SUMMIT COUNTY
COLORADO

OPEN SPACE & TRAILS DEPARTMENT

970.668.4060 ph | 970.668.4225 f
www.SummitCountyCO.gov

0037 Peak One Dr. | PO Box 5660
Frisco, CO 80443

REQUEST FOR PROPOSALS
for
Dillon Dam Recpath Engineered Design
09/04/2026

Proposals Due:
September 30, 2026 by 5:00 PM MDT

Overview
Summit County Government ("County") is soliciting bids from qualified contractors for engineered designs, construction documents, and regulatory agency coordination for an existing, approximately 4,800-linear foot section of the Dillon Dam Recreational Pathway (Recpath segment) between the Dillon Dam glory hole and Town of Dillon boundary (Attachment 1). Summit County operates this Recpath segment under an intergovernmental agreement with the Denver Water Board and managed by the Summit County Open Space and Trails Department.

The condition of the existing Recpath segment does not meet current Summit County Road and Bridge standards due to a lack of recovery zones and eroding slopes above the Recpath and below Dillon Dam Road (CR 6). Additionally, poor drainage conditions exacerbate erosion and sedimentation across the Recpath segment surface. Given the Recpath segment's existing condition and high volume of use through much of the snow-free year, there is a need to improve the condition of the segment and ensure its longevity to safely serve public users.

A conditions assessment and conceptual designs were completed in 2024 and are included with the Scope of Work (Attachment 2, Appendix C). Work will consist of selecting preferred alternatives based on cost, feasibility, regulatory requirements, and long-term maintenance needs and developing the selected alternatives for a 2028 target construction date.

Copies of the request are available at www.SummitCountyCO.gov under 'Bids & Proposals' or by request at the County Open Space and Trails Office. Contact Jordan Mead, Resource Specialist, for additional project information at jordan.mead@summitcountyco.gov or (970) 668-4065.

Scope of Services
Contractor shall furnish all labor, transportation, and incidentals necessary to perform design services aimed at improving the conditions along the Recpath segment. A detailed Scope of Work is included as Attachment 2.

Designs should consider and incorporate all relevant standards and guidelines including, but not limited to, Summit County Road and Bridge standards and American Associate of State Highway and Transportation Officials (AASHTO) design guidelines for bicycle facilities. Engineering design work shall occur under the guidance of a Professional Engineer licensed to practice in the State of Colorado. Contractor will coordinate with Denver Water Board Dam Safety to ensure all proposed improvements can be developed to meet relevant regulatory standards by the State of Colorado Division of Water Resources and the Federal Energy Regulatory Commission.

Summit County has 1-foot contours for the project location constructed from LiDAR data, as well original construction plans and cross sections (Attachment 2, Appendix A). Any additional survey and geotechnical work needed to support designs should be described and included in the proposal response.

Work shall be completed as set forth in a contract for this project to be negotiated with the County based upon the

contractor's written proposal.

Date and time of service
Service will be performed on an ongoing daily basis beginning approximately November 1, 2026. Service will be performed based on the contractor's written proposal and to be agreed upon prior to contract. Potential schedule should be included in contractor's written proposal.

Indemnification and Insurance
Contractor shall indemnify and hold harmless the County from and against all claims, damages, losses, and expenses arising out of or resulting from acts or omissions of the Contractor, Contractor's sub-contractors or otherwise arising out of the performance of services by Contractor. No later than seven (7) days following the execution of an Independent Contractor Agreement between the County and Contractor, the Contractor shall provide the County with certificates of insurance evidencing the types and amounts of insurance specified below:

- Standard Workers' Compensation as required by law in the State of Colorado; and
- Comprehensive General Liability Insurance for operations and contractual liability adequate to cover the liability assumed hereunder with limits of not less than $505,000 on account of any one person and $1.421 Million for each occurrence of property damage and personal injury; and
- Automobile Liability insurance in those instances where Contractor uses an automobile, regardless of ownership, for the performance of the Services. Contractor shall carry insurance, written on the comprehensive automobile form insuring all owned and non-owned automobiles with limits of not less than $400,000 (bodily injury per person), $400,000 (each accident) and $400,000 (property damage).

Insurance coverage shall not be reduced below the limits described above or cancelled without the County's written approval of such reduction or cancellation. Certificates of such insurance, of agents and subcontractors, shall be provided to the County upon request. With regard to all insurance, such insurance shall:

- Be primary insurance to the full limits of liability herein before stated and, should County have other valid insurance, County insurance shall be excess insurance only; and
- Not cancelled without thirty (30) days prior written notice to the County.

Proposal Format
Costs for performing services outlined in this request for proposals shall be clearly stated to allow the County to effectively evaluate each proposal. Potential schedule of services should also be included. Proposals should demonstrate the Contractor's understanding of the project, overall approach to the project, meeting and review schedule, and proposed costs for each of the five major tasks outlined in Attachment 2 – Scope of Work.

Refinements and Improvements
Applicants should feel free during the proposal submission process to provide any suggestions or comments that might be advantageous for the County to consider in terms of any efficiencies, issues or processes. The County is not committed to any single scenario, but efficiency of resources and minimizing impacts are critical in completing this work.

The following pages contain the RFP instructions and owners requirements.

Part I - ADMINISTRATIVE INFORMATION

A. Issuing Officer
This Request for Proposals ("RFP") is issued by Open Space and Trails Department. For questions, please contact Jordan Mead, Resource Specialist at jordan.mead@summitcountyco.gov or (970) 668-4065.

B. Purpose

This RFP provides prospective contractors with sufficient information to prepare and submit proposals for consideration by the County. To be considered responsive, each proposal must provide for completion of the tasks outlined in the RFP.

C. Scope

This RFP contains the instructions governing the proposals to be submitted and the materials to be included therein. These are mandatory requirements that must be met to be eligible for consideration.

D. Scheduling

Proposals must be submitted via email to **jordan.mead@summitcountyco.gov** in the Open Space and Trails Department no later than **5:00PM MDT on September 30, 2026**. The proposal should outline the schedule for commencement of service.

E. Inquiries and Questions

Prospective applicants are welcome to make inquiries and ask questions concerning the RFP to obtain clarification of the any requirements or schedule a site visit to the properties. Direct all inquiries to:

Jordan Mead, Resource Specialist
Open Space and Trails Department
(970) 668-4065
jordan.mead@summitcountyco.gov

Time Schedule:

Friday, September 4, 2026 - Request for Proposals publicly advertised and posted on County website

Tuesday, September 15, 2026 - Site visit and pre-bid meeting at 11 a.m. (Attachment 3)

Friday, September 18, 2026 - Deadline for all Questions

Wednesday, September 23, 2026 All Questions, Comments and Responses to Questions posted by the County at Bids and Proposals on www.SummitCountyCO.gov

Wednesday, September 30, 2026 - **Proposals must be submitted via email to jordan.mead@summitcountyco.gov no later than 5:00 p.m. MDT**

Thursday, October 1, 2026 - Official Bid Opening at 9:00 a.m. – MS Teams Meeting. Join Here.
Meeting ID: 299 389 727 704 66
Passcode: WF6hD7md

Monday, October 5, 2026 - Interviews with short-listed Proposers, if necessary (week of)

Monday, October 12, 2026 - Notice of Award and send Unsuccessful Bidder letter (email) to all proposers

F. Instructions for Submission of Proposals

It is imperative, when submitting a proposal, that the outside of the submission email be addressed as follows and with appropriate text in the email subject line and text in the top few lines of the body of the email:

Email Address:
jordan.mead@summitcountyco.gov

Subject Line Text:
<Vendor's Name> - Proposal for: Dillon Dam Recpath Engineered Design
Body Text:
ATTN: Jordan Mead, Resource Specialist
Summit County Open Space and Trails
Proposal for: Dillon Dam Recpath Engineered Design

1. Contractor's company name
2. Contact name and phone number

G. Late Proposals
It is the responsibility of each vendor submitting a proposal to ensure that emailed proposals arrive to the Open Space and Trails Department by 5:00 PM MDT on September 30, 2026.

H. Proprietary Information
Any restrictions on the use of data contained within a proposal must be clearly stated in the proposal itself.

I. Response Material Ownership
All materials submitted regarding this RFP become the property of the County and will only be returned at the County's option.

J. Incurring Costs
The County is not liable for any costs incurred by those who have submitted proposals prior to issuance of a signed contract.

K. Acceptance of Proposal Content
The contents from the selected contractor's proposal will become contractual obligations if a subsequent agreement is reached. Failure of the successful contractor to accept these obligations may result in cancellation of the award and such contractor may be removed from future solicitations.

L. Acceptance Time
The County intends to make a proposal selection within 20 business days after the closing date for receipt of proposals.

M. Budget
Costs for performing services must be included in the proposals and should be clearly stated to allow the County to effectively evaluate each proposal.

PART II – PROPOSAL CONTENT

The proposal submitted must clearly address the requirements outlined in the RFP. Any concerns that the contactor may have about meeting these requirements shall be specifically identified in the proposal.

Scope of Work
Provide an outline of the contractor's understanding of the project. Summarize the basic approach to providing the services for each phase identified in the Scope of Work (Attachment 2), and any recommendations on improving efficiencies in the process. The proposal shall contain a timeline for completing the work in each phase, along with a plan for producing the deliverables.

Qualifications
Contractor shall furnish a summary of experience on similar projects and be prepared to provide examples. Include a brief description of past and current projects. Each summary shall include a brief project description and name, address and phone number of a local contact person involved in the project. The statement of qualifications should also provide

a summary of contractor's ability to successfully complete the requirements of this RFP. The statement of qualification shall be brief but shall include at a minimum the following:

1. Description of similar projects
2. Capabilities (including equipment) and staff

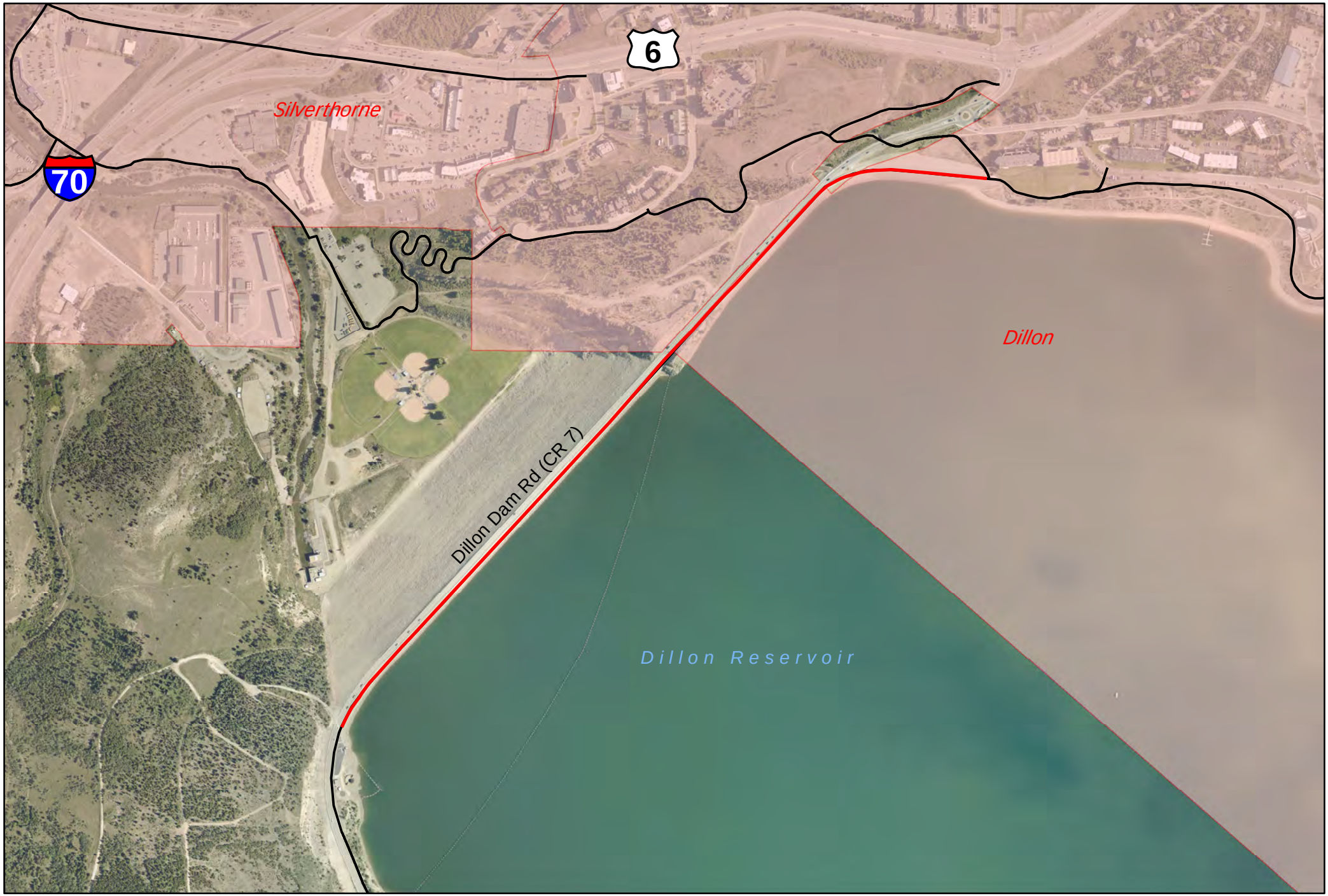
PART III – PROPOSAL EVALUATION AND SELECTION

The County intends to engage the most qualified contractor available for this assignment while minimizing the costs to the County. Responsiveness to the RFP will be a principle basis for evaluation. Proposals shall provide a straightforward and concise presentation adequate to satisfy the requirements of the RFP. The proposal should clearly express the contractor's understanding of the County's specific requirements, indicating the contractor's qualifications to conduct this service in a thorough and efficient manner.

Failure to disclose a conflict of interest is a misdemeanor criminal offense under Colorado Law. Such conflict may arise if any public official exercises any substantial discretionary function in connection with a government contract, purchase, payment or other pecuniary transaction without necessary disclosures as defined by Colorado Revised Statutes (C.R.S.) Section 18-8-308 as amended.

Selection Process.

1. The County reserves the right to reject any and all proposals, to consider alternatives, to waive irregularities and to re-solicit proposals.
2. The County reserves the right to conduct such investigations of, and discussions with, those who have submitted proposals ("Proponents") or other entities as it deems necessary to assist in the evaluation of any proposal or to secure maximum clarification and completeness of any proposal.
3. All proposals submitted must be valid for a minimum period of ninety (90) days after the date of the proposal opening. Each Proponent must submit with the proposal a list of all subcontractors, independent contractors or sub-consultants employed or proposed to be employed by the Proponent in the performance of the contract.
4. Selection of a contractor will be made at the sole discretion of the County. The County may consider the following criteria when evaluating proposals that includes but is not limited to:
   a. Cost;
   b. The reputation, experience and efficiency of the Proponent;
   c. The ability of the Proponent to perform the contract or provide the goods and services within the time specified;
   d. The comparative quality of the goods and services bid;
   e. The Proponent's performance under previous contracts with Summit County;
   f. The number and scope of conditions attached to the proposal;
   g. The Proponent's interest in the project, as well as their understanding of the project scope and the specific requirements of Summit County; and
   h. The application of all of the above criteria to any sub-consultants, subcontractors or products to be utilized by the Proponent.
5. Contract negotiations will take place with the most qualified contractor. The County reserves the right to incorporate specific contract provisions into the Proponent's standard contract if the County's standard contract cannot be used. Such provisions include but are not limited to insurance and indemnification provisions and governmental immunity provisions. If a contract cannot be negotiated, the negotiations will be terminated in writing and negotiations will begin with the next most qualified contractor.



SUMMIT COUNTY
Open Space & Trails

DISCLAIMER: This map is for planning and conceptual purposes only and is not accurate to survey or National Mapping Accuracy standards. Do not use for legal conveyance.

Area of Interest

Recreational Pathways

0 300 600 1,200 Feet

N

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0037 Peak One Dr. | PO Box 5660
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09/04/2026

ATTACHMENT 2 - SCOPE OF WORK
Dillon Dam Recpath Engineering Design

Overview

Summit County Government ("County") is soliciting bids from qualified contractors to provide engineering design services to improve an existing section of the Dillon Dam Recpath approximately 4,800-linear feet in length between the Morning Glory Outlet and Town of Dillon boundary.

Work will include selection of appropriate conceptual designs elements and development of construction level designs and documentation in compliance with all applicable regulations including Federal Energy Regulatory Commission (FERC) and Denver Water Dam Safety. Contractors will work with Summit County and Denver Water staff throughout the process to ensure that designs and documentation meet all regulatory, permitting, and design requirements. Experience working with regulatory agencies, especially Dam Safety and the FERC, is preferred but not required.

Proposals should include the Contractors' approach to the project, pricing for each of the five major tasks outlined below, total project costs, project team members, relevant experience, and references. All assumptions used when formulating pricing should be included in the proposal, as well as any potentially unforeseen conditions or requirements that would add additional cost.

Background

The Dillon Dam Recpath was constructed in 1990 and is located on National Forest and Denver Water lands between the Town of Dillon and the Town of Frisco and is adjacent to the Dillon Dam Road (CR 6), which runs along the top of the Dillon Reservoir Dam for most of its length. The path is authorized under a ROW easement from the USFS and an intergovernmental agreement with Denver Water and is managed by the Summit County Open Space and Trails Department. Original construction plans, cross sections, and construction specifications are included with this Scope of Work as Appendix A, and construction photos are included as Appendix B.

The Dillon Dam Recpath sees heavy traffic with around 90,000 users annually in 2024 and 2025. Use is concentrated in the summer months, with over 26,000 user counts in July of 2026 alone. There is a need to ensure the longevity and improve the condition of the Recpath segment to better serve the public and safely accommodate the increasing level of use.

The existing condition of the Recpath segment does not meet current Summit County Road and Bridge standards. Specifically, poor drainage conditions result in erosion and sedimentation across the Recpath segment surface. A lack of shoulders exacerbates these issues, leads to deterioration of pavement edges, and creates a steep drop-off from the travel surface and onto the rip-rap face of the Dillon Reservoir Dam. A conditions assessment was performed, and conceptual designs were prepared, in early 2024 to present a range of options to address these issues and are included here as Appendix C.

The County has a 2028 construction goal for these improvements, to be coordinated with an extended closure of the Dillon Dam Road (CR 6) for rock fall mitigation near the west end of the Dillon Dam on National Forest land. Proposed timelines should provide bid ready plans and specifications by the fall 2027 for bid solicitation. A potential project timeline is provided in the outline below.

Project Outline

In coordination with County and Denver Water staff, the Contractor will select and develop the appropriate alternatives based on cost, feasibility, regulatory requirements, and long-term maintenance costs. Careful coordination with regulatory agency staff at every step of the design process will be an essential component of design development. Protection of the dam embankment and crest, as well Dillon Dam Road (CR 6), will be imperative when planning construction staging, excavation, material placement, and final design.

Designs should meet Summit County Road and Bridge Recreational Pathway design standards as outlined in section 5109 of Chapter 5 of the Summit County Land Use and Development Code and/or AASHTO standards for Recreational and Shared Use pathways or move the pathway towards those standards to the greatest extent possible.

1. Project Management (Ongoing)
    a. Monthly progress memos and meetings; Please provide a proposed meeting schedule and/or written materials for providing updates (milestones, monthly, as-needed).
    b. Design Review Meetings – 60% and 90% design review meetings with County Engineering, Road & Bridge, and Denver Water Dam Safety, along with County Open Space staff.
    c. Agency Coordination – Facilitate Dam Safety and FERC review, gather and respond to comments from regulatory agencies, adjust designs to meet regulatory requirements, coordinate permit applications, prepare required drilling and excavation plans as required by Dam Safety and FERC.

2. Project Initiation and Selection of Engineering Solutions (Oct 2026- May 2027)
    a. Project Kickoff meeting with Summit County Engineering. Road & Bridge, and Denver Water Dam Safety including review of conceptual designs and other relevant documentation.
    b. Identify preferred alternatives identified in Appendix C for improving the sustainability and user safety of the Recpath segment, or other alternatives as suggested by the Contractor.
        i. Determine if ADA compliance is attainable on the section given physical and regulatory constraints, with order of magnitude cost difference for incorporating ADA required elements and standards.
    c. Identify surveys, geotechnical, and other investigations required to support design work.
    d. Collect necessary supporting data and complete investigations to facilitate final design.
    e. Agency Coordination: Confirm project scope and identify dam safety constraints.
        i. Review proposed rehabilitation approach and limits of work.
        ii. Identify impacts to dam crest, embankment, drainage features, instrumentation, utilities, and security infrastructure, as well Dillon Dam Road (CR 6).
        iii. Confirm required investigations, analyses, permits, and review process.
        iv. Obtain concurrence on the overall design approach before advancing.

3. 60% Design (May 2027-June 2027)
    a. Elements
        i. Proposed path widening and geometric improvements
        ii. Preliminary pavement section design
        iii. Dam safety and FERC review and confirmation that proposed improvements do not impact dam integrity
        iv. Preliminary grading plan
        v. Drainage and runoff improvements, including erosion protection measures
        vi. Preliminary safety enhancements, including railings, barriers, signage, and maintenance vehicle accommodations
        vii. Coordination with dam operations, maintenance access, and emergency access

requirements
viii. Preliminary construction phasing and staging concepts
ix. Initial quantity-based cost estimate

b. Deliverables
i. 60% design report or design development memorandum
ii. Plan sheets showing proposed improvements
iii. Preliminary grading and drainage plans
iv. Typical trail cross-sections
v. Pavement rehabilitation details
vi. Geotechnical recommendations memorandum
vii. Preliminary drainage calculations
viii. Preliminary specifications
ix. Updated engineer's cost estimate

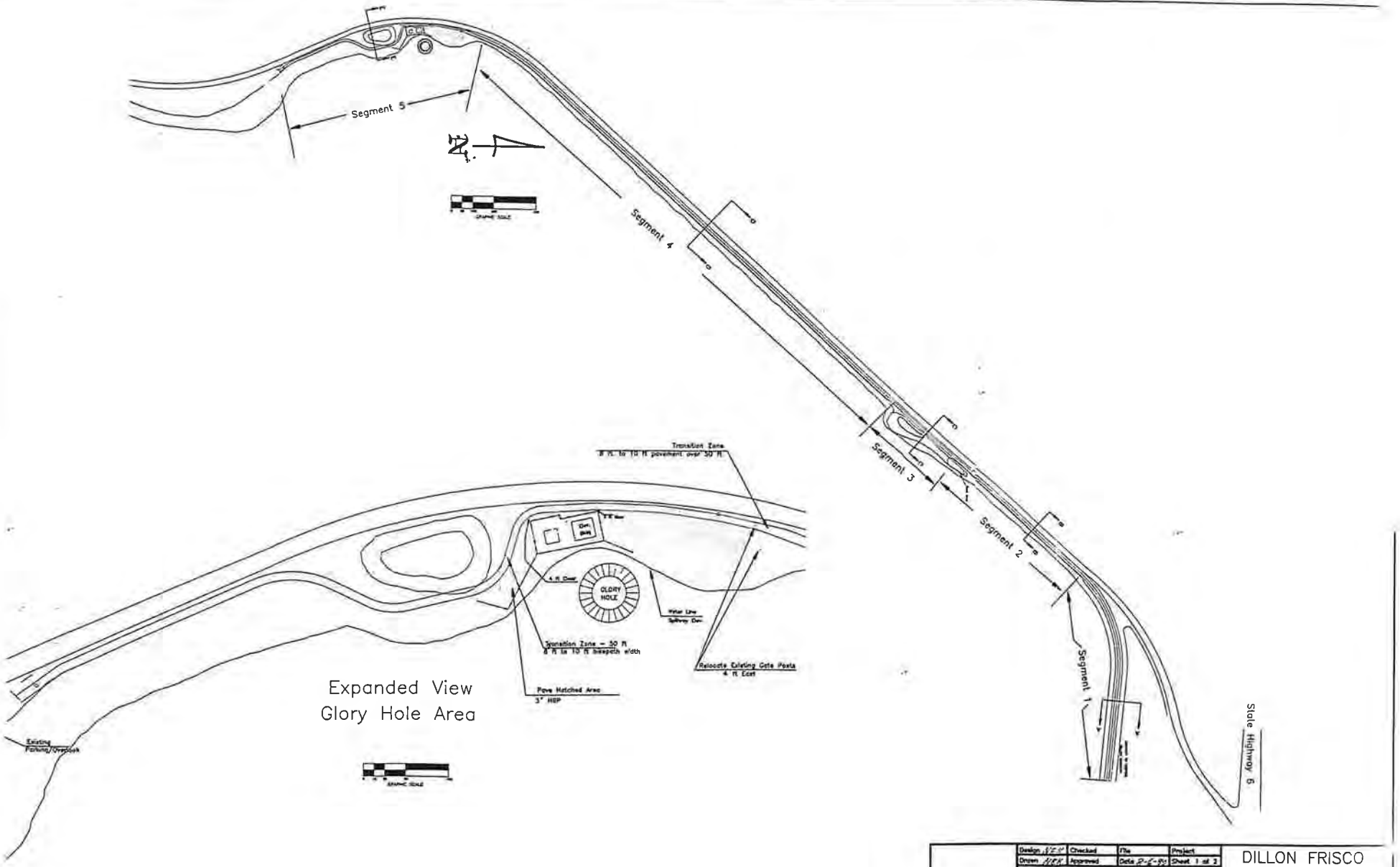
c. Agency Coordination: Verify the proposed design is compatible with dam safety and operations.
i. Review pavement, grading, drainage, and erosion control concepts.
ii. Evaluate impacts to embankment stability, seepage, settlement, and crest drainage.
iii. Confirm maintenance and emergency access requirements.
iv. Review construction access, staging, and protection of dam infrastructure and monitoring systems.
v. Resolve major technical comments before final design.

4. 90% Design (July-Aug 2027)
a. Elements
i. Finalized pavement rehabilitation and reconstruction limits
ii. Final path geometry, grading, and profile improvements
iii. Final drainage design and erosion control measures
iv. Dam embankment and roadway protection details
v. Final safety improvements, including railings, barriers, striping, and signage
vi. Access improvements for dam operations and maintenance personnel
vii. Utility, instrumentation, and dam infrastructure protection measures
viii. Construction sequencing and dam operations coordination requirements
ix. QA/QC review completed and comments incorporated
x. Detailed quantity takeoff and construction cost estimate

b. Deliverables
i. 90% construction drawing set
ii. Final plan and profile sheets
iii. Final grading and drainage plans
iv. Erosion and sediment control plans
v. Pavement repair and reconstruction details
vi. Dam and roadway protection and embankment stabilization details
vii. Signage, striping, and safety improvement plans
viii. Draft technical specifications
ix. Permit-support documentation
x. Construction phasing and traffic/public access control plans
xi. Detailed engineer's estimate and quantity calculations

c. Agency Coordination
i. Review final plans, specifications, and construction details.
ii. Confirm adequacy of drainage, erosion protection, and embankment protection measures.
iii. Review construction sequencing, operational constraints, and monitoring requirements.
iv. Address and document resolution of all dam safety and FERC review comments.

5. Final Construction Documents (September 2027)
    a. Elements
        i. All review comments from the 90% submittal incorporated and resolved
        ii. Final pavement rehabilitation, reconstruction, and widening design
        iii. Final grading and drainage design
        iv. Final erosion control and embankment protection measures
        v. Final safety improvements, including railings, barriers, signage, and striping
        vi. Final trail access and maintenance vehicle accommodations
        vii. Final protection measures for dam infrastructure, instrumentation, utilities, and security features
        viii. Final construction sequencing and phasing requirements
        ix. Final dam operations and reservoir management coordination requirements
        x. Final technical specifications and quality control requirements
        xi. Final quantity takeoff and construction cost estimate
        xii. Engineer's final QA/QC review completed
        xiii. Signed and sealed design documents (as required)
    b. Deliverables
        i. Issued for Construction (IFC) drawing set
        ii. Cover sheet, general notes, legends, and project control information
        iii. Existing conditions and demolition plans
        iv. Plan and profile sheets
        v. Final grading plans
        vi. Final drainage plans and details
        vii. Erosion and sediment control plans
        viii. Typical sections and construction details
        ix. Pavement rehabilitation and reconstruction details
        x. Signage, striping, and wayfinding plans
        xi. Railing, barrier, and public safety details
        xii. Dam embankment and roadway protection details
        xiii. Utility and dam instrumentation protection details
        xiv. Construction staging and phasing plans
        xv. Technical specifications package
        xvi. Final engineer's estimate
        xvii. Final quantity calculations
        xviii. Permit and regulatory approval documents
        xix. Bid documents and construction package



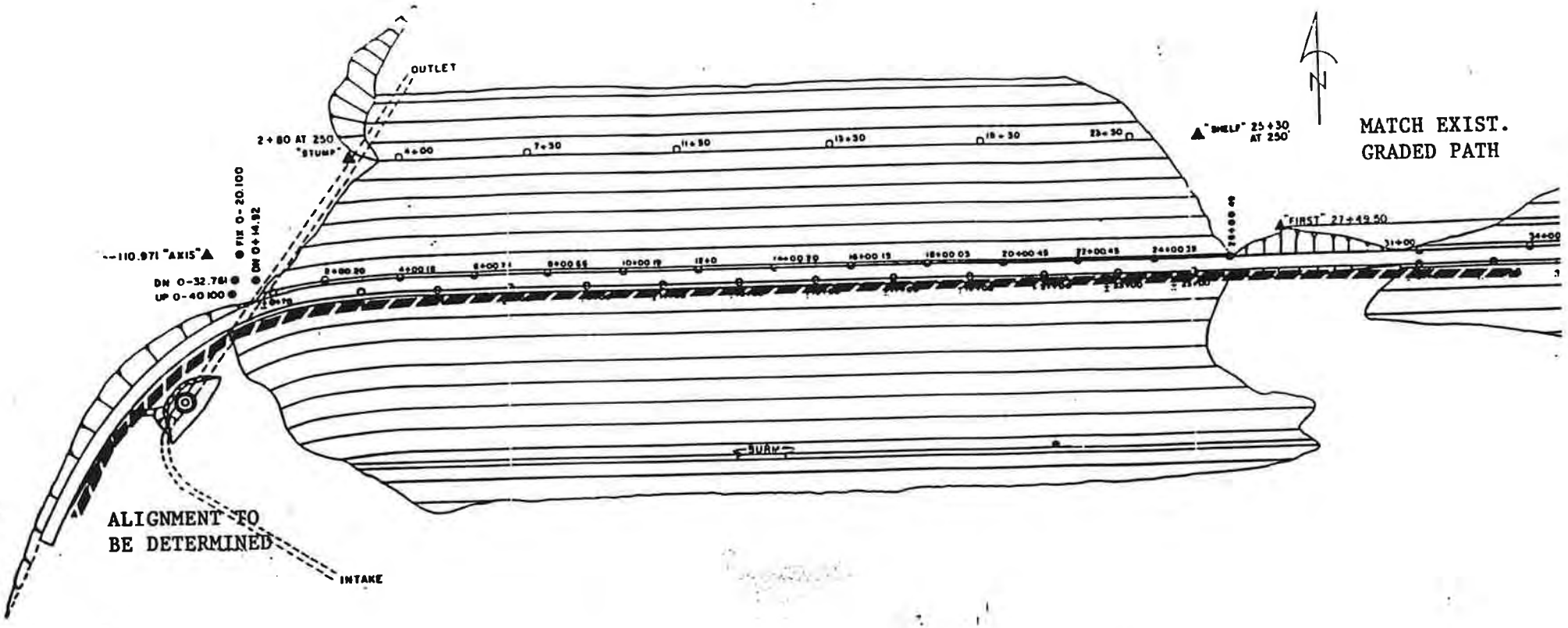
Design MCH	Checked	File	Project
Drawn MCH	Approved	Date 2-6-96	Sheet 1 of 3

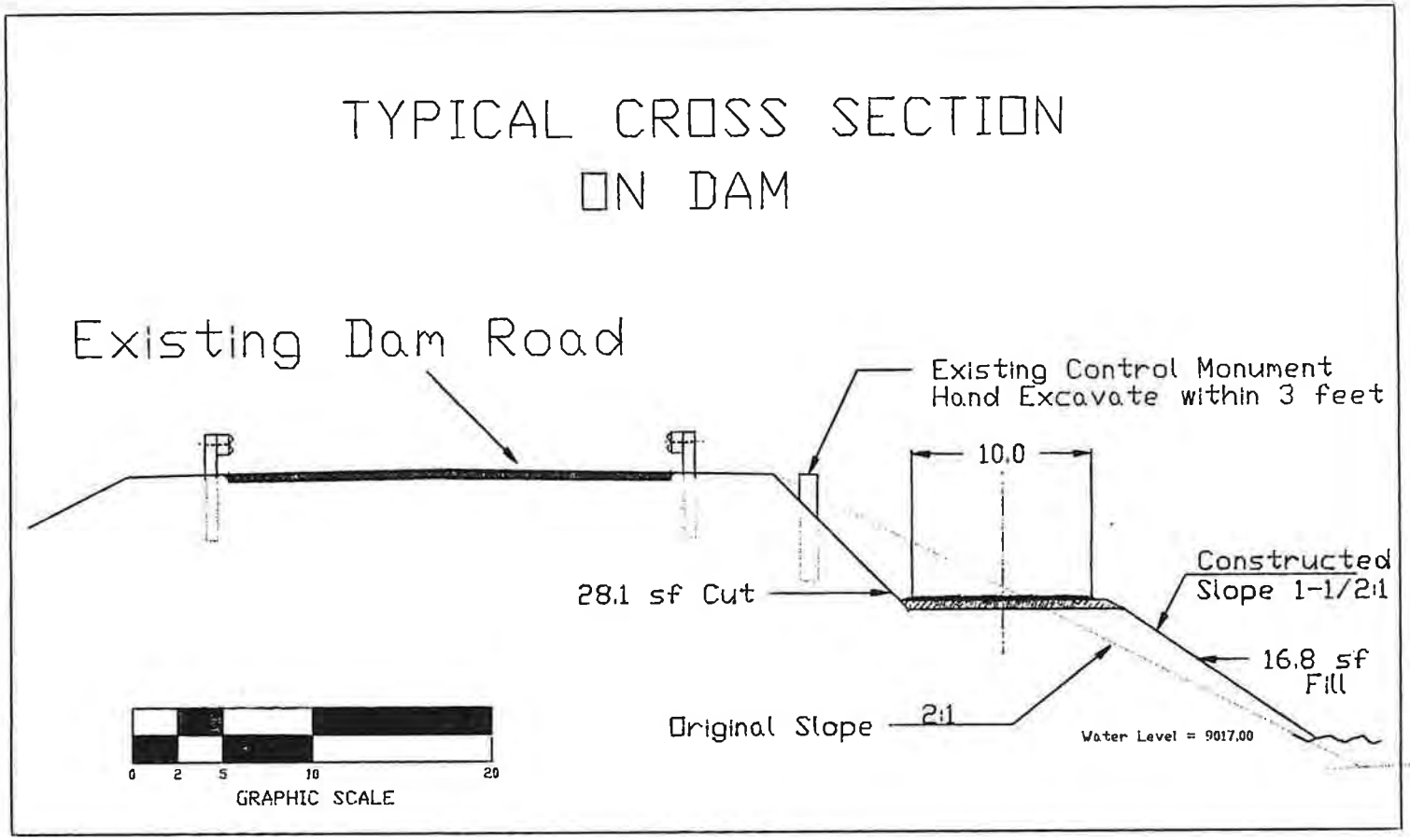
SUMMIT COUNTY ENGINEERING DEPARTMENT
P.O. BOX 68 BRECKENRIDGE, CO 80424 (303) 453-2561

DILLON FRISCO BIKE PATH

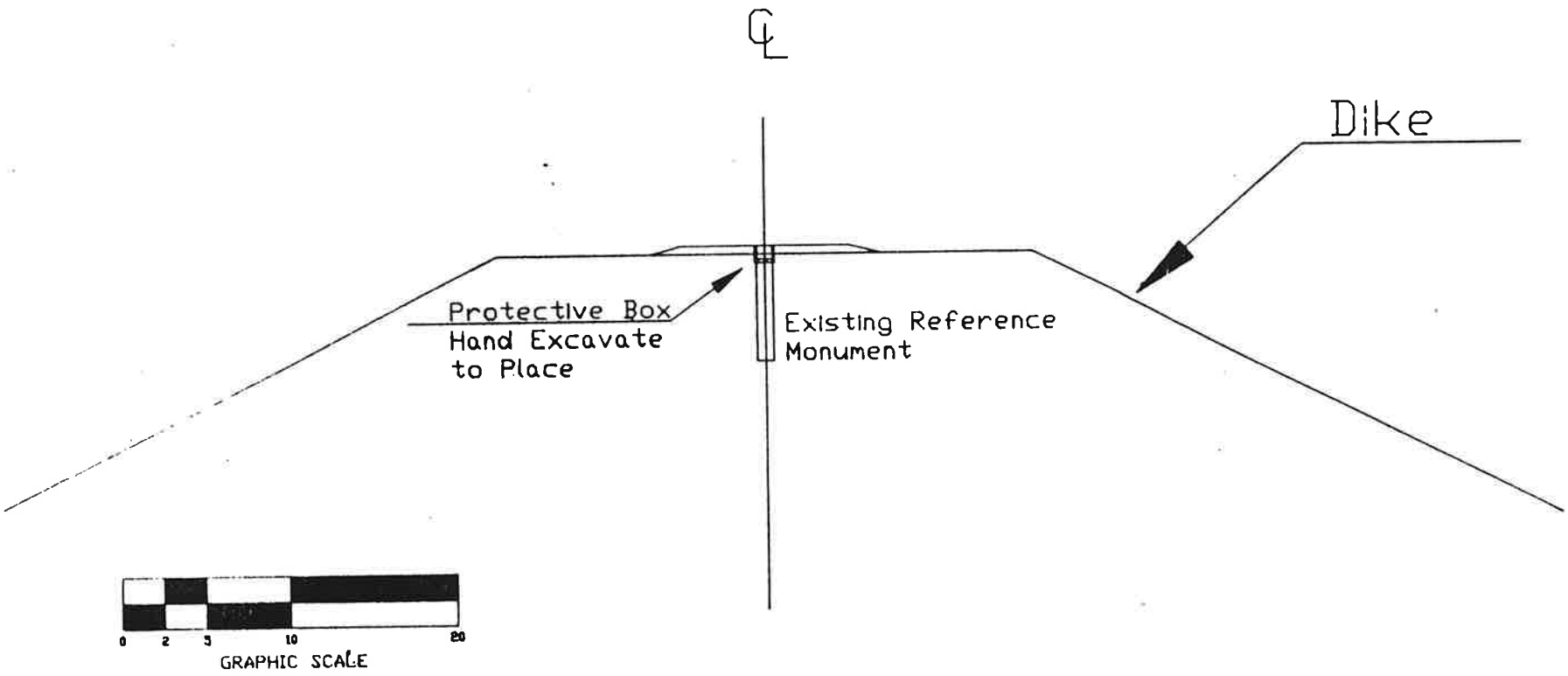
Dillon Dam Section

Proposed Alignment

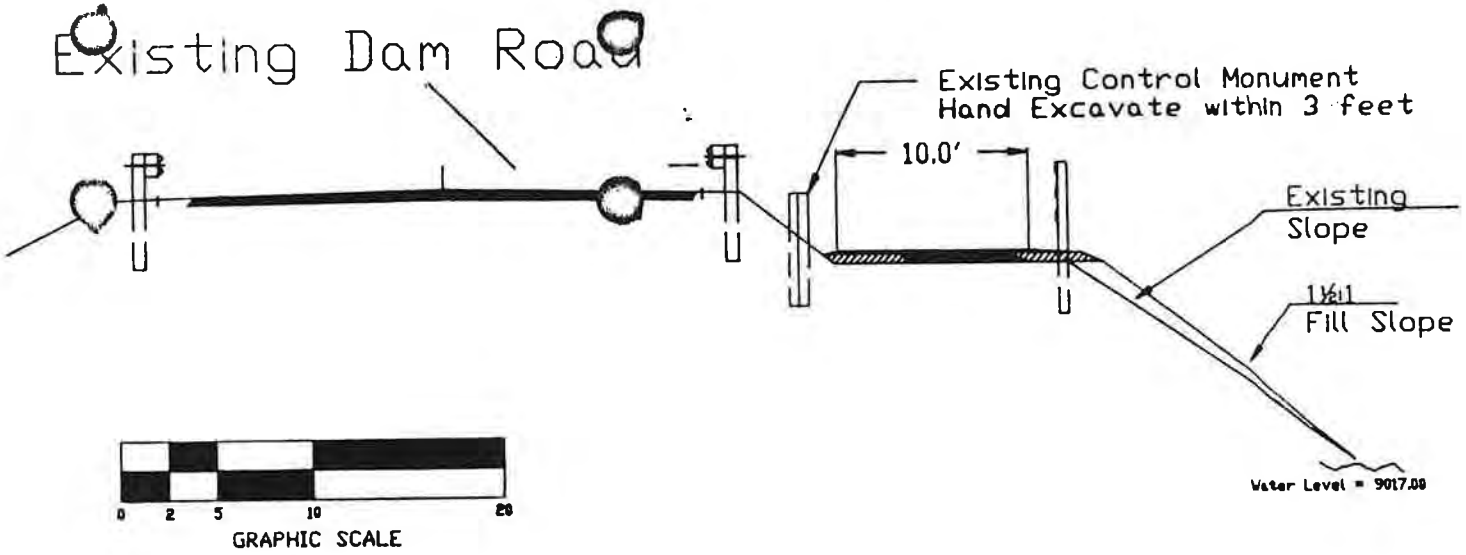



TYPICAL CROSS SECTION
ON DAM
Existing Dam Road
Existing Control Monument
Hand Excavate within 3 feet
10.0
28.1 sf Cut
Constructed
Slope 1-1/2:1
16.8 sf
Fill
Original Slope
2:1
Water Level = 9017.00
0 2 5 10 20
GRAPHIC SCALE

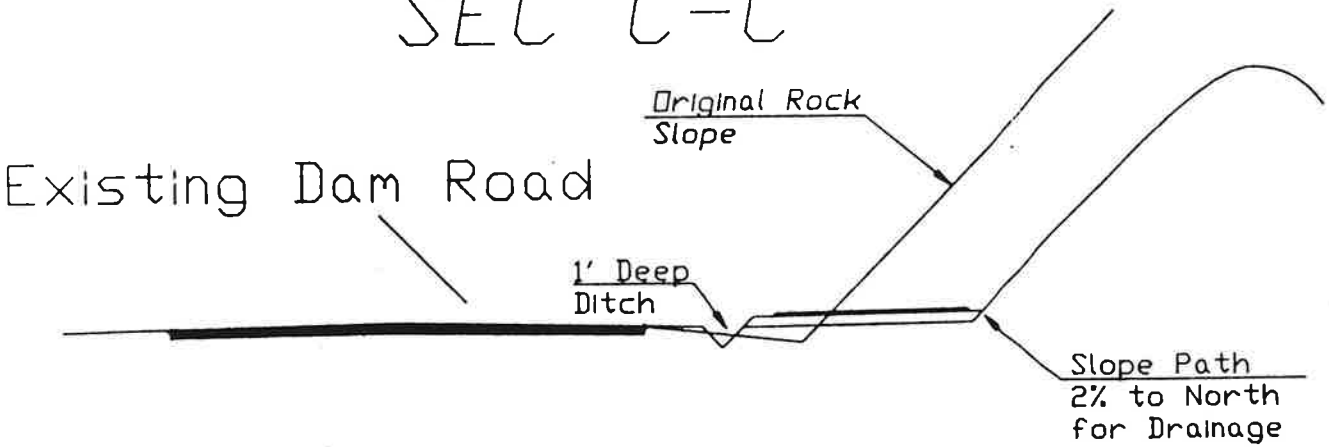
SEC A-A

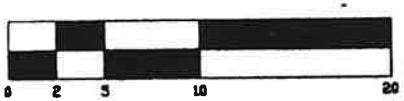

℄
Dike
Protective Box
Hand Excavate
to Place
Existing Reference
Monument
0
2
5
10
20
GRAPHIC SCALE

SEC B-B


Existing Dam Road
Existing Control Monument
Hand Excavate within 3 feet
10.0'
Existing
Slope
1½:1
Fill Slope
Water Level = 9017.00
0 2 5 10 20
GRAPHIC SCALE

SEC C-C

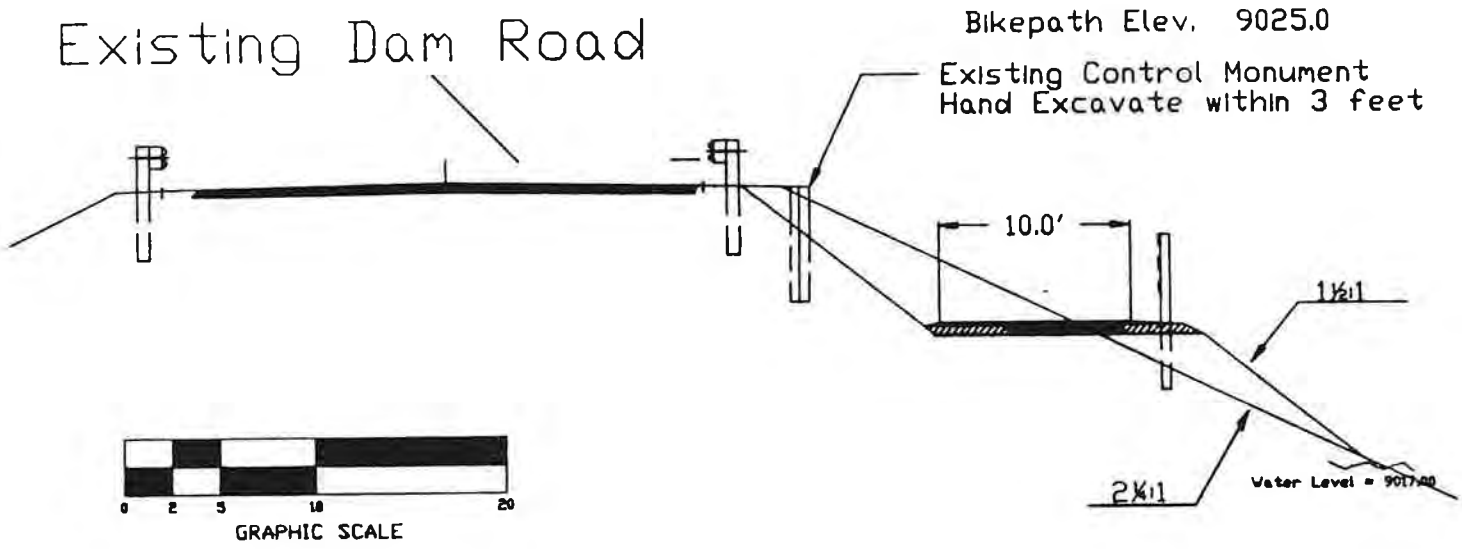




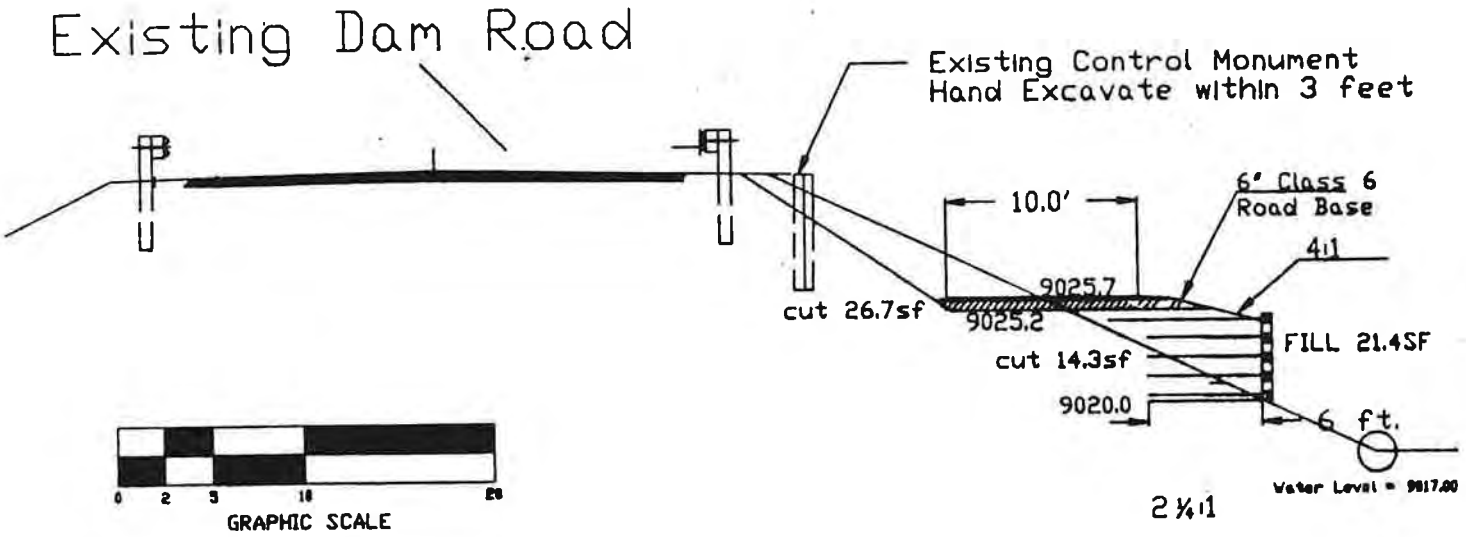
GRAPHIC SCALE
1" = 10'

NOTE: Slope roadside ditch .5% down from middle of cut to ends of cut.

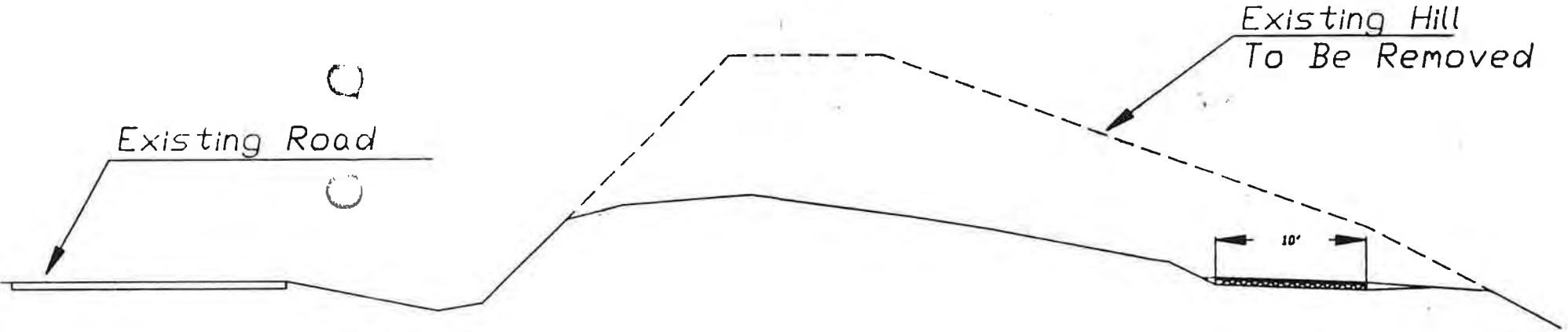
SEC D-D

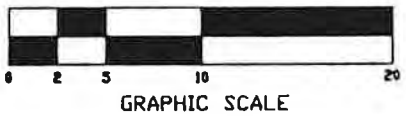

Existing Dam Road
Bikepath Elev. 9025.0
Existing Control Monument
Hand Excavate within 3 feet
10.0'
1½:1
2½:1
Water Level = 9017.00
0 2 5 10 20
GRAPHIC SCALE

ALTERNATE
SEC D-D
BENCH DESIGN WITH WALL



SECTION E--E
Segment 5





Bike Path Location Varies
Field Locate in this Area

SPECIFICATIONS

FOR THE

DILLON DAM RECREATION TRAIL

PROJECT MANAGER

SUMMIT COUNTY GOVERNMENT
P.O. BOX 68
BRECKENRIDGE, CO 80424
(303) 453-2561

CONTACT: SCOTT HOBSON, RECREATION PLANNER
NEIL KELLY, COUNTY ENGINEER

GENERAL PROVISIONS

1. Definitions

The following terms are defined as follows:

1.1 "County" - Summit County Government, Summit County, Colorado, or its agent.

1.2 "Contractor" - The person, persons, firm or corporation to whom a contract is awarded by the County and who is subject to the terms of said contract. Contractor shall include the agents, employees, workmen, subcontractors, or assignees of said contract.

1.3 "Owner" - Denver Water Board, or its agent.

1.4 "Project" - The entire improvement proposed by the County to be construed in whole, or in part pursuant to the contract.

1.5 "Subcontractor" - A person, persons, firm, or corporation other than the Contractor supplying labor or materials, or both, or equipment furnished at the site of the project under an Agreement with the Contractor, but does not include one who merely furnishes services of a personal nature.

2. Compliance With Laws

2.1 Laws and Regulations - The County will comply with all Federal and State laws and all ordinances, rules, and regulations and building and construction codes bearing on the conduct of the project. The County will at all times during the project, within its statutory limitations, protect and indemnify the Owner, its officers and agents against any claim or liability arising from or based on the violations of such laws, ordinances, or regulations, caused by negligent actions.

2.2 Licenses - It will be the responsibility of the County, its agents, or Contractors to have all necessary licenses and permits in accordance with applicable laws.

3. The Agreement Following Execution

3.1 Materials - Unless otherwise stipulated, the County will provide and pay for all materials, labor, water, tools, equipment, light , power, transportation, and other facilities necessary for the execution and completion of the work.

3.2 Surveys - The County will furnish a site and construction survey indicating any easements or licenses necessary to authorize the completion of a postconstruction license agreement.

4. Construction Site

4.1 Lands To Be Used For Work - The Owner shall provide the lands upon which the work is to be done, and right-of-way for access to same. The County will provide at its own expense and without liability to the Owner, any additional land and access thereto that may be

required for temporary construction facilities, or storage of materials.

4.2 Storage of Materials - The County will confine its equipment, apparatus, the storage of materials, and operations of its workmen to limits indicated by law, ordinances, permits, or direction of the Owner, and will not encumber the premises with materials.

4.3 Accident Prevention - Precautions will be exercised at all times for the protection of persons, including employees, and property. The safety provisions of all Federal, State, and municipal laws and building and construction codes relating to the public safety, will be observed.

4.4 Protection of the Public Works and Property - The County will provide and maintain all necessary barricades, red lights, and warning signs and take all necessary precautions for the protection of the public. The County will continuously maintain adequate protection of all work from damage, and shall take reasonable precautions to protect the Owner's property from injury, or loss arising in connection with the project.

4.5 Pollution - The County will at all times ensure compliance with applicable Federal, State, and municipal air, water, and noise pollution laws and ordinances.

4.6 Clean Site - The County will at all times keep the site of the project free from accumulations of waste materials or rubbish caused by its employees or work that is being done.

5. Work Provisions And Rules

5.1 Inspection - The Owner, or its agent, will at all times have access to the work wherever it is in preparation or progress and the County will provide proper facilities for access and for inspection. The County will provide opportunity for materials incorporated in the work, labor performed, all tools, appliances, and methods used to be subject to the inspection and approval or rejection of the Owner.

5.2 Labor - The County will employ none but competent and skilled workmen in the conduct of work on this project.

5.3 Superintendence - The County will give the work constant attention and will cooperate with the Owner in every way possible.

5.4 Preparation - All debris and other objectionable objects will be removed from the construction area. Such debris shall be hauled from the site of the construction and wasted at appropriate offsite locations.

5.5 Staking Work - The County will set control stakes for general layout and all necessary grade stakes for the construction work. The County will be responsible for the correctness and accuracy of the detail layout of the finished structures.

5.6 As Built Drawings - The County will submit specifications and drawings of the item as built, to the Owner. Such as built drawings will be done in a professional manner and be acceptable to the Owner.

5.7 Materials - Unless otherwise stipulated in the specifications, all workmanship, materials, and articles incorporated in the work covered in this project are to be new and of quality grade for its intended purpose. Materials or work called for in this project will be furnished and performed in accordance with well-known established practice and standards recognized by architects, engineers, and the trade insofar as possible. If required, the County will furnish for approval full information concerning materials or articles contemplated to be incorporated in the work.

5.8 Testing Of Materials - The County will perform any and all tests as stipulated by the Owner, and as normally performed on all County projects within Summit County.

SPECIAL PROVISIONS

1. Bench Excavation Section D-D and Riprap Sections B-B and D-D

PART 1 - GENERAL

1.1 Description - This section covers work necessary for bench excavation and construction of the riprap area on the shoreline side of the Dillon Dam.

1.2 Bench Excavation - The County will comply with requirements of the Industrial Commission of Colorado prior to construction.

PART 2 - PRODUCTS

2.1 Riprap Fill Material - Riprap material will be used from the existing site and shall be free of wood, organic matter/debris and other foreign materials. It will consist of the material excavated to construct the bench. The riprap will have an appearance that is acceptable to the Owner. Organic and wet frozen material will not be used for any riprap embankment construction.

PART 3 - EXECUTION

3.1 Bench Width - The minimum width of the excavated bench will be 12.5' to provide adequate space to construct a 10' wide bikepath and provide space between the control monuments and the shoreline edge of the bikepath. The bench will be constructed utilizing a Link-Bilt 3400C backhoe, which will excavate the existing riprap material, place the material to create the bench, and place the excess material below the bench along the shoreline face of the dam structure. The area within 10' of each monument structure will be excavated with care in order to not disturb the monument. Care will be taken during this process to prevent riprap material from rolling or sliding down the dam structure, causing additional riprap movement on the dam, and discoloration or turbidity of the water. The benched area will be leveled in order to complete construction of the bikepath. The backhoe will work from the excavated bench as it crosses the dam structure.

3.2 Depth Of Excavation - The bench will be excavated to a depth .5' below the specified finished grade of the paved bikepath. The finished grade is determined from the elevations of the control monuments along the shoreline side of the dam structure, not the elevation of

the Dillon Dam Road, which has a one foot crown along the main section of the dam. The excavation will not remove any more than 4' of the existing 6' of riprap material at any point on the dam.

3.3 Compaction - Machine compact the subgrade material on excavated bench using best effort machine compaction.

3.4 Placement Of Riprap - The riprap will be bedded on a continuous layer of granular material. It will be mechanically placed by the backhoe and smoothed by moving rocks into position in such a manner as to insure stability against sliding. The final result will have a slope not exceeding 1.5 to 1 along the shoreline side of the bikepath and a slope not exceeding 1.0 to 1.0 between the road and the bikepath. To create a neat and pleasing appearance some riprap may require final positioning by hand. The riprap will be placed as close together as possible to leave a minimum of interstices. The interstices will be filled with smaller stones.

2. Excavation Of Outcropping - Section C-C

PART 1 - GENERAL

1.1 Description - This section covers work necessary to excavate the outcropping to provide adequate space to construct a bikepath. The County does not propose to use explosives as part of the work for this project.

1.2 Excavation - The County will comply with requirements of the Industrial Commission of Colorado prior to construction.

PART 2 - PRODUCTS

2.1 It is not expected that any additional materials will be needed to provide an excavated side slope to begin construction of the asphalt bikepath.

PART 3 - EXECUTION

3.1 The outcropping will be excavated 6' to 8' along the northern side adjacent to the Dillon Dam Road, to provide adequate width to construct the asphalt bikepath. The outcropping will be excavated utilizing a 3400 tract backhoe or other backhoe equipment provided by Summit County. Care will be taken to prevent material from sliding or rolling into the reservoir during the excavation of the outcropping. If the material is determined to be more difficult to excavate than anticipated, the location of the bikepath will be adjusted toward the Dillon Dam Road to avoid further excavation than necessary. All excess material will be removed from the site.

3. Excavation Of Hill - Section E-E

PART 1 - GENERAL

1.1 Description - This section covers work necessary to excavate the hill and construct a bench adjacent to the Owners building structures by the Morning Glory Spillway.

1.2 Excavation - The County will comply with requirements of the Industrial Commission of Colorado prior to construction.

PART 2 - PRODUCTS

2.1 It is not expected that any additional materials will be needed to provide an excavated bench to begin construction of the asphalt bikepath.

PART 3 - EXECUTION

3.1 Excavation Of Hill - The hill will be excavated to provide acceptable side slopes, not to exceed 1.5 to 1.0, for the construction of a bench to build an asphalt bikepath. The hill will be excavated utilizing a Link-Bilt 3400C backhoe and other backhoe equipment provided by Summit County. Care will be taken during the excavation of the hill to keep material from sliding or rolling into the reservoir, to eliminate the possibility of triggering any additional movement of material or the discoloration of the water. Any excess material will be removed from the site.

3.2 Excavation of Bench - The minimum width of the excavated bench will be 18' to provide adequate space to construct a 10' wide bikepath and provide a safe shoulder between the bikepath and drop-off to the reservoir. The bench will be excavated utilizing a Link-Bilt 3400C backhoe and other backhoe equipment provided by Summit County. Care will be taken during the excavation of the bench to keep material from sliding or rolling into the reservoir. Any excess material will be removed from the site. The bench area will be leveled in order to complete construction of the bikepath.

3.3 Compaction - Machine compact the subgrade material on excavated bench using best effort machine compaction.

4. Asphalt Paving

PART 1 - GENERAL

1.1 Description - This section covers work necessary to construct an asphalt bikepath, on the bench constructed along the shoreline side of the Dillon Dam.

1.2 Asphalt Paving Construction - The County will comply with AASHTO Asphalt Paving Construction Standards in constructing the bikepath.

PART 2 - PRODUCTS

2.1 Base Course - Base course shall consist of hard, durable particles or fragments of stone or gravel crushed to the required size and a filler of sand or other finely divided mineral matter. It will be free from organic and frozen matter, lumps or balls of clay. When placed and compacted, it will result in a firm, dense, unyielding foundation. It will meet the specifications shown in Table 5-18. The base course will be constructed with 4" of Class 6 road base material. The base course material, when tested in accordance with AASHTO Standard Test Designation T-96, shall have no more than 50% wear.

2.2 Asphaltic Concrete Pavement - Asphaltic concrete pavement will consist of a mineral aggregate, uniformly mixed with asphaltic cement, laid upon the prepared base to the finished thickness shown in the typical cross-section on the plans. The mineral aggregate will be 100% crushed gravel. All materials, methods of preparation and construction will conform to the following requirements:

A. Crushed Gravel - The gravel to be used will consist of clean, hard, durable particles which have been crushed to the gradations specified in Table 5-19. Of the particles retained on the No. 4 sieve, at least 60% by weight shall have one or more fractured faces.

The crushed gravel, when tested in accordance with AASHTO Standard Test Designation T-96, shall have no more than 50% wear and shall show no detrimental amount of stripping when tested. Determination of the effect of water on the cohesion (stripping resistance) of asphaltic concrete composed of the proposed mineral aggregates shall be made in conformance with AASHTO Standard Test Designation T-165-77 with a minimum dry strength of 200 psi with a minimum retained strength of 75% of the dry strength.

B. Asphalt Cement - Asphalt used in bikepath construction shall be uniform in character, free from water and will not foam when heated to 347 degrees F. All asphalt will contain an anti-stripping additive, and shall comply with the following test designations:

(1) If graded by penetration, it will be in accordance with AASHTO Test Designation T 49-78.
(2) If graded by viscosity, it will be in accordance with AASHTO Materials Designation M 226-78.

C. Establishing Job Mix Formula - The job mix formula for each mixture shall establish a single percentage of aggregate passing each required sieve size, a single percentage of bituminous material to be added to the aggregate and a single temperature for the mixture at the discharge point of the plant. After the job mix formula is established, all mixtures furnished for the project will conform to the following ranges of tolerances:

* Passing No. 8 and larger sieves	+/-8%
Passing sieves smaller than No. 8 to larger than No. 200	+/-6%
Passing No. 200	+/-3%
Bitumen	+/-0.5
Temperature of mixture when emptied from mixer	+/-20 degrees F

*Exclusive of the maximum size designated

D. Sampling And Testing - All sampling and testing of materials will be done in accordance with the latest methods of the AASHTO. The County Engineer will supply a Certificate of Compliance with the Colorado Department of Highways Specifications before any asphalt is placed.

2.4 Protective Boxes - Protection boxes to be appropriate size standard meter box.

PART 3 - EXECUTION

3.1 Subgrade - The bottom of the excavation or top of the fill is considered the subgrade, and will conform to the lines, grades, and cross sections shown on the plans. Before the subbase construction begins, soils in the subgrade will be machine compacted with a sheepsfoot roller. The subgrade material on the excavated bench will be compacted using best effort machine compaction.

3.2 Base Course - The base material shall be deposited and spread without particle segregation in loose layers not to exceed six inches in depth or when compacted, the layer will have a thickness not to exceed four inches. The material will be compacted to at least 95% of the maximum dry density as determined by AASHTO Method T-180. The base course will not be placed upon a soft, spongy, frozen subgrade or subbase.

3.3 Asphaltic Concrete Pavement

A. General - The bituminous plant mix will be placed only on properly constructed and accepted layers that are free from water, snow and ice. The bituminous mixture will be placed within the air temperature limitations as shown in Table 5-20 and only when weather conditions otherwise permit the pavement to be properly placed and finished.

B. Joints - Longitudinal and transverse joints will be well bonded and sealed. Joints will be painted with cutback asphaltic cement where necessary to obtain this result. In making the joint along an adjoining pavement and after the hot mixture has been placed by the finishing machine, just enough of the hot material will be carried back to fill any space left open. The joint will be properly set up with the back of a rake at proper height and level to receive the maximum compression under rolling.

Joints between old and new pavements or between successive days work will result in a thorough and continuous bond between the old and new surfaces. The edge of the previously laid course will be cut back to its full depth to expose a fresh surface, after which the hot mixture will be placed against it and raked to a proper depth and grade. Hot smoothers or tampers will be used to heat the previously laid pavement (without burning it) to ensure a proper bond. Before placing the mixture against them, contact surfaces of covers will be painted with a thin, uniform coating of cutback asphaltic cement.

C. Irregularities - Immediately after the course is screened and before compaction is started, the surface will be checked, any inequalities adjusted, all fat sandy accumulation from the screen removed by a rake or hoe and all fat spots removed and replaced with satisfactory material. Irregularities in alignment and grade along the outside edge will also be corrected by the addition or removal of mixture before the edge is rolled. Special attention will be given to the straightening of each course immediately following the initial rolling.

SPECIAL PROVISIONS

1. Summary of Work

1.1 Scope of Work

Furnish all material, labor, appliances, equipment, transportation and perform all operations required to complete the asphalt paving of approximately 5,900' of trail. All work shall be completed in accordance with the intent of the Contract Drawings and these Specifications.

1.2 Asphalt Paving Construction

The Contractor shall comply with AASHTO Asphalt Paving Construction Standards in constructing the trail.

1.3 Staking

The County shall be responsible for the accurate layout and staking of all portions of the work.

1.4 Construction Protection

The Contractor shall provide, or allow for, adequate protection of fresh asphalt surfaces until surfaces are no longer susceptible to damage.

1.5 Products

a. Class C Asphaltic Concrete Pavement - Asphaltic concrete pavement will consist of a mineral aggregate, uniformly mixed with asphaltic cement, laid upon a prepared base to a 2" finished thickness as shown in the typical cross-section on the drawings. The mineral aggregate will be 100% crushed gravel. All materials, methods of preparation and construction will conform to the following requirements:

1. Crushed Gravel - The gravel shall consist of clean, hard, durable particles which have been crushed to the gradations specified in Table 5-19. Of the particles retained on the No. 4 sieve, at least 60% by weight shall have one or more fractured faces.

   The crushed gravel, when tested in accordance with AASHTO Standard Test Designation T-96, shall have no more than 50% wear and shall show no detrimental amount of stripping when tested. Determination of the effect of water on the cohesion (stripping resistance) of asphaltic concrete composed of the proposed mineral aggregates shall be made in conformance with AASHTO Standard Test Designation T-165-77 with a minimum dry strength of 200psi with a minimum retained strength of 75% of the dry strength.

2. Asphaltic Cement - Asphalt used in the trail construction shall

be uniform in character, free from water and will not foam when heated to 347 degrees F. All asphalt will contain an anti-stripping additive, and shall comply with the following test designations:

-Of graded by penetration, it will be in accordance with AASHTO Test Designation T 49-78.

-If graded by viscosity, it will be in accordance with AASHTO Materials Designation M 226-78.

3. Establishing Job Mix Formula - The job mix formula for each mixture shall establish a single percentage of aggregate passing each required sieve size, a single percentage of bituminous material to be added to the aggregate and a single temperature for the mixture at the discharge point of the plant. After the job mix formula is established, all mixtures furnished for the project will conform to the following ranges of tolerances:

*Passing No. 8 and larger sieves	+/-8%
Passing sieves smaller than No. 8 to larger than No. 200	+/-6%
Passing No.200	+/-3%
Bitumen	+/-0.5%
Temperature of mixture when emptied from mixer	+/-20 degrees F

*Exclusive of the maximum size designated

4. Sampling And Testing - All sampling and testing of materials will be done in accordance with the latest methods of the AASHTO. T

1.5 Definitions

a. Owner: The Owner is Summit County or its authorized representative.

b. Project Manager: The Project Manager is the Summit County Recreation Planner

2.

rec/path.specs6

D. Final Compaction - Final compaction will result in a course which is smooth and true to the established grade. It shall have the average thickness specified and will at no point vary more than 1/4 inch from the thickness specified. Any mixture that becomes loose and broken, mixed with dirt, or in any way defective, shall be removed and replaced with fresh hot mixture, which will be compacted to conform with the surrounding area. The surface of the finished pavement will be free from depression exceeding 1/2 inch in 10 feet as measured by a 10' straight edge measured in any direction or an automobile mounted recording profilometer.

E. Testing After Final Compaction - The asphalt concrete pavement will at no point have a density less than 93% of the maximum density possible to obtain a voidless pavement composed of the same material in like proportions. Field density determinations will be made in accordance with Colorado Department of Highways Procedure #44 and #81.

3.4 Protective Boxes - The area around the three control monuments will be hand excavated to provide adequate space to install the protective boxes. The protective box will be placed over the control monument to a depth not to exceed six inches. Care will be taken not to disturb or damage the control monuments. The box will to placed so that the box cover is at the same elevation as the finished asphalt surface of the bikepath and so that the control monument is not recessed more than one foot below the finished elevation of the bikepath.


STOP










Link-Belt











Existing Conditions Report

To:	Jordan Mead, Resource Specialist, Summit County
From:	Eric Lee, PE
Date:	12/1/2023

Dillon Dam Recpath

Summit County, CO

Prepared By:

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Table 1: Breakdown of Standards Met per Area 11

Introduction

This Existing Conditions Report is based on information received from Summit County as well as information gathered on a site visit conducted by JR Engineering (JR) on November 1, 2023. The site in question is an approximately 4800 linear-foot section of the Dillon Dam Recreational Pathway (Recpath segment) between the Dillon Dam glory hole and Town of Dillon boundary located in Summit County, Colorado. Summit County operates this Recpath segment under an intergovernmental agreement with the Denver Water Board. JR has completed a review of the existing conditions and compared them with both Summit County Standards as well as AASHTO Bicycle Facilities Standards and coordinated with Summit County to determine the main areas of concern that are included in this report. A vicinity map of these areas can be seen below in Figure 1.

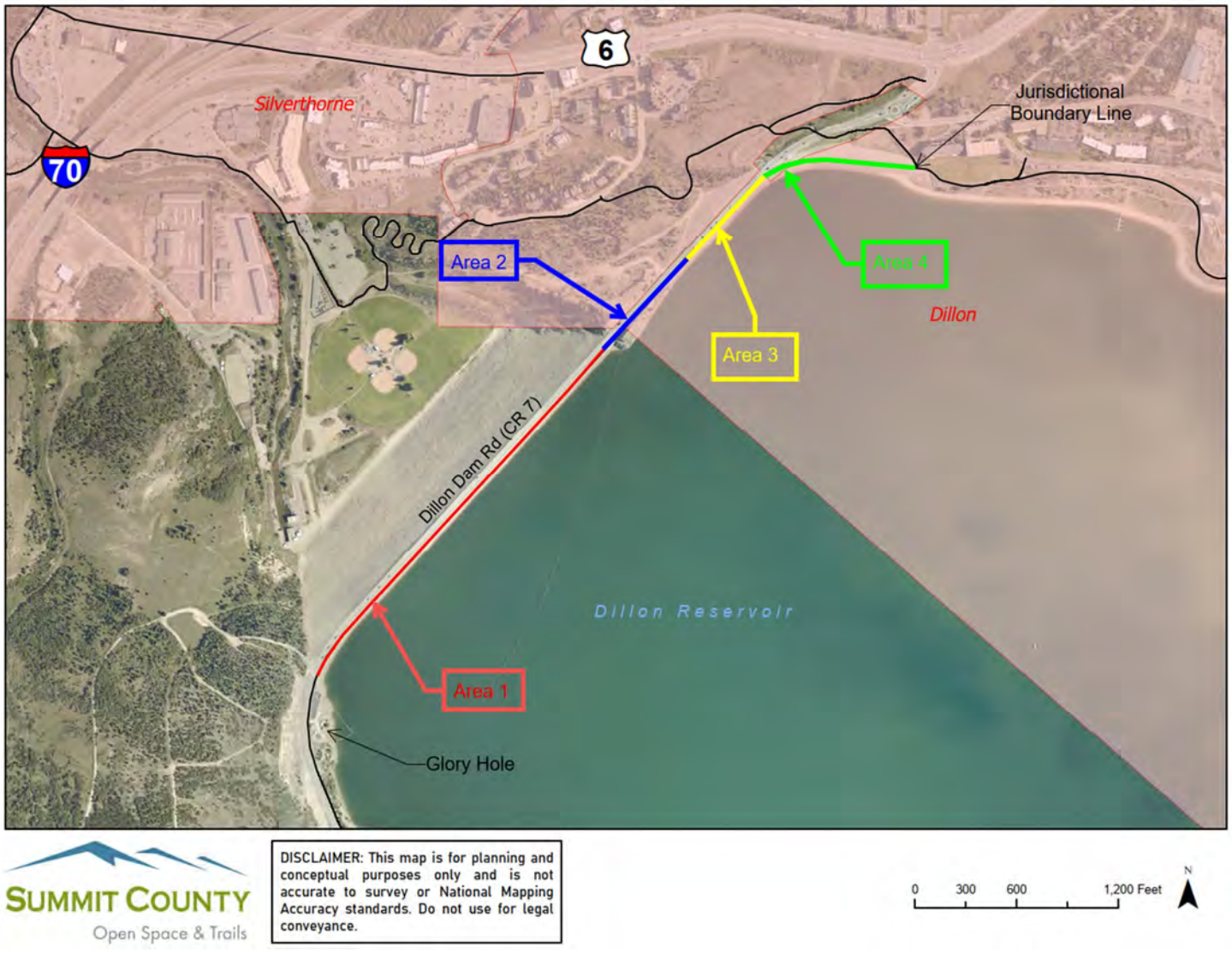


Figure 1: Vicinity Map

Existing Conditions

It has been determined that the majority of the existing conditions of the Recpath segment does not meet current Summit County Road and Bridge standards due to lack of recovery zones and eroding slopes above the Recpath and below the Dillon Dam Road. Specifically, poor drainage conditions above the segment result in erosion and sedimentation across the Recpath segment surface. A lack of shoulders exacerbates these issues, leads to deterioration of pavement edges, and creates a steep drop-off from the travel surface and onto the rip-rap face of the Dillon Dam. The main critical issues are the pedestrian safety and drainage concerns. Using Summit County Standards as well as AASHTO Bicycle Facilities Standards, several issues with the existing Recpath have been identified and are discussed on case by case in this report. Figure 2 illustrates the situations when a pedestrian safety rail is needed to ensure the safety of cyclists traveling along a pathway. These figures from the 5th chapter of the AASHTO Bicycle Facilities manual were used to evaluate each area's existing terrain.

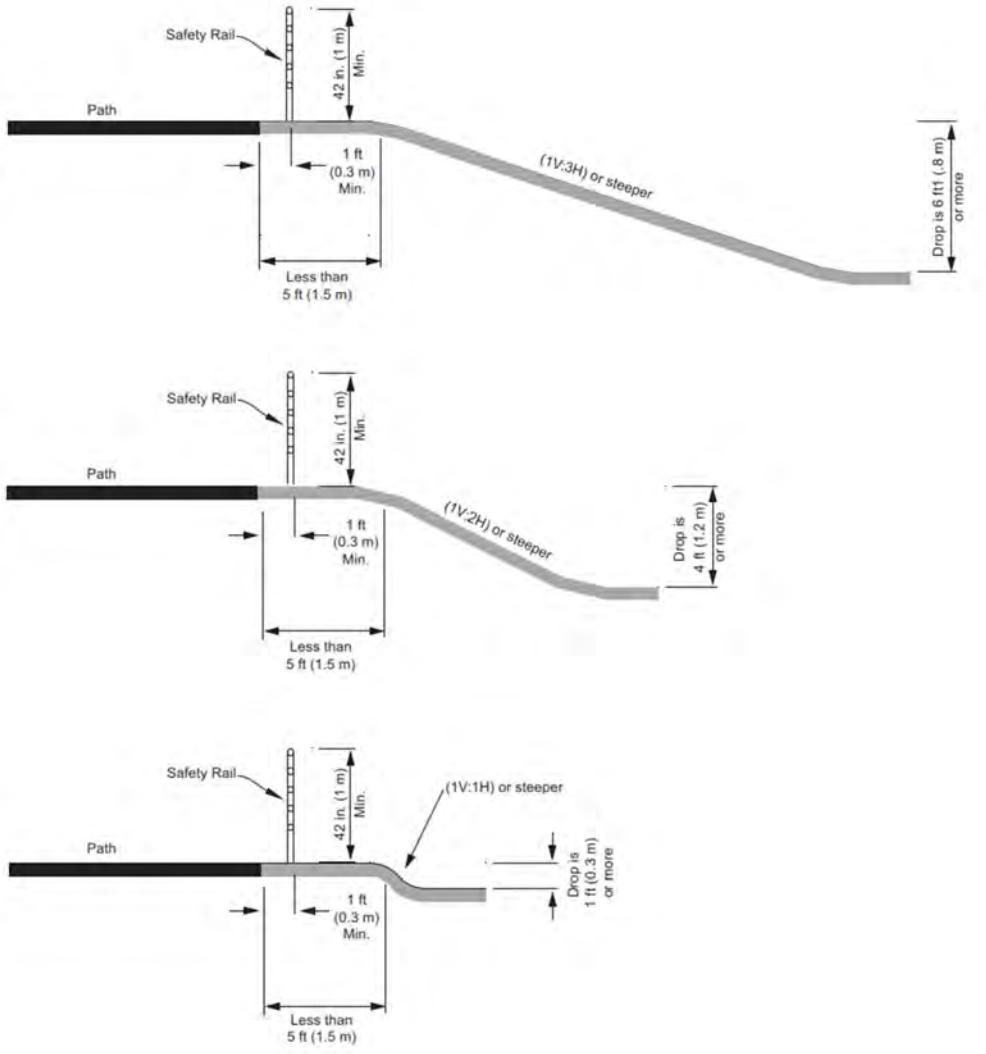


Figure 2: Safety Rail Between Path and Adjacent Slope

Area 1

The first area of concern is located on the western portion of the Dillon Dam Recpath and has multiple ongoing issues for which the county has expressed the need to find solutions. One of the main issues, which applies to the majority of the project length, is the variable and reduced width of the trail section. In order to accommodate the trails overall volume of more than 100,000 annual visitors and intended usage of bicycle traffic, the trail needs to consist of a 10 foot wide cross section for the entire span of the path as determined by both AASHTO and Summit County Standards.

With the current condition of the path's pavement caused by years of erosion and regular sedimentation, the majority of the trail consists of having less than the 10 foot minimum width requirement of usable area which leads to unsafe conditions. There is also a requirement for paths to consist of 2' wide shoulders on both sides, and for a majority of this area the shoulders have either eroded away or are simply nonexistent due to constraints of the dam's terrain. The eroding asphalt edge combined with the lack of shoulder adjacent to a large drop off could cause pedestrians to feel uncomfortable when commuting along this section. The AASHTO Bicycle Facilities Standards calls for any slope with a grade equal or steeper than 3:1 with a total drop distance of 6 feet or higher have a pedestrian safety rail along it. This area looks like a prime example of an area where a safety railing would be beneficial.

On top of the path's cross section not meeting minimum requirements, this narrow cross section causes issues for the maintenance crews. The crews use pickup brooms which take up the entire width of the path and often times encroach the edge of asphalt making it unsafe to maintain. In order to fit these brooms onto the path, the sets of bollards on the end of the path must be removed and the path is forced to close. This is due to not having enough operational space for foot traffic with the maintenance crew's equipment taking up the entire width of the path coupled with the lack of an adequate shoulder along the pathway.



Figure 3: Eroding Asphalt Edges and Varying Trail Width

The maintenance crew has expressed their desire to reduce and consolidate the number of bollards in order to make maintaining the path less strenuous and cut down on time that the path is closed as these have to be removed and moved by machines. The bollards are located in concrete pavement, which maintaining is another concern for the County. These bollards are however a required security measure to protect the dam and removing them all together is not likely an option. Despite the Summit County Standards specifying that paths shall have a 3 foot offset from path that is free from any obstructions, it is expected these bollards shall remain. There may be opportunity to cut down on the total amount of bollards through coordination if it can be confirmed that one bollard can still serve the purpose of two adjacent bollards. However, multiple other obstructions along the path often encroach this minimum requirement such as road signs, road guardrails, and survey markers which should be relocated when applicable on a case by case basis.



Figure 4: Bollards at Path Entrances

As previously briefly touched on, the Area 1 section of the path also has the issue of frequent sediment build-up along the path caused by a nearby eroding rock face as well as roadway sediment and debris. These large rocks and sediment require constant maintenance and serve as hazards to both pedestrians and drivers alike.



Figure 5: Rock Face and Large Rocks Along Path

This sediment over time has built up on the face of the dam as well as along the path creating unsafe conditions for pedestrians which in turn has forced maintenance crews to maintain the path more often.



Figure 6: Sediment Build Up on Path and Dam

Although the path's drainage appears to still be functioning as it was initially designed to do, any future improvements to the path shall also take into consideration the build-up of sediment on the path and accommodate for this or attempt to eliminate as much sediment accumulation as possible all while maintaining a maximum 2% cross slope on the path itself. The existing path sits on the face of the dam and averages between 5 to 8 feet below the dam road. For this area the slope from the road down to the path varies from a 50% slope to up to a 65% with drop offs from the path to the reservoir between 60 to 65%.

Area 2

As seen in the vicinity map in Figure 1, the second area of interest is located towards the middle of the dam. This area provides some interesting features that makes it unique from the rest of the path. When the dam was constructed, this cut cliff portion was carved through the natural hillside utilizing the existing mountain to be a part of the dam itself. This geography causes a unique situation in which the the road and path are sandwiched in between a hillside on either side. Unlike the rest of the path, this portion of the path is located at a slightly higher elevation than the dam road making it so that this is the only portion of the path in which water from the path drains towards the roadway. In this area, the path makes its way from being below the road to ultimately being around 2 feet above the roadway. The slopes on either side of the road and path in this area also exceed 90% grades. Any future improvements to the path shall take this geometry into consideration and make adequate designs in order to control the drainage of water from the path.

This unique cross section also makes it so that there is a drop off from the path onto the road due to elevation differences and lack of shoulders along the path. This is a concern when it comes to public safety as it allows for pedestrians/cyclists to potentially enter the roadway if they fall. AASHTO Bicycle Facilities Standards calls

for any slope over 1:1 or steeper with a drop of over 1 foot to have a pedestrian safety rail. A safety rail here would prevent any pedestrian from entering the roadway and provide pedestrians with added comfort along the path by separating them from roadway traffic making their commutes feel safer overall.



Figure 7: Drop Off From Path to Road

Another issue with the current layout of the path through this portion is the lack of snow storage. As it stands today, maintenance crews have to plow the snow from the road and force it up this ledge and onto the path. In order to keep the path functional they can't leave the path buried in snow so they have to then come back through and clean off the path. From a logistical standpoint, having to move snow twice isn't an ideal situation and the maintenance team has expressed their desire to have improvements in this area.



Figure 8: Lack of Snow Storage Area

Area 3

The third area of the Recpath is located on the north eastern side of the cut cliff portion of the dam. The main concern for this area is that the path is eroding away and the edges are crumbling, causing more sediment to accumulate on the face of the dam. This is also making the path's effective width shrink as the edges are no longer usable, making the path feel even narrower than it truly is. In many spots, the path is now no longer 10 feet wide where asphalt has essentially disappeared. There is also a lack of shoulders as required by both the Summit County and AASHTO standards for some portions of the pathway through this area. Future improvements shall attempt to meet these requirements by installing shoulders where feasible. Much like the previous areas, this area could benefit from the installation of a pedestrian safety rail due to the large drop off from the path into the reservoir. Examples of these issues can be seen in Figure 8.



Figure 9: Failing Asphalt Edges Along Path Corridor

This area's geometry is similar to that of area 1's with the path sitting below the road but area 3's geometry isn't quite as extreme. The path in this area sits about 1 to 6 feet below the roadway and has a 20% to 45% slope from the dam road down to the path itself. The drop off from the path to the reservoir ranges from 35% to 60% with the height varying as water levels change, thus indicating the severity of the drop off from the path in this area as well.

Area 4

The final area of interest falls on the eastern portion of the dam and its problem is actually applicable over the entire span of the pathway. Due to the age of the existing asphalt and natural settlement, the path has numerous cracks along the corridor. While some attempts have been made to fix these cracks, the majority of them have failed once again leaving wide enough cracks to be a safety concern for pedestrian usage. This area of path is much more flat than the other areas making it less susceptible to erosion so it has maintained the width and shoulder requirements much better than the other portions of the path. Having more lateral room has also provided the space to have adequate shoulders through this area making this portion of trail safer than the others. This portion of the path detours away from the dam road and runs along the natural terrain portion of the reservoir thus keeping it from having steep grades on either side of the path with a maximum grade of around 40%. With the geometry of the path in this area being so flat, the addition of pedestrian safety rails for future improvements is not needed.



Figure 10: Asphalt cracks along path

Conclusion

Despite its overall age, the path has held up well and has managed to serve millions of people over its life span with an average of over 100,000 guests per year, a number that is anticipated only to grow more. The asphalt on the path is growing older every year and despite it standing up well to years of harsh weather and frequent use, its increasing age has aided in cracks forming and the edges of path eroding away. The edges of the path eroding has caused the path to be an inconsistent width along the entire corridor making it unsafe for its intended use. Necessary maintenance along the path in order to keep the path in a safe operational condition from the issues caused by aging has also added on to the wear and tear on the path. Several areas of improvement to the path are recommended in order to improve the overall usability of the path as well as making the path meet standards put in place to ensure safety along pathways. Table 1 summarizes each area of the path and illustrates what path standards were evaluated in our analysis and whether they do or do not meet these standards. The standards in this table are a compilation of the Summit County and AASHTO standards on pathways. The cross slopes of the path were not evaluated and will need to be checked with final design of future improvements once actual survey data is obtained on the path.

	Meets Horizontal Alignment Requirements	Meets Vertical Alignment Requirements	Sight Distance Requirements Met	Minimum 10' Width Requirement Met	Minimum Shoulder Width Requirement Met	3' Path Offset Clear of Obstructions	Safe Drop Off Condition Along Path (Either Via Safety Railing or Minimal Adjacent Slopes)	Pavement is in an Acceptable Condition
Area 1	✓	✓	✓	X	X	X	X	X
Area 2	✓	✓	✓	X	X	X	X	X
Area 3	✓	✓	✓	X	X	X	X	X
Area 4	✓	✓	✓	✓	✓	X	✓	X

Table 1: Breakdown of Standards Met per Area

Any future improvements to this path shall take these standards into consideration and strive to achieve as many of them as possible while also considering the drainage needs of the path and ensuring a cross slope of 2% is not exceeded. Along with meeting these standards put in place, future improvements shall also strive to prevent any of these issues from occurring again. JR Engineering is tasked with developing solutions and alternatives to not only solve these problems today but allow the path to continue serving millions of more guests well into the distant future.

SUMMIT COUNTY
COLORADO

DILLON DAM RECPATH

LOCATED ALONG THE DILLON DAM, ADJACENT TO DILLON DAM ROAD
FRISCO, SUMMIT COUNTY, STATE OF COLORADO
IMPROVEMENT RECOMMENDATIONS
CONCEPTUAL DESIGN

KEY CONTACTS

CLIENT:

SUMMIT COUNTY (970) 668-4065
P.O. BOX 5660
FRISCO, CO 80443
ATTN: JORDAN MEAD

CIVIL ENGINEER

JR ENGINEERING (303) 267-6223
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO 80112
ATTN: ERIC LEE



VICINITY MAP
SCALE: 1"=1000'

SHEET INDEX

1	–	COVER SHEET
2	–	PROJECT SITE MAP
3–4	–	AREA 1 CROSS SECTIONS
5–8	–	AREA 1 DRAINAGE
9	–	AREA 2 CROSS SECTIONS
10	–	AREA 2 DRAINAGE
11–12	–	AREA 3 CROSS SECTIONS
13	–	AREA 3 DRAINAGE
14	–	AREA 4 CROSS SECTION

TOTAL – 14

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DATE	4/24/24
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DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS
COVER SHEET

SHEET 1 OF 14
JOB NO. 71038.00

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ORIGINAL SCALE: 1" = 400'

811
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DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

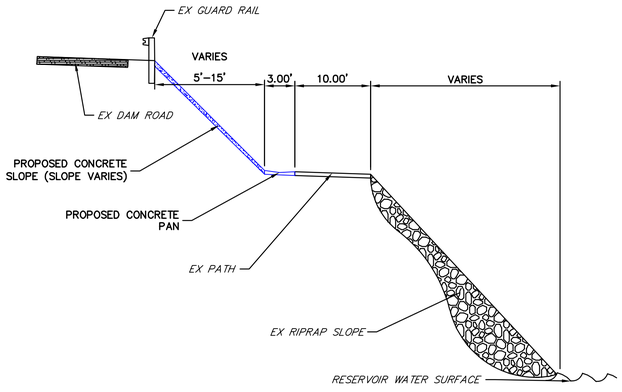
PROJECT SITE MAP

SHEET 2 OF 14

JOB NO. 71038.00

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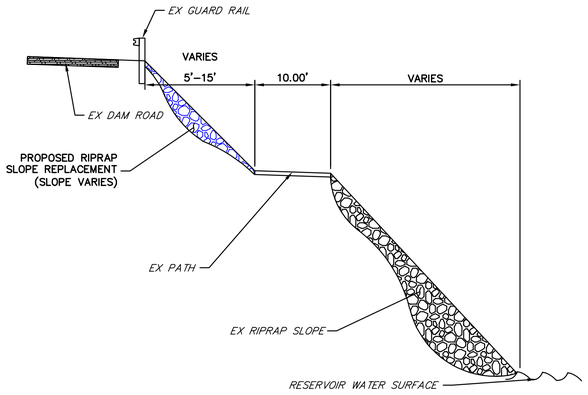
AREA 1 ISSUE 1 - SEDIMENTATION



ALTERNATIVE 1
LOOKING NORTH

DESCRIPTION: THIS OPTION CONSTRUCTS A CONCRETE SLOPE AND INCLUDES A CONCRETE PAN TO HANDLE THE SEDIMENTATION AND ADDITIONAL DRAINAGE FLOWS WHICH ALLOWS FOR EASY MAINTENANCE. THE EXTRA SPACE FOR THE PAN COMES FROM INCREASING THE UPPER SLOPE. THE CONCRETE ALLOWS FOR A STEEPER SLOPE THAN THE EXISTING RIPRAP.

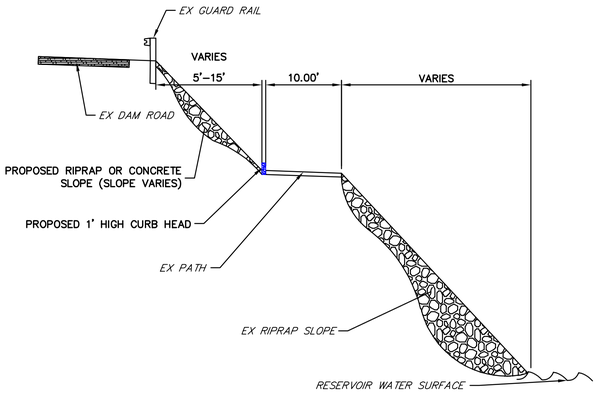
LIFESPAN: DUE TO THIS ALTERNATIVE BEING COMPOSED OF CONCRETE, IT WILL LAST WELL INTO THE FUTURE WITH A LIFESPAN OF 20–40 YEARS DEPENDING ON THE QUALITY OF INSTALLATION.



ALTERNATIVE 2
LOOKING NORTH

DESCRIPTION: THIS OPTION RECONSTRUCTS THE EXISTING UPPER RIPRAP SLOPE WITH NEW RIP RAP TO CLEAR OUT THE SEDIMENT BUILD UP; ULTIMATELY IT WILL FILL WITH SEDIMENT AGAIN IN THE FUTURE. THIS RIPRAP IS TO BE PLACED BACK AT THE EXISTING GRADE.

LIFESPAN: THIS ALTERNATIVE RESTORES THE EXISTING SLOPE TO ITS ORIGINAL CONDITION. DEPENDING ON THE UPKEEP OF THE DAM FACE THIS OPTION COULD POTENTIALLY LAST 20 YEARS; BUT IF NEGLECTED, THE RIPRAP WILL INEVITABLY RETURN TO IT'S CURRENT CONDITION.

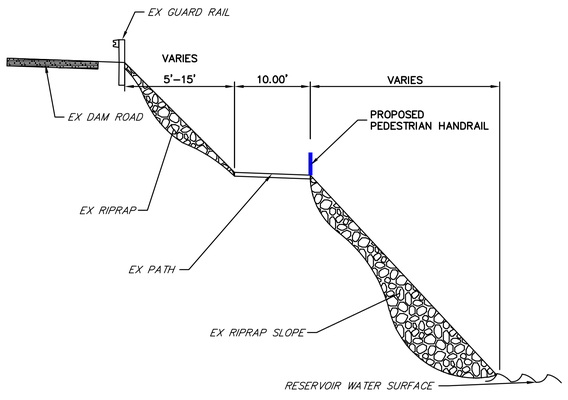


ALTERNATIVE 3
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE PREVENTS THE SEDIMENT FROM EVER REACHING THE TRAIL BY TRAPPING IT BEGIN THE PROPOSED CURB HEAD AND ALLOWING MAINTENANCE CREWS TO MORE EASILY CLEAN UP THE SEDIMENT. THIS ALTERNATIVE REQUIRES ADDITIONAL DRAINAGE IMPROVEMENTS SUCH AS CURB CUTS IN THE CURB HEAD TO ALLOW WATER TO NOT POOL UP ON THE BACK SIDE OF THE CURB. THESE LOCATIONS CAN BE SEEN ON SHEETS 5–8

LIFESPAN: THIS PROPOSED CURB HEAD WOULD HAVE A LIFESPAN OF AROUND 20 YEARS DEPENDING UPON ITS UPKEEP.

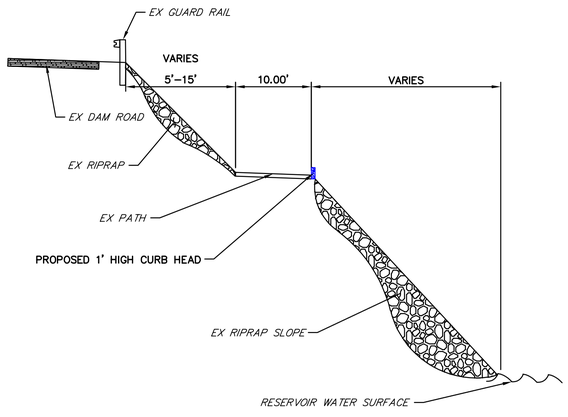
AREA 1 ISSUE 2 - SAFETY EDGE



ALTERNATIVE 1
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE PROVIDES A PEDESTRIAN HANDRAIL WHICH IMPROVES THE SAFETY OF THE PATH. THIS OPTION DOES NOT IMPACT THE EXISTING DRAINAGE AND CAN BE COMBINED WITH ANY OF THE ALTERNATIVES FROM ISSUE 1 ABOVE.

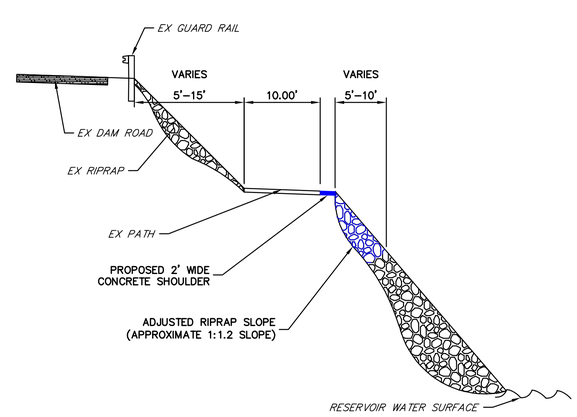
LIFESPAN: DEPENDING UPON THE STYLE OF HANDRAIL CHOSEN, ITS MATERIAL AND HOW WELL IT IS UPKEPT, THIS OPTION COULD LAST 20–30 YEARS. CERTAIN MATERIALS MAY PERIODICALLY NEED UPKEEP TO PREVENT DETERIORATION AND THIS UPKEEP COULD RANGE FROM CLEANING TO PAINTING THE HANDRAIL.



ALTERNATIVE 2
LOOKING NORTH

DESCRIPTION: ALTERNATIVE 2 CONSISTS OF CONSTRUCTING A CURB HEAD ALONG THE DOWN SLOPE PORTION OF THE PATH. THIS CURB WOULD ADD A COMFORT TO PEDESTRIANS ALONG THE PATH AS WELL AS PREVENT THEM FROM GOING OVER THE EDGE OF THE PATH. THIS OPTION WOULD CREATE DRAINAGE ISSUES THAT WILL NEED TO BE SOLVED WITH DRAINAGE IMPROVEMENTS SUCH AS CURB CUTS IN THE CURB HEAD TO ALLOW WATER TO DRAIN FROM THE PATH AND INTO THE RESERVOIR BELOW. THE LOCATIONS FOR THESE CURB CUTS CAN BE SEEN ON SHEETS 5–8.

LIFESPAN: WITH THIS OPTION BEING CONSTRUCTED OUT OF CONCRETE A LIFESPAN OF 20 YEARS CAN BE EXPECTED.



ALTERNATIVE 3
LOOKING NORTH

DESCRIPTION: ALTERNATIVE 3 EXTENDS THE GRADING OF THE PATH OVER THE DOWN PATH SLOPE AND ADDS A 2 FOOT WIDE CONCRETE SHOULDER. THIS OPTION WOULD REQUIRE THE LOWER SLOPE TO BE ADJUSTED TO ACCOUNT FOR THE 2 FOOT WIDE SHOULDER BEING BUILT ON TOP OF IT. THE EXISTING SLOPE IS APPROXIMATELY 1.5:1 SO THIS ADJUSTMENT WOULD MAKE THE PROPOSED SLOPE TO BE AROUND 1:1. GROUTED RIPRAP MAY BE NEEDED TO ACCOMMODATE THIS NEW SLOPE. THIS OPTION WOULD NOT CREATE ANY ADDITIONAL DRAINAGE FOR THE PATH AS EVERYTHING IS DOWNHILL FROM THE PATH AND IT IS ALREADY DRAINING INTO THE DILLON RESERVOIR.

LIFESPAN: THIS OPTION'S ESTIMATED LIFESPAN WOULD BE AROUND 20 YEARS BEING THAT THE SHOULDER IS MADE OF CONCRETE.

NOTE:

ANY NON–GROUTED RIPRAP BEING USED TO REPLACE EXISTING RIPRAP SHALL BE REPLACED AT THE EXISTING GRADE AND SHOULDN'T EXCEED A 2:1 SLOPE. GROUTED RIPRAP CAN BE USED TO INCREASE UP TO A 1:1 MAXIMUM GRADE. CONCRETE CAN BE USED ON ANY SLOPES STEEPER THAN 1:1

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DATE	4/24/24	CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

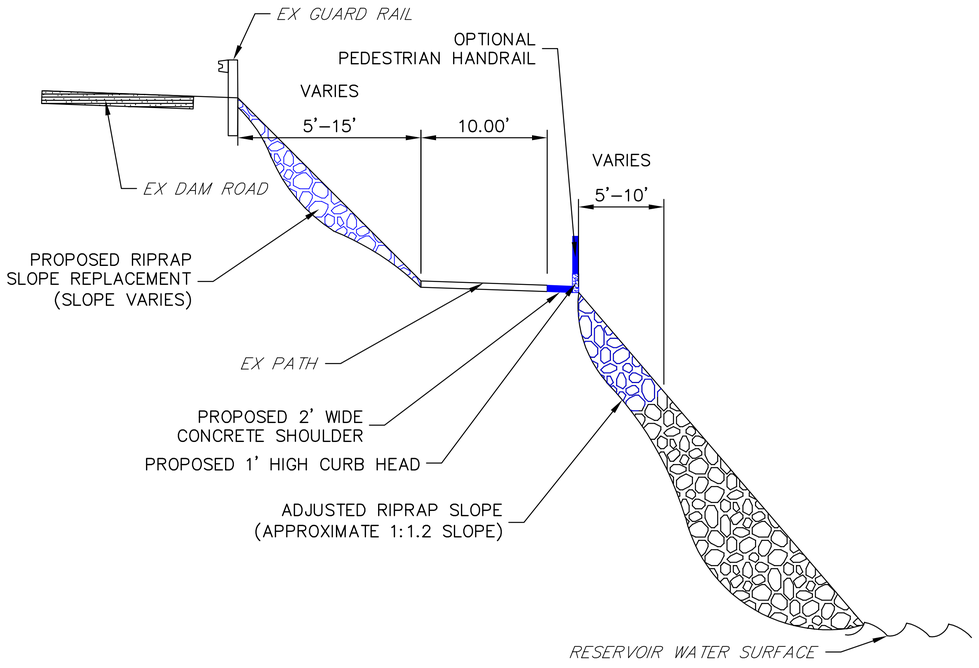
AREA 1 CROSS SECTIONS

SHEET 3 OF 14

JOB NO. 71038.00

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AREA 1 RECOMMENDED COMBINATIONS

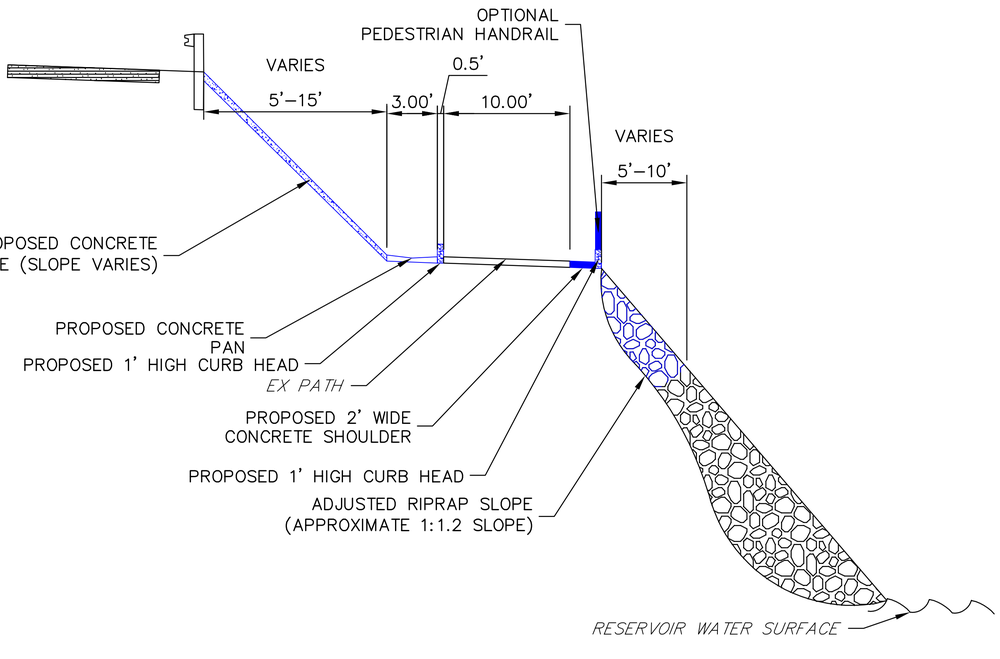


COMBINATION 1

LOOKING NORTH

DESCRIPTION: THIS OPTION COMBINES MULTIPLE OPTIONS SEEN ON THE PREVIOUS PAGE TOGETHER. THIS OPTION RECONSTRUCTS THE UPPER RIPRAP SLOPE AND ADDS A 2 FOOT CONCRETE SHOULDER ON THE DOWN SLOPE SIDE OF THE PATH WITH A CURB HEAD AND OPTIONAL HANDRAIL. IN ORDER TO GAIN THE ROOM FOR THIS SHOULDER THE LOWER SLOPES RIPRAP IS TO BE RE–GRADED. GROUTED RIPRAP CAN BE USED TO IN ORDER TO ACCOMMODATE THE NOW STEEPER SLOPE.

LIFESPAN: THE DIFFERENT ITEMS IN THIS COMBINATION HAVE VARYING LIFESPANS. THE RIP RAP SLOPE COULD POTENTIALLY LAST UP TO 20 YEARS OR MORE WHERE AS THE CONCRETE SHOULDER SHOULD LAST AROUND 30 YEARS.



COMBINATION 2

LOOKING NORTH

DESCRIPTION: THIS COMBINATION UTILIZES CONCRETE ON THE UPPER SLOPE AND ADDS A CONCRETE PAN AND CONCRETE SHOULDER WITH CURB HEADS ON BOTH SIDES OF THE PATH. DUE TO THE NATURE OF CONCRETE, THIS SLOPE CAN BE INCREASED FAR BEYOND THE 1:1 SLOPE OF RIPRAP. IF NEEDED, THE DOWNHILL SLOPE CAN ALSO BE RE–GRADED AND GROUTED RIPRAP CAN BE USED TO FURTHER STEEPEN THIS SLOPE'S GRADE. AN OPTIONAL HANDRAIL IS ALSO INCLUDED IN THIS COMBINATION.

LIFESPAN: WITH THIS COMBINATION BEING CONSTRUCTED OF MAINLY CONCRETE, YOU CAN EXPECT THIS COMBINATION TO LAST AROUND 20–30 YEARS.

NOTE:

ANY NON–GROUTED RIPRAP BEING USED TO REPLACE EXISTING RIPRAP SHALL BE REPLACED AT THE EXISTING GRADE AND SHOULDN'T EXCEED A 2:1 SLOPE. GROUTED RIPRAP CAN BE USED TO INCREASE UP TO A 1:1 MAXIMUM GRADE. CONCRETE CAN BE USED ON ANY SLOPES STEEPER THAN 1:1

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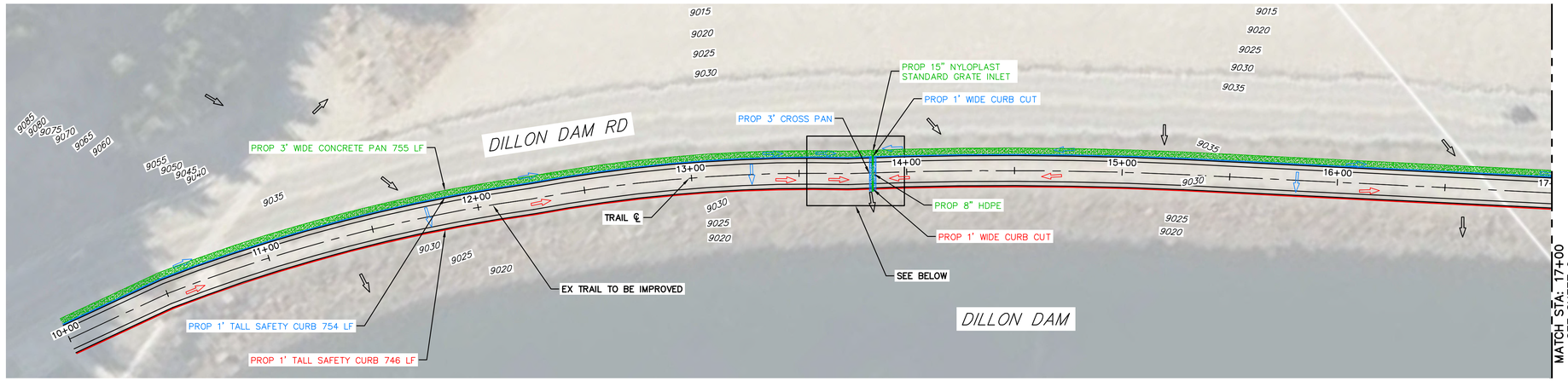
DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

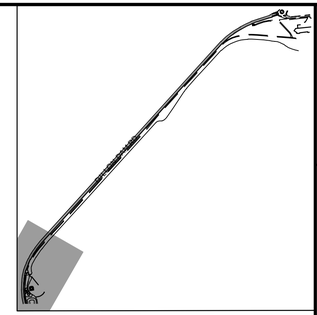
AREA 1 CROSS SECTIONS

SHEET 4 OF 14

JOB NO. 71038.00

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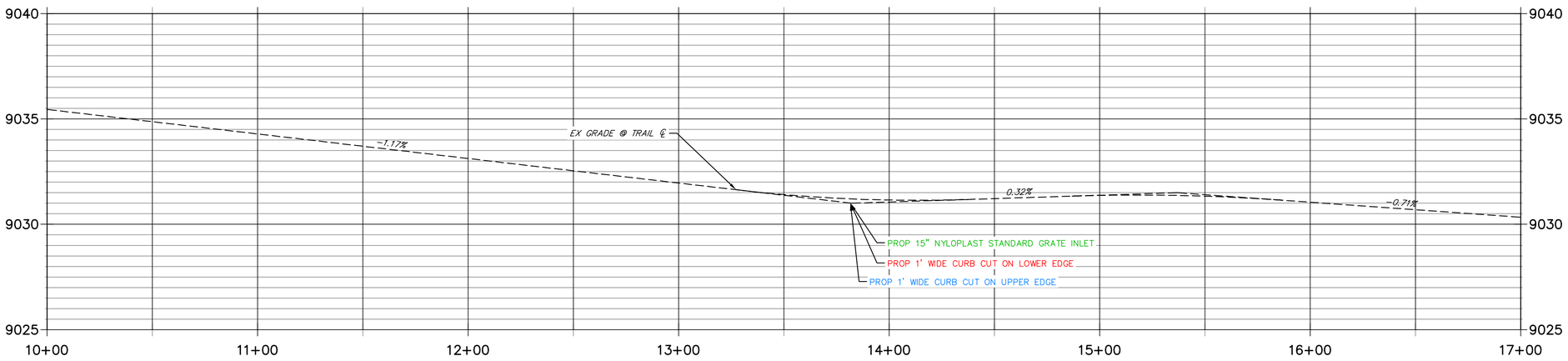
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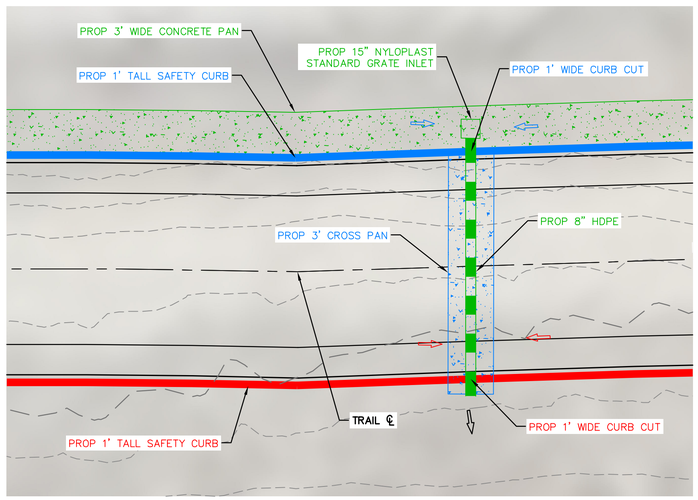
OPTION 1:
CURB ON DOWNSTREAM EDGE
- WATER CONVEYED BY TRAIL
- EXITS TRAIL AT CURB CUT AT LOW POINT

OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 1 (1)
STA 10+00.00 TO 17+00.00





5 3 0 5
ORIGINAL SCALE: 1" = 5'

Know what's **below.** **Call** before you dig.

30 15 0 30 60
HORIZONTAL
ORIGINAL SCALE: 1" = 30'
VERTICAL
ORIGINAL SCALE: 1" = 3'

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H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
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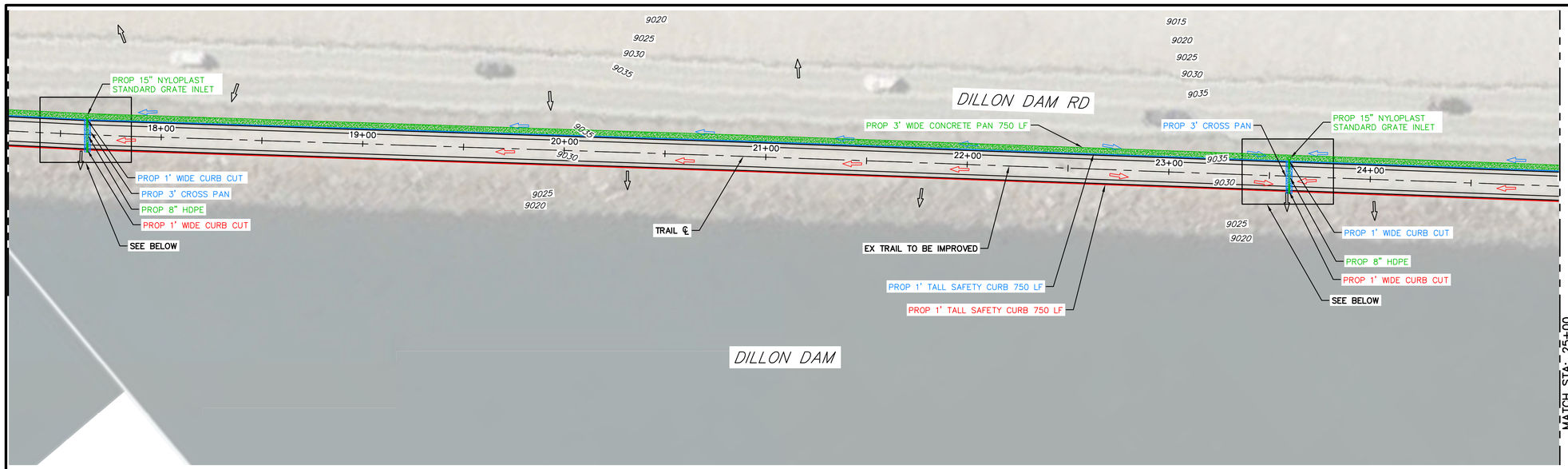
DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

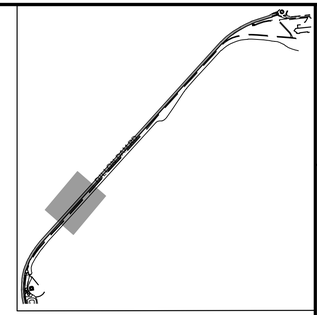
AREA 1 DRAINAGE

SHEET 5 OF 14

JOB NO. 71038.00

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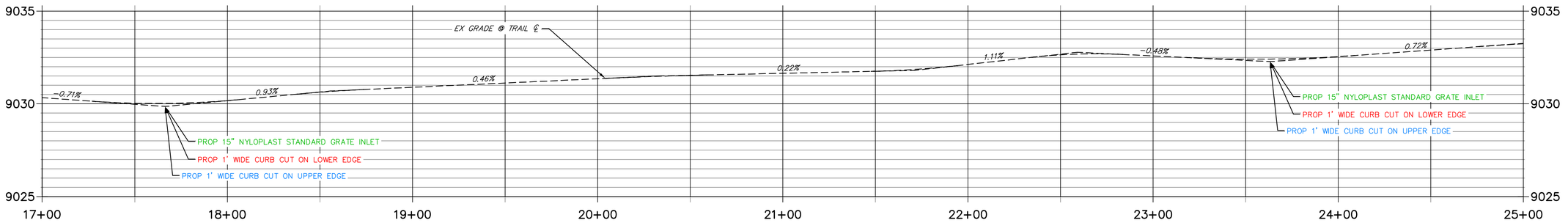
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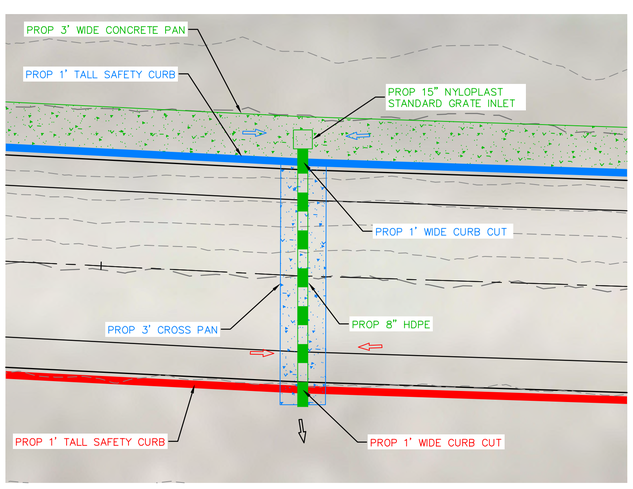
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OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

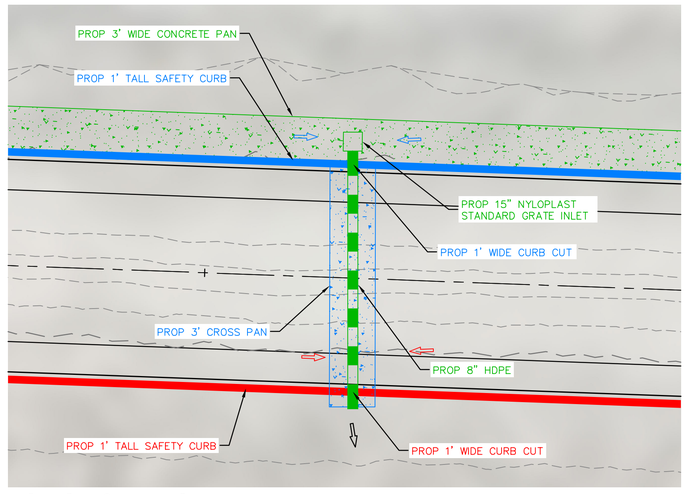
OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 1 (2)
STA 17+00.00 TO 25+00.00





5 3 0 5
ORIGINAL SCALE: 1" = 5'



5 3 0 5
ORIGINAL SCALE: 1" = 5'

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30 15 0 30 60
HORIZONTAL
ORIGINAL SCALE: 1" = 30'
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ORIGINAL SCALE: 1" = 3'

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No.	REVISION	BY	DATE
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H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
CHECKED BY	

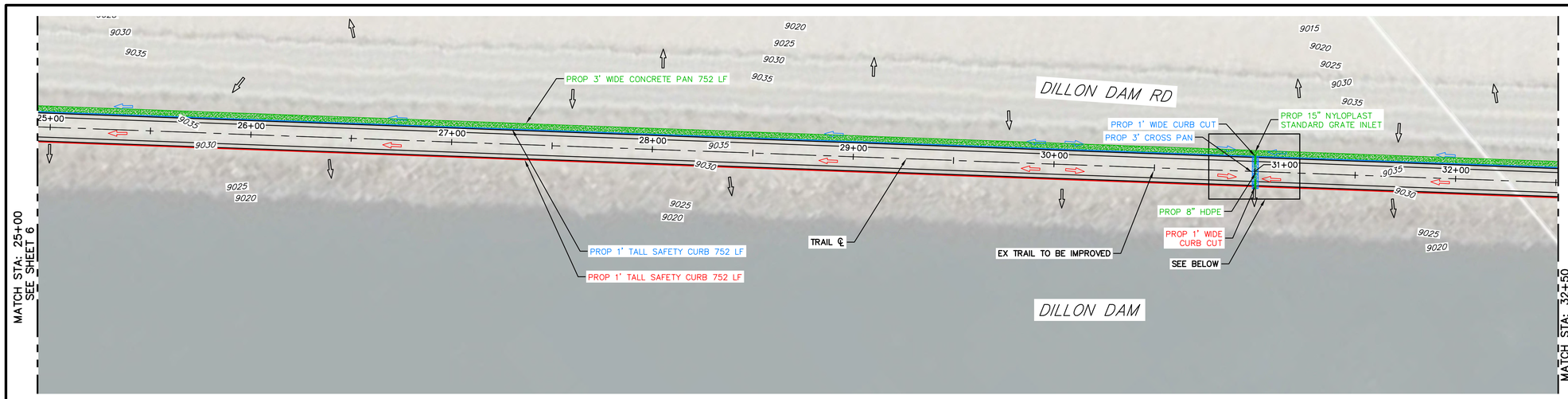
DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

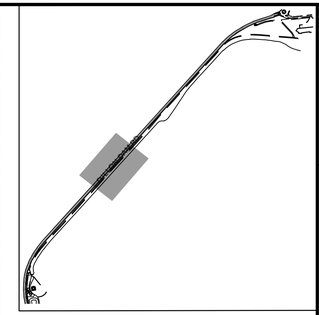
AREA 1 DRAINAGE

SHEET 6 OF 14

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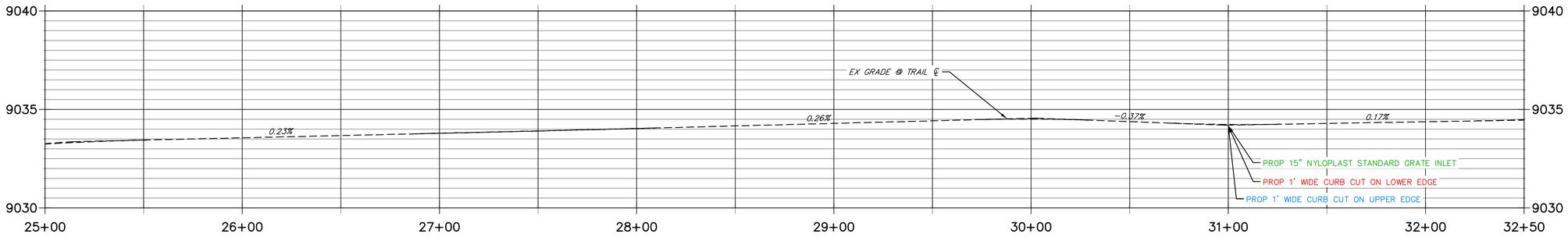
KEY MAP
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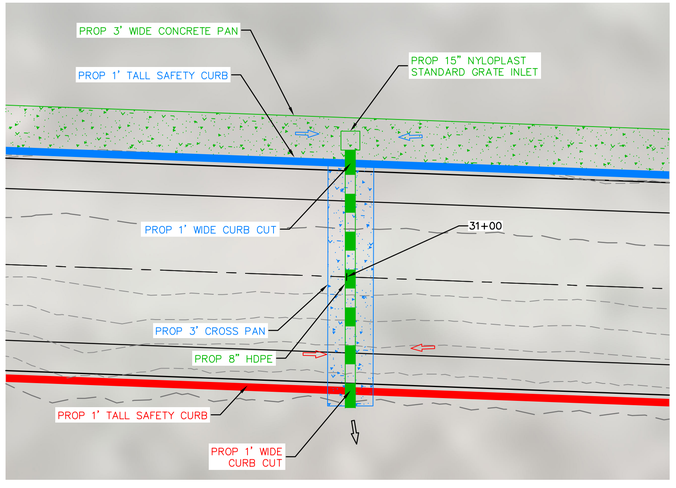
OPTION 1:
CURB ON DOWNSTREAM EDGE
- WATER CONVEYED BY TRAIL
- EXITS TRAIL AT CURB CUT AT LOW POINT

OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 1 (3)
STA 25+00.00 TO 32+50.00





5 3 0 5
ORIGINAL SCALE: 1" = 5'

Know what's **below.** **Call** before you dig.

30 15 0 30 60
HORIZONTAL
ORIGINAL SCALE: 1" = 30'
VERTICAL
ORIGINAL SCALE: 1" = 3'

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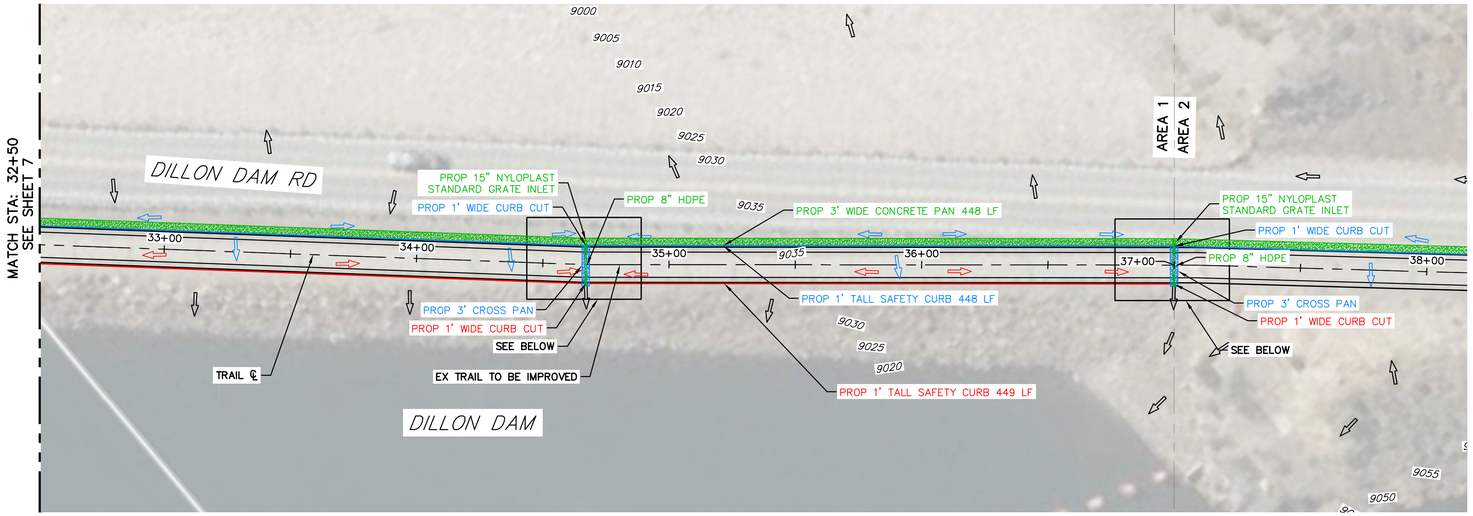
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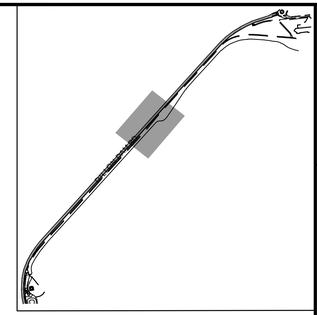
H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS
AREA 1 DRAINAGE

SHEET 7 OF 14
JOB NO. 71038.00

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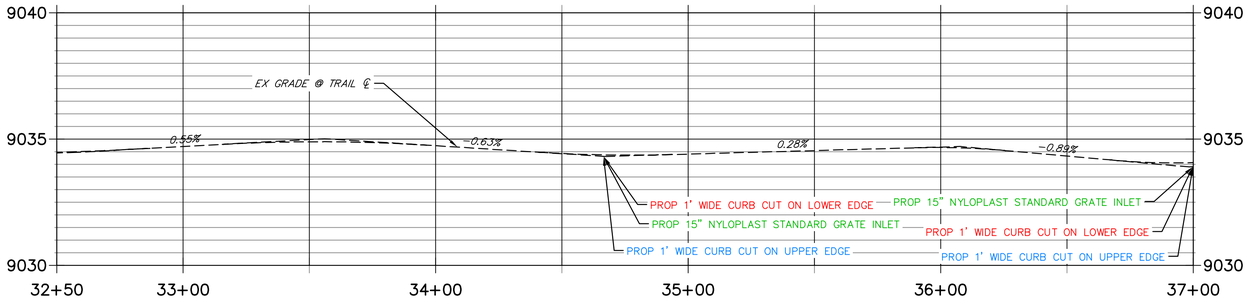
KEY MAP
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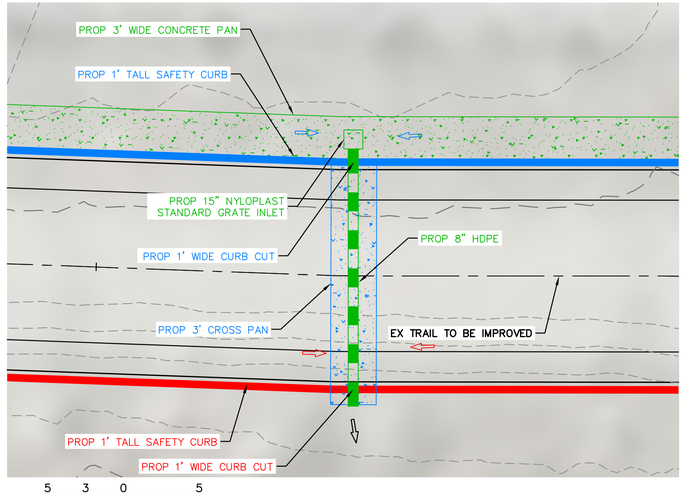
OPTION 1:
CURB ON DOWNSTREAM EDGE
- WATER CONVEYED BY TRAIL
- EXITS TRAIL AT CURB CUT AT LOW POINT

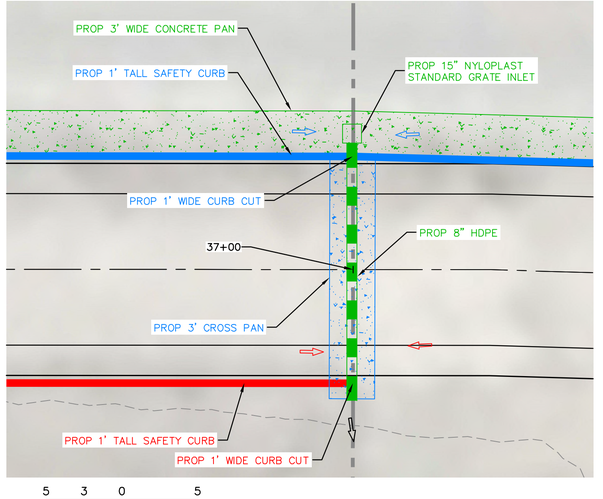
OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 1 (4)
STA 32+50.00 TO 37+00.00







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H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

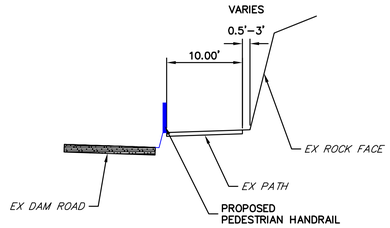
AREA 1 DRAINAGE

SHEET 8 OF 14

JOB NO. 71038.00

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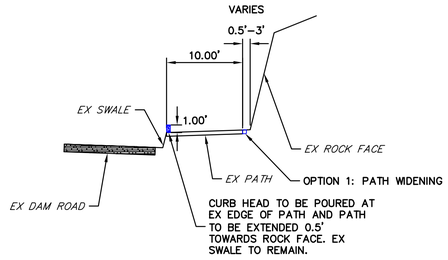
AREA 2 ISSUE 1 - SAFETY EDGE/LACK OF SHOULDER



ALTERNATIVE 1
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE UTILIZES A PEDESTRIAN HANDRAIL IN ORDER TO PREVENT PEDESTRIANS FROM ENTERING THE ROADWAY, MAKING THE DROP OFF FROM THE PATH SAFER. SINCE THIS ALTERNATIVE DEPENDS ON THE STYLE OF HANDRAIL CHOSEN. THE PATH MAY NEED TO BE WIDENED 6" IN ORDER TO FIT THIS RAILING NEXT TO THE PATH. THIS WILL SLIGHTLY ALTER THE EXISTING SWALE ALONG THE SHOULDER OF THE ROAD.

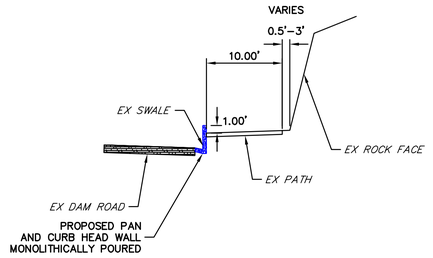
LIFESPAN: THIS CAN VARY GREATLY. WITH A QUALITY HANDRAIL CHOSEN AND PROPER UPKEEP, THIS ALTERNATIVE COULD HAVE A LIFESPAN OF 20–30 YEARS.



ALTERNATIVE 2
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE PROPOSES A CURB HEAD TO BE INSTALLED ALONG THE PATH IN ORDER TO PROVIDE MORE SAFETY AND COMFORT FOR PEDESTRIANS USING THE PATH. THIS ALTERNATIVE WOULD CONSIST OF CONSTRUCTING THE CURB HEAD AT THE EXISTING EDGE OF ASPHALT AND EXTENDING THE PATH TOWARDS TO THE ROCK FACE BY 0.5' IN ORDER TO MAKE THE PATH 10' WIDE. THIS OPTION MAY CAUSE THE EXISTING SWALE ALONG THE DAM ROAD TO EVENTUALLY ERODE AWAY WHERE THE CURB CUTS ARE INSTALLED. THIS SWALE MAY NEED OCCASIONAL MAINTENANCE OR ADDITIONAL DESIGN IN ERODING AREAS.

LIFESPAN: THIS OPTION WOULD HAVE A LIFESPAN OF AROUND 20 YEARS DEPENDING UPON ANY ADDITIONAL EROSION ALONG THE SWALE.

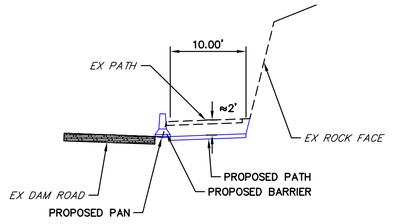


ALTERNATIVE 3
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE ALSO PROPOSES A CURB HEAD TO BE INSTALLED ALONG THE PATH IN ORDER TO PROVIDE MORE SAFETY AND COMFORT FOR PEDESTRIANS USING THE PATH. THIS OPTION HOWEVER ELIMINATES THE POSSIBILITY OF EROSION BY REPLACING THE EXISTING SWALE WITH A MONOLITHICALLY POURED CURB HEAD WALL AND CURB PAN.

LIFESPAN: THIS OPTION WOULD HAVE A LIFESPAN THAT SHOULD EASILY EXCEED 20 YEARS DUE TO IT BEING CONSTRUCTED OUT OF CONCRETE.

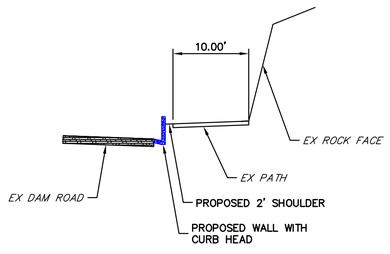
AREA 2 ISSUE 2 - MINIMUM TRAIL WIDTH



ALTERNATIVE 1
LOOKING NORTH

DESCRIPTION: ALTERNATIVE 1 PROPOSES THAT THE TRAIL BE LOWERED DOWN TO THE ELEVATION OF THE ROAD IN ORDER TO REMOVE THE DROP OFF FROM THE TRAIL AND CREATE MORE SPACE FOR A FULL WIDTH PATH. WITH THE PATH NOW BEING LEVEL WITH THE ROAD A PEDESTRIAN BARRIER SHOULD BE INSTALLED IN ORDER TO PREVENT CARS FROM ENTERING THE TRAIL. THESE BARRIERS COULD BE REMOVED AND STORED ELSEWHERE DURING THE WINTER SEASON WHEN THE PATH IS NOT OPEN, ALLOWING EASIER SNOW REMOVAL.

LIFESPAN: THE LIFE SPAN OF THIS OPTION WOULD EASILY EXCEED 30 YEARS.



ALTERNATIVE 2
LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE PROPOSES TO EXTEND THE PATH TOWARDS THE ROADWAY GIVING SPACE TO INSTALL A 2 FOOT WIDE SHOULDER. IN ORDER TO MAKE UP THE ELEVATION DIFFERENCE OF THE PATH AND ROAD A WALL WOULD BE NEEDED TO BE CONSTRUCTED. THE TOP OF THIS WALL COULD BE EXTENDED HIGHER THAN THE PATH'S ELEVATION TO MAKE A CURB HEAD OR A PEDESTRIAN RAIL COULD BE INSTALLED IN PLACE OF THE CURB HEAD.

LIFESPAN: THIS OPTION WOULD HAVE A LIFESPAN OF AROUND 20 YEARS, BEING LIMITED BY THE LIFESPAN OF THE CONCRETE USED TO INSTALL THE WALL.

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H-SCALE	1"=10'	DATE	4/24/24	CHECKED BY	
V-SCALE	N/A	DESIGNED BY	JMC		
		DRAWN BY	JMC		

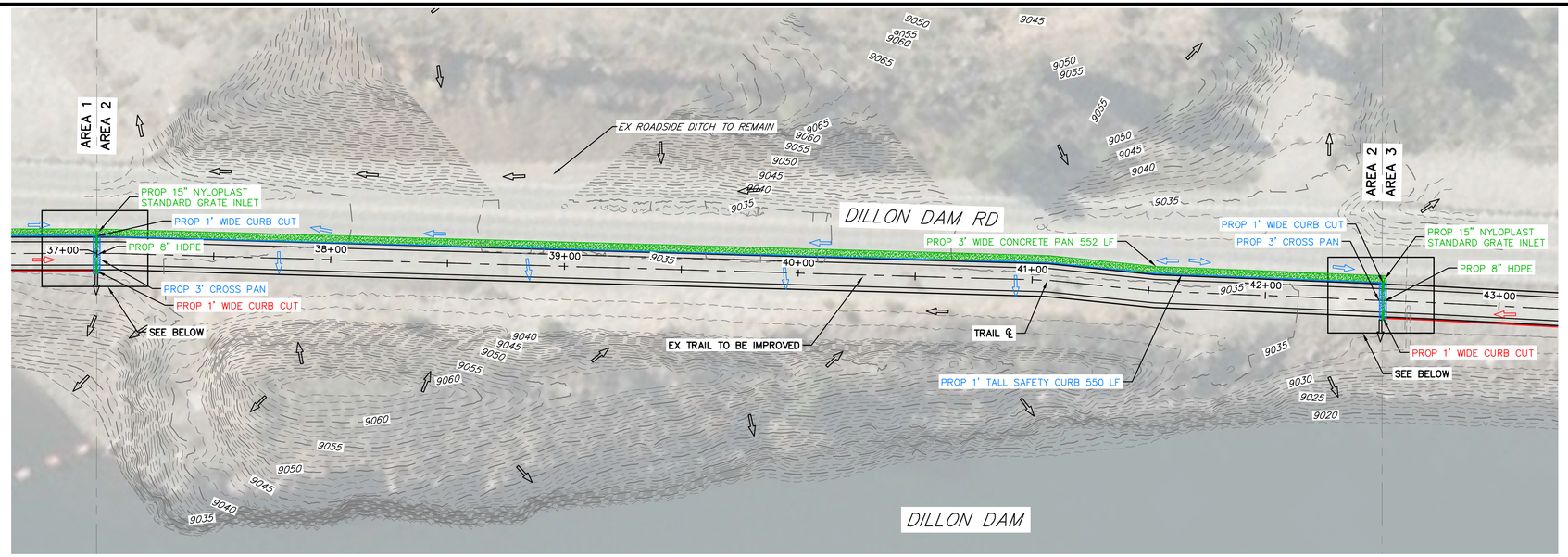
DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

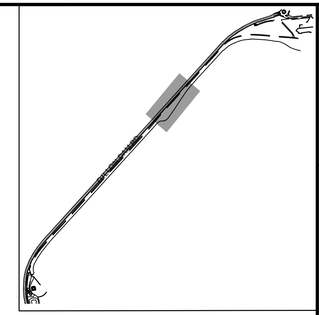
AREA 2 CROSS SECTIONS

SHEET 9 OF 14

JOB NO. 71038.00

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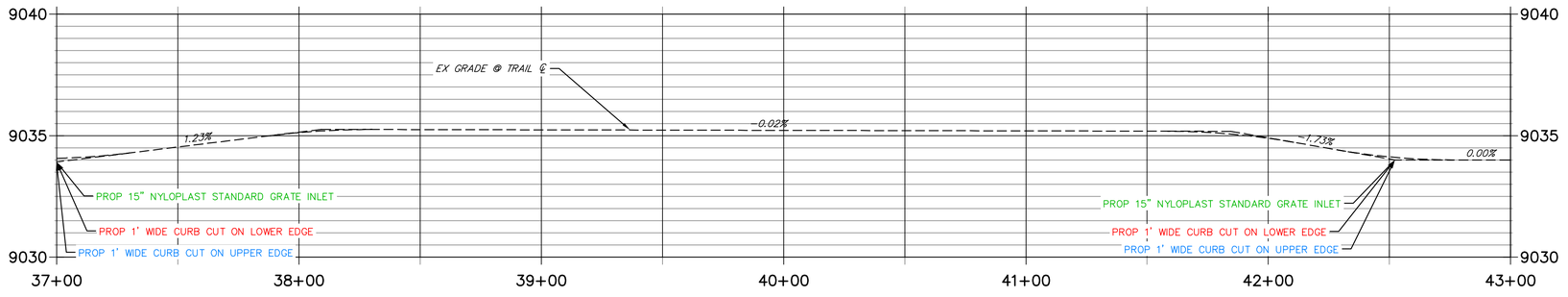
KEY MAP
SCALE: 1"=1000'

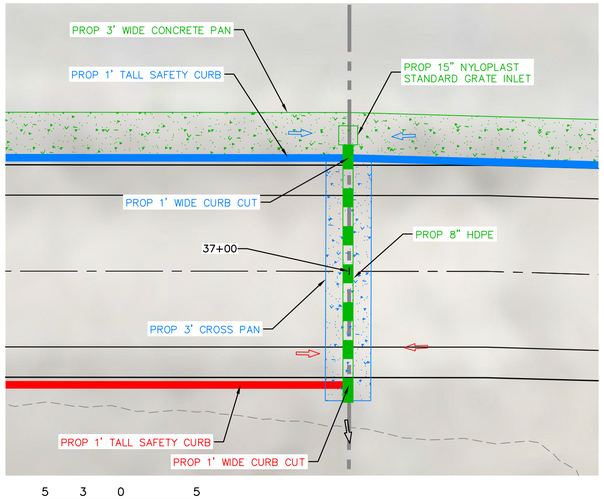
OPTION 1:
CURB ON DOWNSTREAM EDGE
- WATER CONVEYED BY TRAIL
- EXITS TRAIL AT CURB CUT AT LOW POINT

OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

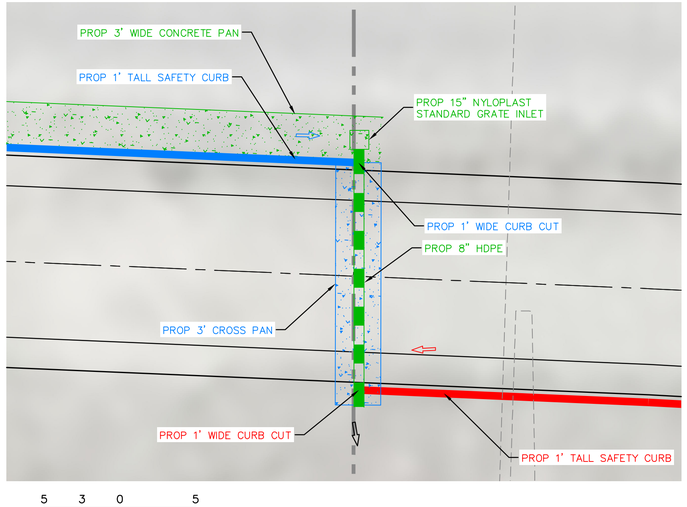
OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 2
STA 37+00.00 TO 43+00.00





5 3 0 5
ORIGINAL SCALE: 1" = 5'



5 3 0 5
ORIGINAL SCALE: 1" = 5'

Know what's **below.**
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30 15 0 30 60
HORIZONTAL
ORIGINAL SCALE: 1" = 30'
VERTICAL
ORIGINAL SCALE: 1" = 3'

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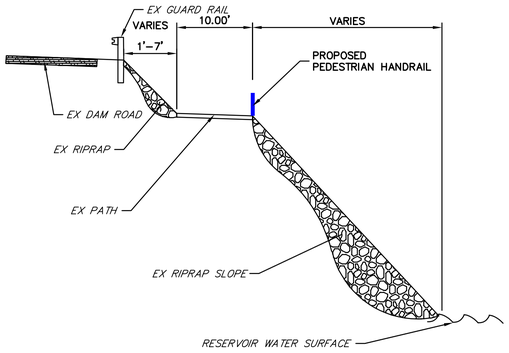
H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS
AREA 2 DRAINAGE

SHEET 10 OF 14
JOB NO. 71038.00

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AREA 3 ISSUE 1 - SAFETY EDGE/PATH WIDTH

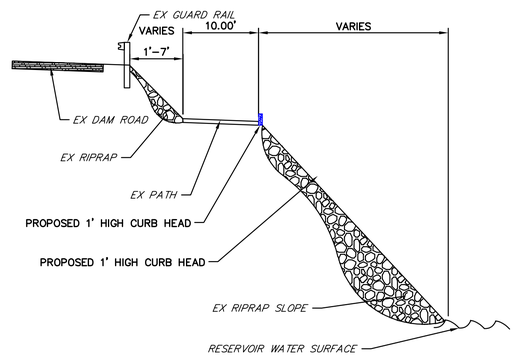


ALTERNATIVE 1

LOOKING NORTH

DESCRIPTION: THIS ALTERNATIVE PROVIDES A PEDESTRIAN HANDRAIL WHICH IMPROVES THE SAFETY OF THE PATH. THIS OPTION DOES NOT IMPACT THE EXISTING DRAINAGE AND CAN BE COMBINED WITH ANY OF THE ALTERNATIVES FROM ISSUE 1 ABOVE.

LIFESPAN: DEPENDING UPON THE STYLE OF HANDRAIL CHOSEN, ITS MATERIAL AND HOW WELL IT IS UPKEPT, THIS OPTION COULD LAST 20-30 YEARS. CERTAIN MATERIALS MAY PERIODICALLY NEED UPKEEP TO PREVENT DETERIORATION AND THIS UPKEEP COULD RANGE FROM CLEANING TO PAINTING THE HANDRAIL.

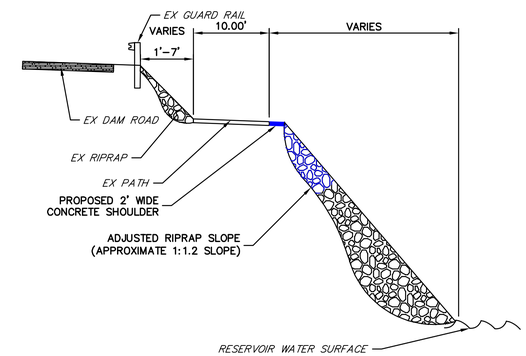


ALTERNATIVE 2

LOOKING NORTH

DESCRIPTION: ALTERNATIVE 2 CONSISTS OF CONSTRUCTING A CURB HEAD ALONG THE DOWN SLOPE PORTION OF THE PATH. THIS CURB WOULD ADD A COMFORT TO PEDESTRIANS ALONG THE PATH AS WELL AS PREVENT THEM FROM GOING OVER THE EDGE OF THE PATH. BASED ON THE SLOPE OF THE TRAIL THERE IS NO LOW POINTS ALONG THIS AREA. SINCE THERE ARE NO LOW POINTS THERE IS NO NEED FOR A CURB CUT AND THE WATER WILL BE ALLOWED TO RUN DOWN THE CURB HEAD TO THE END AND DRAIN INTO THE RESERVOIR.

LIFESPAN: WITH THIS OPTION BEING CONSTRUCTED OUT OF CONCRETE A LIFESPAN OF 20 YEARS CAN BE EXPECTED.



ALTERNATIVE 3

LOOKING NORTH

DESCRIPTION: ALTERNATIVE 3 EXTENDS THE GRADING OF THE PATH OVER THE DOWN PATH SLOPE AND ADDS A 2 FOOT WIDE CONCRETE SHOULDER. THIS OPTION WOULD REQUIRE THE LOWER SLOPE TO BE ADJUSTED TO ACCOUNT FOR THE 2 FOOT WIDE SHOULDER BEING BUILT ON TOP OF IT. THE EXISTING SLOPE IS AROUND 1.5:1 SO THIS ADJUSTMENT WOULD MAKE THE PROPOSED SLOPE TO BE APPROXIMATELY 1:1. THIS INCREASE IN SLOPE MAY REQUIRE THE RIP RAP TO BE GROUTED TO PREVENT POTENTIAL SLIDING. THIS OPTION WOULD NOT CREATE ANY ADDITIONAL DRAINAGE FOR THE PATH AS EVERYTHING IS DOWNHILL FROM THE PATH AND IT IS ALREADY DRAINING INTO THE DILLON RESERVOIR. DEPENDING ON THE EROSION OF THE TRAIL,

LIFESPAN: THIS OPTION'S ESTIMATED LIFESPAN WOULD BE AROUND 20 YEARS SINCE IT IS CONSTRUCTED WITH CONCRETE

NOTE:

ANY NON-GROUTED RIPRAP BEING USED TO REPLACE EXISTING RIPRAP SHALL BE REPLACED AT THE EXISTING GRADE AND SHOULDN'T EXCEED A 2:1 SLOPE. GROUTED RIPRAP CAN BE USED TO INCREASE UP TO A 1:1 MAXIMUM GRADE. CONCRETE CAN BE USED ON ANY SLOPES STEEPER THAN 1:1

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V-SCALE	N/A
DATE	4/24/24
DESIGNED BY	JMC
DRAWN BY	JMC
CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

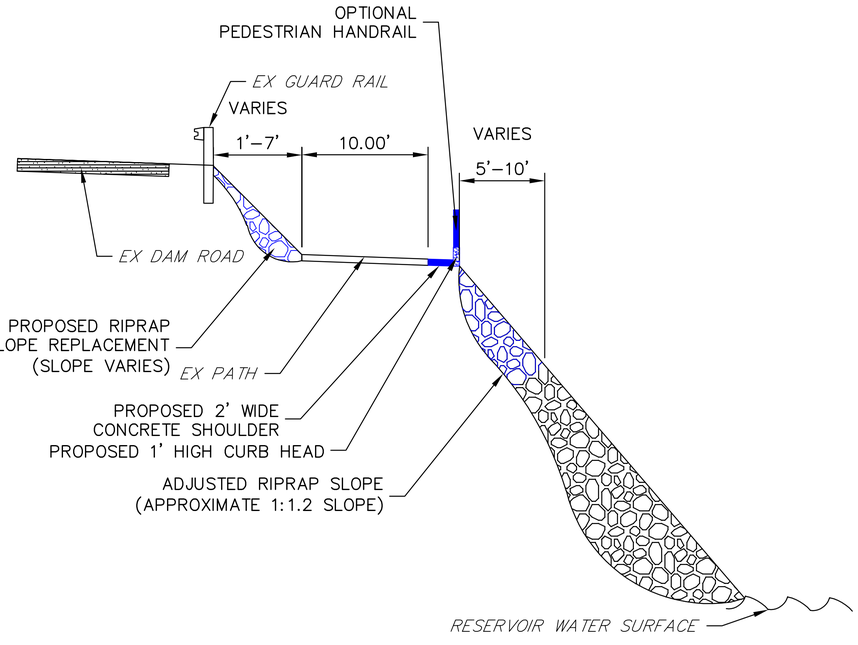
AREA 3 CROSS SECTIONS

SHEET 11 OF 14

JOB NO. 71038.00

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AREA 3 RECOMMENDED COMBINATIONS

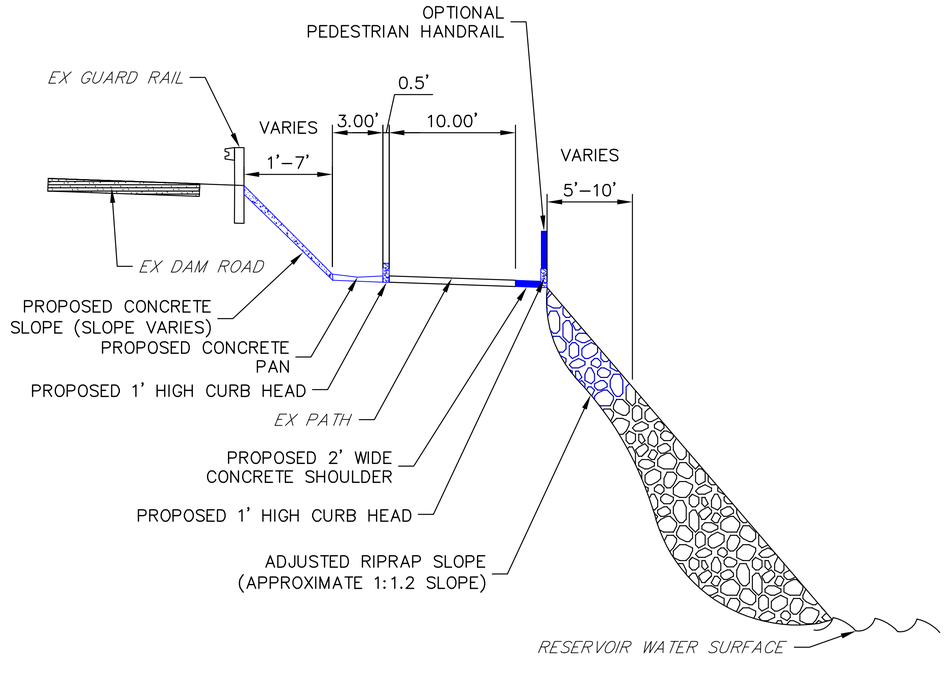


COMBINATION 1

LOOKING NORTH

DESCRIPTION: THIS COMBINATION RECONSTRUCTS THE EXISTING UPPER SLOPE'S RIPRAP SLOPE WITH NEW RIPRAP TO CLEAN OUT THE SEDIMENT. THIS COMBINATION ALSO ADDS A CONCRETE SHOULDER WITH A CURB HEAD TO THE DOWN SLOPE PORTION OF THE PATH. THE DOWN SLOPE RIPRAP WILL NEED TO BE RE–GRADED IN ORDER TO CREATE SPACE FOR THE SHOULDER. AN OPTIONAL HANDRAIL IS ALSO INCLUDED IN THIS COMBINATION.

LIFESPAN: THIS COMBINATION COULD EXPECT THE SHOULDER AND CURB HEAD TO LAST AROUND 20 YEARS.



COMBINATION 2

LOOKING NORTH

DESCRIPTION: THIS COMBINATION CONSISTS OF A 15 FOOT WIDE BENCH. IN ORDER TO GAIN THE NEEDED SPACE FOR THE CONCRETE SHOULDER AND CONCRETE PAN, THE UPPER SLOPE'S GRADE CAN BE INCREASED DUE TO CONCRETE BEING USED. IF NEEDED THE DOWN SLOPE PORTION OF THE PATH CAN BE RE–GRADED AND THE RIPRAP CAN BE GROUTED IN ORDER TO ALLOW A SLIGHTLY STEEPER SLOPE. THIS OPTION ALSO HAS CURB HEADS ON BOTH SIDES WITH AN OPTIONAL HANDRAIL ON THE DOWN SLOPE SIDE OF THE PATH.

LIFESPAN: BEING MOSTLY CONSTRUCTED FROM CONCRETE, THIS OPTION CAN BE EXPECTED TO LAST AROUND 20–30 YEARS.

NOTE:

ANY NON–GROUTED RIPRAP BEING USED TO REPLACE EXISTING RIPRAP SHALL BE REPLACED AT THE EXISTING GRADE AND SHOULDN'T EXCEED A 2:1 SLOPE. GROUTED RIPRAP CAN BE USED TO INCREASE UP TO A 1:1 MAXIMUM GRADE. CONCRETE CAN BE USED ON ANY SLOPES STEEPER THAN 1:1

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DESIGNED BY	JMC
DRAWN BY	JMC
CHECKED BY	

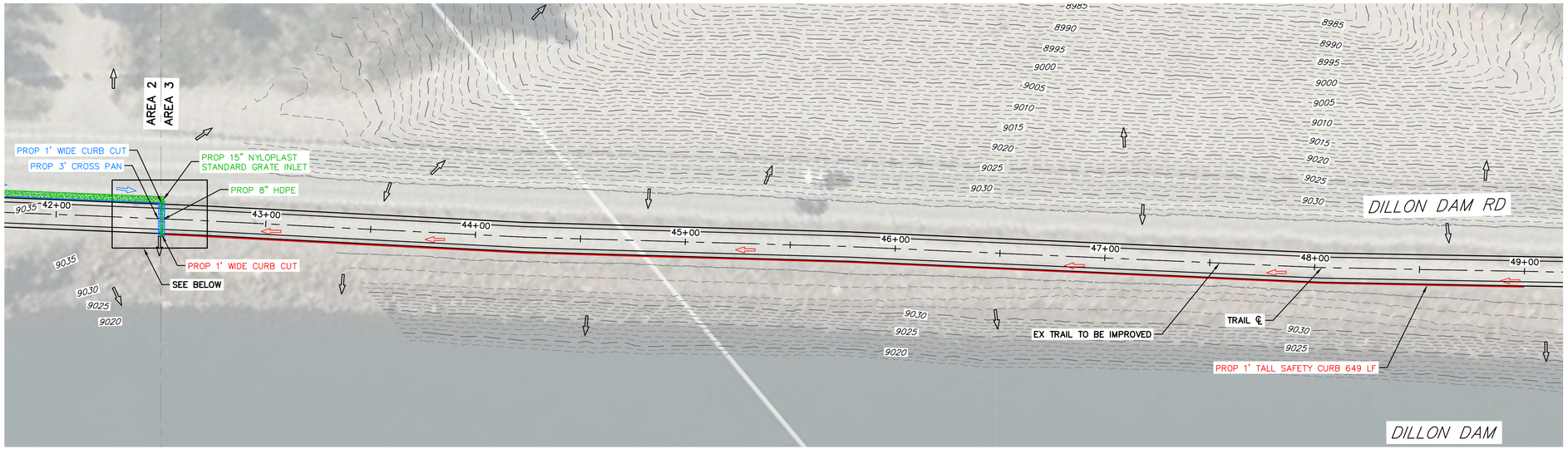
DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

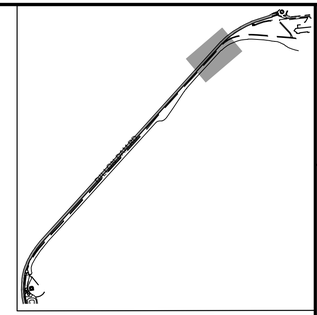
AREA 3 CROSS SECTIONS

SHEET 12 OF 14

JOB NO. 71038.00

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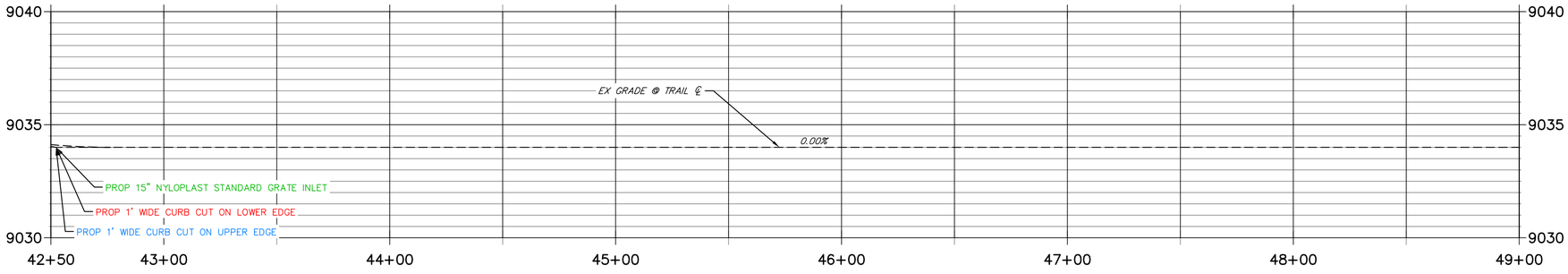
KEY MAP
SCALE: 1"=1000'

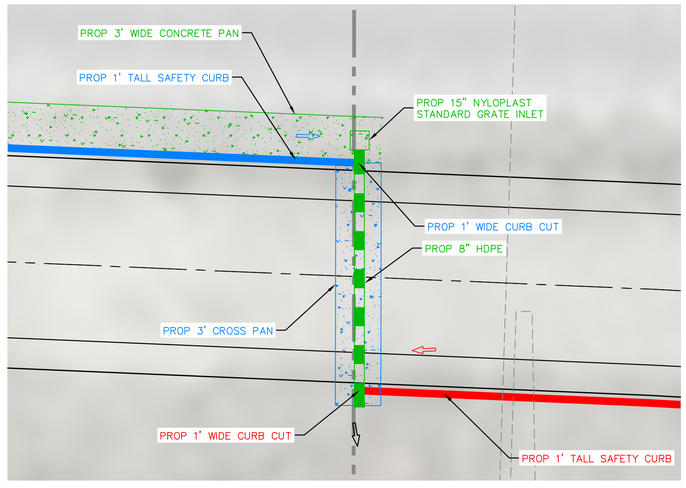
OPTION 1:
CURB ON DOWNSTREAM EDGE
- WATER CONVEYED BY TRAIL
- EXITS TRAIL AT CURB CUT AT LOW POINT

OPTION 2:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL
- EXITS TRAIL AT CURB CUT OR ACROSS TRAIL IN CONCRETE PAN

OPTION 3:
CURB ON UPSTREAM EDGE
- WATER CONVEYED BEHIND TRAIL IN A CONCRETE PAN
- EXITS TRAIL WITH A LANDSCAPE AREA INLET THAT PIPES UNDERNEATH TRAIL

DILLON RECPATH CENTERLINE AREA 3
STA 42+50.00 TO 49+00.00





5 3 0 5
ORIGINAL SCALE: 1" = 5'

Know what's **below.**
Call before you dig.

30 15 0 30 60
HORIZONTAL
ORIGINAL SCALE: 1" = 30'
VERTICAL
ORIGINAL SCALE: 1" = 3'

PRELIMINARY
NOT FOR
CONSTRUCTION

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES STATED ON THE PLANS AND IN WRITTEN AUTHORIZATION.

PREPARED FOR
SUMMIT COUNTY
SUMMIT COUNTY OPEN SPACE & TRAILS
PO BOX 5660
FRISCO, CO 80443
JORDAN MEAD
970 669-4065

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE
#	#	#	#
#	#	#	#
#	#	#	#
#	#	#	#

H-SCALE	1"=30'
V-SCALE	1"=3'
DATE	4/24/24
DESIGNED BY	DJV
DRAWN BY	CMJ
CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

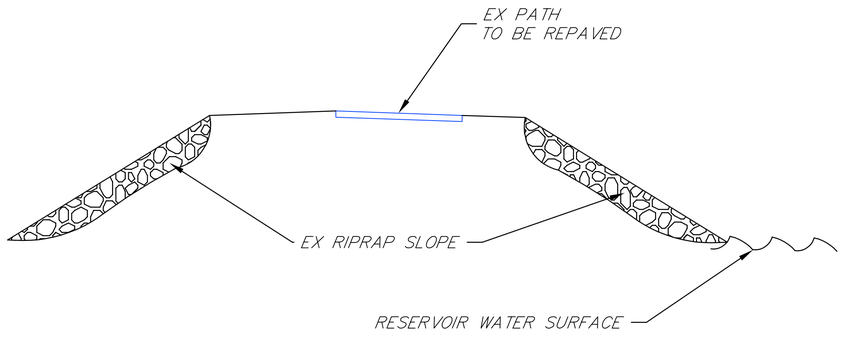
AREA 3 DRAINAGE

SHEET 13 OF 14

JOB NO. 71038.00

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AREA 4 - PAVEMENT CONDITION



ALTERNATIVE 1

LOOKING NORTH

DESCRIPTION: THE CURRENT PATH'S ASPHALT IS RAPIDLY DETERIORATING AND NEEDS TO BE REPAVED. PATCH JOBS ON THE CRACKING PAVEMENT HAVE BEEN ATTEMPTED WITH SOME SUCCESS BUT IN ORDER TO COMPLETELY FIX THE ISSUE OF PAVEMENT FAILING THE PATH SHOULD BE REPAVED.

LIFESPAN: IF REPAVED WITH ASPHALT THEN YOU CAN EXPECT TO GET ANOTHER 20 YEARS OUT OF THE PAVEMENT.

Know what's **below.**
Call before you dig.

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No.	REVISION	BY	DATE

H-SCALE	1"=6'	DESIGNED BY	JMC
V-SCALE	N/A	DRAWN BY	JMC
DATE	4/24/24	CHECKED BY	

DILLON DAM RECPATH IMPROVEMENT RECOMMENDATIONS

AREA 4 CROSS SECTION

SHEET 14 OF 14

JOB NO. 71038.00

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SUMMIT COUNTY
COLORADO

OPEN SPACE & TRAILS DEPARTMENT

970.668.4060 ph | 970.668.4225 f
www.SummitCountyCO.gov

0037 Peak One Dr. | PO Box 5660
Frisco, CO 80443

ATTACHMENT 3. SITE VISIT DETAILS
for
Dillon Dam Recpath Engineered Design
September 4, 2026

County staff will host a site visit for the Dillon Dam Recpath Engineered Design on **Tuesday, September 15, 2026 at 11:00 AM MDT**. Details for those site visits can be found below. Please reach out to Jordan Mead by email or call (970) 668-4065 with any questions related to site visit time and location.

When: Tuesday, September 15, 2026, 11AM MDT

Where: Dillon Dam Overlook, Dillon Dam Road (CR 7), Dillon, CO 80435 (near the west guard shack)

Access:

From the east: From I-70 take Exit 205, Silverthorne/Dillon, and travel east on US Highway 6 for 1.2 miles to the intersection with Dillon Dam Rd. (CR 7). Turn right on Dillon Dam Rd. (CR 7) and continue for 1.3 miles to the roundabout. After exiting the roundabout, the parking area is on the left.

From the west: From I-70 take exit 203, Frisco. Exit the off ramp to the left and then take an immediate left on Dillon Dam Road (CR 7). Follow Dillon Dam Rd (CR 7) for 2.5 miles to the parking area on the right.