



BLUE EAGLE

***PUBLIC IMPROVEMENT
PLAN (PIP)***

TAB 13

Blue Eagle – Public Improvement Plan

EAST HALF OF SECTION 34, SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 3
SOUTH, RANGE 65 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS
CITY OF AURORA, COLORADO

Martin/Martin, Inc. Project No.: 23.1654

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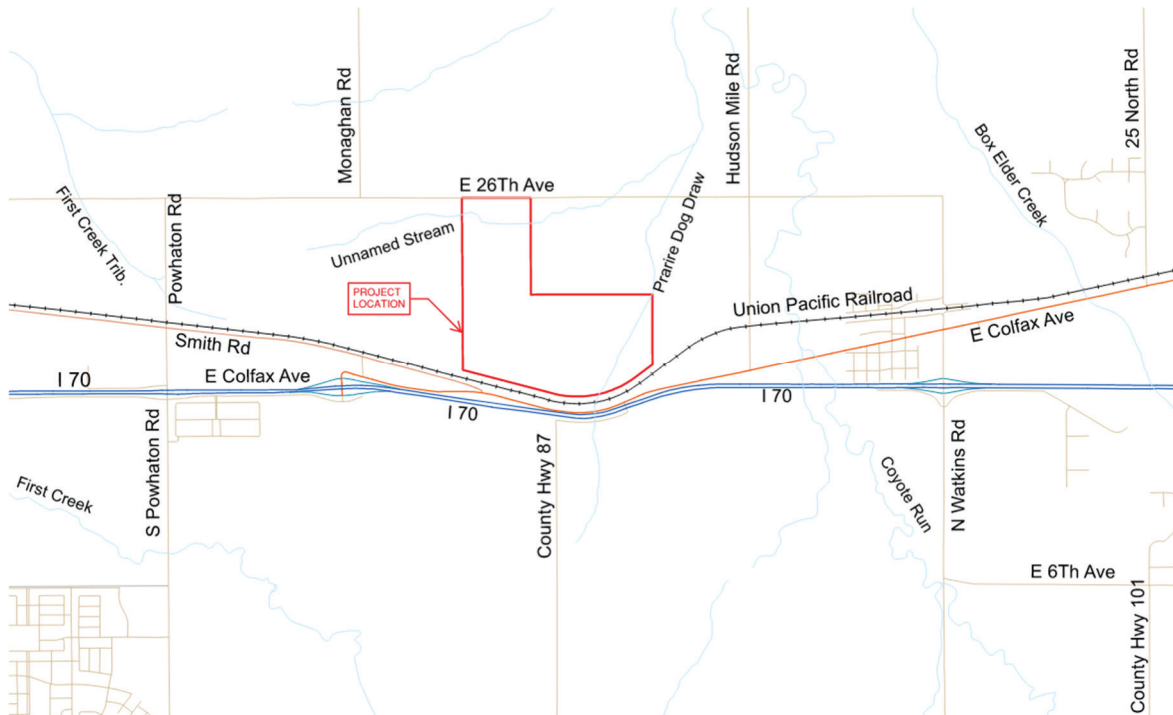
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I. PROJECT LOCATION AND DESCRIPTION

The purpose of this Master Land Use/Public Improvement Report is to discuss relevant issues regarding infrastructure planning for the Blue Eagle Development. More specifically, this report will discuss with each identified planning area the required roadway, storm drainage, water, and sanitary sewer infrastructure necessary to facilitate them as standalone developments.

The proposed Blue Eagle Development is approximately 419 acres with the potential land use of manufacturing, warehousing, distribution, fulfillment centers, freight operations, and renewable energy enterprises. The site is currently zoned as Airport District (AD), to take advantage of the nearby regional and national transportation hubs and infrastructure. The property is encompassed to the east and west by undeveloped agricultural land. Existing East 26th Avenue borders to the north of the development. The development is then bordered to the south by Interstate 70 and E. Colfax Avenue. Figure 1.1 shows the surrounding area. The property is located in east half of Section 34, and the southwest $\frac{1}{4}$ of Section 35, of Township 3 South, Range 65 West of the Sixth Principal Meridian, in the City of Aurora, County of Adams, State of Colorado. The property is generally L-shaped.



*Figure 1.1
Vicinity Map*



II. REFERENCES

Additional documents used to prepare this report were the Master Drainage and Utility Reports prepared by Martin/Martin, Inc., currently in progress, for the Blue Eagle Development. The Prairie Dog Draw Major Drainageway Planning Study, prepared by RESPEC, was referenced in the preparation of this document. The 1995 Box Elder Creek Upper Outfall System Plan is also referenced in this report; and was prepared by CH2MHILL. Please refer to these documents for specific information regarding roadway, storm drainage, water, and sanitary sewer design analysis.

III. PUBLIC IMPROVEMENTS

A. Final Build Out

(Exhibit 1 of 7)

General Parameters: Required Off-Site Infrastructure

The Blue Eagle Development has been divided into 6 distinct planning areas based on market analysis and development opportunities. As such the planning areas noted herein were analyzed to determine the minimum required infrastructure necessary to support them independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed.

Utility alignments (water, sanitary sewer, storm drainage) are shown in the exhibits for illustrative purposes to identify required infrastructure but are also subject to revisions as planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and CD submittals. Additionally, all cost sharing agreements will be also handled with separate documents with the City.

Major roadways that fall at a quarter section line surrounding the Blue Eagle Development are required to be constructed as each planning area is developed.

The final condition of these roadways are as follows:

- East 26th Avenue – Four-Lane Arterial (110-foot ROW) – The four lane arterial will consist of an 14-foot walk, 7.5-foot landscape area, and two travel lanes per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this four-lane arterial the developer will construct the southern 2 lanes adjacent to the Blue Eagle property only.
- West N/S Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.



- Middle N/S Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Hayesmount Road Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. South of the Middle E/W Collector road is an easement that will be dedicated for the potential future Hayesmount Flyover. The traffic impact study associated with this Master Plan describes obligations and triggers for this potential future Hayesmount Flyover.
- Monaghan Road Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Middle E/W Collector – Three-Lane Collector (80-foot ROW) – The three lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane.
- Hayesmount Flyover Easement – There is a planned flyover along the Hayesmount roadway alignment. This flyover goes over E-470, East Colfax Avenue, and the Union Pacific Roadway. As discussed with the City, the only obligation to the Owner will be reserving a surface area for the “geometry” needed in case the flyover were to be built by the City or others. The area needed to reserve that “geometry” is 4.9 acres and will be reserved until the flyover is constructed or until it is deemed to not be needed for this planned flyover. The traffic impact study associated with this Master Plan also discusses the Hayesmount Flyover.

Each planning area shall have two distinct points of access into the Blue Eagle Development and sufficient roadways to assure emergency vehicle access with sufficient fire hydrants to provide adequate fire flows. Internal roads are shown on the exhibit to help identify these two points of access. These roads are subject to change based on the actual development. A traffic study will need to be conducted with each individual Site Plan development to determine number of through lanes, number of auxiliary lanes, and traffic signalization. Roadway between arterials shall comply with roadway Design and Construction Specification section 4.04.1. On-site roadway geometry (i.e. overall road width, and curb radii), including dedicated access paths (material and section to be approved by Fire/Life Safety/Engineering), will allow for emergency vehicle access. Additionally, each planning area prepared for site development shall also provide adequate access and utility service infrastructure as required by the City of Aurora and will be provided for review and approval at the time of their submittal processes. It also expressly understood that the City may be unable to provide fire protection to the property prior to the installation of required emergency access roadways and operable fire hydrants.



It is anticipated that 2 lanes of each of the roadway sections shall be constructed adjacent to each planning area as necessary to accommodate access location as well as to satisfy Life Safety and traffic movement requirements. These 2 lanes will be at least 24' wide with turn lanes as needed. Bike lanes in both direction with a 2' shoulder shall be provided on roadway sections that include bike lanes.

Planning areas shall adhere to and address within their respective Site Plan submittals the following requirements: 1) roadway sections shall terminate with appropriate pavement transitions and striping beyond the end of the constructed section, 2) proposed utility alignments identified within unpaved road sections shall be graded to final subgrade elevations to ensure adequate soil cover and depths, 3) proposed roadway sections, either half (two lane) or full, will require wet utilities to be installed prior to paving 4) proposed roadway design shall include sidewalks, landscape buffers or tree lawns, street lighting, striping and signage.

Significant off-site water improvements shall be required to support the Blue Eagle Development, which includes approximately 1.5 miles of looped off-site water supply near the intersection of 26th and Hudson Road as it connects to the Blue Eagle Development. As indicated by the City, there is an approved CIP project, titled the Eastern Utility Extension, that will install a 30" water transmission line along 26th Avenue. A 24-inch water line was also installed along the northeast, northern, northwest, and western sides of the Blue Eagle development per construction documents titled Spine G Waterline & Mustang Station. The project will tie to these water transmission lines at one location, looping the waterline throughout the site. If these lines are not serviceable for connection to the Blue Eagle development, a future master study will need to be completed to identify the waterline sizes to support this project. Extensions and connections to the transmission main will occur as necessitated for the Blue Eagle planning areas and shall constitute as the primary points of connection to the Aurora Water network. Each planning area shall also be required to provide an internal looped water network per city criteria during their respective Site Plan submittals. The Blue Eagle Development site is located within Zone 4 of the City of Aurora water network. Refer to the Blue Eagle Master Utility Report for the water model and detailed information.

Similar to the required water infrastructure, off-site sanitary sewer improvements shall also be required to support the Blue Eagle Development and/or any of the planning areas. No existing sanitary sewer system is located nearby of the Blue Eagle development. Although a connection to Aurora's existing sanitary sewer collection system is not feasible for the initial phases of the Blue Eagle development, the city has stated they would support on-site wastewater treatment in the interim until the City can provide service to the Blue Eagle development.

An interim off-site wastewater treatment facility (WWTF) is an allowable method of wastewater treatment and disposal for the development as the total wastewater generation is over 2,000 gallons per day. The WWTF will be located east of the Blue Eagle property. While the WWTF could be phased, a 500,000 gpd WWTF designed to service the projected full build-out of the proposed development is anticipated to require 5 acres and could cost approximately \$10 million. The WWTF will be regional facility that will benefit the Blue Eagle property and future surrounding developments, with a future cost-sharing agreement.



If the off-site sanitary sewer system infrastructure has not yet been installed, the developing planning area will be responsible for building the necessary off-site sanitary sewer required to support the planning area. Aurora’s sanitary sewer collection system is currently located 3.25 miles east of the Blue Eagle development. A section option is located at East 26th Avenue and Main Street, just east of E-470, located 3.5 miles west of the development. The Planning Area shall work with the City of Aurora to determine the best option for connecting to the city’s existing sanitary sewer system.

Whelen Warning System Sirens will also be installed within the proposed Blue Eagle development. The requirements of the Whelen Warning System are as follows: The FEMA requirement for outdoor emergency warning systems is a 60-70-foot monopole tower using an alert siren. The City of Aurora uses the Whelen Siren System. The land requirement for the tower is a 10-foot x 10-foot easement. Each siren covers approximately 3,000 radial feet at 70db and is typically spaced one siren per square mile. The exact placement of the sirens will be determined by the City of Aurora’s Office of Emergency Management to ensure that coordinated coverage is provided on a system-wide basis.

SPECIFIC PLANNING AREA IMPROVEMENTS

B. Planning Area 1

(Exhibit 2 of 7)

As previously noted, Planning Area 1 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-1 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.



1. Land Development

The land development in Planning Area 1 is approximately 30.06 acres located in the northwest portion of the Blue Eagle Development. The planning area is directly to the south of existing East 26th Avenue Street and east Proposed West N/S Collector. Land use of this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadways shall be required to support the developments within Planning Area 1. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (110-foot ROW) – The four lane arterial will consist of an 14-foot walk, 7.5-foot landscape area, and two travel lanes per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector (80-foot ROW). The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area equipped with a vertical curb and gutter, and 2 13-foot travel lanes per each side of the roadway. The middle of the three-lane collector will then have a 14-foot turn lane. For this planning area, it is anticipated that the eastern two lanes (24' width) of the ultimate three-lane collector will be constructed. The proposed roadway for this planning area will span from East 26th Avenue to PA-1 southerly boundary.

The roadway to the east, Middle N/S Collector, ultimately will be a three-lane collector (80-foot ROW). The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area equipped with a vertical curb and gutter, and 2 13-foot travel lanes per each side of the roadway. The middle of the three-lane collector will then have a 14-foot turn lane. For this planning area, it is anticipated that the full section of the road will be constructed. The proposed roadway for this planning area will span from East 26th Avenue to PA-1 southerly boundary.

Development of Planning Area 1 will be responsible to construct portions of East 26th Avenue, West N/S Collector, and Middle N/S Collector to connect these proposed roadways with an existing roadway network. Half (two lanes) roadway sections shall include flow-line curb/gutter, streetlights, sidewalk, landscaping, utilities, signing, striping, and sidewalk per City of Aurora Design and Construction Specifications. Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as traffic studies indicate. It should be considered that these planning areas may be



developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, since East 26th Avenue is an existing 2-lane road, there are at least two distinct access points for this planning area.

Traffic signals for Planning Area 1 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report, these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are three ponds associated with this planning area depending on the ultimate geometry and grading of the site. There are two on-site water quality and EURV ponds: Pond A1 and B1. There is also a detention pond that straddles Planning Areas 1 and 3: Pond AB. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events.

There is one culvert associated with this planning area denoted as Culvert J449. This culvert will transport off-site flows from the west under West N/S Collector to a proposed open channel (Unnamed Stream) within the property. The proposed open channel is within the limits of a Stream Management Corridor (SMC) identified as the width needed for a High Functioning Low Maintenance Stream (HFLMS).

The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.

4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a 24-inch water main that is south of East 26th Avenue. If the transmission line is not able to provide a connection, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed within



West N/S Collector to service this Master Plan. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 1, a 16-inch water line will be constructed along the western edge of Planning Area 1 with the remaining waterline being 12-inches. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.

C. Planning Area 2

(Exhibit 3 of 7)

As previously noted, Planning Area 2 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.



Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-2 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 2 is approximately 52.65 acres located in the upper-western portion of the Blue Eagle Development. Land use of this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 2. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (110-foot ROW) – The four lane arterial will consist of an 14-foot walk, 7.5-foot landscape area, and two travel lanes per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.

The roadway to the east, Middle N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the western two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.

The roadway to the south, Monaghan Road Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. The



middle of the three-lane collector will also include a shared turn lane. For this planning area, the northern two lanes will be constructed. The proposed roadway for this planning area will span from West N/S Collector to Middle N/S Collector.

Development of Planning Area 2 will be responsible to construct portions of West N/S Collector and Middle N/S Collector and to connect these proposed roadways with an existing roadway network. Half (two lanes) roadway sections shall include flow-line curb/gutter, streetlights, sidewalk, landscaping, utilities, signing, striping, and sidewalk per City of Aurora Design and Construction Specifications. Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as traffic studies indicate. It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, there are at least two distinct access points for this planning area from West N/S Collector and Middle N/S Collector.

Traffic signals for Planning Area 2 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. There are two on-site ponds associated with this planning area; both are to the east of the planning area in planning area 3 denoted as A2/B2 and AB. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events.

There are four culverts associated with this planning area denoted as Culvert J569, J539, J519, J459. These culverts will transport off-site flows from the west under West N/S Collector to a proposed open channel (Unnamed Stream) within the property. The proposed open channel is within the limits of a Stream Management Corridor (SMC) identified as the width needed for a High Functioning Low Maintenance Stream (HFLMS).

The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.



4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a CIP planned 24-inch water main that is south of East 26th Avenue. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 1, a 16-inch water line will be constructed along the western edge of Planning Area 2 with the remaining waterline being 12-inches. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

The on-site sanitary sewer system will branch from either off-site sanitary connections as discussed. Alternatively, a single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.



D. Planning Area 3

(Exhibit 4 of 7)

As previously noted, Planning Area 3 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-3 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 3 is approximately 28.57 acres located in the upper eastern portion of the Blue Eagle Development. Land use of this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 3. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (110-foot ROW) – The four lane arterial will consist of an 14-foot walk, 7.5-foot landscape area, and two travel lanes per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, Middle N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to Monaghan Road Collector.

The roadway to the south, Monaghan N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area,



and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the northern two lanes will be constructed. The proposed roadway for this planning area will span from Middle N/S Collector to the eastern edge of this planning area.

Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as traffic studies indicate. It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

Anticipated internal roads area also shown on this exhibit. These internal roads are ‘placeholders’ as their alignments will be driven by a specific future development.

With the anticipated major and internal roads being constructed with this planning area, there are two distinct access points for this planning area (Middle N/S Collector and Monaghan Road Collector).

Traffic signals for Planning Area 3 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.

3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are two ponds associated with this planning area. There are two on-site ponds within Planning Area 3. Pond AB will be an on-site regional pond from the Unnamed Stream in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.

4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the north is a CIP planned 24-inch water main that is south of East 26th Avenue. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. As previously stated, the Blue Eagle Master Utility Report has



defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 3, a 12-inch water line will be constructed west of Planning Area 3. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.

5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line west of the planning area along Middle N/S Collector will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.

E. Planning Area 4

(Exhibit 5 of 7)

As previously noted, Planning Area 4 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands. Furthermore, dependent upon market needs, and associated infrastructure improvement costs, identified planning areas may be combined or partially skipped as needed. Refer to the “Public Improvements” section above for general parameters and required off-site infrastructure.

Utility alignments (water, sanitary sewer, storm drainage) are shown in PA-4 Exhibit for illustrative purposes to identify required infrastructure but are also subject to revisions as additional planning areas are developed. Final water, sanitary sewer, and storm drainage



alignments will be determined in subsequent Site Plan and construction document submittals. Additionally, all cost sharing agreements will also be handled within separate documents with the City.

1. Land Development

The land development in Planning Area 4 is approximately 244.74 acres located in the south portion of the Blue Eagle Development. The Planning Area is east of proposed West N/S Collector, south of the Managhan Road Collector, and north of existing Union Pacific Railroad. Land use for this planning area is identified as light manufacturing, storage, distribution, warehousing, and office.

The infrastructure requirements necessary for the completion of this planning area include the construction of collector and local roadways, storm sewer, sanitary sewer, and water mains.

The development supports providing up to 2 acres of land to be dedicated to the City for the construction of a fire station. The location of this fire station is anticipated to be within this planning area.

2. Roadway Improvements

The following major roadway shall be required to support the developments within Planning Area 4. The roadway to the north, East 26th Avenue, ultimately will be a four-lane arterial (110-foot ROW) – The four lane arterial will consist of an 14-foot walk, 7.5-foot landscape area, and two travel lanes per each side of the roadway. The middle of the four lane arterial will also include a 14-foot median dividing the ROW. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span adjacent to the Blue Eagle Property.

The roadway to the west, West N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the eastern two lanes will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to the southern property boundary.

The roadway to the center, Middle N/S Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from East 26th Ave. to the southern property boundary.

The roadway through the site, Hayesmount Road Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot



landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. The middle of the three-lane collector will also include a shared turn lane. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from Monaghan Road Collector to the location of the Future Hayesmount Flyover. As discussed with the City, the only obligation to the Owner will be reserving a surface area for the “geometry” needed in case the flyover were to be built by the City or others. The area needed to reserve that “geometry” is 4.9 acres and will be reserved until the flyover is constructed or until it is deemed to not be needed for this planned flyover. The traffic impact study associated with this Master Plan also discusses the Hayesmount Flyover.

The roadway to the north, Monaghan Road Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the southern two lanes will be constructed. The proposed roadway for this planning area will span from West N/S Collector to the western limits of Planning Area 5.

The roadway in the center, Middle E/W Collector, ultimately will be a three-lane collector. The three-lane collector will consist of a 11.5-foot walk/bike lane, 8-foot landscape area, and a 13-foot travel equipped with a vertical curb and gutter per each side of the roadway. The middle of the three lane collector will have a 14-foot turn lane. For this planning area, the full roadway width will be constructed. The proposed roadway for this planning area will span from Middle N/S Collector to approximately 1000 feet east of Hayesmount Road Collector.

Anticipated internal roads area also shown on this exhibit. These roads split the planning area in to 5 distinct areas. These internal roads are ‘place-holders’ as their alignments will be driven by a specific future development.

Cul-de-sacs will also be evaluated to end roadways as a possible option to this phased roadway approach at the south end of the Middle N/S Collector, the east end of the Middle E/W Collector, and the east end of the Monaghan Road Collector. Completion of the remaining roadway section will be constructed as adjacent planning areas are developed or as or as traffic studies indicate. It should be considered that these planning areas may be developed individually and thus a traffic study should ensue in order to support the need for additional roadways.

With the anticipated major and internal roads being constructed with this planning area, there are two distinct access points for this planning area (West N/S Collector, Middle N/S Collector).

Traffic signals for Planning Area 4 will be based on the traffic report associated with this Site Plan and will need to be evaluated with future traffic studies. Traffic signals funding will comply with the City Signal Escrow Ordinance.



3. Storm/Drainage Improvements

Required drainage improvements include on-site regional ponds, off-site regional ponds, culvert design, drainage channel, and associated storm sewer. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As proposed, there are four ponds associated with this planning area. Two of these ponds are east of the planning area and are denoted as C and D. These are on-site detention ponds intended to reduce floodwaters generated by tributary runs to Prairie Dog Draw, located in Planning Area 5. The other two ponds are north of the planning area and are denoted as AB and A2/B2. There are two culverts that route offsite flows through the site: Culvert J581 and J569. This culvert creates a water crossing for an unnamed stream. The final location of the ponds and storm sewer networks will be determined during the Site Plan process. Refer to the “Final Blue Eagle Master Drainage Report” prepared by Martin/Martin Consulting Engineers Inc. currently in progress, for specific information.

4. Water Improvements

Off-Site

This planning area is located within Zone 4 of the City of Aurora water network. As proposed, the water network will connect into the proposed public water system at two separate locations in order to provide a looped system. As discussed, the water main bordered to the south is a CIP existing 24-inch water main. If transmission line is not installed in time of development, a future master study will need to be completed to identify the closest tie-in location. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main would be needed to service this Master Plan. As previously stated, the Blue Eagle Master Utility Report has defined two pressure zones within the overall development. This planning area has been identified as being in the higher-pressure zone. As required by City of Aurora, all wet utilities constructed within unpaved road sections shall be graded to final subgrade to ensure adequate soil cover and depths. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

In order to provide an internal loop within the development of Planning Area 4, a 16-inch water line will be constructed along the western edge of Planning Area 4 with the remaining waterline being 12-inches. Utility easements will be provided for all water lines which are located on private property. When this planning area is developed, an individual Site Plan and or water study may be required if the land use or planning area has changed before the development on this area.



5. Sanitary Sewer Improvements

Off-Site

Similar to the required water infrastructure, significant off-site sanitary sewer improvements are required to support the Blue Eagle Development. As discussed, there are two locations for sanitary connection offsite of the property. Both options are greater than 3 miles offsite of the project. In the interim phases of the development, an WWTF is an allowable method of wastewater treatment. When this planning area is developed, an individual Site Plan and or sanitary plan may be required if the land use or planning area has changed before the time of development. Refer to the section “Public Improvements, Required Off-Site Infrastructure” for additional information.

On-Site

A single sanitary line within the planning area will be integrated in the WWTF. It should be noted that based on the planned land uses for the Blue Eagle property, only a 12-inch main along Middle E/W Collector would be needed to service this Master Plan. The proposed on-site sanitary networks may be subject to change based on future developments and sanitary requirements of the planning area.

F. Planning Area 5

(Exhibit 6 of 7)

Planning Area 5 is not being considered at this time for land development of commercial, industrial, residential, etc. The Planning Area is within larger potential development and therefore require no utilities or roadway improvements. Refer to the “Public Improvements” section above for general parameters.

1. Land Development

The land development in Planning Area 5 is approximately 23.56 acres located in the eastern portion of the Blue Eagle Development. Land use for this planning area is identified as Detention/Open Space.

This planning area will also be equipped with a Whelen Warning System Siren to be constructed at the expense of the City, with the exact location to be determined by the City of Aurora’s Office of Emergency Management. This warning system will require a 10-foot 10-foot easement to be dedicated within the planning area.

2. Storm/Drainage Improvements

Required drainage improvements include on-site detention ponds, culvert design, and improvements on a drainage channel. At the time of this report these regional facilities have not yet been constructed and shall be the responsibility of each individual planning area of the Blue Eagle Development, as previously discussed in the Final Build Out section. As



proposed, there is two on-site detention pond associated with this planning area. The pond associated with this area is denoted as Detention D and is located within this Planning Area. The on-site ponds are built in order to detain some flood water and provide natural flow conditions during storm events. Current proposed on-site pipe networks within the planning area include a line at the south of the planning area. Prairie Dog Draw is located within the planning area. Prairie Dog Draw will be improved to a HFLMS within the SMC limits. The final location of the ponds and storm sewer networks will be determined during the Site Plan process.

G. Planning Area 6

(Exhibit 7 of 7)

As previously noted, Planning Area 6 was analyzed to determine the minimum required infrastructure necessary to support it independently. However, the actual sequential development of this project shall more than likely be determined by market demands.

This site will be activated once access has been determined for this site. Currently there are future plans to potentially connection this planning area to Hayesmount Road or Hudson Mile Road.

1. Land Development

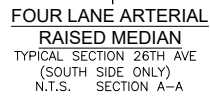
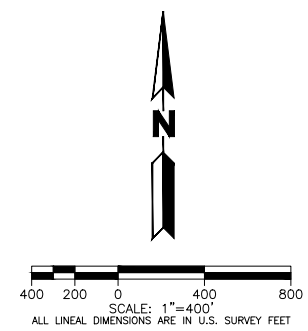
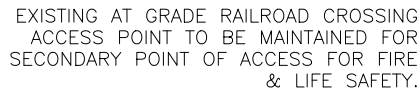
The land development in Planning Area 5 is approximately 25.95 acres located in the eastern portion of the Blue Eagle Development. Utilities and storm infrastructure will be determined once this planning area is activated by access.

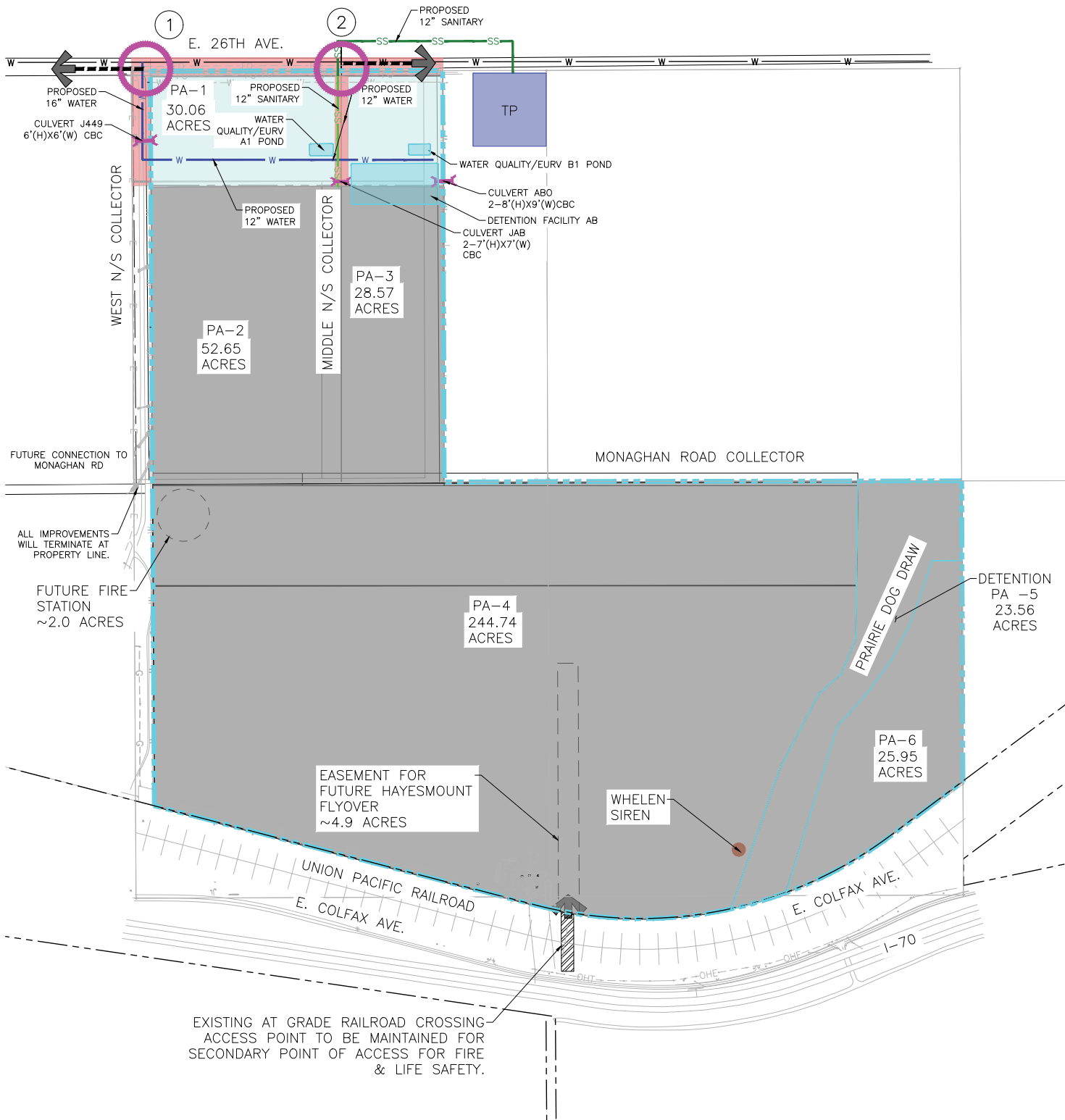


IV. CONCLUSIONS

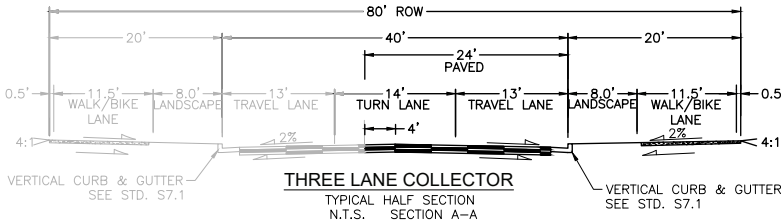
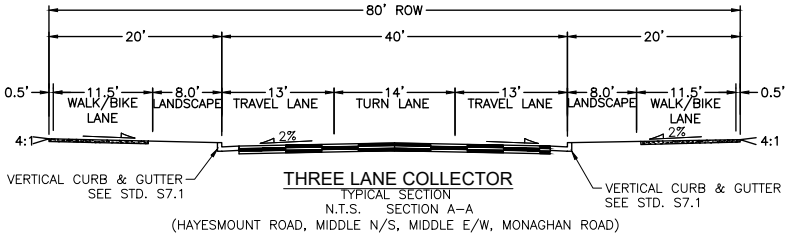
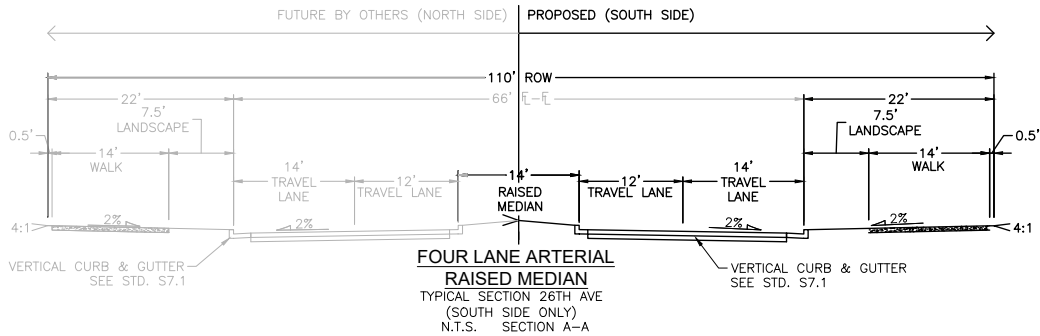
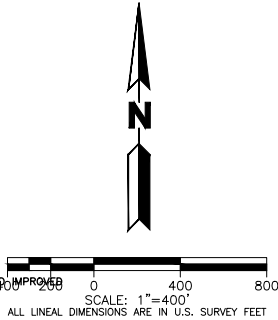
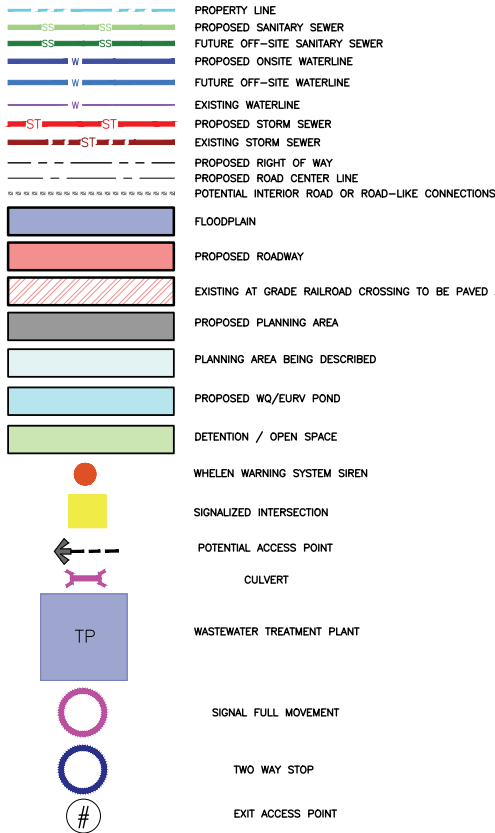
Final Build Out, Exhibit 1 of 7
Planning Area 1, Exhibit 2 of 7
Planning Area 2, Exhibit 3 of 7
Planning Area 3, Exhibit 4 of 7
Planning Area 4, Exhibit 5 of 7
Planning Area 5, Exhibit 6 of 7
Planning Area 6, Exhibit 7 of 7

APPENDICES





LEGEND



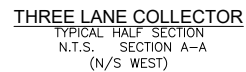
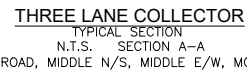
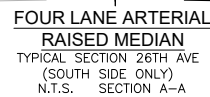
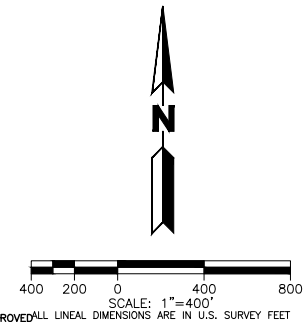
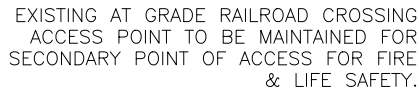
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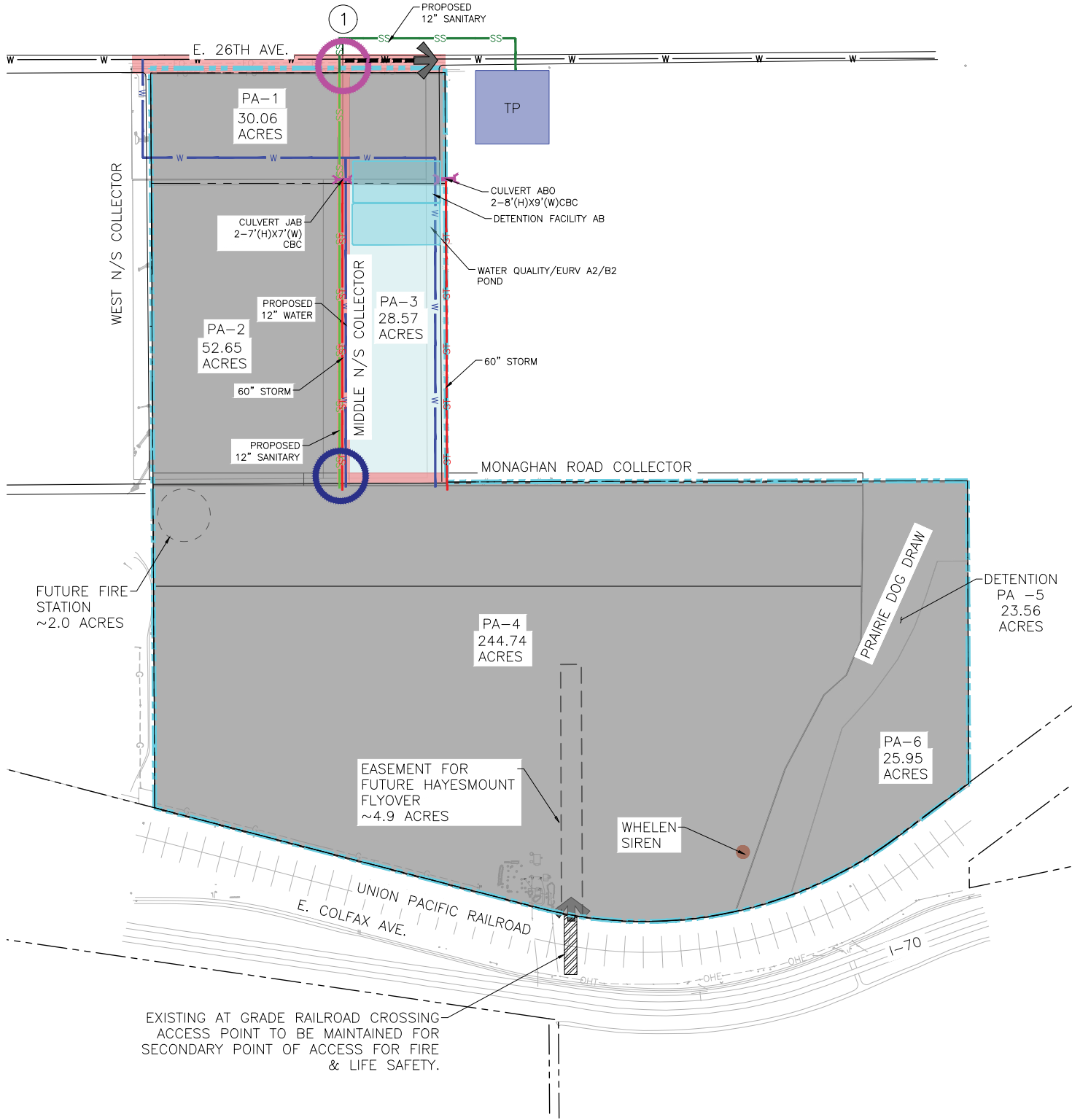
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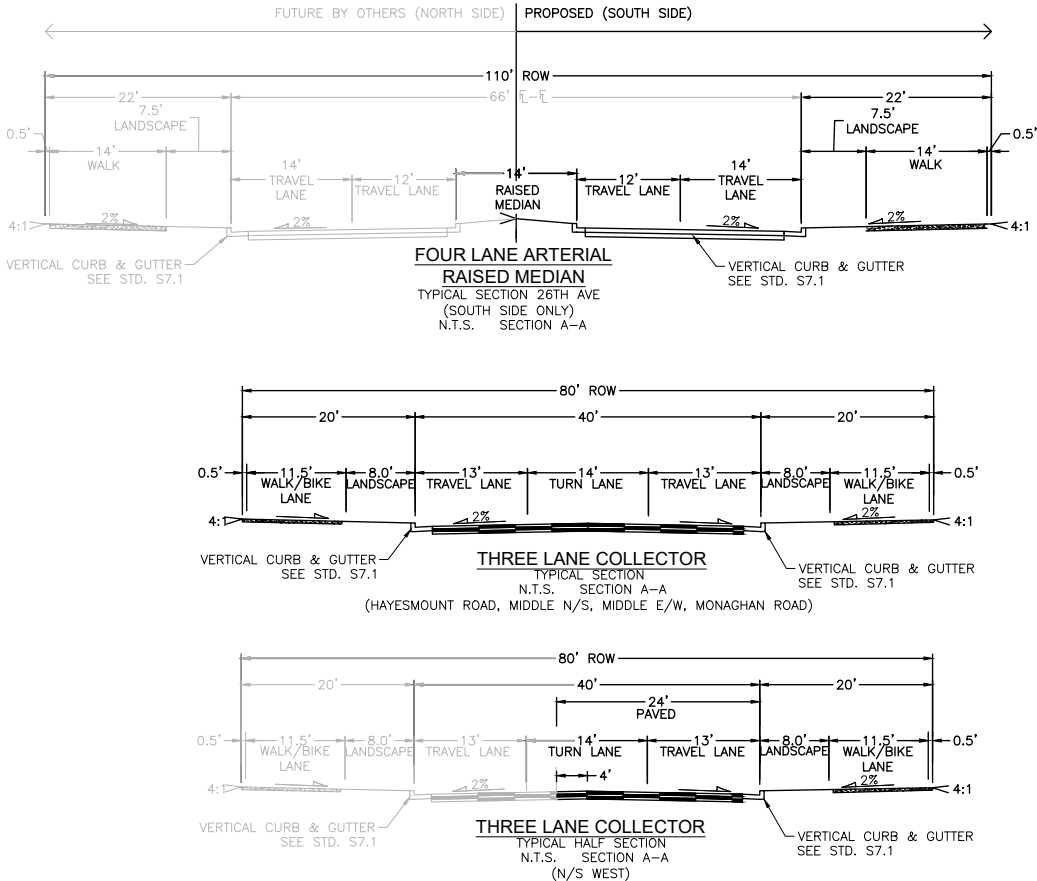
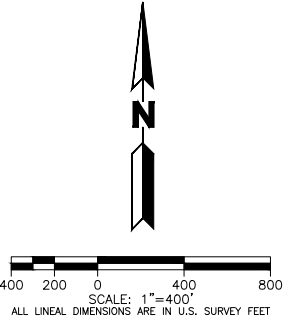
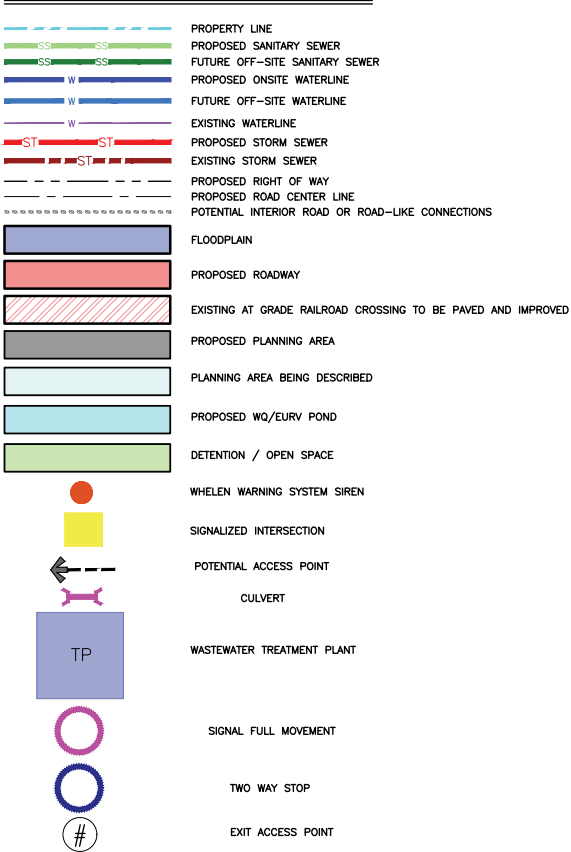


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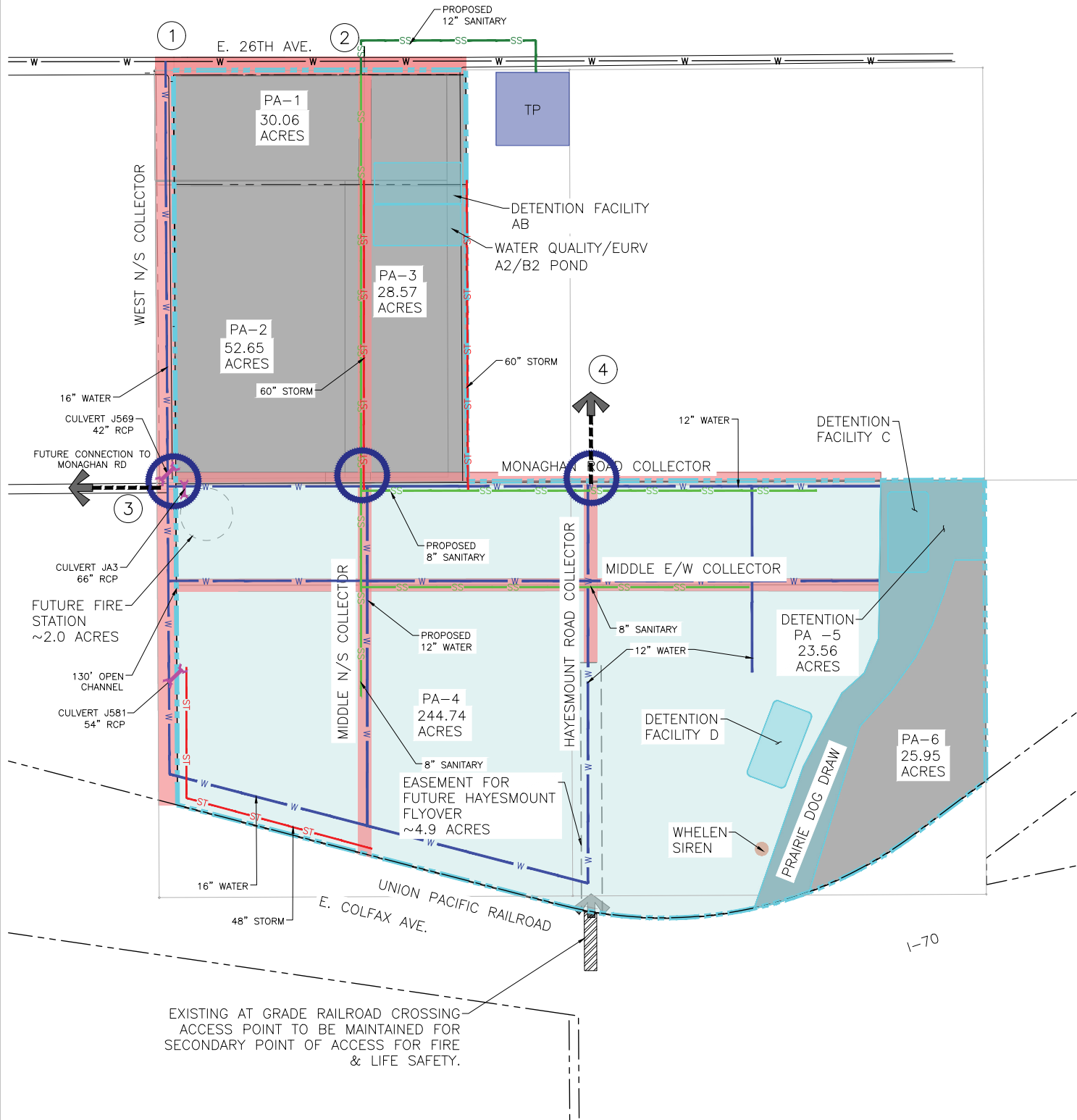
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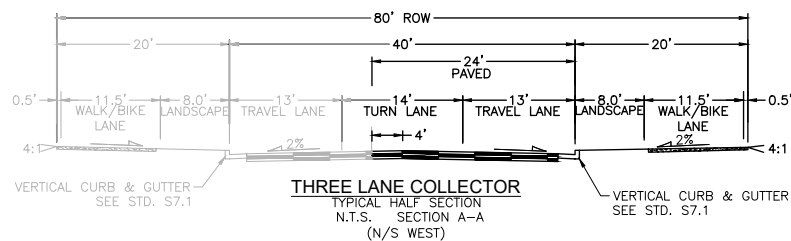
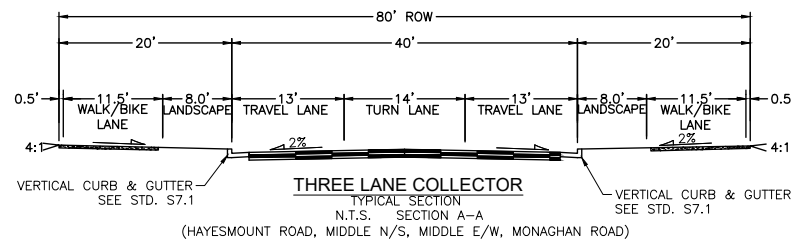
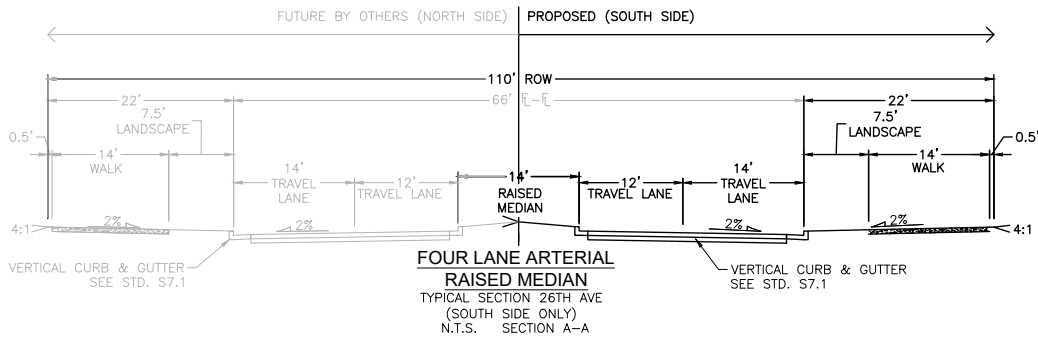
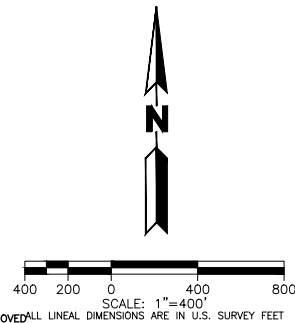
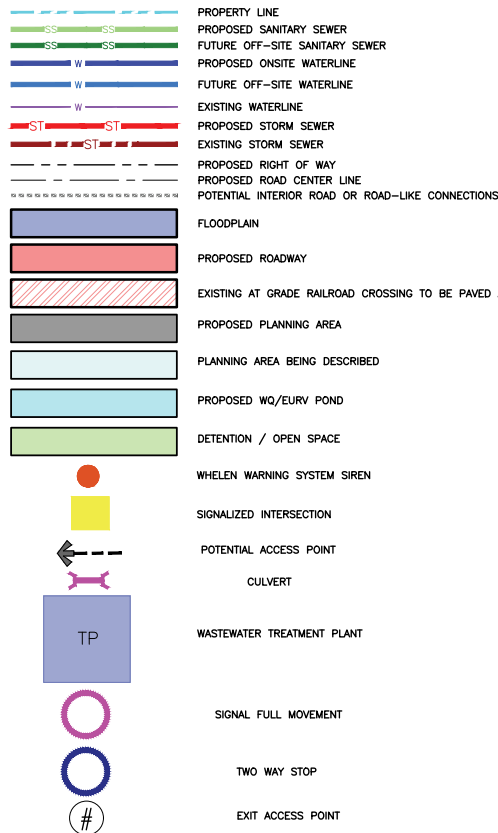
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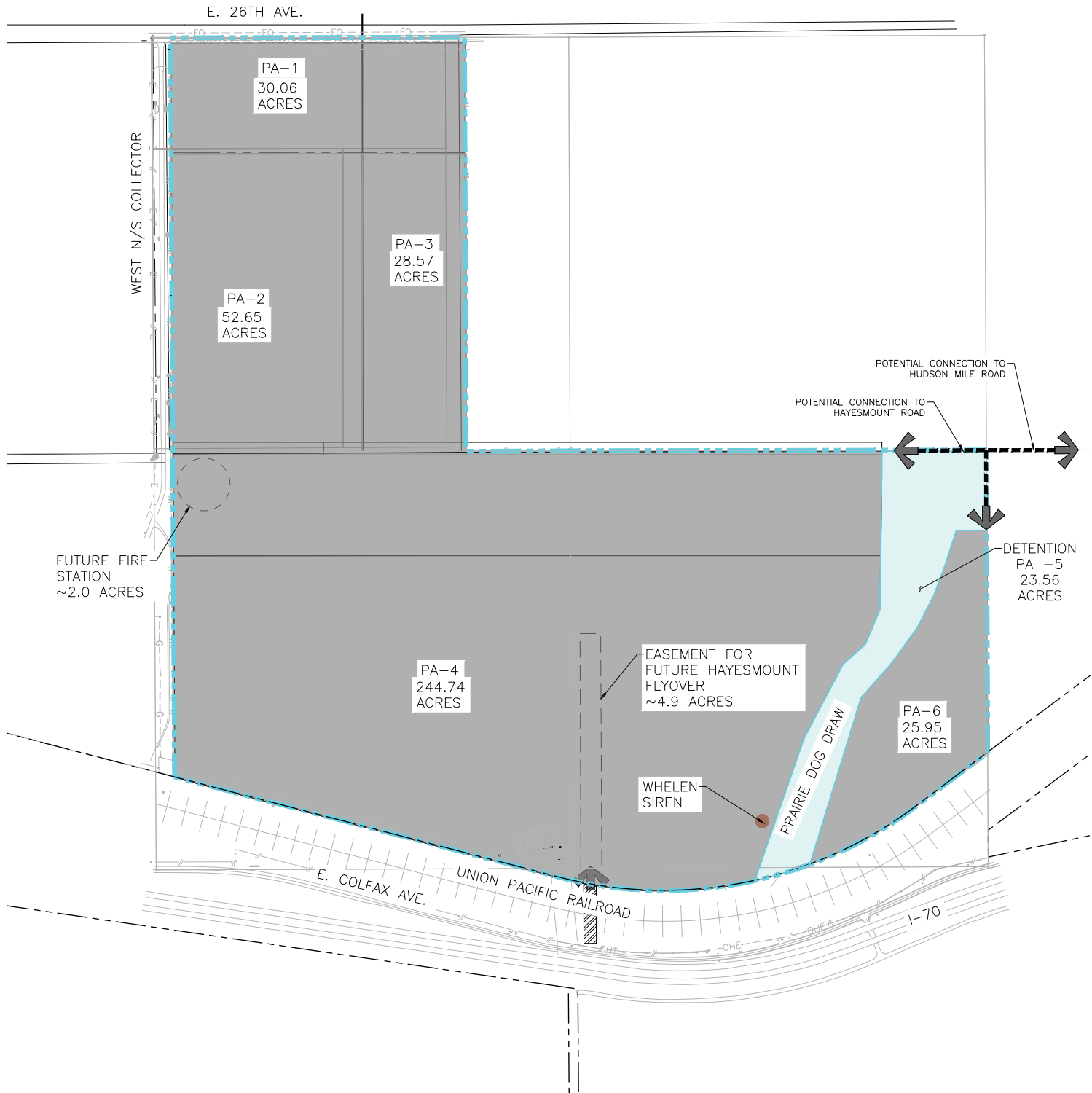
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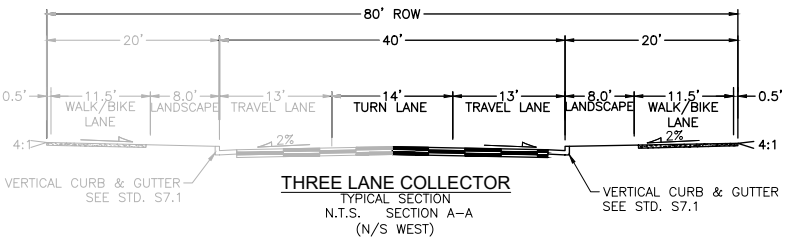
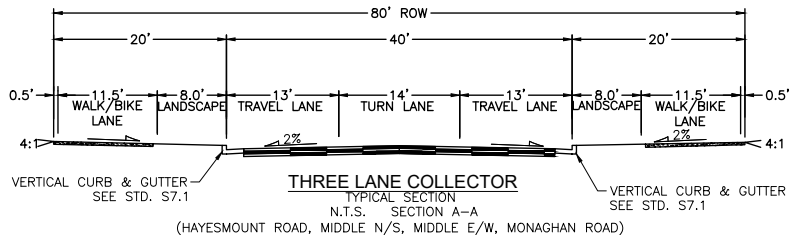
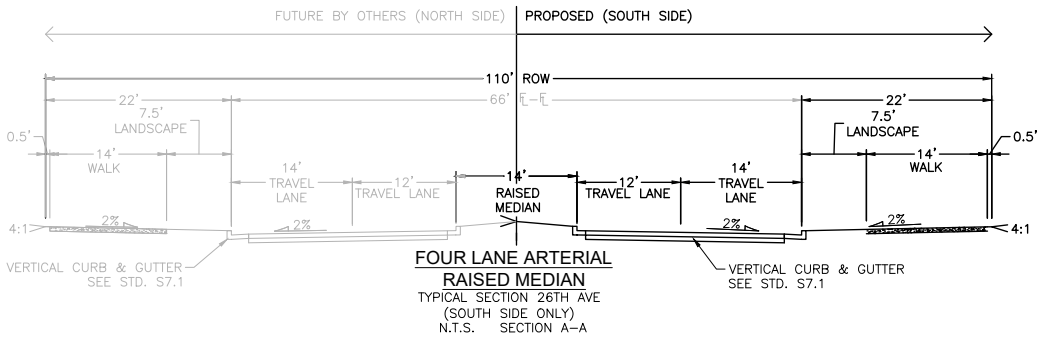
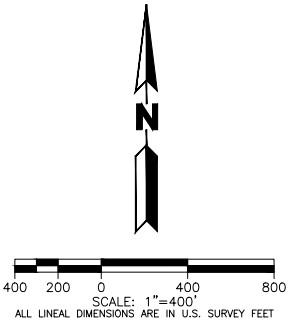
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- FUTURE OFF-SITE SANITARY SEWER
- PROPOSED ONSITE WATERLINE
- FUTURE OFF-SITE WATERLINE
- EXISTING WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED RIGHT OF WAY
- PROPOSED ROAD CENTER LINE
- POTENTIAL INTERIOR ROAD OR ROAD-LIKE CONNECTIONS
- FLOODPLAIN
- PROPOSED ROADWAY
- EXISTING AT GRADE RAILROAD CROSSING TO BE PAVED AND IMPROVED
- PROPOSED PLANNING AREA
- PLANNING AREA BEING DESCRIBED
- PROPOSED WQ/EURV POND
- DETENTION / OPEN SPACE
- WHELEN WARNING SYSTEM SIREN
- SIGNALIZED INTERSECTION
- POTENTIAL ACCESS POINT
- CULVERT
- WASTEWATER TREATMENT PLANT
- SIGNAL FULL MOVEMENT
- TWO WAY STOP
- EXIT ACCESS POINT



BLUE EAGLE -
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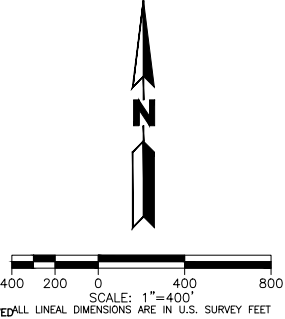
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- PROPOSED RIGHT OF WAY
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- PROPOSED ROADWAY
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- PLANNING AREA BEING DESCRIBED
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- TWO WAY STOP
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BLUE EAGLE -
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