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Tim McGuire, PE
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RE: Tailwaters Traffic Impact Study

Dear Tim,

After reviewing the road plans and traffic impact study supplied for the Tailwaters development at Stagecoach, Routt County Public Works has the following comments.

1. The traffic narrative states minimal traffic through Tailwaters Blvd/Crow Trail, “would only be a few recreational trips from residents of Tailwaters” (page 5). This connection would create a more direct, paved route to access the South Shore boat ramp and South Shore Subdivision and avoid a sharp curve on CR18A. This “shortcut” could take the majority of current area traffic. Was this considered in the traffic patterns? The traffic count cited shows an ADT on CR 18A of 225 trips/day (August 2023). It appears that there are no planned improvements to Crow Trail beyond the development limits. Currently, Crow Trail serves one home. Please evaluate how this development will impact Crow Trail and the intersection of Crow Trail and CR 18A.
2. Page 5 of the traffic impact study refers to CR 18, this should be CR 18A.
3. TIS table 1, peak hours shows a delay in the afternoon peak at the CR 14 & CR 16 intersection northbound left and right for 2028 background + project traffic of 18 seconds. The same location and time for 2043 traffic drops to 14 seconds. How does this happen with a growth rate of 2%/year? The commercial trips associated with the project assign 50% to CR 14 west. This is a very high percentage, given a current rate of 26.5% of trips into/ out of CR 16 are using CR 14 west.
4. No analysis was included for the northern intersection of CR 14 and CO 131.
5. The growth rate of 2% was used in the calculation of future traffic levels. Planning identified stagecoach as a target growth area, and the existing subdivisions are not near build out. Is 2% sufficient for the future?

There are also a few issues with the road plan and profile.

1. Routt County Road & Bridge has discussed that the realignment of CR 16 on the south edge of the project to improve the vertical and horizontal curves that currently exist on CR 16 will be the responsibility of the developer. The road plans show the realignment as discussed, but also show slight realignment outside of the project borders to the south to tie back into the County

Road. Road and Bridge will NOT be responsible for relocating or realigning the County Road south of the project border. Also of note it is not clear in the plans public ROW access to parcel 961053002 (lot 1 Hendrickson minor subdivision exemption) shall be maintained.

2. The road plan shows paved sections of County Road 16 at the planned intersection of 16 & Confluence Blvd., this is not acceptable. Small sections of pavement within otherwise gravel roads cause significant maintenance issues. Per Routt County standards, developer may pave up to the edge of Right of Way but not within Right of Way for CR 16. The extension of aprons at the CR 16/ 18A intersection is allowable.
3. Please re-submit plan and profile. P4- P7 match lines do not flow correctly, P7 has Fraysher Lane incorrectly labeled as Barr Trail.
4. More snow storage needs to be considered for CR 16 from intersection of CR 16 and CR 18A to the south. A steep bank on west side allows no room for snow storage on that side of the road, majority of snow removed from CR 16 will go to the east onto fronting lots.

Traffic impact study issues will need to be addressed before acceptance, plan, profile, lot grading, etc... may be adjusted as we move through the planning process. Please feel free to reach out with any questions.

Sincerely Yours,

Zach Schaffner
Road & Bridge Division Manager
Routt County Public Works