

Exhibit A

2026 Asphalt Repair Plan

Asphalt Repairs as Identified on the following maps. Once repairs are completed, add a sealcoat slurry microcoat for the full width of path for the entire length of the project.

Asphalt Repairs Include:

Transverse Cracks larger than $\frac{1}{4}$ " - Sawcut and remove 2 foot wide section of asphalt centered on the crack. Remove road base and subgrade as needed to re-build subgrade and road base to [Eagle Valley Trail Standards](#).

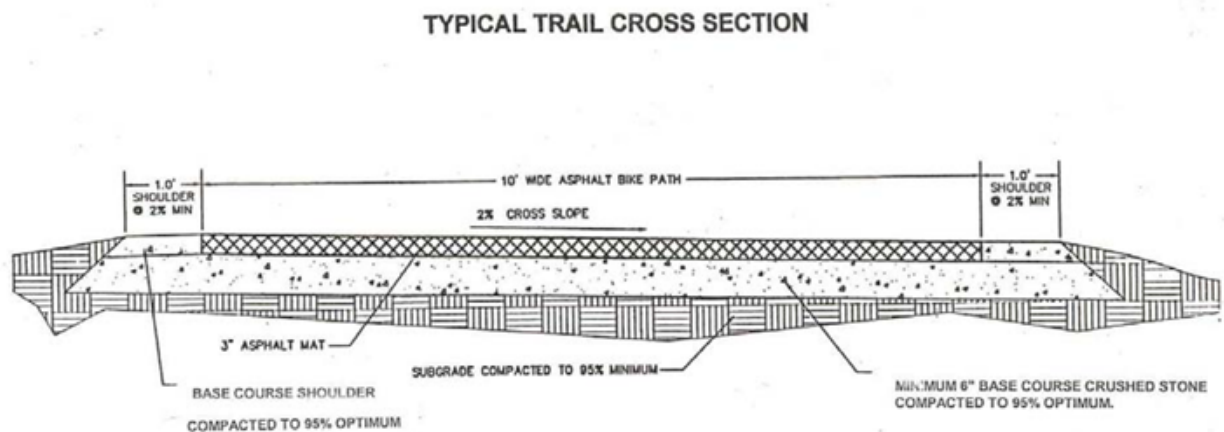
Edge of Path Failure between BLM Parking and Riverbank Armor Wall: Parallel Cut 2 Feet from Edge of Path. Remove road base and subgrade as needed to re-build subgrade and road base to [Eagle Valley Trail Standards](#) including a new 12 inch shoulder.

Special Repair Area at the BLM Boat Ramp Parking. This is a Design-Build item. This is a burn area that needs a lot of work. The south edge of the path has little to no shoulder. There is a buried culvert with the remnants of a safety fence. The repair shall include removal of vegetation, and removal of asphalt as needed, add a significant amount of structural fill to create a 12" shoulder where practical (except at culvert). The culvert and culvert wall can remain as is, but we need a wood fence at the culvert location to provide some protection from falling.

This is a list of Trail Repair Items:

1. BLM Parking to Riverbank Armor
2. Riverbank Armor to BLM Boat Ramp Parking
3. BLM Boat Ramp Parking to Car Pullout
4. Car Pullout to BLM Gypsum Campground
5. Eagle - Gypsum West Segment
6. Eagle - Gypsum East Segment

The following is from the Eagle Valley Regional Trails Plan: Chapter 4 Design and Construction Standards.



Surfacing:

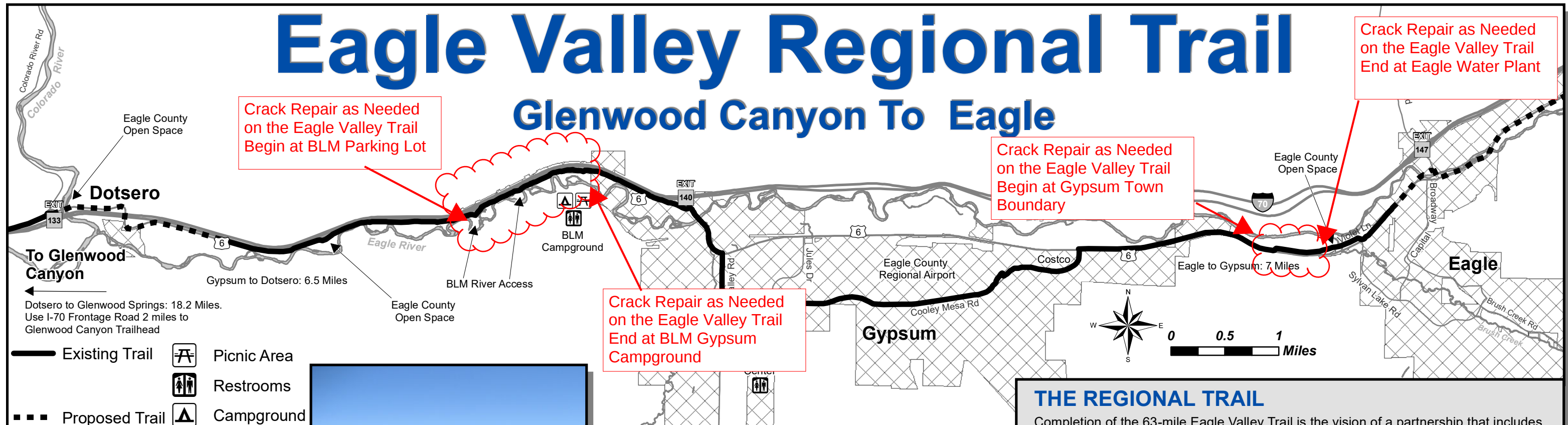
- A minimum of 3 inches Bituminous Asphalt over 6 inches of compacted CDOT Class 6 aggregate base course (ABC) over a compacted subgrade. A soils report is advisable to determine appropriate pavement and submaterial thickness.
- Concrete trails are encouraged when feasible and constructed with 4 inches of reinforced 3,000 psi concrete over 6 inches of compacted CDOT Class 6 ABC. In areas prone to erosion or flood, concrete may be required.
- Transitions between different surfacing types (e.g. new asphalt to existing asphalt, asphalt to concrete, asphalt to base course) should be flush with no more than a 1/4" differential.

Compaction:

- All asphalt, base course (including shoulders) and subgrade material to be compacted to 95% of maximum density obtained at optimal moisture content as determined by AASHTO T180-57, Method A, Testing. Subgrade and base course must be dry and free of frost when asphalt is placed.

Eagle Valley Regional Trail

Glenwood Canyon To Eagle



THE REGIONAL TRAIL

Completion of the 63-mile Eagle Valley Trail is the vision of a partnership that includes the Eagle Valley Trails Committee, Eagle County and the towns of Gypsum, Eagle, Avon, Vail, Red Cliff and Minturn. The completed trail system will connect Vail Pass to Glenwood Canyon and include a connection to Red Cliff. The system is multi-use and non-motorized, serving pedestrians, bicyclists and citizens and visitors from all age groups for recreation and transportation. As of 2016, 41 miles of the planned 63 miles are completed.

EAGLE TO GYPSUM

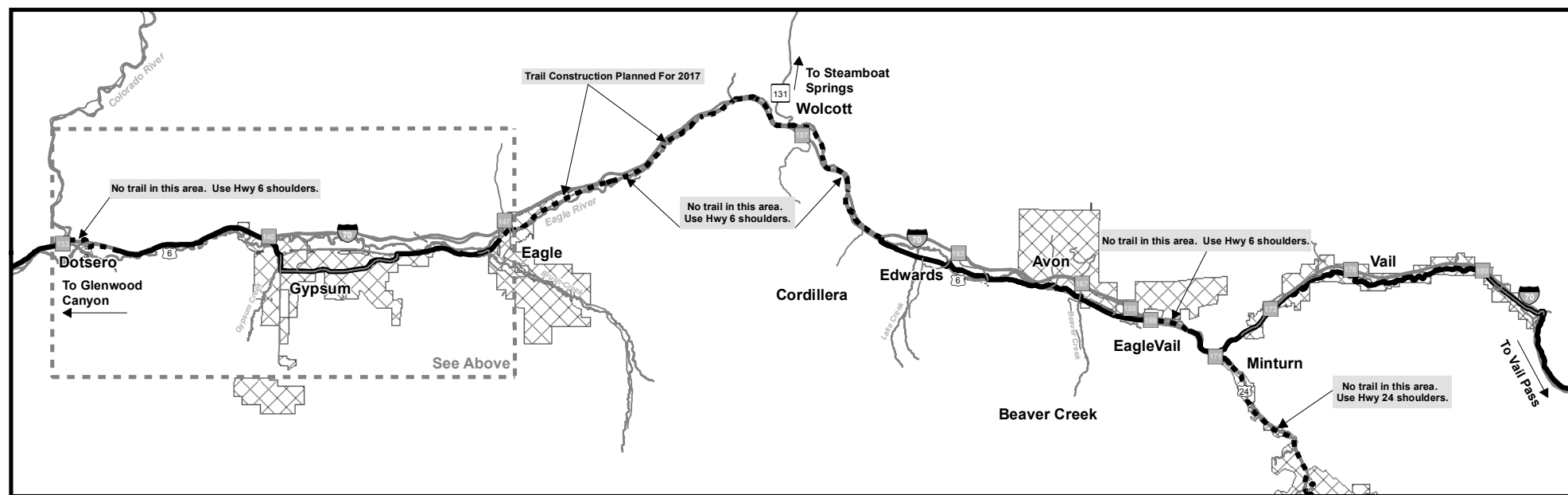
The trail connection between Eagle and Gypsum can be accessed in Eagle at Violet Lane and Highway 6. Follow Violet Lane west to its end, and the separated trail begins there. The route parallels the Union Pacific railroad tracks and Highway 6, and crosses Highway 6 at Cooley Mesa Road at the traffic signal. Continue on the trail alongside Cooley Mesa Road and past the Eagle County Regional Airport to Valley Road in central Gypsum. Further connections can be made into Gypsum neighborhoods and activity centers via Valley Road. Approximate distance between central Eagle and central Gypsum via trail is 7 miles. Future realignment of this trail section will occur when properties are developed in the Eagle River corridor between Cooley Mesa Road and central Gypsum.

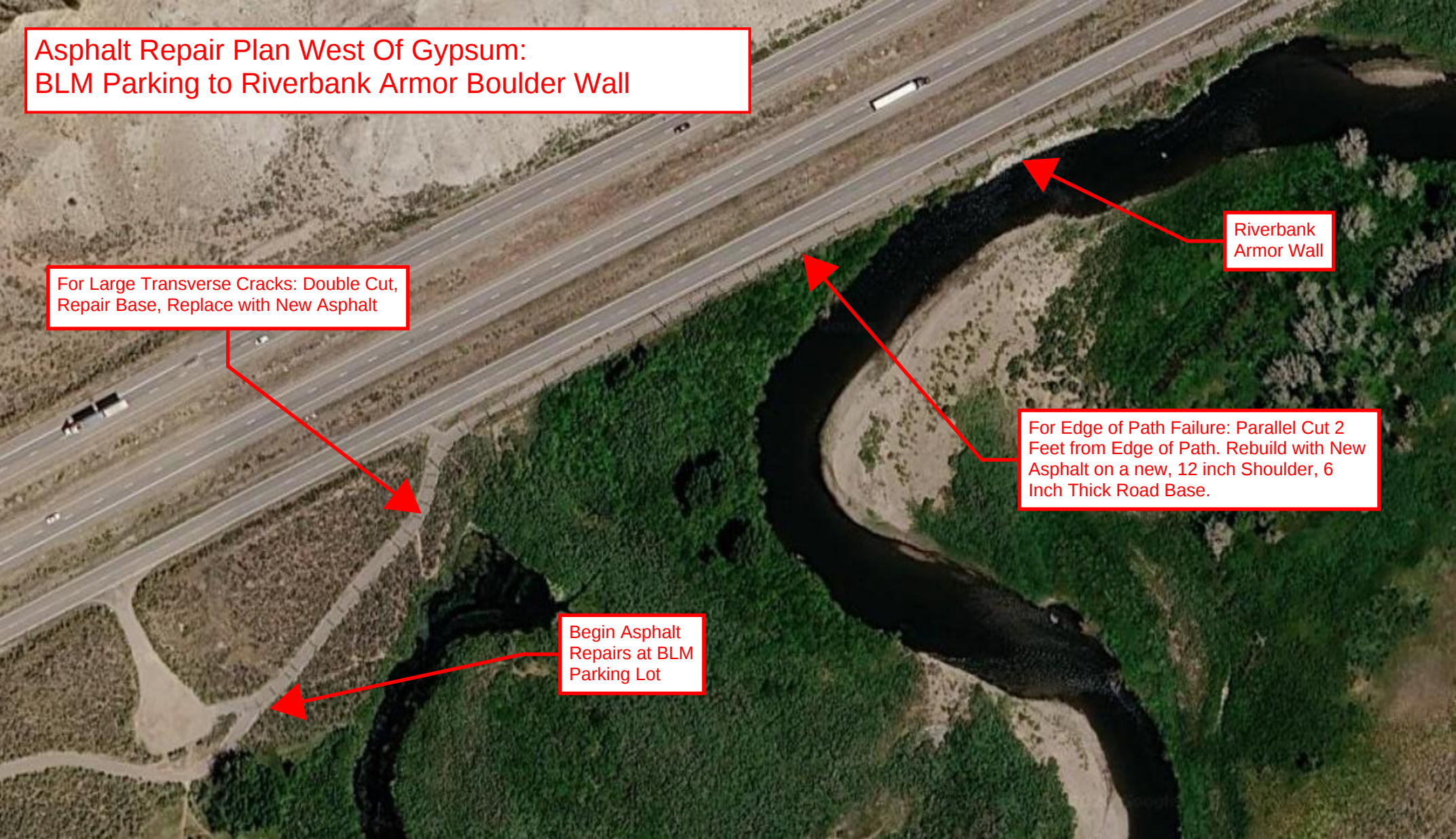
GYPSUM TO DOTSERO

The majority of the trail connection between Gypsum and Dotsero is completed with a 1.7 mile gap remaining near Dotsero. The completed trail can be accessed from central Gypsum at Valley Road and Highway 6. Head north on trail alongside Highway 6 to the I-70 interchange roundabout. The trail continues on the west side of the roundabout and ends in 4.5 miles at the BLM Lava River access. The Highway 6 road shoulder is available for biking and pedestrian use into Dotsero; please use caution. The Glenwood Canyon Trail can be accessed at the intersection of the Colorado River Road and Highway 6; follow Highway 6 two miles west to the road's end and canyon trailhead.

EAGLE TO WOLCOTT

The trail connection from Eagle to Wolcott is 9 miles and is not yet constructed. The first 7 miles from Eagle to Horn Ranch Open Space will be constructed in 2017. The Highway 6 road shoulder is available for biking and pedestrian use in this area; please use caution.



An aerial photograph showing a river bend. A multi-lane road runs parallel to the river on the left. A parking lot is located between the road and the river. Red arrows point from text boxes to specific locations: one to a crack in the parking lot, one to the riverbank armor wall, and one to the edge of the parking lot. The river is dark and winding, surrounded by green vegetation and sandy banks.

Asphalt Repair Plan West Of Gypsum: BLM Parking to Riverbank Armor Boulder Wall

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt

Riverbank
Armor Wall

For Edge of Path Failure: Parallel Cut 2
Feet from Edge of Path. Rebuild with New
Asphalt on a new, 12 inch Shoulder, 6
Inch Thick Road Base.

Begin Asphalt
Repairs at BLM
Parking Lot

Asphalt Repair Plan West Of Gypsum: Riverbank Armor Wall to BLM Boat Ramp Parking

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt

BLM Boat
Ramp
Parking

Riverbank
Armor Wall

Special Repair Area. This is a burn area that needs a lot of work. The south edge of the path has little to no shoulder. There is a buried culvert with the remnants of a safety fence. The repair shall include removal of vegetation, and removal of asphalt as needed, add a significant amount of structural fill to create a 6" to 12" shoulder (except at culvert). The culvert and culvert wall can remain as is, but we need a wood fence at the culvert location to provide some protection from falling.

Asphalt Repair Plan West Of Gypsum: BLM Boat Ramp Parking to Car Pullout Parking

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt

Car Pullout
Parking



Asphalt Repair Plan West Of Gypsum:
Car Pullout Parking to BLM Gypsum Campground

Car Pullout
Parking

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt

End Asphalt
Repairs at BLM
Gypsum
Campground

Asphalt Repair Plan Between Gypsum and Eagle: West Side



Begin Asphalt
Repairs at
Gypsum Town
Boundary

An aerial photograph of a multi-lane road running horizontally across the frame. The road is flanked by green fields and some buildings. Two red arrows point upwards to the road. The first arrow points to the left side of the road, near a small intersection. The second arrow points to the right side of the road, further along. The road has several vehicles on it, including cars and a truck. The surrounding area includes some trees and a body of water on the right side.

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt



Asphalt Repair Plan Between Gypsum and Eagle:
East Side

For Large Transverse Cracks: Double Cut,
Repair Base, Replace with New Asphalt

End Asphalt
Repairs at
Eagle Water
Plant