

From: tstanexc@gmail.com
To: [Kim White](#)
Cc: ["Robert Miller"](#)
Subject: Ridge At Elk Creek Subdivision
Date: Saturday, September 24, 2022 3:20:57 PM

Hi Kim, I am sending this email in response to our phone conversation on September 22nd relating to questions on the initial development of the Ridge at Elk Creek Subdivision in 2004. In 2004 both streets were constructed in the subdivision, Foxy Lane and Mad Moose Lane. At that time I was working very closely with the GL Town Planner and the Public Works and Street Superintendent. Since this was to be the only paved street in Grand Lake both of these gentlemen were at the subdivision at least twice per week and often more frequently. We had discussions regarding the fact that curb and gutters would look better and would do a better job of controlling water flow and I decided to add curb and gutters even though it was a considerable extra expense to me. They also advised me not to construct the median in the center of Foxy Lane between the intersection of Mad Moose Lane and CR 48. They said it would be very hard to plow snow and the median would be destroyed after several years of snow removal. Also, that section of Foxy Lane was wider than all of the other streets and they said because of this additional width the median was not needed. The subdivision construction plans specified certain depths of subgrade material consisting of class C, and pit run. In several areas it was necessary for me to increase the depth of subbase materials due to the existence of Springs which produced water. All of the streets had at least the minimum specified subbase and in some areas much more in order to guarantee asphalt stability. The subdivision construction plans also specified 3 inches of asphalt on all streets. I decided that 3 inches might be inadequate for long term and had Accord Construction lay a minimum of 4 inches on all streets. Much of Foxy Lane between the intersection of Mad Moose Lane and CR 48 actually has 5-6 inches of asphalt.

After construction was finished the Town Planner and Street Superintendent approved the streets and indicated to me that an as-built plan was not necessary because they had physically observed all phases of construction on a regular basis.

I know that all of you are aware of the existing good condition of the streets after 18 years of use and I attribute this success to our initial construction techniques.

I would be happy to address any additional questions you might have.

Sincerely,
Thomas D. Stanley
Developer