

BEAVER CREEK INTERNAL ROAD REGULATIONS
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BEAVER CREEK INTERNAL ROAD REGULATIONS

Adopted by Beaver Creek Resort Company March 3, 1998
Amended August 20, 2009

ARTICLE I. GENERAL

SECTION 1.1 - DISTRICT AUTHORITY AND PURPOSE. The Beaver Creek Metropolitan District (District) is a Colorado special district, organized and operating pursuant to Title 32 of the Colorado Revised Statutes. The purpose of the District is to supply the necessary services of domestic water, fire protection, storm drainage, roads and bridges, and public park and recreation facilities for the Beaver Creek Subdivision (Beaver Creek). In providing services in furtherance of these purposes, the District's Board of Directors (Board) has the authority to adopt Rules and Regulations pursuant to Section 32-1-1001(1)(m), C.R.S.

SECTION 1.2 - SCOPE. These Beaver Creek Internal Road Regulations (Regulations) shall govern the use of the internal road system within the Beaver Creek Subdivision. All Regulations shall be construed liberally in order to best carry out the purpose of the District and the determinations and intent of the Board. The Board shall have sole discretion in interpreting and applying the Regulations, and may modify or amend such Regulations as it deems warranted.

SECTION 1.3 - ADDITIONAL INFORMATION. For more information regarding the District or these Regulations, contact Kenneth J. Marchetti, Secretary to the Board of Directors, P.O. Box 5280, Avon, Colorado, 81620, phone: 970-949-4020, fax: 970-949-6503.

SECTION 1.4 - RESORT COMPANY. These Regulations shall also be applicable to the Beaver Creek Resort Company, a non-profit corporation (Resort Company). In addition, the Resort Company has a complete set of rules and regulations governing horses and carriages, dogs, fireplaces, accommodations, central reservations, noise regulation, plaza access, retail, business licenses, snow plowing, street cleaning and private property. A copy of these is available from the Secretary of the Resort Company, P.O. Box 5390, Avon, Colorado, 81620, phone: 970-845-5858, fax: 970-845-5282.

ARTICLE II. ENFORCEMENT

SECTION 2.1 - JOINT ENFORCEMENT. These Regulations may be enforced, jointly or separately, by District's designated Operations Manager ("Operations Manager") and/or Resort Company's Security Manager ("Security Manager"). Operations Manager and Security Manager shall enforce these Regulations in a manner they deem most efficient, exercising their joint or separate discretion, unless given specific direction by the Board. Generally, the exercise of their enforcement power shall be in accordance with Sections 2.2 and 2.3 below, and as specifically provided in other provisions of these Regulations. District Operations Manager or Security Manager may deviate from the general enforcement procedure if they determine it necessary to most effectively and efficiently carry out the purpose and scope of these Regulations.

SECTION 2.2 - OPERATIONS MANAGER. Generally, Operations Manager shall be the enforcement authority as regards all improvement related matters and activity occurring within District's rights-of-way, and all other District related activity, including but not limited to the matters addressed in Articles V and VI of this Regulation. Operations Manager shall report violations of Articles III and IV of this Regulation to Security Manager.

SECTION 2.3 - SECURITY MANAGER. Generally, Security Manager shall be the enforcement authority as regards all safety, security, and fire related activity occurring within the District's rights-of-way, including but not limited to the matters addressed in Articles III and IV of this Regulation.

ARTICLE III. AUTHORIZED ACCESS

SECTION 3.1 - LIMITED ACCESS. The roads of Beaver Creek are limited access roads. Access shall be limited to authorized vehicles only, as further defined in this Article.

SECTION 3.2 - AUTHORIZED VEHICLES/OPERATORS. Vehicles and operators shall be considered authorized within Beaver Creek provided:

1. The vehicle and operator have obtained a "pass" in accordance with the procedures stated below; or
2. The vehicle and operator have express authorization for use of the roads by Operations Manager or Security Manager.

SECTION 3.3 - PASSES REQUIRED. Except as provided below, all vehicles and operators seeking access to Beaver Creek roads are required to visibly display a valid pass issued by the Public Safety Department of Resort Company (Public Safety Department) while within Beaver Creek boundaries. The following are exempt from any pass requirements:

1. Officially marked ambulances, fire protection, law enforcement and government vehicles; or
2. Officially marked District, Resort Company and Vail Associates vehicles.

SECTION 3.4 - TYPES OF PASSES AND PASS FEES. The following types of passes shall be used within Beaver Creek as and when such passes may be established by the Security Manager; in addition, Security Manager may establish a schedule of fees applicable to the issuance, reissuance, renewal or replacement of any or all of the following types of passes:

1. Owner;
2. Guest;
3. VIP;
4. Company/Employee;
5. Contractor;
6. Seasonal;
7. One-day;
8. Drop-off.
9. Residential/Residential services (single family only)

SECTION 3.5 - ISSUANCE OF PASSES. Passes may be obtained at the Beaver Creek Security office or by calling 970-845-5840. Passes are issued by the Security Department in accordance with the following application requirements:

1. Owner - completion of a verified application card.
2. Guest Pass - authorization from Security Manager or a designated employee of the Security Department. The Guest Pass shall set forth the location for parking the vehicle, and the duration of the pass:

3. VIP - completion of an application card signed by an executive of the Resort Company, or by the Security Manager. The VIP pass shall set forth the duration of the pass.
4. Company/Employee - completion of an application card signed by Security Manager. Each Company/Employee Pass shall have one of the following sub-classifications:
 - a. Lodge;
 - b. Retail;
 - c. Vail Associates; or
 - d. Real Estate.
5. Contractor - authorization from Security Manager or a designated employee of the Security Department, such authorization only to be given after the Contractor has provided adequate proof that it is licensed to do business in Beaver Creek pursuant to the Resort Company's Annual Business License Regulations and that the Owner has deposited with the Resort Company, pursuant to Section 5, et seq., and Section 6.08 of the Resort Company's Construction Activities and Compliance Deposit Regulation, an amount sufficient to pay for any and all repairs to Beaver Creek roads that may be caused by increased flow of construction traffic.
6. Seasonal - completion of an application card signed by the Security Manager.
7. One-day - authorization from Security Manager or a designated employee of the Security Department. The Guest Pass shall set forth the location for parking of the vehicle.
8. Drop-off - authorization from Security Manager or a designated employee of the Security Department. The Guest Pass shall set forth the duration of the pass.
9. Residential/Residential Services - completion of an application card signed by the Security Manager.

SECTION 3.6 - TIME RESTRICTIONS. Vehicles and operators with a valid pass are restricted to use of roads during the following times:

1. Owner - 24-hour access;
2. Guest - as authorized
3. VIP - as authorized; or
4. Company/Employee - 5:00 a.m. to 11:00 p.m., unless authorized by Security Department. Notwithstanding any other provision hereof, Contractors/Employees shall, between the hours of 11:00 p.m. and 6:00 a.m., stop at the security gate and identify themselves and their destinations prior to accessing the Resort.
5. Contractor - 7:15 a.m. to 7:00 p.m.;
6. Seasonal - as authorized;
7. One-day - as authorized;
8. Drop-off - as authorized.

9. Residential/Residential Services - as authorized

Failure to comply with these time restriction provisions could result in pass revocation.

SECTION 3.7 - PASSES NONTRANSFERABLE. Vehicle and operator passes are issued individually and are nontransferable.

SECTION 3.8 - BUSINESS RELATED PASSES. All vehicle and operator passes for business related purposes, including Company/Employee, Contractor, Residential Services and VIP are issued for working purposes only, and traveling outside of the working area for any other reason is prohibited unless authorized by the Security Department. Passes issued for business purposes are valid only during time of employment, or time work is being performed. All holders of such passes must return their passes to the Security Department upon termination of employment and/or completion of any job, project or contract.

ARTICLE IV. MOVING AND PARKING REGULATIONS

SECTION 4.1 - SPEED REGULATIONS. No person shall drive a vehicle on a road within Beaver Creek at a speed greater than posted limits, or what is reasonable and prudent under the conditions existing, and in no event greater than thirty-five (35) miles per hour. Except when a special hazard or signs exist that require lower speed, the following speeds shall be enforced:

1. 35 miles per hour on Prater Road;
2. 35 miles per hour on Village Road;
3. 20 miles per hour on all roads located south of the Village Road and Offerson Road intersection;
4. 20 miles per hour in residential areas; or
5. 15 miles per hour in any construction or business area.

Violators may be subject to pass revocation, fine, or other penalties.

SECTION 4.2 - CARELESS DRIVING. Any person who drives any vehicle anywhere within Beaver Creek in a careless and imprudent manner, without due regard for the width, grade, curves, corner, traffic and use of the streets or in any manner to indicate willful or wanton disregard for the safety of person or property is in violation of this Section, and may be subject to pass revocation, denial of future access, fine or other penalties.

SECTION 4.3 - PASSING, OVERTAKING A VEHICLE ON THE LEFT. No vehicle shall be driven to the left side of the center of any road in Beaver Creek for overtaking and passing another vehicle proceeding in the same direction unless:

1. The front vehicle has made notice of the overtaking vehicle's intent by pulling to the right of the road; or
2. The overtaking vehicle's left side of the road is clearly visible and free of oncoming traffic for a sufficient distance to permit the passing to be completely made without any interference with the operation of any vehicle approaching from the opposing direction of the vehicle overtaken.
3. In no event may vehicles cross a double yellow line.

Violators may be subject to pass revocation, denial of future access, fine, or other penalties.

SECTION 4.4 - PARKING. No person shall stop, stand, or park a vehicle except when necessary to avoid conflict with other traffic or in compliance with the directions of Operations Manager or Security Manager in any of the following areas:

1. On any District road or shoulder, in any District right-of-way in Beaver Creek;
2. On any skiway in Beaver Creek;
3. Within fifteen feet (15) of a fire hydrant;
4. Within any parking lot after 2:00 a.m. and before 5:00 a.m.;
5. In any designated bus parking areas;
6. In any private driveways without the permission of the owner of the driveway;
7. Within any driveway entrance to any fire vehicle or station; and
8. In any other location if the parked vehicle interferes with the normal, safe flow of traffic.

All District roads and roadways in Beaver Creek are snow emergency routes, and it is imperative that all such roads and roadways be plowed, sanded and swept in an expeditious manner. District and Resort Company have adopted identical snow plowing and street sweeping practices. No vehicle shall be parked anywhere within Beaver Creek that interferes with or impedes the snow plowing or street sweeping activities of District or Resort Company. Copies of the full snow plowing and street sweeping policies may be obtained from either District or Resort Company at the addresses and telephone numbers referenced in Sections 1.3 and 1.4 of these Regulations.

Vehicles in violation of this section are subject to immediate removal by being towed at the owner's expense.

The towing of an impermissibly parked vehicle constituting a safety or security hazard, as determined by Security Manager, shall be enforced by Security Manager or a designated representative of the Security Department.

There shall be no parking on any roads or roadways between November 1 and May 1 without the prior written consent of the Security Manager. Owners who may host events that may require parking on roadways shall request the approval of the Security Manager prior to such events. Such Owners may be required to make alternative parking and transportation arrangements. The towing of any impermissibly parked vehicle constituting an impediment to the efficient maintenance or operation of District roads during a snow event requiring plowing or sanding, or otherwise as determined by Operations Manager, shall be enforced either by Operations Manager, Security Manager or a designated representative of the Security Department.

SECTION 4.5 - OBEDIENCE TO SIGNAGE AND DEVICES. No driver of a vehicle shall disobey or interfere with instructions of any signage or control device within Beaver Creek.

SECTION 4.6 - PEDESTRIAN RIGHTS. When traffic control devices are not in place or not in operation, the driver of a vehicle shall yield to pedestrians by slowing down or stopping as required.

SECTION 4.7 - IMPEDING TRAFFIC. No person shall drive any vehicle within Beaver Creek that impedes or retards the normal and reasonable movement of other traffic without pulling off to the side of the road at the first available place and waiting until all impeded traffic has passed. Violation may be subject to pass revocation, fine or other penalties. Snow removal vehicles, during normal course of operation, are exempted from this rule.

SECTION 4.8 - RESTRICTED USE OF SNOWMOBILES, SKIS, TOBOGGANS, SKATEBOARDS, SKATES AND SIMILAR DEVICES. No person shall use any roadway or pathway within Beaver Creek for traveling on snowmobiles, skis, toboggans, coasting sleds, skateboards, skates or similar devices, except as authorized on the following roadways or pathways:

1. Beaver Creek Recreational Pathway;
2. Authorized snowmobiles, skis or toboggans may be used on all designated skiways; or
3. Skateboards and skates may be used on all sidewalks, except as may be otherwise posted.

SECTION 4.9 - RESTRICTED USE OF ROADS

1. No person shall use any roadway within Beaver Creek except in accordance with the limitations provided in the Road Stage Guidelines and Winter Road Restrictions attached hereto as Exhibit D.
2. The Security Department may establish regulations to govern the periods during which construction vehicles and other vehicles that cannot travel faster than 25 mph on Village Road shall be allowed to travel on Village Road. In the absence of such regulations, construction vehicles and any vehicles that cannot travel faster than 25 mph on Village Road shall travel on Village Road only during the hours of 7:15 a.m. to 8:00 a.m., 11:00 a.m. to 2:00 p.m. and 5:00 p.m. to 10:00 p.m. In addition, the Security Department may, in its sole discretion, restrict the use of Village Road by construction vehicles and any other slow moving vehicles whenever a special event, festival, convention or other similar activity presents the possibility of significant traffic congestion on Village Road.

SECTION 4.10 - OBEDIENCE OF AUTHORIZED PERSONNEL. No person shall willfully fail or refuse to comply with the lawful order or direction of any authorized personnel in connection with control or regulation of traffic ordinances. Violation may result in pass revocation, fine or other penalty.

SECTION 4.11 - OFF-ROAD DRIVING. No off-road driving is allowed in Beaver Creek. Violation may result in pass revocation, fine or other penalties.

SECTION 4.12 - HORSES AND HORSE-DRAWN CARRIAGES. No driver of a horse-drawn carriage and no rider of a horse shall allow manure to be deposited on or within the rights-of-way of the Beaver Creek Metropolitan District. Notwithstanding the foregoing, it shall be the responsibility of the Operator of a horse-drawn carriage and the Owner of a horse to immediately remove any manure so deposited. Reference is hereby made to the Beaver Creek Resort Company's Rules and Regulations regarding Horse-Drawn Carriages and the Boarding and the Use of Horses. Pursuant to said regulations, an Operator or Owner, as the case may be, shall reimburse the Resort Company for any and all expenses incurred in the removal of manure from any property other than that owned by a horse-drawn carriage Operator or a horse Owner.

SECTION 4.13 - SNOW PLOWS. Reference is hereby made to the Beaver Creek Resort Company's Rules and Regulations regarding Snow Plows. No operator of a snow plow shall have access to Beaver Creek Resort unless the operator is in compliance with said Rules and Regulations.

ARTICLE V. CONSTRUCTION ACTIVITY

SECTION 5.1 - SITE PLAN. Prior to any construction activity occurring within Beaver Creek that will require use of any road or roadway by trucks or other heavy equipment, the Contractor and/or Owner must submit a site plan, as described in paragraph 4.02 of the Resort Company's Construction Activities and Compliance Deposit Regulation, to Operations Manager for approval. Generally, construction issues that involve improvements or disturbances to roadways (including but not limited to road cuts) shall be addressed by the Metropolitan District's Operations Manager. Generally, construction issues that involve safety, traffic, parking, deliveries, and scheduling shall be addressed by the Resort Company's Security Manager.

SECTION 5.2 - DELIVERIES AND PARKING. No deliveries, laydown of materials, nor parking on any Beaver Creek roads or roadways shall be permitted without prior written approval of Operations Manager and Security Manager. From November 1 through May 1, construction parking must be a minimum of five feet (5') from the edge of existing asphalt or gravel shoulder to allow for adequate snow removal. Between May 1 and November 1, parking must not interfere with the District's ability to perform necessary road maintenance functions (e.g. repairs/maintenance, including paving, overlays, shoulder and storm drain work, road striping, etc.). Additional construction parking requirements are established by the Resort Company's Construction Activities and Compliance Deposit Regulation (the "Construction Regulation"). To the extent that provisions of this Regulation and the Construction Regulation conflict, the more restrictive regulation shall apply.

SECTION 5.3 - SNOW REMOVAL FROM SITE. The contractor assumes all responsibility for snow plowing/removal on the construction site. Such snow removal must not interfere with the District's snow plowing operations, adjacent properties or the smooth, safe flow of traffic on roads or roadways in Beaver Creek. Snow may not be pushed onto or into the dedicated right-of-way or easements, nor stored on adjacent property without specific written permission of the property owner.

SECTION 5.4 - WORK WITHIN DISTRICT ROADS. The contractor agrees to coordinate all utility and other work within the Beaver Creek roads, roadways and all District rights-of-way with Operations Manager and Security Manager.

SECTION 5.5 - ROAD CUTS. All cuts or excavations of roads or roadways shall be in conformance with District requirements. A copy of District's road cut policy is available from Operations Manager, and can be obtained by calling 970/845-5794. No road cuts shall be permitted between October 15 and May 15, except for emergency situations when prior written approval of Operations Manager is obtained.

SECTION 5.6 - RESORT COMPANY POLICIES. All construction affecting Beaver Creek roads or roadways, in any way, shall be subject to the policies and regulations of the Resort Company, specifically including payment of a deposit that includes an amount sufficient to pay for any and all repairs caused to the site by increased flow of construction traffic.

ARTICLE VI. ROAD CLASSIFICATION, DESIGN CRITERIA, AND STANDARDS

SECTION 6.1 - GENERAL. Road layout shall bear a logical relationship to existing or platted roads in adjacent properties and thoroughfare plans.

SECTION 6.2 - CLASSIFICATION.

1. Arterial streets - are those which permit the relatively rapid and unimpeded movement or large volumes of traffic from one part of the community to another.
2. Collector streets - are those which collect traffic from minor or local streets and carry it to arterial streets or to local traffic generators. Collector streets include the principal entrance streets to a residential development, those linking adjacent developments, and those streets providing circulation within such developments.
3. Local streets - are those used primarily for direct access to properties abutting the right-of-way. Local streets carry traffic having an origin or destination within the development and do not carry through traffic.
4. Minor streets - (includes private) are those used primarily for direct access to properties abutting the right-of-way. Minor streets carry fewer vehicles than local streets. They do not carry through traffic.
5. Driveways - Any private access for two or fewer dwelling units.

SECTION 6.3 - DESIGN CRITERIA.

1. Design Criteria for all roads within Beaver Creek is set forth in the attached Exhibit A.

SECTION 6.4 - CONSTRUCTION MATERIALS.

1. Construction Materials to be used on roads within Beaver Creek are set forth in the attached Exhibit B.

SECTION 6.5 - CONSTRUCTION METHODS

1. Construction Methods for all roads within Beaver Creek are set forth in the attached Exhibit C.

EXHIBIT A
BEAVER CREEK INTERNAL ROAD REGULATION

1. Street Width. Street width shall conform to the following:

CLASS	ROW WIDTH	PAVED WIDTH	SHOULDER	DESIGN SPEED	MAX GRADE%	MINIMUM CURVE RADIUS	FUTURE ADT
Arterial (Frontage)	70	12' per lane	8	50	6	650	750 and over
Collector	50	24	4	40	7	250	300-750
Local	50	22	3	30	8	60	150-300
Minor (Private)	40	22	2	30	8	50	0-150
Driveway	--	12	1	--	8*	20	--

2. Horizontal Alignment. The major considerations in horizontal alignment design are: safety, grade profile, road type, design speed, sight distance, and topography. All these factors must be balanced to produce an alignment that is safest, most economical, and adequate for the type of road proposed.

Horizontal alignment must provide at least the minimum stopping sight distance for the design speed at all points. This includes visibility at intersections, as well as around curves and roadside encroachments.

3. Vertical Alignment. The grade line is the reference line by which the elevation of the pavement and other features of the road are established. It is controlled mainly by topography, the factors of horizontal alignment, safety, sight distance, design speed, drainage, and construction costs. The configuration of heavy duty vehicles must also be considered.

- a. Grade Line. The grade line should be positioned with relation to the cross-section as follows:

- (1) It should coincide with the road centerline on two-lane and multi-lane undivided roads; and
- (2) Separate grade lines may be required on divided multi-lane roads.

4. Vertical Curve. Properly designed vertical curves should provide adequate stopping and passing sight distance, headlight sight distance, driver comfort, good drainage, and pleasing appearance.

Long, flat vertical curves should be avoided as they may develop poor drainage at the level section and tend to create driver insecurity in passing maneuvers.

Lengths of vertical curves shall be determined by the site distance requirements.

5. Sight Distance. All portions of the grade line must meet sight distance requirements for the design speed.

The minimum stopping sight distance is the distance required by the driver of a vehicle, traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which are assumed to be 3.75 feet above the pavement surface to an object six inches high on the road. The required stopping sight distance for a given design speed shall be designed by District's Engineer.

6. Crown Slopes.

<u>Type of Surface</u>	<u>Minimum Crown</u>	<u>Maximum Slope</u>
Portland cement concrete	1.5%	4.0%
Bituminous mix pavements	2.0%	4.0%

7. Clearance. The following are minimum clearances to structures or other roadside obstructions. Additional clearance must be provided for sight distance and other requirements. Where streets or highways under the jurisdiction of other agencies are involved, the clearance, as required by said agency, if more restrictive than District standards, shall apply.

- a. Horizontal Clearance. The minimum horizontal clearance from the edge of traveled way shall be ten feet (10') to the right and four feet (4') to the left when facing in the direction of travel.
- b. Vertical Clearance. The minimum vertical clearance to major overhead structures shall be fifteen feet (15') above the traveled way and fourteen feet (14') above the shoulders. For minor overhead structures, such as signs, cables, etc., the minimum vertical clearance shall be eighteen feet (18').

8. Structural Design.

- a. Design Formula. The design of pavements is based upon the American Association of State Highway Officials group index rating, which is obtained by the use of a group index formula based upon the gradation, liquid limit, and plasticity index of the soil. The group index formula is as follows:

Group Index = $0.2a + 0.005 ac + 0.01bd$ where:

- a = that portion of the gradation percentage passing the No. 200 sieve greater than thirty-five percent (35%) and not exceeding seventy-five percent (75%), expressed as a positive whole number (1 to 40).
- b = that portion of the gradation percentage passing the No. 200 sieve greater than fifteen percent (15%) and not exceeding fifty-five percent (55%), expressed as a positive whole number (1 to 40).
- c = that portion of the numerical liquid limit greater than 40 and not exceeding 60, expressed as a positive whole number (1 to 20).

- d = that portion of the numerical plasticity index greater than 10 and not exceeding 30, expressed as a positive whole number (1 to 20).
- b. Pavement Thickness. The group index shall be computed for each soil sample taken and then applied to the proper design curve to obtain the minimum total pavement thickness required to the nearest one-half inch (1/2"). That total thickness shall be used for pavements where the soil sample is representative.
9. Curbs and Gutters. Approved types of concrete curb and gutter may be required if deemed appropriate.
10. Drainage. The primary objective of drainage design shall be the protection of District road and property while minimizing the possible flood damage to surrounding properties and structures. It should be emphasized that good drainage is one of the most important factors in road design. It preserves the good appearance as well as the level of service of the street while at the same time minimizing the cost of maintenance.
- a. Subsurface Drainage. Subgrades subject to poor drainage, underground seepage or a high water table must be adequately drained for roadbed stabilization. Drains must be installed to control or prevent the high ground water level from coming to within four feet (4') of the roadway pavement. Surface drainage will be considered as an alternate.
- b. Inlet Structures. Acceptable designs for inlet structures will be permitted on approval by the District's Engineer. Curb openings with protection bars are preferred. Special grates are permitted where pedestrians, bicycles, or debris laden flows are anticipated.
11. Traffic Control Devices. All signs, striping, marking, delineators, signals, and other traffic control devices are to conform to the requirements of the State of Colorado as outlined in "Manual of Uniform Traffic Control Devices".

EXHIBIT B
BEAVER CREEK INTERNAL ROAD REGULATION

1. Base. Material shall be granular, consisting essentially of sand, gravel, rock, slag, disintegrated granite or a combination of such materials. It shall be a well-graded mixture containing sufficient soil mortar, crusher dust or other binding material which, when placed and compacted, will result in a firm, stable foundation. Material composed of uniformly sized particles or which contains pockets of excessively fine or excessively coarse material will not be acceptable. The material shall meet the following gradation:

<u>Sieve Designations</u>	<u>Percent by Weight Passing</u>
2 1/2-inch	100
2-inch	95-100
No. 40	30-60
No. 200	5-15

All material passing the No. 40 sieve shall have a liquid limit of not over thirty-five (35) and a plasticity index of not over six (6). Test for liquid limit and plasticity index shall be in accordance with A.A.S.H.O. designations T-89 and T-91 respectively.

2. Concrete.
 - a. Cement. Shall conform to ASTM-C-150, C-175, or C-595. The cement supplier shall submit to District's Engineer a certification that the cement used on the project conforms to the applicable specifications with complete mill analysis for every 200 tons used.
 - b. Aggregate. Shall conform to ASTM-C-33 (see American Concrete Paving Association Technical Bulletin No. 15 for optimum size coarse aggregate).
 - c. Admixtures. Air entraining admixtures shall conform to ASTM-C-260. Type A water reducing admixtures (normal setting) shall conform to ASTM-C-494. Type D water reducing admixtures (retarders) shall conform to ASTM-C-494. Type E water reducing admixtures (accelerating) shall conform to ASTM-C-494. Fly ash shall conform to ASTM-C-618 Type F with the following restriction: Sulfur trioxide shall not exceed five percent (5%), and loss of ignition shall not exceed five percent (5%).
 - d. Materials for Curing Concrete. Membrane curing compounds for concrete shall be the pigmented type conforming to the requirement of AASHTO-M-148 and/or ASTM-C-309. Membrane curing compounds for concrete may be transparent with a fugitive dye.
 - e. Joint Filling Compound. Where joints are required to be filled, filling material for filling pavement joints shall be hot poured rubber asphalt joint filling compound conforming to AASHTO-M-173 of Federal Specifications SS-S-164 or SS-S-1401a.
 - f. Water. If the water is of questionable quality, it shall be tested in accordance with AASHTO-T-26, "Standard Method of Test for Quality of Water to be Used in Concrete".

- g. Strength Required. All concrete shall have a specified compressive strength of 4000 PSI and shall be determined by ACI standard 318-71, Sections 4.33 and 4.3.4. In non-frost areas, lower f_c' values may be used in conformity with local practice and performance. For design charts using lower f_c' values, contact ACPA.
 - h. Air Content. The air content of the plastic concrete shall be uniform and shall be five and one-half percent (5.5%) plus or minus one and one-half percent (1.5%).
 - i. Slump. The mixture shall contain no more water than is necessary to produce concrete which is workable and plastic. The minimum slump necessary to place the concrete satisfactorily shall be used. Slumps should be maintained so as not to exceed four and one-half inches (4 1/2") for nonvibrated placement and three inches (3") for vibrated placement.
3. Asphalt. All materials shall conform to the latest Colorado "Standard Specification for Road and Bridge Construction", prepared by the State Department of Highways.
4. Others. Other treatments (e.g., seal coats) require approval of District's Engineer.

EXHIBIT C
BEAVER CREEK INTERNAL ROAD REGULATION

1. Clearing and Grubbing.

- a. General. Clearing and grubbing shall consist of removing trees, stumps, brush, roots, rubbish, headgates, and other objectionable matter from the right-of-way and such other areas as may be designated. Clearing and grubbing shall be performed in advance of grading operations and in accordance with the requirements herein specified, subject to erosion control requirements.
- b. Preservation of Property. Existing improvements, adjacent property, utility and other facilities, and trees and plants that are not to be removed, shall be protected from injury or defacement or damage resulting from the contractor's operation.
- c. Clearing and Grubbing Operation. Within the right-of-way or limits established by the District's Engineer, all stumps, large roots, buried logs and all other objectionable material shall be removed eighteen inches (18") below subgrade or slope of embankments, or as directed by District's Engineer.

Tree branches extending over the roadway, which hang within twenty feet (20') of the profile grade or that restrict sight distance, shall be cut off close to the trunk or stem of the tree in a neat and workmanlike manner and in accordance with good tree surgery practices. Scars resulting from the removal of branches shall be treated with an approved asphaltum base paint prepared especially for tree surgery.

- d. Removal and Disposal of Materials. All materials shall be disposed of outside-of-the-right-of-way. The roadway and adjacent areas shall be left with a neat and finished appearance.
- e. Removing and Salvaging Structures. The contractor may remove existing fences, pipes, aprons, curbs and/or gutters, sidewalks, and other similar items, the removal of which is necessary in connection with construction of the project. The contractor shall dispose of the removed material, except that as ordered by Operations Manager or District's Engineer, culvert pipe, castings and items suitable for reuse shall be protected from damage and be salvaged, and except that suitable material may be salvaged for riprap or bank protection. All salvaged items within the District's right-of-way shall be the property of District.

2. Excavation and Grading.

- a. General. This item shall consist of all excavation and grading of whatever nature, above or below subgrade elevation, required to bring the street, alley, curb, gutters, sidewalks, ditches, or other areas to be constructed to the proper subgrade elevation, construction of embankments, excavation and proper sloping of all cuts, and other items of excavation not separately designated.
- b. Excavating. All excavations shall be made to subgrade elevations and shall be true to grade. Material below subgrade elevation in cuts shall not be loosened by plowing, ripping, or other methods during the progress of the work except with the approval of District's Engineer. No excavation shall be made below subgrade elevation except to remove unsuitable material as ordered by District's Engineer. In the event the contractor does excavate any other area below

subgrade elevation, contractor shall replace the excavated material with satisfactory material and shall thoroughly compact the same.

- c. Unsuitable Material. Material that is unsuitable for the planned use shall be excavated and disposed of as directed by District's Engineer.
- d. Excavation Below Subgrade. Whenever excavation below subgrade elevation to remove unsuitable material is ordered by District's Engineer, the contractor shall remove the same to the satisfaction of District's Engineer and shall replace it with satisfactory material in layers not to exceed six inches (6") in thickness, or as designated, and shall thoroughly compact each layer to ninety percent (90%) compaction standard proctor before the next layer is placed.

3. Pavement and Surface Replacement.

- a. General. All excavations that are made in a public right-of-way must be completely restored within seven (7) days subsequent to acceptance of backfill by Operations Manager or District's Engineer.
- b. Bases. A minimum of six inches (6") of select base material shall be installed and thoroughly compacted immediately beneath the paving or concrete patch to be installed, and no less than the base course immediately adjacent to such cut will be acceptable.

In the event that asphaltic concrete base, soil cement base, or other base course materials be encountered by excavation, restoration shall be made in kind subject to the approval of District's Engineer.

- c. Bituminous Pavement. Permanent hot mix asphalt cement patches shall in no instance be less than two inches (2") in thickness nor less than the hot mix asphalt cement adjacent to the excavation, and shall be installed in accordance with good construction practices and these specifications. Prior to replacement of the pavement, the exposed edges of the existing pavement and base course shall be neatly trimmed to a neat straight line by a spade, bit, or hammer.
- d. Concrete Patch Replacement. When a concrete patch is used, the width shall be extended six inches (6") on each side of the undisturbed trench shoulders. The pavement edges shall be trimmed to form a uniform edge to allow better adherence between material. Due care should be taken to assure that no voids or air pockets are left in the concrete or along the edge between concrete and asphaltic material. The patch shall be a minimum of six-inch (6") thick concrete with a minimum of 4000 psi crushing strength. The top is then to be sealed with asphalt oil and sand.
- e. Gravel Surfaced Streets. In areas where existing gravel surfacing is removed from the streets, the contractor shall replace the graveled surfacing with material at least equal in depth and quality to that removed, but in no case shall the surfacing be less than six inches (6") in thickness. The existing graveled surfacing may be salvaged and re-used if handled so as to prevent mixing with other excavated materials.

- f. Driveways and Entrances. Resurfacing of driveways and entrances crossed by the construction shall be performed as outlined above for bituminous surfaced streets and granular surfaced streets for the particular driveway and entrance involved.
- g. Other Surface Improvements. Driveways, sidewalks, or other surface improvements shall be replaced with a base course, six inches (6") minimum, and materials equal in depth and quality as that removed.
- h. Cleanup. All paved streets wherein excavation has been performed with be thoroughly cleaned and completely policed from all debris and extraneous material created by the work.
- i. Grassed Areas. The upper six inches (6") of the trench shall be backfilled with topsoil, fertilized, and seeded. The seed shall be applied at the rate of one pound per 500 square feet and the area so seeded shall then be mulched with peat to retard evaporation of water. The seeding shall be done at a time approved by Operations Manager. In lieu of seeding, Operations Manager may require removing and replacing the existing sod or sodding the backfilled area.

4. Adjusting Frames, Covers, and Valve Boxes.

- a. General. Frames shall be set to grades approved by District's Engineer, or one-fourth inch (1/4") below finished pavement grade, as specified.
- b. Adjusting Frames. The contractor shall loosen frames in such a manner that existing monuments, cleanouts, or valve boxes will not be disturbed or manholes damaged. Should the frame or cover become damaged as a result of mishandling by the contractor, it shall be replaced by the contractor with a ring and cover of comparable weight, size, and quality at no cost to District. Debris shall not be permitted to enter sanitary or storm drain conduits. All loose material and debris shall be removed from the excavation and the interiors of structures prior to resetting frames. Manhole sidewalls that require adjustment shall be constructed at least eight inches (8") thick by the use of common brick and mortar or Class "A" concrete.

Additional manhole steps shall be added for each fifteen-inch (15") increase in the height of the manhole sidewalls.

Manhole frames shall not be finally set until the pavement adjacent thereto has been completed. The manholes shall be left or lowered sufficiently below grade so as not to interfere with or form an obstruction to the preparation of the subbase, base, and pavement. The manhole openings shall be temporarily covered by suitable means and the work constructed thereover. Due care shall be exercised to prevent foreign material from entering the manholes. After the pavement has been constructed, the necessary portions of the subbase, base, and pavement shall be neatly cut away, the manholes built up, and the cover frames set to grade, following which any surrounding area from which the pavement base, or subbase has been so removed shall be backfilled with concrete.

- c. Adjusting Valve Boxes. Adjustable cast iron boxes shall, if possible, be brought to grade by adjustment of the upper movable section. It may be necessary to provide an extension to lengthen the box enough to match the required grade. An excavated area shall be filled with six inch (6") concrete to the level of the existing pavement, or as directed by District's Engineer.

5. Concrete Curbs, Gutters, and Sidewalks.

- a. General. The work covered by this Section consists of Portland Cement Concrete curb and gutter, curbside and driveways complete in accordance with the following specifications and the dimensions shown on the plans.
- b. Concrete. Unless otherwise specified, concrete shall be 4,000 psi minimum crushing strength and approved mix design.
- c. Subgrade. The subgrade shall be constructed true to grades and lines shown on the plans. All debris, roots, vegetable matter, deliriously soft, or other unsuitable material shall be removed to a depth of not less than six inches (6") below subgrade or when necessary in the opinion of District's Engineer, to a greater depth and replaced with material satisfactory to District's Engineer. The finished subgrade under curb and gutter shall be compacted to nine percent (9%) of maximum density as determined by Standard Proctor Test.
- d. Placement. Concrete shall be placed on a compacted subgrade or base. The concrete shall be properly graded with the forms securely set to provide the section and surface elevations shown on the plans.
- e. Joints. Expansion joints and block joints shall be constructed straight, plumb and shall extend through the curb and gutter or curbside section from top to bottom and from front to back.

Expansion joint filler one-half inch (1/2") thick, pre-formed bituminous treated fiberboard, conforming to AASHTO Specification M59, shall be used to form transverse expansion joints.

Expansion joints shall be constructed at the intersection with the existing curb and gutter, curbside, and sidewalk at all radius points and at 100 foot intervals and/or as directed by District's Engineer.

6. Bituminous Macadam Surface.

- a. General.
 - (1) Areas to be allowed:
 - (a) Parking lots (double chip-seal allowed); and
 - (b) Alleys
 - (2) How it may be used:
 - (a) In residential areas only;
 - (b) Can be used only with curb and gutter; and
 - (c) Request for use must be made in writing to the District's Engineer for a determination.
- b. Description. This item shall consist of a crushed stone surface with a bituminous binder constructed in accordance with details on approved plans and specifications.

c. Construction Method:

- (1) Base. Finished base shall be one-half inch (1/2") below the gutter edge and thoroughly rolled with a steel wheel roller prior to the first application of bituminous binder.
- (2) First Application of Bituminous Binder (with 3/4" Chips). The first application of bituminous binder shall be spread at the rate of five tenths (.5) to one (1) gallon per square yard of surface. The bituminous binder shall be allowed to penetrate into the roadway for not more than twenty-four (24) hours and the macadam covered by a layer of three-fourths inch (3/4") chips and rolled. Care must be exercised during the rolling to cover the bituminous surface in all places so that the material will not adhere to the roller. Before the second coat of bituminous binder is applied, all excess material shall be removed.
- (3) Second Application of Bituminous Binder (with 3/4" Chips). The second application of bituminous binder shall be spread at the rate of one-quarter (1/4) to one-half (1/2) gallons per square yard of surface area, the quantity between the limits mentioned to be determined by District's Engineer. Three-fourths inch (3/4") chips shall then be uniformly spread over the entire surface in quantity sufficient to prevent the asphaltic surface from adhering to the rollers, after which the roadway shall be thoroughly rolled. The rolling shall continue sufficiently to give a hard, smooth, finished surface. If the bituminous binder shows through the surface, additional chips shall be spread and rolled into the affected area.
- (4) Final Application of Bituminous Binder (with 3/8" Chips). After the road has been open to traffic for a period of two (2) and not more than four (4) weeks, a final application of bituminous binder shall be spread at the rate of from one-quarter (1/4) to one-half (1/2) gallons per square yards of the surface area covered, as District's Engineer shall determine. The area to be covered shall be the entire area of finished surface course and portion of shoulders as indicated on plants. Before applying this coat of bituminous binder, the surface of the pavement and shoulders shall be thoroughly swept. This coat of bituminous binder shall be covered with chips in sufficient quantity to take up the bituminous binder. Every portion of the surface shall then be rolled thoroughly.
- (5) General Requirements for Rolling. All rolling shall be done with self-propelled road rollers, steel wheel and rubber tire, weighing not less than ten tons. All rolling shall commence at the outer edges and continue toward the center. Under no circumstances shall the center of the road be rolled first. Otherwise, the time, extent and manner of rolling shall be subject to the direction of District's Engineer.
- (6) General Requirements for Bituminous Work. Bituminous work shall be done duly when the atmospheric temperature is above sixty-five degrees (65°F), and even then only during such periods as the sun is shining. This rule may be suspended by Operations Manager or District's Engineer, when in his opinion the same may not be detrimental to the work. No bituminous work will be permitted when the surface to be covered is wet.

Bituminous binder shall be spread only after June 1st and before October 1st except upon written consent of Operations Manager and District's Engineer, and no surfacing shall be spread preparatory to oiling which cannot be completed before October 1st.

Bituminous binder shall be sprayed upon the roadbed by means of pressure spraying machines. The use of gravity distributors will not be permitted. The distributors shall apply a uniform spread of oil over the width covered by the sprayer. In order to insure a uniform distribution of oil at the junction of any two applications, the distribution shall be promptly stopped when a uniform flow of oil decreases, indicating that the tank is about empty. If, in the application of oil, any spots are missed, oil shall be applied to those spots by means which will insure the application being made at the specified rates. The uniform application of oil will be required and distributors equipped with poor valves will not be allowed to operate on the work.

The bituminous binder must be delivered at the point required for spraying at a temperature not less than three hundred degrees (300°F), except for emulsion oil.

- (7) Maintaining Roadway. The contractor shall maintain the roadway after it is opened to traffic until the final application of bituminous binder is spread. All bituminous binder coming to the surface during that period shall immediately be covered with chips. The pavement, when ready for final acceptance, shall be thoroughly swept, compacted, and the surface of the pavement shall present a uniform bituminized appearance.

**EXHIBIT D
BEAVER CREEK INTERNAL ROAD REGULATION**

ROAD STAGE GUIDELINES

<p>CLASS A- CLASS B- CLASS C- CLASS D-</p>	<p>Two wheel (rear wheel) drive passenger vehicle Front wheel drive, 4-wheel drive Trucks BCT and other public transit companies (CME, Vans To Vail, Charter etc.)</p>
<p>STAGE 1:</p>	<p>(from Nov. to May we are always in <u>at least</u> Stage 1)</p> <ul style="list-style-type: none"> - All Class A & B vehicles must be reviewed for adequate tires. - All Class C vehicles are to be stopped, destination is to be determined and chains must be displayed (to verify). - No restriction on Class D vehicles, <u>EXCEPT</u> large chartered buses must be stopped for destination determination.
<p>STAGE 2:</p>	<ul style="list-style-type: none"> - All Class A vehicles must have adequate snow tires or chains on drive wheels. - All Class B must have adequate snow tires. - All Class C vehicles stopped, destination determined, chains must be displayed (to verify). - No restriction on Class D vehicles, <u>EXCEPT</u> large buses chartered must be stopped for destination determination.
<p>STAGE 3:</p>	<ul style="list-style-type: none"> - All Class A vehicles must have studded snow tires or chains on drive wheels. - All Class B front wheel drive vehicles must have adequate snow tires. - All Class B 4-wheel drive vehicles must have 4-wheel drive engaged. - All Class C vehicles must have chains on drive wheels. - No restriction on BCT Class D vehicles. - <u>ALL OTHER</u> Class D must be stopped for destination determination.
<p>STAGE 4:</p>	<ul style="list-style-type: none"> - All Class A vehicles must park in the East Lot and take BCT shuttle. - All Class B front-wheel drive must park in the East Lot. - All Class B vehicles, 4-wheel drive must be engaged with adequate snow tires. - All Class C vehicles - no access. - All Class D, BCT access determined by On-Duty-Manager.

WINTER ROAD RESTRICTIONS

WEATHER RELATED GUIDELINES

STAGE 1 0 - 2" TOTAL SNOWFALL (Minor accumulations)

Snow Not snowing to light snow
Winds No wind
Visibility Unrestricted
Roads May be dry or wet and scattered slippery spots possible

STAGE 2 2 - 4" TOTAL SNOWFALL (Up to 3" accumulations)

Snow Light to moderate snow
Winds Calm through moderate
Visibility Unrestricted - some minor blowing snow
Roads May be wet and slushy through snow packed

STAGE 3 2 - 6" OF SNOW ACCUMULATION

Snow Moderate to heavy snow
Winds Moderate to gusty causing blowing snow
Visibility Winds and blowing snow will create intermittent visibility problems
Roads Generally snow packed and icy - travel will be difficult

STAGE 4 4 - 8" OR MORE OF ACCUMULATION

Snow Heavy Snows
Winds Strong, gusty winds
Visibility Winds and blowing snow will cause Blizzard and occasional White-Out conditions
Roads Icy and snow packed. Travel will be difficult and roads may be closed for periods of time due to weather conditions during this stage.

Please understand that the above are general guidelines and it may be difficult to clearly define weather conditions. Other factors such as temperatures, water content of snow, elevation within the resort, etc. will be involved in establishing stages.