



**136 6<sup>th</sup> Street, #103  
Steamboat Springs, CO 80487  
970-870-5552**

September 25, 2024

Alan,

The Routt County Public Works Department would like to submit the following comments for the application numbered PL20240006. This is for the preliminary review of the Tailwaters Subdivision. The following are the comments as submitted by the Public Works Department.

1. There are 5 outfall areas proposed along Little Morrison Creek (LMC). There is no description in the drainage report to address how these outfall areas will work to dissipate flows into LMC. According to the report and the grading plan, there are almost 3 basins that are proposed to drain into LMC with only roadside ditches and swales acting as BMPs. More robust and permanent BMPs along the creek are necessary to capture the increased runoff that will occur.
2. Will the existing ditches along CR 18A be able to convey the proposed flows from Basin B2 and B3 downstream or north of the project?
3. Where/how does Basin B5 outfall off site? What BMP is being proposed to ensure sufficient water quality when storms run off of the commercial area? It is assumed that the commercial area will be mostly an impervious area with a significant parking area and commercial buildings. Will the existing culvert under 18A be able to accommodate the additional flows from the commercial area?
4. In the report, it states that a 10% imperviousness was used to develop the existing flows for the site. That equates to just about 11 of the total 109 acre site is impervious. The only current development on the site are the county roads. These equate to about 2.5 acres. The imperviousness of the county roads should be reduced to 40% per the City of Steamboat Springs recommended impervious values. That same chart recommends that an undeveloped site use 2% imperviousness to develop historic flows. Why was 10% used instead of the recommended 2% when the site currently has no development on it?
5. In the geotech report it states that up to 15' cuts and fills can be retained. How will they be retained especially along CR 16? MSE, concrete retaining walls, tiered boulder walls? According to DT1, it only shows a 5' tall boulder wall. Any wall over 4' tall needs to be designed by an engineer. How will the other 10' be retained and allow for roadway maintenance to occur?
6. The geotech report states that bedrock was encountered. You have stated that this is not correct. The statements in the report and your response causes confusion. Please revise the report to include the information in your response so that it is clear what was encountered at pit 4 and the associated properties of that formation.
7. You have stated that the cuts at STA 6+00 are retained cuts and to reference the "Typ County Road 16 Slope Protection Detail" on page CR16-2. This detail starts at 7+50 and does not include 6+00. Please revise.
8. CR 18A/ 16 intersection grading needs to be lower than proposed road to facilitated snow storage and reduce drifting.

9. Blow off hydrant at 18A/ 16 needs to be located so as not to inhibit snow removal.
10. ROW for CR 16 needs adjusted at the southern end of the property, specifically the portion accessing parcel ID 961053002 which shall remain county ROW.
11. Fraysher Ln access must meet county standards. Please include more detail on plans at that intersection.
12. Private Drives may not be paved within CR 16 ROW per county access standards.
13. Emergency access gates at private drives must be located at least 1.5 times the length of the longest vehicle that will use the access in order to meet county standards.
14. There was a Traffic Impact Study performed by Tailwaters that indicated that current county roads can accommodate new traffic that will be generated from the Tailwaters site. That will work in the current state of the county roads with no other development taking place in the area. When Routt County analyzed the Stagecoach roadway system as a whole (current platted lots and other developments), Tailwaters at full buildout will account for 29% of the increased week day daily trips on CR 14. It will account for 32% of increased AM Peak hour trips. The development will add 85 new peak hour trips to the existing 129 northbound peak hour trips to the intersection of CR 14 and 16. Developer shall enter into a development agreement with Routt County to determine the effects to the LOS of CR 14 and CR 16 and the costs associated with mitigating those affects.

Please let me know if you have any questions.

Thanks,



Zach Schaffner  
Road & Bridge Division Manager  
Routt County Public Works