	4.328
Convergence, Y/N	Yes	Yes	Yes
Cap	873	838	820
Service Time	2.136	2.305	2.411
HCM Lane V/C Ratio	0.127	0.119	0.25
HCM Control Delay	7.7	7.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	1

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	100	206	111
Demand Flow Rate, veh/h	102	210	113
Vehicles Circulating, veh/h	126	15	86
Vehicles Exiting, veh/h	99	184	142
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	4.0	3.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	102	210	113
Cap Entry Lane, veh/h	1213	1359	1264
Entry HV Adj Factor	0.983	0.983	0.982
Flow Entry, veh/h	100	206	111
Cap Entry, veh/h	1193	1335	1242
V/C Ratio	0.084	0.155	0.089
Control Delay, s/veh	3.7	4.0	3.6
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	16	96	90	11	109
Future Vol, veh/h	101	16	96	90	11	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	17	104	98	12	118
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	9	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	52%
Vol Thru, %	0%	86%	48%
Vol Right, %	91%	14%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	120	117	186
LT Vol	11	0	96
Through Vol	0	101	90
RT Vol	109	16	0
Lane Flow Rate	130	127	202
Geometry Grp	1	1	1
Degree of Util (X)	0.15	0.154	0.251
Departure Headway (Hd)	4.151	4.355	4.472
Convergence, Y/N	Yes	Yes	Yes
Cap	866	825	809
Service Time	2.169	2.373	2.472
HCM Lane V/C Ratio	0.15	0.154	0.25
HCM Control Delay	7.9	8.2	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.5	1

HCM 6th Roundabout
3: Miners Mesa Road & Bobtail Road




2030 Total Weekday PM.syn

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Intersection			
Intersection Delay, s/veh	3.9		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	127	202	130
Demand Flow Rate, veh/h	129	206	132
Vehicles Circulating, veh/h	106	12	112
Vehicles Exiting, veh/h	112	232	123
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.8	3.9	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	129	206	132
Cap Entry Lane, veh/h	1238	1363	1231
Entry HV Adj Factor	0.983	0.981	0.985
Flow Entry, veh/h	127	202	130
Cap Entry, veh/h	1217	1337	1212
V/C Ratio	0.104	0.151	0.107
Control Delay, s/veh	3.8	3.9	3.9
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection

Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	27	200	120	17	127
Future Vol, veh/h	124	27	200	120	17	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	29	217	130	18	138
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	11.3	8.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	62%
Vol Thru, %	0%	82%	38%
Vol Right, %	88%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	144	151	320
LT Vol	17	0	200
Through Vol	0	124	120
RT Vol	127	27	0
Lane Flow Rate	157	164	348
Geometry Grp	1	1	1
Degree of Util (X)	0.2	0.209	0.445
Departure Headway (Hd)	4.597	4.586	4.609
Convergence, Y/N	Yes	Yes	Yes
Cap	779	780	779
Service Time	2.637	2.629	2.646
HCM Lane V/C Ratio	0.202	0.21	0.447
HCM Control Delay	8.8	8.8	11.3
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.7	0.8	2.3

Intersection			
Intersection Delay, s/veh	4.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	164	347	156
Demand Flow Rate, veh/h	168	354	159
Vehicles Circulating, veh/h	221	18	138
Vehicles Exiting, veh/h	151	279	251
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.7	5.0	4.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	168	354	159
Cap Entry Lane, veh/h	1101	1355	1199
Entry HV Adj Factor	0.978	0.981	0.981
Flow Entry, veh/h	164	347	156
Cap Entry, veh/h	1077	1329	1176
V/C Ratio	0.153	0.261	0.133
Control Delay, s/veh	4.7	5.0	4.2
LOS	A	A	A
95th %tile Queue, veh	1	1	0

Intersection

Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	30	204	143	18	138
Future Vol, veh/h	150	30	204	143	18	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	33	222	155	20	150
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.3	12.2	9.2
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	59%
Vol Thru, %	0%	83%	41%
Vol Right, %	88%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	156	180	347
LT Vol	18	0	204
Through Vol	0	150	143
RT Vol	138	30	0
Lane Flow Rate	170	196	377
Geometry Grp	1	1	1
Degree of Util (X)	0.223	0.254	0.49
Departure Headway (Hd)	4.736	4.674	4.681
Convergence, Y/N	Yes	Yes	Yes
Cap	755	765	766
Service Time	2.789	2.728	2.728
HCM Lane V/C Ratio	0.225	0.256	0.492
HCM Control Delay	9.2	9.3	12.2
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	1	2.7

HCM 6th Roundabout
8: Miners Mesa Road & Bobtail Road




2030 Total Saturday PM.syn

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Intersection			
Intersection Delay, s/veh	5.0		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	196	377	170
Demand Flow Rate, veh/h	200	384	173
Vehicles Circulating, veh/h	226	20	166
Vehicles Exiting, veh/h	178	319	260
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.2	4.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	200	384	173
Cap Entry Lane, veh/h	1096	1352	1165
Entry HV Adj Factor	0.979	0.982	0.983
Flow Entry, veh/h	196	377	170
Cap Entry, veh/h	1072	1327	1145
V/C Ratio	0.183	0.284	0.149
Control Delay, s/veh	5.0	5.2	4.4
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection

Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	5	5	90	0	25
Future Vol, veh/h	101	5	5	90	0	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	5	5	98	0	27
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.7	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	5%
Vol Thru, %	0%	95%	95%
Vol Right, %	100%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	106	95
LT Vol	0	0	5
Through Vol	0	101	90
RT Vol	25	5	0
Lane Flow Rate	27	115	103
Geometry Grp	1	1	1
Degree of Util (X)	0.028	0.129	0.117
Departure Headway (Hd)	3.705	4.031	4.078
Convergence, Y/N	Yes	Yes	Yes
Cap	947	888	878
Service Time	1.802	2.06	2.109
HCM Lane V/C Ratio	0.029	0.13	0.117
HCM Control Delay	6.9	7.7	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	101	121	16
Demand Flow Rate, veh/h	103	124	16
Vehicles Circulating, veh/h	29	4	99
Vehicles Exiting, veh/h	99	111	33
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.4	3.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	103	124	16
Cap Entry Lane, veh/h	1340	1374	1247
Entry HV Adj Factor	0.981	0.977	1.000
Flow Entry, veh/h	101	121	16
Cap Entry, veh/h	1314	1342	1247
V/C Ratio	0.077	0.090	0.013
Control Delay, s/veh	3.4	3.4	3.0
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	7.7
Intersection LOS	A




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	6	6	100	0	30
Future Vol, veh/h	113	6	6	100	0	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	7	7	109	0	33
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.8	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	6%
Vol Thru, %	0%	95%	94%
Vol Right, %	100%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	30	119	106
LT Vol	0	0	6
Through Vol	0	113	100
RT Vol	30	6	0
Lane Flow Rate	33	129	115
Geometry Grp	1	1	1
Degree of Util (X)	0.035	0.145	0.131
Departure Headway (Hd)	3.858	4.047	4.1
Convergence, Y/N	Yes	Yes	Yes
Cap	934	883	872
Service Time	1.858	2.084	2.137
HCM Lane V/C Ratio	0.035	0.146	0.132
HCM Control Delay	7	7.8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	130	116	33
Demand Flow Rate, veh/h	132	118	34
Vehicles Circulating, veh/h	7	0	125
Vehicles Exiting, veh/h	111	159	14
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.3	3.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	132	118	34
Cap Entry Lane, veh/h	1370	1380	1215
Entry HV Adj Factor	0.981	0.982	0.971
Flow Entry, veh/h	130	116	33
Cap Entry, veh/h	1345	1354	1179
V/C Ratio	0.096	0.086	0.028
Control Delay, s/veh	3.4	3.3	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	4	6	131	6	40
Future Vol, veh/h	137	4	6	131	6	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	4	7	142	7	43
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	4%
Vol Thru, %	0%	97%	96%
Vol Right, %	87%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	141	137
LT Vol	6	0	6
Through Vol	0	137	131
RT Vol	40	4	0
Lane Flow Rate	50	153	149
Geometry Grp	1	1	1
Degree of Util (X)	0.057	0.175	0.171
Departure Headway (Hd)	4.091	4.116	4.145
Convergence, Y/N	Yes	Yes	Yes
Cap	881	864	858
Service Time	2.091	2.176	2.205
HCM Lane V/C Ratio	0.057	0.177	0.174
HCM Control Delay	7.3	8.1	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.6

Intersection			
Intersection Delay, s/veh	3.6		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	153	149	50
Demand Flow Rate, veh/h	156	152	51
Vehicles Circulating, veh/h	7	7	152
Vehicles Exiting, veh/h	152	196	11
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.6	3.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	156	152	51
Cap Entry Lane, veh/h	1370	1370	1182
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	153	149	50
Cap Entry, veh/h	1344	1344	1159
V/C Ratio	0.114	0.111	0.043
Control Delay, s/veh	3.6	3.6	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	6	10	156	9	57
Future Vol, veh/h	164	6	10	156	9	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	7	11	170	10	62
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	14%	0%	6%
Vol Thru, %	0%	96%	94%
Vol Right, %	86%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	170	166
LT Vol	9	0	10
Through Vol	0	164	156
RT Vol	57	6	0
Lane Flow Rate	72	185	180
Geometry Grp	1	1	1
Degree of Util (X)	0.084	0.214	0.211
Departure Headway (Hd)	4.239	4.177	4.213
Convergence, Y/N	Yes	Yes	Yes
Cap	850	848	841
Service Time	2.239	2.262	2.298
HCM Lane V/C Ratio	0.085	0.218	0.214
HCM Control Delay	7.6	8.4	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.8	0.8

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	185	181	72
Demand Flow Rate, veh/h	189	184	73
Vehicles Circulating, veh/h	11	10	182
Vehicles Exiting, veh/h	183	245	18
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.8	3.8	3.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	189	184	73
Cap Entry Lane, veh/h	1364	1366	1146
Entry HV Adj Factor	0.981	0.982	0.986
Flow Entry, veh/h	185	181	72
Cap Entry, veh/h	1339	1341	1130
V/C Ratio	0.139	0.135	0.064
Control Delay, s/veh	3.8	3.8	3.7
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection

Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	16	118	86	14	89
Future Vol, veh/h	89	16	118	86	14	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	17	128	93	15	97
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	9	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	14%	0%	58%
Vol Thru, %	0%	85%	42%
Vol Right, %	86%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	103	105	204
LT Vol	14	0	118
Through Vol	0	89	86
RT Vol	89	16	0
Lane Flow Rate	112	114	222
Geometry Grp	1	1	1
Degree of Util (X)	0.131	0.137	0.267
Departure Headway (Hd)	4.199	4.325	4.336
Convergence, Y/N	Yes	Yes	Yes
Cap	858	832	816
Service Time	2.204	2.338	2.43
HCM Lane V/C Ratio	0.131	0.137	0.272
HCM Control Delay	7.8	8	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.5	1.1




HCM 6th Roundabout
3: Miners Mesa Road & Bobtail Road

2040 Total Weekday AM.syn

03/11/2020

Intersection			
Intersection Delay, s/veh	3.9		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	114	221	112
Demand Flow Rate, veh/h	116	226	114
Vehicles Circulating, veh/h	131	15	99
Vehicles Exiting, veh/h	110	198	148
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.1	3.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	116	226	114
Cap Entry Lane, veh/h	1207	1359	1247
Entry HV Adj Factor	0.983	0.978	0.982
Flow Entry, veh/h	114	221	112
Cap Entry, veh/h	1187	1330	1225
V/C Ratio	0.096	0.166	0.091
Control Delay, s/veh	3.8	4.1	3.7
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	17	97	100	11	114
Future Vol, veh/h	113	17	97	100	11	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	18	105	109	12	124
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9.1	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	49%
Vol Thru, %	0%	87%	51%
Vol Right, %	91%	13%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	125	130	197
LT Vol	11	0	97
Through Vol	0	113	100
RT Vol	114	17	0
Lane Flow Rate	136	141	214
Geometry Grp	1	1	1
Degree of Util (X)	0.159	0.172	0.268
Departure Headway (Hd)	4.207	4.387	4.502
Convergence, Y/N	Yes	Yes	Yes
Cap	853	818	803
Service Time	2.229	2.41	2.502
HCM Lane V/C Ratio	0.159	0.172	0.267
HCM Control Delay	8	8.3	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.6	1.1

HCM 6th Roundabout
3: Miners Mesa Road & Bobtail Road




2040 Total Weekday PM.syn

03/11/2020

Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	141	214	136
Demand Flow Rate, veh/h	143	218	138
Vehicles Circulating, veh/h	107	12	125
Vehicles Exiting, veh/h	123	251	125
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.0	4.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	143	218	138
Cap Entry Lane, veh/h	1237	1363	1215
Entry HV Adj Factor	0.983	0.981	0.986
Flow Entry, veh/h	141	214	136
Cap Entry, veh/h	1216	1337	1197
V/C Ratio	0.116	0.160	0.114
Control Delay, s/veh	3.9	4.0	4.0
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection

Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	28	201	131	18	134
Future Vol, veh/h	137	28	201	131	18	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	30	218	142	20	146
Number of Lanes	1	0	0	1	1	0




Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	11.7	9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	61%
Vol Thru, %	0%	83%	39%
Vol Right, %	88%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	152	165	332
LT Vol	18	0	201
Through Vol	0	137	131
RT Vol	134	28	0
Lane Flow Rate	165	179	361
Geometry Grp	1	1	1
Degree of Util (X)	0.214	0.231	0.466
Departure Headway (Hd)	4.665	4.637	4.65
Convergence, Y/N	Yes	Yes	Yes
Cap	767	771	772
Service Time	2.711	2.684	2.692
HCM Lane V/C Ratio	0.215	0.232	0.468
HCM Control Delay	9	9.1	11.7
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	0.9	2.5

Intersection			
Intersection Delay, s/veh	4.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	179	360	166
Demand Flow Rate, veh/h	183	367	169
Vehicles Circulating, veh/h	222	20	152
Vehicles Exiting, veh/h	165	301	253
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.1	4.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	183	367	169
Cap Entry Lane, veh/h	1100	1352	1182
Entry HV Adj Factor	0.978	0.981	0.982
Flow Entry, veh/h	179	360	166
Cap Entry, veh/h	1076	1327	1161
V/C Ratio	0.166	0.271	0.143
Control Delay, s/veh	4.8	5.1	4.3
LOS	A	A	A
95th %tile Queue, veh	1	1	0

Intersection

Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	31	206	156	20	147
Future Vol, veh/h	164	31	206	156	20	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	34	224	170	22	160
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.6	12.8	9.4
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	57%
Vol Thru, %	0%	84%	43%
Vol Right, %	88%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	167	195	362
LT Vol	20	0	206
Through Vol	0	164	156
RT Vol	147	31	0
Lane Flow Rate	182	212	393
Geometry Grp	1	1	1
Degree of Util (X)	0.243	0.279	0.517
Departure Headway (Hd)	4.817	4.738	4.733
Convergence, Y/N	Yes	Yes	Yes
Cap	741	752	759
Service Time	2.88	2.801	2.789
HCM Lane V/C Ratio	0.246	0.282	0.518
HCM Control Delay	9.4	9.6	12.8
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1	1.1	3







Intersection			
Intersection Delay, s/veh	5.1		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	212	394	182
Demand Flow Rate, veh/h	217	401	185
Vehicles Circulating, veh/h	228	22	182
Vehicles Exiting, veh/h	195	345	263
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	5.3	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	217	401	185
Cap Entry Lane, veh/h	1094	1349	1146
Entry HV Adj Factor	0.979	0.982	0.984
Flow Entry, veh/h	212	394	182
Cap Entry, veh/h	1071	1324	1128
V/C Ratio	0.198	0.297	0.161
Control Delay, s/veh	5.2	5.3	4.6
LOS	A	A	A
95th %tile Queue, veh	1	1	1

APPENDIX E

Queuing Analysis Worksheets

Queues
1: Mill Street & SH-119







2025 Total Weekday AM.syn
03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	195	32	172	241	23	103
v/c Ratio	0.13	0.05	0.28	0.11	0.05	0.07
Control Delay	16.7	6.4	9.1	7.7	25.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	6.4	9.1	7.7	25.8	0.1
Queue Length 50th (ft)	34	0	40	27	9	0
Queue Length 95th (ft)	60	18	69	43	33	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1499	689	710	2143	442	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.05	0.24	0.11	0.05	0.07
Intersection Summary						

Queues
1: Mill Street & SH-119







2025 Total Weekday PM.syn

03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	410	30	166	309	47	200
v/c Ratio	0.26	0.04	0.31	0.14	0.11	0.13
Control Delay	17.1	6.1	9.0	7.4	28.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	6.1	9.0	7.4	28.8	0.2
Queue Length 50th (ft)	75	0	37	35	22	0
Queue Length 95th (ft)	115	16	64	52	52	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1551	710	627	2182	422	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.04	0.26	0.14	0.11	0.13
Intersection Summary						







Queues
6: Mill Street & SH-119

2025 Total Friday PM.syn
03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	475	49	376	447	33	270
v/c Ratio	0.28	0.06	0.61	0.18	0.09	0.17
Control Delay	14.9	4.7	10.1	5.0	29.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	4.7	10.1	5.0	29.8	0.2
Queue Length 50th (ft)	80	0	74	40	16	1
Queue Length 95th (ft)	127	20	115	56	44	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1722	795	792	2457	363	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.06	0.47	0.18	0.09	0.17
Intersection Summary						

Queues
6: Mill Street & SH-119

2025 Total Saturday PM.syn
03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	678	63	453	639	45	338
v/c Ratio	0.56	0.11	0.83	0.28	0.13	0.21
Control Delay	27.7	7.3	25.3	6.9	25.3	0.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	27.7	7.3	25.5	6.9	25.3	0.3
Queue Length 50th (ft)	166	0	129	71	21	0
Queue Length 95th (ft)	243	29	244	96	55	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1209	582	626	2316	355	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	11	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.11	0.74	0.28	0.13	0.21
Intersection Summary						

Queues
1: Mill Street & SH-119

2040 Total Weekday AM.syn







03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	254	39	196	315	28	110
v/c Ratio	0.17	0.06	0.32	0.14	0.07	0.07
Control Delay	16.7	6.0	9.1	7.5	31.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	6.0	9.1	7.5	31.8	0.1
Queue Length 50th (ft)	45	0	44	35	12	0
Queue Length 95th (ft)	75	19	76	53	41	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1517	701	702	2182	422	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.06	0.28	0.14	0.07	0.07
Intersection Summary						

Queues
1: Mill Street & SH-119







2040 Total Weekday PM.syn

03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	536	38	188	403	60	235
v/c Ratio	0.35	0.05	0.39	0.18	0.14	0.15
Control Delay	18.4	5.9	10.1	7.7	29.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	5.9	10.1	7.7	29.4	0.2
Queue Length 50th (ft)	104	0	42	47	28	0
Queue Length 95th (ft)	154	19	73	67	62	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1526	704	573	2182	422	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.05	0.33	0.18	0.14	0.15
Intersection Summary						

Queues
6: Mill Street & SH-119

2040 Total Friday PM.syn
03/11/2020

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	621	60	430	584	40	323
v/c Ratio	0.48	0.10	0.78	0.25	0.11	0.20
Control Delay	25.2	7.4	19.6	6.8	26.4	0.3
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	25.2	7.4	19.7	6.8	26.4	0.3
Queue Length 50th (ft)	140	0	103	64	20	1
Queue Length 95th (ft)	224	29	196	87	50	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	1286	613	663	2316	355	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	11	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.10	0.66	0.25	0.11	0.20
Intersection Summary						

Queues
6: Mill Street & SH-119

2040 Total Saturday PM.syn

03/11/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	887	78	530	836	57	414
v/c Ratio	0.92	0.16	0.93	0.36	0.16	0.26
Control Delay	49.0	7.8	46.9	7.5	27.0	0.4
Queue Delay	0.0	0.0	5.5	0.0	0.0	0.0
Total Delay	49.0	7.8	52.4	7.5	27.0	0.4
Queue Length 50th (ft)	~292	0	230	100	31	0
Queue Length 95th (ft)	#417	34	#417	131	61	0
Internal Link Dist (ft)	1084			1078	169	
Turn Bay Length (ft)		225	375			
Base Capacity (vph)	969	490	623	2320	354	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	2	56	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.16	0.93	0.36	0.16	0.26

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2025 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	28	1	18	130	5	8	168	18
v/c Ratio	0.07	0.15	0.01	0.14	0.09	0.00	0.01	0.10	0.01
Control Delay	33.2	21.9	38.0	28.6	5.5	0.0	1.6	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	21.9	38.0	28.6	5.5	0.0	1.6	1.1	0.0
Queue Length 50th (ft)	6	7	1	4	0	0	0	0	0
Queue Length 95th (ft)	17	27	5	25	73	0	1	12	0
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	190	662	403	377	1468	1377	1004	1638	1406
Starvation Cap Reductn	0	0	0	0	0	0	0	221	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.04	0.00	0.05	0.09	0.00	0.01	0.12	0.01
Intersection Summary									

Queues

2025 Total Weekday PM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	46	8	51	214	4	8	155	30
v/c Ratio	0.26	0.14	0.07	0.31	0.16	0.00	0.01	0.11	0.02
Control Delay	30.6	22.6	37.9	36.7	9.1	0.0	2.7	2.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	30.6	22.6	37.9	36.7	9.1	0.0	2.7	2.4	0.0
Queue Length 50th (ft)	23	16	4	22	48	0	1	10	0
Queue Length 95th (ft)	51	41	17	55	123	0	m2	13	0
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	212	675	310	399	1299	1214	812	1419	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	671	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.07	0.03	0.13	0.16	0.00	0.01	0.21	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2025 Total Friday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	93	15	69	261	24	33	322	71
v/c Ratio	0.23	0.30	0.13	0.38	0.21	0.02	0.04	0.23	0.06
Control Delay	31.3	25.0	38.6	35.5	9.1	0.0	1.8	2.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	31.3	25.0	38.6	35.5	9.1	0.0	1.8	3.3	1.2
Queue Length 50th (ft)	21	33	8	28	69	0	1	39	1
Queue Length 95th (ft)	48	71	26	66	125	0	m7	117	11
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	205	640	295	421	1246	1137	821	1428	1230
Starvation Cap Reductn	0	0	0	0	0	0	0	707	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.05	0.16	0.21	0.02	0.04	0.45	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2025 Total Saturday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	65	134	23	99	322	35	46	368	101
v/c Ratio	0.29	0.34	0.17	0.48	0.33	0.04	0.07	0.31	0.10
Control Delay	29.3	25.3	38.1	37.8	15.6	0.1	2.2	4.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0
Total Delay	29.3	25.3	38.1	37.8	15.6	0.1	2.2	5.8	1.1
Queue Length 50th (ft)	29	52	12	44	113	0	3	52	2
Queue Length 95th (ft)	59	95	34	89	201	0	m7	m131	m9
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	225	620	256	382	976	963	617	1196	1059
Starvation Cap Reductn	0	0	0	0	0	0	0	641	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.09	0.26	0.33	0.04	0.07	0.66	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total Weekday AM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	37	1	22	145	8	10	190	25
v/c Ratio	0.08	0.19	0.01	0.16	0.11	0.01	0.01	0.12	0.02
Control Delay	33.5	20.8	38.0	28.4	6.2	0.0	1.4	1.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay	33.5	20.8	38.0	28.4	6.2	0.0	1.4	1.3	0.0
Queue Length 50th (ft)	7	8	1	5	15	0	0	7	0
Queue Length 95th (ft)	19	31	5	28	82	0	m2	12	0
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	169	645	375	379	1352	1316	951	1555	1342
Starvation Cap Reductn	0	0	0	0	0	0	0	792	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.00	0.06	0.11	0.01	0.01	0.25	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total Weekday PM.syn

2: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	68	59	10	67	253	7	10	174	40
v/c Ratio	0.29	0.15	0.08	0.38	0.22	0.01	0.01	0.14	0.04
Control Delay	29.1	21.5	37.3	37.8	10.9	0.0	2.6	2.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay	29.1	21.5	37.3	37.8	10.9	0.0	2.6	2.8	0.1
Queue Length 50th (ft)	30	20	5	29	60	0	1	11	0
Queue Length 95th (ft)	62	48	20	67	150	0	m1	13	0
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	242	677	290	401	1138	1102	710	1268	1116
Starvation Cap Reductn	0	0	0	0	0	0	0	645	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.09	0.03	0.17	0.22	0.01	0.01	0.28	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total Friday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	123	21	91	309	32	42	354	91
v/c Ratio	0.27	0.32	0.16	0.46	0.31	0.03	0.07	0.29	0.09
Control Delay	29.4	24.8	38.4	37.2	15.0	0.1	2.4	4.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0
Total Delay	29.4	24.8	38.4	37.2	15.0	0.1	2.4	5.9	1.2
Queue Length 50th (ft)	27	47	11	39	106	0	3	65	3
Queue Length 95th (ft)	55	89	32	82	188	0	m8	144	m10
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	220	620	259	382	988	971	634	1205	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	657	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.20	0.08	0.24	0.31	0.03	0.07	0.65	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total Saturday PM.syn

7: Mill Street & Main Street

03/11/2020



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	174	29	129	391	45	59	416	132
v/c Ratio	0.35	0.41	0.19	0.54	0.45	0.05	0.11	0.36	0.13
Control Delay	29.6	26.6	36.9	39.7	19.4	0.1	5.0	8.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.7
Total Delay	29.6	26.6	36.9	39.7	19.4	0.1	5.0	13.5	3.7
Queue Length 50th (ft)	38	71	15	60	151	0	11	180	15
Queue Length 95th (ft)	71	119	39	110	262	0	m18	m256	m25
Internal Link Dist (ft)		483		424	183			169	
Turn Bay Length (ft)	75		100			50			
Base Capacity (vph)	243	610	241	372	878	898	530	1163	1038
Starvation Cap Reductn	0	0	0	0	0	0	0	661	662
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.29	0.12	0.35	0.45	0.05	0.11	0.83	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX F

Site Plan

LAKE GULCH WHISKEY RESORT

CONCEPTUAL EXHIBIT

A PART OF SECTIONS 17 & 18, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH P.M.,
COUNTY OF GILPIN, STATE OF COLORADO

THE CONCEPTUAL SITE PLAN AND CHARACTER SKETCHES ARE BEING PROVIDED FOR "REFERENCE ONLY" AND ARE NOT A REGULATORY PART OF THE PLANNED DEVELOPMENT APPROVAL. FINAL SITE & ARCHITECTURAL DESIGN TO BE APPROVED WITH THE SITE DEVELOPMENT PLANS & CERTIFICATES OF ARCHITECTURAL COMPATIBILITY



COBURN
ARCHITECTURE

2560 28th Street, Suite 200
Boulder, Colorado
p: 303-442-3351



TINCUP
MOUNTAIN WHISKEY

DISTILLERY PROJECT
Black Hawk, Colorado

DISCLAIMER:
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ISSUED/REVISION SCHEDULE			
NO.	DESCRIPTION	AUTHOR (CHECKED)	DATE

SHEET No.

ARCH 1

CONCEPTUAL SITE PLAN



CONCEPTUAL SITE PLAN
1:3000

RESOLUTION 26-2020
A RESOLUTION
APPROVING A MINOR
SUBDIVISION CREATING
TWO LOTS AT 211-221
GREGORY STREET AND
201 SELAK STREET
(CONTINUED TO
MAY 13, 2020)

RESOLUTION 27-2020
A RESOLUTION
APPROVING A
CERTIFICATE OF
ARCHITECTURAL
COMPATIBILITY FOR
THE RENOVATION OF A
BUILDING AT 211-221
GREGORY STREET
(CONTINUED TO
MAY 13, 2020)

RESOLUTION 28-2020
A RESOLUTION
CONSENTING TO AND
EXTENDING THE ORDER
DECLARING A LOCAL
DISASTER EMERGENCY
IN AND FOR THE CITY OF
BLACK HAWK,
COLORADO

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

Resolution No. 28-2020

**TITLE: A RESOLUTION CONSENTING TO AND EXTENDING THE
ORDER DECLARING A LOCAL DISASTER EMERGENCY IN
AND FOR THE CITY OF BLACK HAWK, COLORADO**

WHEREAS, the Colorado Disaster Emergency Act, C.R.S. § 24-33.5-701, *et seq.* (the "Act"), provides procedures for statewide and local prevention of, preparation for, response to, and recovery from disasters and emergencies;

WHEREAS, pursuant to the Act, an "emergency" is an unexpected event that places life or property in danger and requires an immediate response through the use of state and community resources and procedures, and an "emergency epidemic" is cases of an illness or condition, communicable or noncommunicable, caused by bioterrorism, pandemic influenza, or novel and highly fatal infectious agents or biological toxins;

WHEREAS, pursuant to C.R.S. § 24-33.5-709, a local disaster emergency may be declared "only by the principal executive officer of a political subdivision," here, the Mayor;

WHEREAS, pursuant to the City of Black Hawk Home Rule Charter, Article VIII, Section 13, in case of emergency, the Mayor assumes the authority to execute any action necessary for the protection of life and property, including the authority to establish regulations governing conduct and activities related to the cause of the emergency;

WHEREAS, on March 18, 2020, the Mayor did issue an order declaring a local disaster, which order is attached hereto as **Exhibit A**;

WHEREAS, pursuant to C.R.S. § 24-33.5-709(1) the declaration of a local emergency shall not be continued or renewed for a period in excess of 7 days except by or with the consent of City Council;

WHEREAS, pursuant to C.R.S. § 24-33.5-709(1), any order declaring, continuing, or terminating a local disaster emergency shall be given prompt and general publicity and shall be filed promptly with the City Clerk, the County Clerk and with the state office of emergency management; and

WHEREAS, immediately after it was issued, the attached order was given prompt and general publicity, was filed with the City Clerk and the Gilpin County Clerk and Recorder and was submitted to the Colorado Office of Emergency Management.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLACK HAWK, COLORADO, THAT:

Section 1. The City Council hereby consents to and supports the Order Declaring a Local Disaster Emergency in and for the City of Black Hawk, Colorado.

Section 2. The City Council hereby extends the Order Declaring a Local Disaster Emergency in and for City of Black Hawk, Colorado **until April 24, 2020**, unless sooner terminated by action of City Council, at which time the Order may be extended by action of City Council.

Section 3. This Resolution shall be given prompt and general publicity, filed with the City Clerk and the Gilpin County Clerk and Recorder, and submitted to the Colorado Office of Emergency Management

RESOLVED AND PASSED this 25th day of March, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

ORDER DECLARING A LOCAL DISASTER EMERGENCY IN AND FOR
THE CITY OF BLACK HAWK, COLORADO

WHEREAS, the Colorado Disaster Emergency Act, C.R.S. § 24-33.5-701, *et seq.* (the "Act"), provides procedures for statewide and local prevention of, preparation for, response to, and recovery from disasters and emergencies;

WHEREAS, pursuant to the Act, an "emergency" is an unexpected event that places life or property in danger and requires an immediate response through the use of state and community resources and procedures, and an "emergency epidemic" is cases of an illness or condition, communicable or noncommunicable, caused by bioterrorism, pandemic influenza, or novel and highly fatal infectious agents or biological toxins;

WHEREAS, pursuant to C.R.S. § 24-33.5-709, a local disaster emergency may be declared unilaterally by the principal executive officer of a political subdivision, here the Mayor;

WHEREAS, pursuant to the City of Black Hawk Home Rule Charter, Article VIII, Section 13, in case of emergency, the Mayor assumes the authority to execute any action necessary for the protection of life and property, including the authority to establish regulations governing conduct and activities related to the cause of the emergency;

WHEREAS, pursuant to C.R.S. § 24-33.5-709, the declaration activates the response and recovery aspects of any applicable disaster emergency plans and authorizes the furnishing of aid and assistance under such plans;

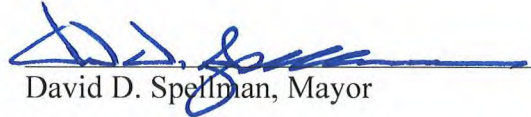
WHEREAS, pursuant to C.R.S. § 24-33.5-709(1) the declaration of a local emergency shall not be continued beyond a period of seven days or removed except by action of the City Council;

WHEREAS, pursuant to C.R.S. § 24-33.5-709(1), any order declaring, continuing, or terminating a local disaster "shall be given prompt and general publicity and shall be filed promptly with the shall be filed promptly with the county clerk and recorder, the city clerk...and with the office of emergency management"; and

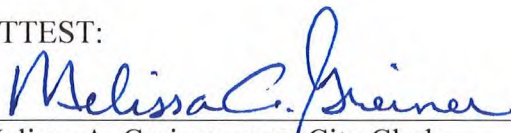
WHEREAS, because of the COVID-19 pandemic, which was recognized by the Governor of the State of Colorado on March 10, 2020, the City of Black Hawk is suffering and has suffered a disaster emergency as defined in the Act.

NOW, THEREFORE, IT IS HEREBY ORDERED, this 18th day of March, 2020, that a disaster emergency is declared in and for the City of Black Hawk, Colorado, beginning on this day and ending March 25, 2020, unless extended by action of the City Council.

IT IS FURTHER ORDERED that this Order shall be given prompt and general publicity, filed immediately with the City Clerk, and a copy of it shall be sent to the Gilpin County Clerk and Recorder as well as to the Colorado Office of Emergency Management.


David D. Spellman, Mayor

ATTEST:


Melissa A. Greiner, CMC, City Clerk



CITY OF BLACK HAWK

REQUEST FOR COUNCIL ACTION

SUBJECT: Extension of the Order Declaring a Local Disaster Emergency

RECOMMENDATION: Staff recommends the following motion to the Mayor and Board of Aldermen:

MOTION TO APPROVE Resolution 28-2020, A Resolution Consenting to and Extending the Order Declaring a Local Disaster Emergency in and For the City of Black Hawk, Colorado

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Response to Coronavirus COVID-19.

AGENDA DATE: March 25, 2020

WORKSHOP DATE: N/A

FUNDING SOURCE: Various line items

DEPARTMENT DIRECTOR APPROVAL: ☒ Yes ☐ No

STAFF PERSON RESPONSIBLE: Melissa Greiner, CMC
City Clerk/Administrative Service Director

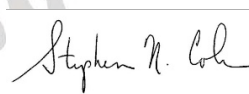

DOCUMENTS ATTACHED: "Exhibit A" Order Declaring a Local Disaster
Emergency In and For the City of Black Hawk,
Colorado

RECORD: ☐ Yes ☒ No

CITY ATTORNEY REVIEW: ☐ Yes ☒ N/A

SUBMITTED BY:

REVIEWED BY:



Melissa A. Greiner, CMC
City Clerk/Administrative Services Director

Stephen N. Cole
City Manager

RESOLUTION 29-2020
A RESOLUTION
APPROVING THE 2020
FIREWORKS
PRODUCTION CONTRACT
BETWEEN THE CITY OF
BLACK HAWK AND
WESTERN ENTERPRISES,
INC.

**STATE OF COLORADO
COUNTY OF GILPIN
CITY OF BLACK HAWK**

Resolution No. 29-2020

**TITLE: A RESOLUTION APPROVING THE 2020 FIREWORKS PRODUCTION
CONTRACT BETWEEN THE CITY OF BLACK HAWK AND WESTERN
ENTERPRISES, INC.**

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE
CITY OF BLACK HAWK, COLORADO, THAT:

Section 1. The Board of Aldermen hereby approves the Fireworks Production Contract
between the City and Western Enterprises, Inc., and authorizes the Mayor to execute the same on
behalf of the City.

RESOLVED AND PASSED this 25th day of March, 2020.

David D. Spellman, Mayor

ATTEST:

Melissa A. Greiner, CMC, City Clerk

CITY OF BLACK HAWK

REQUEST FOR COUNCIL ACTION

SUBJECT: Fireworks Production Contract between the City of Black Hawk and Western Enterprises, Inc.

RECOMMENDATION: Staff recommends the following motion to the Mayor and Board of Aldermen:

MOTION TO APPROVE Resolution 29-2020, A Resolution Approving the 2020 Fireworks Production Contract between the City of Black Hawk and Western Enterprises, Inc.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Boom Town Fireworks Production Contract for 2020 with a 6% increase since over last year's contract. The increase is due to increased production cost from overseas suppliers.

AGENDA DATE: March 25, 2020

WORKSHOP DATE: October 23, 2019

FUNDING SOURCE: 010-1101-4115828

DEPARTMENT DIRECTOR APPROVAL: ☒ Yes ☐ No

STAFF PERSON RESPONSIBLE: Melissa Greiner, CMC
City Clerk/Administrative Service Director

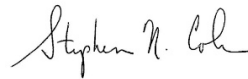
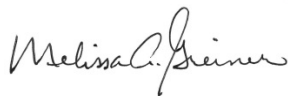
DOCUMENTS ATTACHED: Memo from City Manager Cole
Western Enterprises, Inc. Fireworks
Production Contract

RECORD: ☐ Yes ☒ No

CITY ATTORNEY REVIEW: ☐ Yes ☒ N/A

SUBMITTED BY:

REVIEWED BY:



Melissa A. Greiner, CMC
City Clerk/Administrative Services Director

Stephen N. Cole
City Manager



BLACK HAWK ®



INCORPORATED 1864

Office of the City Manager

201 Selak Street
P.O. Box 68
Black Hawk, CO 80422
www.cityofblackhawk.org
303-582-2200 Office
303-582-0848 Fax

Mayor

David D. Spellman

Aldermen

Linda Armbricht
Paul G. Bennett
Hal Midcap
Jim Johnson
Greg Moates
Benito Torres

City Attorney

Corey Y. Hoffmann

City Manager

Stephen N. Cole

City Clerk /

Administrative Services Director

Melissa A. Greiner

Finance Director

Lance R. Hillis

Fire Chief / Emergency Manager

Christopher K. Woolley

Police Chief

Kenneth E. Lloyd

Public Works Director

Thomas Isbester

Community Planning & Development Director

Cynthia L. Linker

COLORADO'S SECOND OLDEST
MUNICIPAL CORPORATION

MEMORANDUM

TO: The Honorable Mayor and Board of Aldermen

FROM: Stephen N. Cole, City Manager *SN*

SUBJECT: 2020 Boom Town Fireworks Presentation

DATE: March 19, 2020

Staff reviewed last year's Fourth of July Fireworks Show and recommended changes to the 2020 fireworks show. This report is divided into three (3) sections: Western Enterprise Recommendations for the 2020 show, Staff Recommendations, and Projected expenses of the 2020 show as compared to 2019. A full description of the proposal made by Western Enterprises is attached to this memo.

Western Enterprise Recommendations for the 2020 Show

This year's proposed show will last 30 minutes as usual but includes a couple of changes worth noting.

During the 2019 Show, Western Enterprises fired numerous 2.5-inch, 3-inch, and 5-inch shells from the Casey. The 2.5-inch shells detonated closer to the ground, creating a greater fire danger. The size of the Casey site limits the size of shells that can be safely fired from that location while the Mesa site can accommodate larger shells. In 2019 the Mesa show included 5-inch, 6-inch, and 10-inch shells.

This year, the Casey Show will only include 3-inch and 4-inch shells. Western Enterprise indicated the change from 2.5-inch shells to 3-inch shells would reduce the risk of a fire, but not entirely eliminate it. Western Enterprises stated the difference between the 4-inch shells and last year's 5-inch shells would not be discernable to the viewer. This year's Mesa show will include more 6-inch shells.

Redistributing the shells shot from each site will result in more shells fired from the Mesa than in past years. The

goal is to create a complete show from each site that will compliment each other during the 30-minute fireworks show.

Staff Recommendations:

- The Fire Department was concerned about the fallout from the fireworks shot on the Casey Chase, which fell in Chase Gulch. They suggested we review our selection of fireworks to ensure debris is not burning when it hits the ground.
 - Response: The Fire Department will assign resources to Chase Street to spot fires if staffing is available.
 - Response: Western Enterprises will increase the size of the small shells from 2.5 inch to 3-inch shells on the Casey, increasing the height of the fireworks at detonation.
- The Fireworks on the Mesa drew a large crowd, but the fireworks show was notably smaller than the Casey show. Staff suggests increasing the size of the show on the Mesa.
 - Response: Western Enterprises will allocate more fireworks to the Mesa Show. The five (5) inch shells previously fired on the Casey will be eliminated, and add 6-inch shells will to the Mesa.
- Crowd size seemed larger in 2019 as compared to previous years, possibly because several communities canceled their fireworks shows in 2019. Allocate more police resources to the show.
 - Response: Police will allocate additional staff to the show, if available.
- Increase police patrol on Maryland Mountain to prevent unauthorized campers and campfires.
 - Response: Police will assign additional staff to the Park on an ATV to patrol the area if staffing is available.
- Additional signage is needed along the main trails of Maryland Mountain, prohibiting hiking and camping after dark.
 - Response: Public Work will place temporary signs at main entrances to Maryland Mountain Recreational Park.
- Add eight (8) additional port-a-pots @\$110 each for the old Post Office site, Briggs lot, Bobtail area, and Miner's Mesa locations.
 - Response: Public Works will rent additional port-a-pots and identify appropriate locations.
- Add temporary trash containers at high occupancy areas like the Briggs lot, Miner's Mesa, old Post Office Site, and Bobtail area.
 - Response: Public Works will rent additional trash containers, if available. Eliminate trash containers at Briggs lot and Bobtail in 2020 due to current construction activity.
- Review methods of screening traffic entering residential areas.
 - Response: Public Works will provide instruction to contract workers.
- Add 'No parking' signs along Gregory at Mountain City and the Bobtail Mine area.

- Response: Public Works will purchase and place temporary signs and place where appropriate.

Projected Expenses

In 2019 the City spent approximately \$104,729 for the entire fireworks show, not including on-duty staff time. The fireworks show itself was \$96,000. The 2019 expenditures were as follows:

Fire Department staffing - 44 hours of overtime pay	\$1,267
Police Department staffing - 18 hours of overtime pay	\$1,368
Public Works staffing - 8 hours of overtime pay	\$376
Western Enterprises (Fireworks show)	\$96,000
Sand for launch sites	\$874
Portable Port-a-Pots (10 units)	\$1,100
Colorado Barricade-flaggers at residential streets	\$3,744
2019 Cost	<u>\$104,729</u>

In 2020 the estimated cost of the fireworks show provided by Western Enterprises is \$101,760.00. That expense, coupled with additional expenditures, brings the total cost of the 2020 Fireworks Show to approximately \$112,269.00. Estimated expenditures are as follows:

Fire Department staffing for overtime	\$1,667
Police Department staffing for overtime	\$1,868
Public Works staffing overtime pay	\$376
Western Enterprises (Fireworks show)	\$101,760
Sand for launch sites	\$874
Portable Port-a-Pots (10 units plus 8 more)	\$1,980
Colorado Barricade-flaggers at residential streets	\$3,744
ATV Unit for patrolling Maryland Mountain	TBD
Estimated 2020 Cost	<u>\$112,269</u>

After reviewing the recommendations made by staff after last year's show and discussing improvements to the show, we recommend the described changes to improve the experience of our residents and visitors at this year's show.



February 19, 2020

Melissa Greiner, City Clerk
City of Black Hawk
P.O. Box 68
Black Hawk, CO 80422

Dear Melissa;

I want to thank you and Steve again for your kindness in allowing Larry and me to meet with you to discuss the **2020 Boom Town 4th of July Fireworks Production**. I believe that we accomplished a lot during our meeting, as we were able to come up with a good plan to modify the program so that we can fire from both locations (Casey location and Mesa location) at the same time throughout the entire performance. This should truly improve the performance as it will “connect” both locations throughout the production.

I know we spent some time talking about the subject of tariffs that were to be imposed on certain items, including fireworks; and we were very concerned about how high the tariffs would end up. After our meeting, I attended a Pyrotechnic Conference last week, during which I learned that the 7.5% tariff on fireworks were going to be suspended for a while, which means that **at present**, there are no tariffs on display fireworks. **That was the good news.** However, we found out **there is some bad news as well**, which pertains to the increased cost of insurance. The Insurance Carriers for the Insurance Industry increased their excess limits (the amount of coverage over \$1,000,000) by six percent (6%), which forces us to increase by 6%.

Considering this 6% increase for insurance, your “Fireworks Production Contract” details a \$101,760 Pyrotechnic Production that includes \$10,000,000 fireworks liability coverage, a crew of Colorado certified pyrotechnic operators who will be in charge of the load-in/firing/load-out of the equipment and fireworks, and the design coordination of two (2) firing locations that will coincide with each other throughout the performance. *(Our operators are covered by worker’s compensation coverage, with statutory limits of the state of Colorado.)*

As we discussed in our meeting, I have restructured your program that will allow us to stage your performance from both the Casey and Mesa locations throughout the show’s entirety. To accomplish this, I deleted the smaller shells (2.5”) in the program and applied the money toward six-inch (6”) shells, which will be fired from the Mesa location. I also moved the five-inch (5”) shells from the Casey location to the Mesa location. And I moved the “mini-finale” into the main body and also a portion into the GRAND FINALE as well.

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Post Office Box 60 – Carrier, Oklahoma 73727 (800) 375-2204 – (580) 855-2205 FAX

You also asked if our technicians could fire the shells in such a fashion that will help the audience distinguish the very special shells that are in the performance. And we will accomplish this by ensuring that our technicians fire the aerial shells in more “designed flights” of the same effects, rather than fire shells so quickly that they cover each other up and get “lost in the multitude of shells firing at the same time”. By doing this, your show will be more dynamic and effective for the audience, from wherever they are located.

We are very excited by our new line of aerial shells that we will integrate into your performance for this year. Some of these new aerial shells we have for this season are; **“Crossette Rings w/Brocade Pistils, Ghost Pattern Shells, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing”**. There will also be sequences of our animated special shells such as; Humming Birds, Silver Pinwheels and Whistling Bees. Your show will have a myriad of pyrotechnic aerial shells to entertain your audience!

Your pyrotechnic production will begin with a barrage of titanium salutes (loud reports with “silver flash”) from **both locations**, which is always a tremendous way to catch the attention of everyone in the viewing areas. And then after the “Opening Announcement”, your show will proceed throughout its entirety in an ever-changing Pyrotechnic Aerial Dance! Everything builds in momentum to the one-of-a-kind **Black Hawk Grand Finale**, which is truly the most powerful element in your production.

- This special **“Grand Finale”** has truly become the most spectacular **“Grand Finale”** in the state of Colorado, especially since it is now fired from two (2) separate firing locations; one location being the **Casey Street Site** and the other location being the **Miner’s Mesa Site**. Your Finale closing will begin with a breathtaking barrage of **Red Flower Shells**, followed by a barrage of **Silver Flower Shells**, followed by another barrage of **Blue Flower Shells**, followed by a barrage of **Golden Silk Flower shells**, which ultimately culminates in a massive barrage of **Staccato Report Salutes, and heavy Titanium Report Bombs** which echo reverberating thunder through the valley bringing a thrilling conclusion to the **2020 BLACK HAWK JULY 4th FIREWORKS SPECTACULAR!**

We want to thank the Town of Black Hawk for graciously providing us the opportunity to deliver our trucks prior to the display and park them up on Miner’s Mesa, and we hope that you will allow us to do so again this year. Your display is of such magnitude that it requires several days for the fireworks crew to conduct the “load-in, firing and load-out” of the fireworks. And this year will definitely require more logistical planning since both locations will have a substantial quantity of fireworks.

Also, through the years, Tom Isbester and his staff have graciously provided our crew immeasurable assistance in not only “grading and leveling the road to the Casey site, but also for providing sand and a front-end loader for the Miner’s Mesa site”. This preparatory work is invaluable, and we hope that Tom and his staff will be able to assist our fireworks crew again for this year’s show.

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Ms. Melissa Greiner
City of Black Hawk
February 19, 2020
Page 3

We are also offering our early payment discount option through April 3, 2020. This prepayment option allows you to either deduct the five percent amount of (\$5,088.00) from the total contract amount or this amount can be allocated toward the “purchase” of additional shells to enhance the “**Grand Finale**”, These additional shells are itemized on page Eleven (11).

In closing, we have always considered it an honor to stage the fireworks for the ***Boom Town 4th of July Spectacular***, and we are deeply grateful to have the privilege of showcasing our pyrotechnics for one of the premier pyrotechnic productions in the country. We are so proud to be a part of your event!

Once again, we thank you for everything and I ask that if you have any questions whatsoever, please do not hesitate to contact me anytime at 800-375-2204.

With my best wishes,

Respectfully,

A handwritten signature in blue ink, appearing to read 'Jim Burnett', with a stylized flourish at the end.

Jim Burnett
WESTERN ENTERPRISES, INC.

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Post Office Box 60 – Carrier, Oklahoma 73727 (800) 375-2204 – (580) 855-2205 FAX

FIREWORKS PRODUCTION CONTRACT

1. This Contract is entered into this _____ day of _____, 20____, by and between **WESTERN ENTERPRISES, INC.**, designated herein as the "**SELLER**", and **CITY OF BLACK HAWK**, designated herein as the "**PURCHASER**" for a fireworks production to be held on **JULY 4, 2020**.

2. **SELLER** will secure, prepare and deliver said fireworks as outlined, or will make necessary substitutions of equal or greater value. **SELLER** will include the services of a Pyrotechnic Operator to take charge of, set up and fire the display, along with such help as he deems necessary to perform the fireworks display safely, and in accordance with such Federal, State or Local laws that might be applicable.

3. **SELLER** agrees that the Operator and Assistant(s) are to check the display area after the presentation of the fireworks display for any "duds" or other material, which might not have ignited. Any such material, found by any person other than the Operator, shall be turned to the Operator for safekeeping or disposal of said material.

4. **PURCHASER** will furnish the secured minimum safety distances established by the **SELLER** after an on-site inspection of the proposed firing location. **PURCHASER** will provide adequate police protection, security personnel (Monitors) around the display site perimeter, and/or other adequate security to maintain these distances. **PURCHASER** also agrees to have a fire truck available on location during the display, provide sand and front-end loader (only if necessary) for set-up, and security during time of set-up and show firing.


5. A Certificate of Insurance covering the fireworks display will be provided by the **SELLER** upon signing of the contract, for coverage in the amount of **TEN MILLION DOLLARS (\$10,000,000.00)** broad form, bodily injury and property damage liability, and Comprehensive Automobile Liability Combined Single Limit. **SELLER** provides Statutory Workers Compensation Coverage on their technicians. **PURCHASER** agrees to provide a complete list of all Additional Insured's to be named on the certificate. Those entities/individuals listed on the certificate of insurance shall be deemed as additional insured per this contract.

6. It is agreed and understood that the **PURCHASER** will pay to the **SELLER** the sum of **ONE HUNDRED ONE THOUSAND SEVEN HUNDRED SIXTY DOLLARS & NO/100 (\$101,760.00)** to be paid within fifteen (15) days after the date of the display. **HOWEVER**, if payment is made in full by April 3, 2020, a five percent (5%) discount (**\$5,088.00**) will apply. That discount can either be deducted from the total contract price, or the **PURCHASER** may elect to receive that amount of extra pyrotechnic product in lieu of the discount. Unpaid accounts are subject to one percent (1%) interest charge per month after fifteen days.

7. In the event of inclement weather or other adverse conditions, so as to cause postponement of the display it is agreed and understood that **PURCHASER** will notify **SELLER** regarding the postponement date, normally the following night, or at some future date within the calendar year. If the **PURCHASER** will not re-schedule the display within the calendar year, or completely cancels the display, the **PURCHASER** agrees to pay to the **SELLER** Thirty percent (30%) of the cost of the display (**\$30,528.00**). If the prepayment option has been exercised, **SELLER** will refund to **PURCHASER** the total amount paid, less the 30% mentioned above.

8. Witness whereof, we have caused our signatures to be affixed to this Document, on this _____ day of _____, 20____.

WESTERN ENTERPRISES, INC.
SELLER

BY: 
authorized agent

CITY OF BLACK HAWK
PURCHASER

BY: _____
authorized agent



Western Enterprises, Inc.

(Performance at Montreal International Fireworks Competition 2016)

Pyrotechnic Production Proposal

**City of Black Hawk, Colorado
July 4, 2020**

**Attn: Melissa Greiner
City Clerk/Administrative Services Director**

**Creating the Spectrum of Pyrotechnic Production Excellence
Web Site: www.fireworksbywestern.com**



February 19, 2020

**CITY OF BLACK HAWK
BLACK HAWK, COLORADO
4TH OF JULY SPECTACULAR
JULY 4, 2020**

Ms. Melissa Greiner, City Clerk
City of Black Hawk
P.O. Box 68
Black Hawk, CO 80422
(303) 582-2292

*****PYROTECHNIC PRODUCTION PROPOSAL*****

As a beginning declaration, this program proposal is a written sequence of the very best aerial shells and pyrotechnic devices anywhere. All ideas, concepts, and itemized product listing are deemed confidential, and are intended solely for the client's review, and should not be disseminated to anyone other than those persons who are a part of the committee for this event.

- 1. PURPOSE.** Western Enterprises, Inc. considers it an honor to provide the following proposal for the production of a pyrotechnic exhibition to be held in conjunction with the **2020 BLACK HAWK 4th OF JULY SPECTACULAR**. We are very excited to include in your production some extremely unique products that we have purchased exclusively from five (5) different factories in China. And to accompany these products with our own special-made designer shells that we manufacture in our own facility, it is with great pride that we are committed to staging an evening of “Pyrotechnic Magic” for your audience.
- 2. FIRING SITE.** All pyrotechnics will be fired from a designated point, which meets approval of the Black Hawk Fire Department.
- 3. PLANNING CONSIDERATIONS.** The following provides a list of specific considerations in relationship to this performance.
 - a. Duration.** The duration of your fireworks display has normally been approximately 30-minutes in length. **However**, since this production is fired electronically, the operators can accurately fire your display so that it will last a precise length of time. If you have a specific amount of time that you prefer your display to last, please let us know and we will accommodate your preference.

b. **Insurance.** The coverage provided under this program is \$10,000,000 per occurrence for Broad Form, Contractual, Bodily Injury and Property Damage, and includes all necessary additional insureds. All Western Enterprises vehicles hauling explosives are covered with \$10,000,000 liability coverage. All Western Enterprises technicians are covered by statutory limits of Colorado State Worker's Compensation.

c. **Permits.** All necessary permits, clearances and documentation regarding pyrotechnics whether federal, state or municipal, is the responsibility of Western Enterprises, Inc.

d. **Labor.** A Colorado licensed pyrotechnic operator and crew from Western Enterprises will be in charge of handling the "load in, staging, firing and load out" of the pyrotechnic production.

e. **Musical Accompaniment.** This production is NOT scheduled to be choreographed to music, HOWEVER, if you do wish to have a performance staged to music, Western Enterprises, Inc. will produce a special musical score that is appropriate to the theme of the event. The music will be prerecorded on a format that is acceptable to the Pyrotechnic firm and the sound contractor selected by the client. It is very important to finalize the music by May 1st so as to allow our pyrotechnic choreographer, Gary Caimano, adequate time to design the pyrotechnics to the music.

4. GENERAL OVERVIEW OF PERFORMANCE. Your performance will include a wide variety of pyrotechnic products from around the world, including some of the very unique products profiled for the 2020 season and also a breath-taking array of special-made aerial shells that we have showcased in the 2016 *International Fireworks Competition* where we represented the United States. Some of the newly designed aerial shells that we will showcase in your performance are "*Crossette Rings w/Brocade Pistils, Ghost Patterns, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing*".

5. MUSIC REQUIREMENTS. If you wish to have your pyrotechnics fired to music, Western Enterprises will be pleased to produce a special music arrangement that is appropriate to the event. This service is offered at no additional charge to the client. The choreographic design of the pyrotechnics to a music production is a true art form and requires days of preparation. The design choreographer will ensure that color combinations and effects are blended together to match the music. Each and every shell is "back-timed" so that they will actually break in the sky at the appropriate time. This ensures the synchronization of the pyrotechnics to the music. "Command cues" are placed on a separate track of the CD and are transmitted to the firing location of the fireworks, so that the pyrotechnic operators will be firing in synchrony to the music.

Your performance for **2020** will **BEGIN** with a tremendous salvo of "Titanium Salute Shells" from both locations (Casey Street site and Miner's Mesa site). This powerful beginning to your production will provide an exciting announcement to your show! From this point on, your show will flow from both locations, showcasing special Pattern Shells, a breathtaking array of Flower Shells and Animated effects throughout the entire performance to delight your audience.

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After the main body of your performance concludes, your audience will be thrilled by the one-of-a-kind, signature ***BLACK HAWK "Grand Finale"***. This special ***"Grand Finale"*** has truly become the most dynamic ***"Grand Finales"*** in the state of Colorado, especially since it is fired from two (2) separate firing locations. Your Grand Finale will not only be staged from the regular firing location, but also from the top of Miner's Mesa as well. This spectacular Finale closing will begin with a breathtaking barrage of **Red Flower Shells**, followed by a barrage of **Silver Flower Shells**, followed by another barrage of **Blue Flower Shells**, followed by a barrage of **Golden Silk Flower shells**, which ultimately culminates in a massive barrage of **Staccato Report Salutes, and heavy Titanium Report Bombs** which echo reverberating thunder through the valley bringing a thrilling conclusion to the ***2020 BLACK HAWK JULY 4th FIREWORKS SPECTACULAR!***

"GRAND FINALE SEQUENCE"
(Casey location)

20 - 10/3" RED FLOWER CHAINS (200 - 3" Red Shells)

11 - 5/4" RED FLOWER SHELLS (55 - 4" Red Shells)

20 - 10/3" WHITE/SILVER FLOWER CHAINS (200 - 3" White/Silver Shells)

11 - 5/4" WHITE/SILVER FLOWER CHAINS (55 - 4" White/Silver Shells)

20 - 10/3" BLUE FLOWER CHAINS (200 - 3" Blue Shells)

11 - 5/4" BLUE FLOWER CHAINS (55 - 4" Blue Shells)

20 - 10/3" BROCADE FLOWER SHELLS (200 - 3" Gold Silk Shells)

11 - 5/4" BROCADE FLOWER SHELLS (55 - 4" Gold Silk Shells)

10 - 10/3" TITANIUM SALUTE BOMBS (100 – Titanium Salute Bombs)

"GRAND FINALE SEQUENCE"
(Miner's Mesa location)

36 - 5" RED FLOWER SHELLS

24 – 6" RED FLOWER SHELLS

4 – 8" RED FLOWER SHELLS

36 - 5" WHITE FLOWER SHELLS

24 – 6" WHITE FLOWER SHELLS

4 – 8" WHITE FLOWER SHELLS

36 - 5" BLUE FLOWER SHELLS

24 – 6" BLUE FLOWER SHELLS

4 – 8" BLUE FLOWER SHELLS

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"GRAND FINALE SEQUENCE" - Continued
(Miner's Mesa location)

36 - 5" BROCADE FLOWER SHELLS

24 – 6" BROCADE FLOWER SHELLS

4 – 8" BROCADE FLOWER SHELLS

2 – 10" BROCADE FLOWER SHELL

6 – 10/3" TITANIUM SALUTE BOMBS (60 – Titanium Salute Bombs)

This brings a thrilling conclusion to the 2019 *BLACK HAWK 4th of JULY*
FIREWORKS SPECTACULAR!

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ITEMIZED PRODUCT LISTING

NOTE TO PACKING DEPARTMENT:

1. Please note that this show is complicated, so please be careful when packing!
2. This show has two (2) different Firing Locations. One location is "Regular Location" and the other location is "Miner's Mesa location". So, please pack according to Location.
3. Please notice that all 5" and larger shells should be packed separate and mark on boxes "Miner's Mesa".

OPENING SHELLS

CASEY LOCATION (45 Shells)

- 1 - 5/3" SILVER TIGER TAIL COMET BARRAGE (5 - 3" Tiger Tail Comets, "Opening Barrage")
4 - 10/3" TITANIUM SALUTE CHAINS (40 - 3" Titanium Report Bombs for "Opening Barrage")

MINER'S MESA LOCATION (45 Shells)

- 1 - 5/3" SILVER TIGER TAIL COMET BARRAGE (5 - 3" Tiger Tail Comets, "Opening Barrage")
4 - 10/3" TITANIUM SALUTE CHAINS (40 - 3" Titanium Report Bombs for "Opening Barrage")

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"GRAND FINALE"
(Casey Location)

20 - 10/3" RED FLOWER CHAINS (200 - 3" Red Shells)

11 - 5/4" RED FLOWER SHELLS (55 - 4" Red Shells)

20 - 10/3" WHITE/SILVER FLOWER CHAINS (200 - 3" White/Silver Shells)

11 - 5/4" WHITE/SILVER FLOWER CHAINS (55 - 4" White/Silver Shells)

20 - 10/3" BLUE FLOWER CHAINS (200 - 3" Blue Shells)

11 - 5/4" BLUE FLOWER CHAINS (55 - 4" Blue Shells)

20 - 10/3" BROCADE FLOWER SHELLS (200 - 3" Gold Silk Shells)

11 - 5/4" BROCADE FLOWER SHELLS (55 - 4" Gold Silk Shells)

10 - 10/3" TITANIUM SALUTE BOMBS (100 – Titanium Salute Bombs)

"GRAND FINALE"
(Miner's Mesa location)

36 - 5" RED FLOWER SHELLS

24 – 6" RED FLOWER SHELLS

4 – 8" RED FLOWER SHELLS

36 - 5" WHITE FLOWER SHELLS

24 – 6" WHITE FLOWER SHELLS

4 – 8" WHITE FLOWER SHELLS

36 - 5" BLUE FLOWER SHELLS

24 – 6" BLUE FLOWER SHELLS

4 – 8" BLUE FLOWER SHELLS

36 - 5" BROCADE FLOWER SHELLS

24 – 6" BROCADE FLOWER SHELLS

4 – 8" BROCADE FLOWER SHELLS

2 – 10" BROCADE FLOWER SHELL

6 – 10/3" TITANIUM SALUTE BOMBS (60 – Titanium Salute Bombs)

THREE INCH SHELLS (550)

- 50 - AERIAL BOMBS** (Heavy reporting salutes)
- 100 - COLOR & FANCY STAR SHELLS** (*Consisting of:* Ruby, Blue, Emerald, Pearl, Yellow & Purple with Titanium Twinklers & Aluminum Flitters)
- 100 - ORIENTAL FLOWER PATTERNS** (*Consisting of:* Chrysanthemum, Peonies & Dahlias)
- 50 - COMETS** (Magnesium Crown Red, Green, Blue, Purple and Yellow with titanium rising tails)
- 50 - SPECIAL SHELLS** (*Consisting of:* Diamond Screammers, Silver Pinwheels, Silver Whirls, Whistles, Humming Birds, Serpents & Fish)
- 100 - PATTERN SHELLS** (*Consisting of:* Rings, Spider Webs, Willows)
- 100 – SPECIAL-MADE COMPETITION SHELLS** (*Consisting of:* Crossette Rings w/Brocade Pistils, Ghost Patterns, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing)

FOUR INCH SHELLS (600)

- 50 - COLOR & FANCY STAR SHELLS** (*Consisting of:* Ruby, Blue, Pearl, Emerald, Yellow, Purple with Titanium Twinklers & Aluminum Flitters)
- 70 - ORIENTAL FLOWER PATTERN** (*Consisting of:* Chrysanthemum, Peonies & Dahlias)
- 50 - SKYWORKS SPECIALS** (*Consisting of:* Crackling Meteors, Crackling Coconut Palms, Flowers w/strobing pistils, Half/Half Flowers, Crackling Willows, etc.)
- 60 – NEW SPECIAL EFFECT SPECIALS** (*Consisting of:* Color Changing Crossettes, Strobing Happy Faces, Snowflake Patterns, Color Changing Kaleidoscopes, Color Changing Lilies, Color Changing Plume Flower and Horsetail Brocades)
- 35 - DESIGNER SHELLS** (*Consisting of:* Purple Strobes, Orange Strobes, Yellow Strobes, Pastel Flowers w/Pastel Pistils, Triple Crossing Rings, Planet Saturns, Red Crackling Coconut Palms, Crackling Strobes, Jeweled Brocades, Diadem Flowers w/pistils, Magnesium Color Changing Willows, Green Crackling Coconut Palm Trees, etc)
- 35 - PATRIOTIC DESIGNER SHELLS** (*Consisting of:* Red Bees, White Bees, Blue Bees, Red w/Glittering Core, Blue w/Glittering Core, Red Crossettes, White Crossettes, Blue Crossettes, Red Go-getters, Blue Go-getters, White Go-getters, Red & Blue Criss-Cross, Blue Flower w/Red strobe core, Red Flower s/blue strobe core, etc.)

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FOUR INCH SHELLS (continued)

65 – SPECIAL-MADE COMPETITION SHELLS (*Consisting of:* Crossette Rings w/Brocade Pistils, Ghost Patterns, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing)

40 - SPECIAL SHELLS (*Consisting of:* Diamond Screammers, Silver Pinwheels, Silver Whirls, Whistles, Humming Birds, Serpents & Fish)

****15 - COLOR CROSSETTES** (pack separately and fire with 5” Crossettes in sequence)

****15 - BROCADES** (pack separately and fire with 5” Brocades in sequence)

****15 - SILVER PALMS** (pack separately and fire with 5” Silver Palms in sequence)

****15 - GOLD PALMS** (pack separately and fire with 5” Gold Palms in group sequence)

****15 - CRACKLING COCONUT SHELLS** (pack separately and fire with 5” Crackling Coconut Shells in group sequence)

****15 – STAINED GLASS SHELLS** (pack separately and fire with 5” Stained Glass in sequence)

****15 - RING OR DOUBLE RING PATTERNS** (pack separately and fire with 5” Rings in sequence)

****15 - BEES OR GO-GETTERS** (Pack separately and fire with 5” Bees in group sequence)

****15 – PIXIE DUST W/PISTIL SHELLS** (Pack separately and fire with 5” Pixie Dust Shells in group sequence)

****15 – TIME RAIN OR GOLD MUM W/CRACKLING SHELLS** (Pack separately and fire with 5” Time Rain or Gold w/crackling Shells)

****15 – SILVER MUMS W/ASSORTED PISTILS** ((Pack separately and fire with 5” Silver Mums w/Assorted Pistils in group sequence)

****15 - FIVE POINTED STARS, HEART PATTERNS & SATURNS** (5 each, pack separately with 5” stars, hearts & saturns)

****15 – VIOLET STROBES** (pack separately and fire with 5” Violet Strobes in sequence)

FIVE INCH SHELLS (750)

(pack separate and mark for “Mesa” location)

50 - COLOR & FANCY STAR SHELLS (*Consisting of:* Ruby, Pearl, Emerald, Blue, Yellow & Purple with Titanium Twinklers & Aluminum Flitters)

150 - ORIENTAL FLOWER PATTERNS (*Consisting of:* Peonies, Chrysanthemums, & Dahlias)

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FIVE INCH SHELLS (continued)

50 – NEW SPECIAL EFFECT SPECIALS (*Consisting of:* Color Changing Crossettes, Strobing Happy Faces, Snowflake Patterns, Color Changing Kaleidoscopes, Color Changing Lilies, Color Changing Plume Flower and Horsetail Brocades)

50 - SKYWORKS SPECIALS (*Consisting of:* Crackling Meteors, Crackling Coconut Palms, Flowers w/strobing pistils, Half/Half Flowers, Crackling Willows, etc.)

50 - DESIGNER SHELLS (*Consisting of:* Dianthus, Triple Rings, Double Rings w/pistils, Red Palms, Cascading Willow Shells, Crackling Strobes, Jeweled Brocades, Diadem Flowers w/pistils, Magnesium Color Changing Willows, Green Palm Trees, etc)

50 - PATRIOTIC DESIGNER SHELLS (*Consisting of:* Red Bees, White Bees, Blue Bees, Red w/Glittering Core, Blue w/Glittering Core, Red Crossettes, White Crossettes, Blue Crossettes, Red Go-getters, Blue Go-getters, White Go-getters, Red & Blue Criss-Cross, Blue Flower w/Red strobe core, Red Flower s/blue strobe core, etc.)

50 – SPECIAL-MADE COMPETITION SHELLS (*Consisting of:* Crossette Rings w/Brocade Pistils, Ghost Patterns, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing)

40 - DESIGNER SHELLS (*Consisting of:* Purple Strobes, Orange Strobes, Yellow Strobes, Pastel Flowers w/Pastel Pistils, Triple Crossing Rings, Planet Saturns, Red Crackling Coconut Palms, Crackling Strobes, Jeweled Brocades, Diadem Flowers w/pistils, Magnesium Color Changing Willows, Green Crackling Coconut Palm Trees, etc)

****20 - COLOR CROSSETTES** (pack separately and fire with 4” Crossettes in sequence)

****20 - BROCADES** (pack separately and fire with 4” Brocades in sequence)

****20 - SILVER PALMS** (pack separately and fire with 4” Silver Palms in sequence)

****20 - GOLD PALMS** (pack separately and fire with 4” Gold Palms in group sequence)

****20 - CRACKLING COCONUT SHELLS** (pack separately and fire with 5” Crackling Coconut Shells in group sequence)

****20 – STAINED GLASS SHELLS** (pack separately and fire with 4” Stained Glass in sequence)

****20 - RING OR DOUBLE RING PATTERNS** (pack separately and fire with 4” Rings in sequence)

****20 - BEES OR GO-GETTERS** (Pack separately and fire with 4” Bees in group sequence)

****20 - PIXIE DUST W/PISTIL SHELLS** (Pack separately and fire with 5” Pixie Dust Shells in group sequence)

****20 – TIME RAIN OR GOLD MUM W/CRACKLING SHELLS** (Pack separately and fire with 5” Time Rain or Gold w/crackling Shells)

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FIVE INCH SHELLS (continued)

- **20 – SILVER MUMS W/ASSORTED PISTILS ((Pack separately and fire with 5” Silver Mums w/Assorted Pistils in group sequence)
in group sequence)**
- **20 - FIVE POINTED STARS, HEART PATTERNS & SATURNS (5 each, pack separately with 4” stars, hearts & saturns)**
- **20 – VIOLET STROBES (pack separately and fire with 4” Violet Strobes in sequence)**

SIX INCH SHELLS (100)

- 10 - COLOR & FANCY STAR SHELLS (Consisting of: Ruby, Pearl, Emerald, Blue, Yellow & Purple with Titanium Twinklers & Aluminum Flitters)**
- 10 - ORIENTAL FLOWER PATTERNS (Consisting of: Peonies, Chrysanthemums, & Dahlias)**
- 10 – NEW SPECIAL EFFECT SPECIALS (Consisting of: Color Changing Crossettes, Strobing Happy Faces, Snowflake Patterns, Color Changing Kaleidoscopes, Color Changing Lilies, Color Changing Plume Flower and Horsetail Brocades)**
- 10 - SKYWORKS SPECIALS (Consisting of: Crackling Meteors, Crackling Coconut Palms, Flowers w/strobing pistils, Half/Half Flowers, Crackling Willows, etc.)**
- 15 - DESIGNER SHELLS (Consisting of: Dianthus, Triple Rings, Double Rings w/pistils, Red Palms, Cascading Willow Shells, Crackling Strobes, Jeweled Brocades, Diadem Flowers w/pistils, Magnesium Color Changing Willows, Green Palm Trees, etc)**
- 15 - PATRIOTIC DESIGNER SHELLS (Consisting of: Red Bees, White Bees, Blue Bees, Red w/Glittering Core, Blue w/Glittering Core, Red Crossettes, White Crossettes, Blue Crossettes, Red Go-getters, Blue Go-getters, White Go-getters, Red & Blue Criss-Cross, Blue Flower w/Red strobe core, Red Flower s/blue strobe core, etc.)**
- 15 – SPECIAL-MADE COMPETITION SHELLS (Consisting of: Crossette Rings w/Brocade Pistils, Ghost Patterns, Silver Kimuro Horsetails, Brocade Silk Horsetails, Red Waterfalls, Blue Waterfalls, Half Moons, Mosaic Stained Glass, Kimuros w/Saturn Ring, Criss-Crossing Patterns, Whirling Flowers w/strobe pistils, Aqua Strobes, Cosmic Comets, and Butterflies Dancing)**
- 15 - DESIGNER SHELLS (Consisting of: Purple Strobes, Orange Strobes, Yellow Strobes, Pastel Flowers w/Pastel Pistils, Triple Crossing Rings, Planet Saturns, Red Crackling Coconut Palms, Crackling Strobes, Jeweled Brocades, Diadem Flowers w/pistils, Magnesium Color Changing Willows, Green Crackling Coconut Palm Trees, etc)**

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INSURANCE ON DISPLAY

\$10,000,000 BROAD FORM, CONTRACTUAL, PROPERTY DAMAGE & BODILY INJURY
(Additional insured included.)

COLORADO WORKER'S COMPENSATION COVERAGE ON TECHNICIANS

\$10,000,000 LIABILITY ON WESTERN ENTERPRISES, INC. VEHICLES THAT HAUL
EXPLOSIVES

MORTARS, SQUIBS & EQUIPMENT

All necessary mortars, racks, firing systems, electrical squibs, etc. are supplied with this contract, and are the property of Western Enterprises, Inc.

1 - 600-SHOT FIRING SYSTEM COMPLETE (Main-firing site)

1 – 300-SHOT FIRING SYSTEM COMPLETE (Main-firing site)

1 – 300-SHOT FIRING SYSTEM COMPLETE (Miner's Mesa firing site)

1 - 600-SHOT FIRING SYSTEM COMPLETE (Miner's Mesa firing site)

TOTAL CONTRACT PRICE - - - - \$101,760.00

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ADDITIONAL PRODUCT FOR EARLY PAY DISCOUNT

***Note:** The following product will be added to your display if you elect to exercise the early payment option and use that amount to "purchase" product to enhance your production. These will be integrated into the main body of the program.

45 - 5" SHELLS
28 - 6" SHELLS
8 - 8" SHELLS