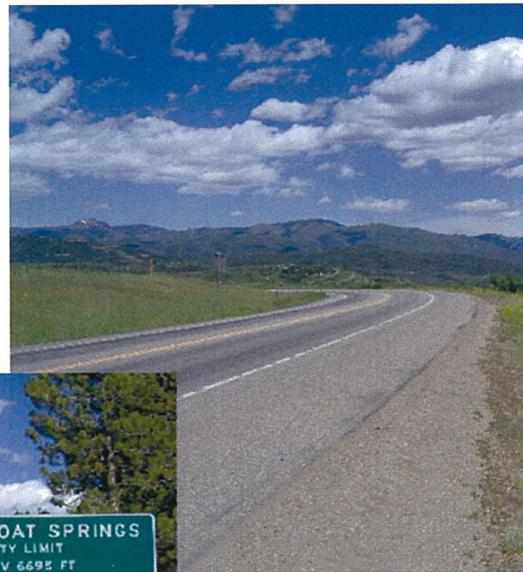


WEST STEAMBOAT SPRINGS US HIGHWAY 40 ACCESS STUDY

M.P. 126.83 TO M.P. 131.90 (13TH STREET)
MAY 2008



**WEST STEAMBOAT SPRINGS
US HIGHWAY 40
ACCESS STUDY
M.P. 126.83 TO M.P. 131.90 (13TH STREET)**

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EXECUTIVE SUMMARY

Background and Purpose

US Highway 40 is an important regional transportation route for northwestern Colorado. The western leg of US 40 through Colorado extends from the Utah border east to I-70 near the Town of Empire. US 40 carries a wide range of traffic types from semi-trucks to recreational vehicles to commuter traffic. The highway provides an alternative east-west route into Utah, a local and inter-community route for communities in Routt County such as Steamboat Springs, and a “tourist” route for those looking to take advantage of the outdoor recreational opportunities available throughout the area.

The City of Steamboat Springs, Routt County, and Colorado Department of Transportation (CDOT) recognize that good mobility and safe access along US 40 are essential to the vitality of the City and the region. Based on the West Steamboat Springs Area Plan (WSSAP), significant urban growth is anticipated in the near to mid-term west of the city limits within the WSSAP boundary and the Urban Growth Boundary (UGB). This development, along with potential redevelopment within the City west of downtown, is expected to generate a substantial increase in travel demand along US 40 in this area over the next several years. In addition, the Northwest Transportation Planning Region (TPR) has identified US 40 through Steamboat Springs as a priority in the 2035 Regional Transportation Plan (2035 RTP), identifying land use planning and access management as improvement strategies. In accordance with the recommendations from the 2035 RTP and to address anticipated growth, the City and CDOT have partnered with the cooperation of Routt County to develop an Access Control Plan for US 40 between the WSSAP Boundary and downtown Steamboat Springs.

The purpose of this study effort is to coordinate development in the area with transportation needs of the local community and the traveling public through development of a long-range access plan for US 40. In consultation with the project partners, a series of goals were established for the project including:

- Provide convenient through travel for traffic on US 40
- Provide safe and effective access to and from US 40 for businesses, residents and guests
- Maintain compatibility with existing and proposed off-highway circulation routes
- Provide a plan that can be implemented in phases
- Support the economic viability of the project area
- Maintain compatibility with previous local planning efforts
- Provide a plan that is adoptable by the City, County and CDOT
- Support development of alternative modes

This report summarizes the study process, analyses, findings, and recommendations for access improvements for the US 40 corridor between MP 126.83 and MP 131.90 (13th Street). The ultimate goal is to implement an Access Control Plan. Execution of an Intergovernmental Agreement (IGA), including the Access Control Plan, between the City, County, and CDOT will ensure adherence to the Plan by all parties.

Study Area

The study area encompasses approximately 5 miles of US 40 between the WSSAP Boundary on the west and 13th Street on the east. Existing land uses differ between City and County areas. Land in the County is generally more rural in nature and is currently used for agricultural and residential purposes. The WSSAP anticipates that land within the UGB west of the city limits will develop as high density residential with small commercial centers. The land southwest of Steamboat Springs, outside the WSSAP boundary, is expected to stay within the County and is zoned agricultural. Within the city limits, land use adjacent to US 40 is largely commercial or industrial but also includes some residential uses.

There are currently 66 vehicular access points and 1 pedestrian only access point located within the US 40 corridor. In the County, the nature of the access points is mostly residential and business access points. Within the city limits, a majority of access points are classified as business access or public/private road access. The access points, predominantly full movement, can be classified as follows:

- 11 unsignalized private road intersections
- 9 unsignalized public road intersections
- 4 signalized public road intersections
- 30 business access points (includes 1 access that is also a residential access)
- 12 residential access points (includes 1 access that is also a business access)
- 1 driveway access point
- 1 pedestrian access point

Coordination and Public Involvement

Although the City of Steamboat Springs and CDOT Region 3 partnered to initiate this study, the process was a cooperative effort between three governmental entities: City of Steamboat Springs, Routt County, and CDOT. In addition, the City placed a high value on communication and coordination with corridor stakeholders and developed a public involvement program to engage these stakeholders in the study process.

Public involvement with corridor stakeholders, including property owners, tenants, potential developers, and the general public was a critical element of the project. A public information meeting, two advertised Public Open Houses, one-on-one meetings/phone calls with stakeholders, and multiple public presentations with the City Council and Board of County Commissioners were held to gather input, keep people informed and answer questions as the project progressed. In addition, the City's website posted updated project information and provided project contact information and comment opportunities for the public throughout the study process. Exhibits presenting access management principles, the study process, and the recommended Access Plan were displayed at the Public Open Houses. Representatives from the City, CDOT, and consultant team were available for questions and discussion at each meeting and Open House.

Development of the Plan

In preparation for this study, the existing physical and operational characteristics of US 40 were determined. The project team also developed a compatibility index to evaluate how the plan met

the objectives identified at the beginning of the project. Next, future physical and operational characteristics were projected for a 20 year planning period based on anticipated development in the area. Using this information, a draft Access Plan was developed and evaluated. The Access Plan considered access points in logical groupings, State Highway Access Code guidance, and alternative local routes. Based on input from the project team, government representatives, and the public, the draft plan was refined and then evaluated using criteria identified in the compatibility index. The evaluation indicates a favorable rating based on the project objectives; therefore, adoption of the Access Plan by the three entities is recommended. In addition, the proposed local alternate routes provide added benefit to the community. Adoption of these proposed routes by the City and County, through a separate resolution, is also recommended.

Access Plan

Figures 6a-6f, found in Section 6 of this report, graphically illustrate the recommended Access Plan improvements for the US 40 corridor. Technical Appendix G contains the specific recommendations for each individual access point. In general, the Access Plan limits full movement access to major intersections. Access for parcels between major intersections is either limited or relocated to an alternate route/cross street. In addition, access from US 40 is reduced to one location per ownership. Traffic control measures that may be used to achieve proposed conditions include: raised medians, driveway channelizing islands at limited access points, directional median openings at $\frac{3}{4}$ movement access points, and signage and striping. To avoid turn movement violations and potential enforcement issues, a raised median or other positive traffic control measure is recommended.

Throughout the corridor, out-of-direction travel at right-in/right-out access points is limited to one mile or less. Out-of-direction travel was limited by locating full movement intersections at appropriate intervals. The major intersections that are identified as full movement intersections with potential for warranting a traffic signal or other traffic control measure in the future are as follows:

- Brandon Circle (Access #9)
- CR 42 (Access #14)
- Access #70
- Steamboat 700/Sleepy Bear Mobile Home Park (Access #71)
- Snow Bowl Plaza (Access #22)
- Downhill Drive (Access #27)
- Elk River Road (CR 129) (Access #42)
- Logger's Lane (Access #50)
- Indian Trails/Transit Center (Access #81)
- 13th Street (Access #66)

In support of the recommended access improvements, development of several alternative local routes is also recommended. These alternative routes provide additional local connections, opportunities for relocation of access to cross streets, and internal circulation opportunities that will benefit operations on US 40 by reducing local dependence on the highway. In addition, pedestrian and trail crossing locations that are compatible with the City's Open Space and Trails Master Plan and transit stop locations have been identified throughout the US 40 corridor.

Implementation

The improvements recommended in the Access Study represent a long-range plan that will be implemented over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction:

1. A property redevelops or changes use. In this case, limited improvements at the specific access point may be required by CDOT. As part of the City's development review process, additional transportation improvements may also be necessary to address specific traffic-related impacts created by the development. These improvements will be compatible with the Access Plan. If a property does not redevelop, the property owner will not be required to construct access modifications. (Private Funding)
2. The City and/or County obtain funding to complete a segment of the US 40 corridor or an alternate local route. (Public Funding)
3. State and/or Federal Funding are obtained to complete a segment of the US 40 corridor. Typically, a project will be identified in the Statewide Transportation Improvement Program (STIP) to obtain funding. (Public Funding)
4. Any combination of 1, 2 or 3.

Under case 1, a property owner must follow the access permit process as defined by Section 2 of the *State of Colorado State Highway Access Code, latest edition*. CDOT will remain the issuing authority for the corridor. In short, the process requires property owners to submit an application for an access permit. Once the access permit is issued, construction plans for the permitted improvements must be developed and submitted to CDOT for review. A Notice to Proceed will be issued following acceptance of the Construction Documents by CDOT, thereby allowing the applicant to proceed with construction.

Under case 2, the City and/or County may obtain funds either through local government budgeting, application for grant monies, or other potential funding sources. Once funding is available, the City and/or County will work through the CDOT planning process to develop a highway improvement project. The project will follow the process and procedures for design, construction, and management detailed in CDOT's Local Agency Manual. If a City/County project is developed off the State Highway System, for instance, completion of an alternate local route that does not intersect with US 40, CDOT will not be involved in the project. The City and/or County will administer the project according to City and/or County standards and procedures.

Under case 3, projects receiving State and/or Federal funds must be identified in the STIP. In Colorado, six years of transportation projects and their funding sources must be identified in the STIP, which is updated every other year through a continuing, comprehensive, and cooperative process involving the CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), and City and County Governments. Projects within the study area in Steamboat Springs and Routt County are established in the STIP by the request of the Northwest TPR. The STIP is currently being updated and is expected to be adopted in Spring

2008. Currently there is no funding identified in the 6-year STIP for improvements on US 40 in Steamboat Springs except for a pavement resurfacing project on US 40 between M.P. 131 to M.P. 134 (approximately 1 mile west of 13th Street to Pine Grove Road). However, the Northwest TPR 2035 Regional Transportation Plan, adopted in January 2008, identifies US 40 west of Craig east to Empire/I-70 as a priority corridor in both the Region's Vision Plan and the 2035 Fiscally Constrained Plan. US 40 between Steamboat Springs and Craig and between Winter Park and Granby are highlighted in the report as two of the most highly traveled and congested stretches of highway in the region, however, future funds identified in the Fiscally Constrained Plan have not been designated to specific locations at this time. Similar to case 2, once funding is available, a project will follow CDOT's relevant process and procedures.

To ensure that the access improvements recommended by this study can be implemented in the future, we recommend that the City, County, and CDOT develop an Access Control Plan and adopt the Plan through the execution of the Intergovernmental Agreement (IGA) provided in Technical Appendix F. In recognition of the plan's long-range nature and the potential for conditions to change over time, a critical element of the IGA is definition of a process for plan modifications. Typically, modification of an adopted Access Control Plan requires the concurrence of the IGA partners. In any case, this process will be in accordance with the *State of Colorado State Highway Access Code, latest edition*, and provide for continuing coordination between the agencies.

In addition to adoption of an IGA, it is recommended that the City of Steamboat Springs and Routt County adopt the proposed off-highway alternate local routes identified by this study by separate resolution. This action supports City and County staff in implementation of important local connections needed to support the proposed access improvements in the Access Control Plan as land use conditions change throughout the US 40 corridor.

1.0 Introduction

1.1 Project Background

US Highway 40 is an important regional transportation route for northwestern Colorado. The western leg of US 40 through Colorado extends from the Utah border east to I-70 near the Town of Empire. Although I-70 is the primary route for interstate traffic, US 40 provides an alternative route into Utah; offering east-west access through Grand, Routt, and Moffat Counties. Along the westernmost portion of the highway, through Routt and Moffat Counties, US 40 serves as the primary roadway for many communities including Steamboat Springs, Hayden, Craig, and Dinosaur. Residents and businesses in Routt County depend heavily on US 40 for local and inter-community travel. A large commuter population exists between Craig, Hayden and Steamboat Springs in support of the Steamboat Ski and Resort Area and other businesses in Steamboat Springs. The commuter population is large enough to support a regional bus service between Steamboat Springs and Craig operated by Steamboat Springs Transit (SST). In addition, outdoor recreational opportunities are a significant draw to the Routt County area for residents and guests alike, including skiing, hiking, fishing, hunting, camping, rafting and cycling. US 40 carries a wide range of traffic types from semi-trucks to recreational vehicles to local and inter-community commuter traffic.

The City of Steamboat Springs, the Colorado Department of Transportation (CDOT) and Routt County recognize that good mobility and safe access along US 40 are essential to the on-going vitality of the City and the region. Based on the West Steamboat Springs Area Plan (WSSAP), prepared and adopted jointly by the City and County, significant urban growth is anticipated in the near to mid-term west of the city limits, as defined by the WSSAP boundary and the Urban Growth Boundary (UGB). Upon development, this area is expected to annex into the City. This development, along with potential redevelopment within the City west of downtown, is expected to generate a substantial increase in travel demand along US 40 in the future. Additionally, the Northwest Transportation Planning Region has identified US 40 through Steamboat Springs as a priority in the 2035 Regional Transportation Plan (2035 RTP). Strategies for implementing improvements along the US 40 corridor identified in the 2035 RTP include implementing land use planning and access management. To help accommodate anticipated future growth while maintaining good mobility and safe access along US 40, the City of Steamboat Springs, CDOT, and Routt County have taken a proactive approach to developing a plan for transportation facilities. In accordance with the recommendations from the 2035 RTP, the City and CDOT have partnered with cooperation of Routt County to develop an Access Control Plan for US 40 between the WSSAP Boundary and downtown Steamboat Springs. The limits of the corridor span approximately 5 miles of US 40 from MP 126.83 on the west to MP 131.90 (13th Street) on the east. The study limits are illustrated on the Vicinity Map in Figure 1.

The purpose of this study effort is to coordinate development and growth anticipated in the area with the transportation needs for the local community and the traveling public through development of a long-range Access Plan for US 40. The goals for the project are as follows:

- Provide convenient through travel for traffic on US 40
- Provide safe and effective access to and from US 40 for businesses, residents, guests
- Maintain compatibility with existing and proposed off-highway circulation routes
- Provide a plan that can be implemented in phases

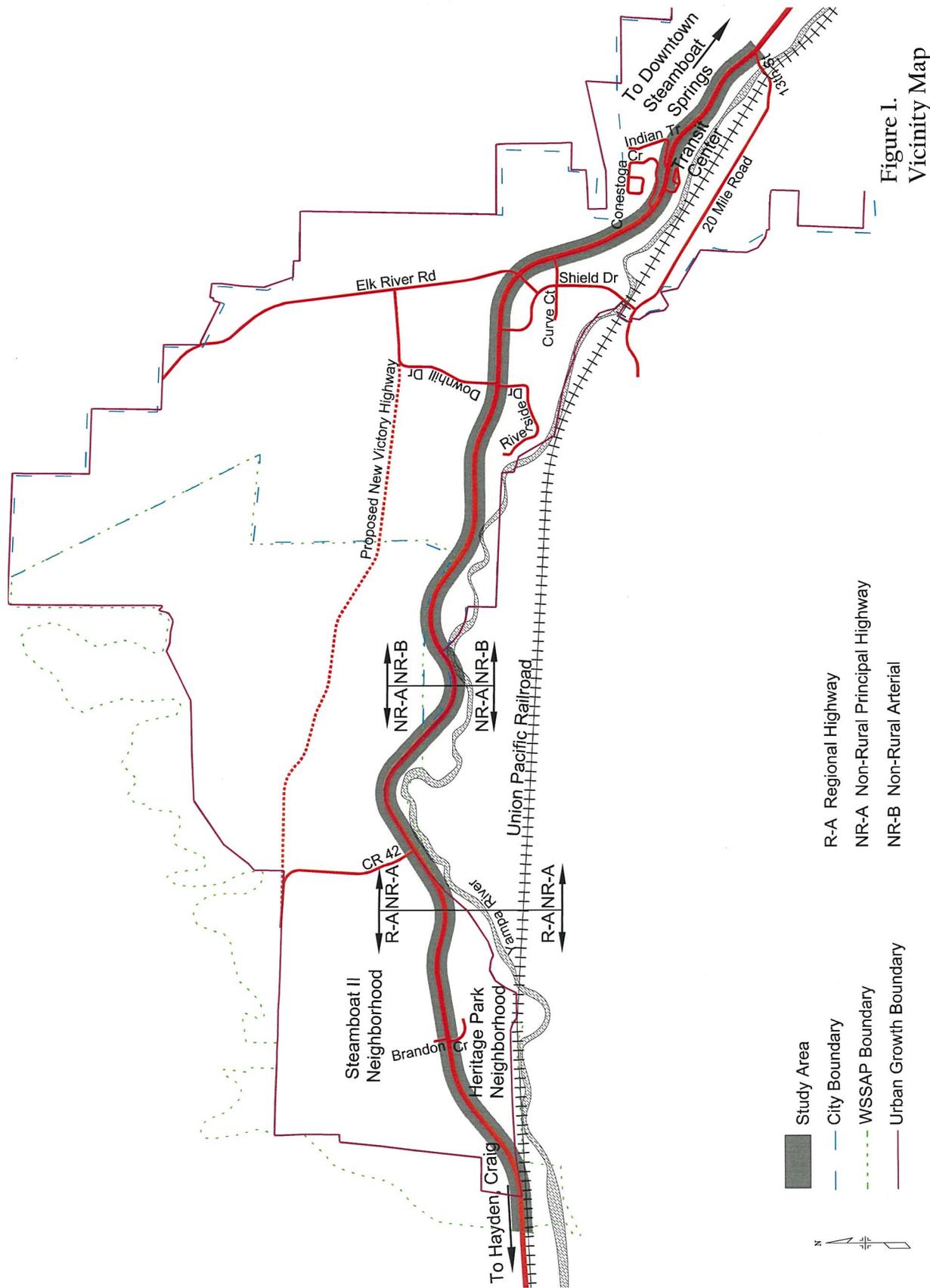


Figure 1.
Vicinity Map

- Support the economic viability of the project area
- Maintain compatibility with previous local planning efforts
- Provide a plan that is adoptable by the City, County and CDOT
- Support development of alternative modes

This report summarizes the study process, analyses, findings, and recommendations for access improvements within the US 40 corridor between MP 126.83 and MP 131.90 (13th Street).

1.2 Project Coordination

The project corridor falls within the boundaries of both the City of Steamboat Springs and Routt County. The majority of the project is under the City's jurisdiction. In addition, much of the area within the County's jurisdiction falls within the WSSAP boundary and is anticipated to annex into the City as development occurs. The operations and maintenance of US 40 through the entire corridor are managed by CDOT-Region 3. Although the City initiated this project in partnership with CDOT, the process was a cooperative effort between all three entities.

The primary project team for development of the Access Control Plan consisted of representatives from City Public Works staff, County Road and Bridge staff, and CDOT-Region 3, Traffic and Safety Department. Input from other departments within the City and County was collected by project team staff representatives. Coordination with project stakeholders, including property owners, tenants, and developers, is described in the next section.

1.3 Public Involvement

An important element of the study was public involvement. The public, including corridor property owners, tenants, potential developers, and the general public, were engaged in the project using several techniques. A public informational meeting was held at Centennial Hall in Steamboat Springs on August 27, 2007. The purposes of this meeting were to introduce the public to the US 40 Access Study and access management principles, and to gather public input on traffic and access concerns within the corridor. The meeting format was similar to an Open House with exhibits presenting project goals, access management principles and techniques, general corridor information, and a project schedule. The meeting was advertised through the local paper (Steamboat Pilot & Today) and on the City's website. Eleven people signed in at the meeting. There were several comments related to pedestrian and bicycle facility improvements throughout the corridor. In addition, concerns about the operation of the existing traffic signal at the intersection of US 40 and Elk River Road and the potential for a traffic signal at Steamboat II were also expressed. The sign-in sheet and comment sheets can be found in Appendix A.

The team re-engaged the public at a Public Open House held on December 12, 2007 at Centennial Hall in Steamboat Springs to present and discuss the recommended Draft Access Plan for US 40, review access management principles and techniques, and gather public input on the draft plan. Advertisement for this Open House was more extensive. Corridor property owners, local government representatives, and previous project participants were invited to the Open House by US mail. Previous project participants that had provided e-mail addresses were notified of the meeting by e-mail. In addition, an invitation was placed in the local newspaper and on the City's website to inform the general public of the meeting. Exhibits showing project goals, access management principles and techniques, corridor data, the recommended access plan, and implementation techniques were available for review at the Open House. City, CDOT, and consultant team representatives were available to discuss the project with meeting

attendees. Approximately 50 people attended the Open House. Following the meeting, the City displayed the Open House exhibits on their website for public viewing and comment. Public comments were accepted until December 21, 2007. A significant number of similar comments identifying concerns related to the proposed access for the Steamboat Springs School District site, located west of CR 42, were received from local residents. These comments prompted the project team's review of other potential options at this location leading to a modification to the plan following the Open House. Open House comment sheets can be found in Technical Appendix A.

Following the first Public Open House, the project team held a series of one-on-one meetings with corridor property owners. Face-to-face meetings were held on December 17 and 18, 2007 at the Routt County Annex with approximately 13 property owners. City, CDOT, and consultant team representatives participated in these meetings. In addition, the project was discussed with several property owners on the phone at various times during the access plan development. The purposes of these meetings and phone calls were to gather data from property owners, discuss access issues for both individual properties and the entire corridor, and provide an opportunity for participants to ask questions about the process and to share input for the access plan. A list of meeting participants can be found in Technical Appendix A.

The final major public involvement activity was a second Public Open House held on January 31, 2008 at Centennial Hall in Steamboat Springs. The purpose of this Open House was to update the public on modifications made to the plan. These modifications were based on information gathered at the previous Open House and one-on-one meetings, as well as input received from City Council, City staff, Board of County Commissioners, and County staff. The second Open House also gave members of the public previously unaware of the project another opportunity to participate in the process. Property owners, local government representatives, and previous project participants were invited to the Open House by US mail. Previous project participants that had provided e-mail addresses were also notified of the meeting by e-mail. The meeting was advertised in the local newspaper, on KRAI (a local radio station), and on the City's website to inform the general public of the meeting. Similar exhibits to the first Open House were presented with modifications to the draft Plan highlighted. Representatives from the City, CDOT, and consultant team were available to discuss the project with meeting attendees. Between 90 and 100 people attended the Open House. Following the meeting, the City displayed the Open House exhibits on their website for public viewing and comment. Public comments were accepted until February 15, 2007. Open House comment sheets can be found in Technical Appendix A.

Throughout the project, the team took advantage of several opportunities to update and engage the City Council and the Board of County Commissioners (BOCC) on project progress and development. All of these meetings were open to the public. Presentations were made at the following meetings:

- City Council Meeting - May 8, 2007
- City Council/BOCC Joint Meeting – August 27, 2007
- City Council Meeting – December 11, 2007
- BOCC Meeting – December 18, 2007
- City Council/BOCC Joint Meeting – February 12, 2008

A final meeting with both City Council and BOCC is anticipated to adopt the plan.

2.0 Access Management - Benefits, Principles & Techniques

As defined by the *Access Management Manual, TRB, 2003*, "Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway." Access management along Colorado State Highways is generally administered by CDOT on a case by case basis, as prescribed by the *State of Colorado State Highway Access Code, latest edition*. Per section 2.12 of the Access Code, CDOT or a local authority may develop an Access Control Plan for a segment of highway that defines access locations, level of access, and traffic control for future conditions. Developing an Access Control Plan provides CDOT and the local authorities with the opportunity to develop a single transportation plan that considers multiple access points along a segment of highway as a network rather than as individual access points. Issues such as intersection spacing, traffic movements, circulation, and alternative access opportunities may be considered in developing an Access Control Plan. The Plan does not define specific capacity improvements, off-network improvements, or specific funding sources for access improvements, although local governments often consider off-network improvements for their communities in conjunction with an Access Control Plan. The Plan is a long-range planning document adopted by CDOT and the local authorities that identifies access conditions that will be implemented as highway and land-use characteristics change.

2.1 Access Management Benefits

Access management provides the means to balance good mobility along the highway with the local access needs of businesses and residents. Implementation of access management principles and techniques on State and local transportation networks can provide the following long-term benefits for highway users, communities, and businesses:

- Safety
 - Fewer decision points and potential for conflicts for motorists, cyclists, and pedestrians results in a reduced number of accidents.
 - Safe access to businesses is provided.
- Increased ability to accommodate traffic demands
 - Limiting full movement access within a corridor favors through movements and strategically identifies locations for vehicles to enter and exit the corridor.
- Preserves property values and the economic viability of abutting development
 - A more efficient roadway system captures a broader market area.
 - A more predictable and consistent development environment is created.
 - Well-defined driveways with suitable spacing make it easier for customers to enter and exit businesses safely, thereby encouraging customers to patronize corridor businesses.
- Encourages use and development of local streets
 - Alternative local routes allow traffic to access the local amenities conveniently without using the highway, thereby providing both convenient local access and reduced volumes on the highway.
- Enhanced Corridor Appearance
 - Businesses are easily located.
 - Well-defined access points with suitable spacing provides more opportunities for streetscaping/landscaping.

2.2 Guiding Principles

The goals of access management center around limiting and consolidating access along major roadways and focusing access for development on a supporting local street network and circulation system. The following guiding principles to access management were applied in the development of the Access Control Plan for US 40:

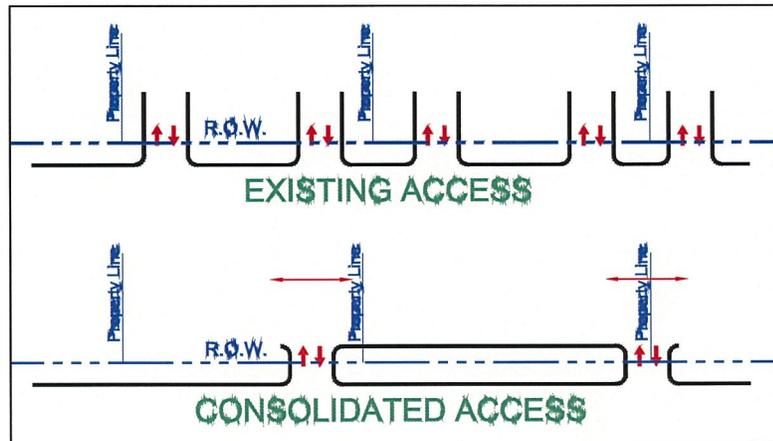
- Limit the number of direct access points to major roadways
- Locate signals and intersections to favor through movements
- Minimize the number of locations where vehicles merge, split, or cross
- Remove turning vehicles from through traffic lanes
- Provide a supporting local street network and circulation system

2.3 Techniques

Several access management techniques, illustrated below, may be used to achieve the principles outlined above and to realize the benefits of access management throughout the US 40 corridor:

Principle: Limit the number of direct access points to major roadways

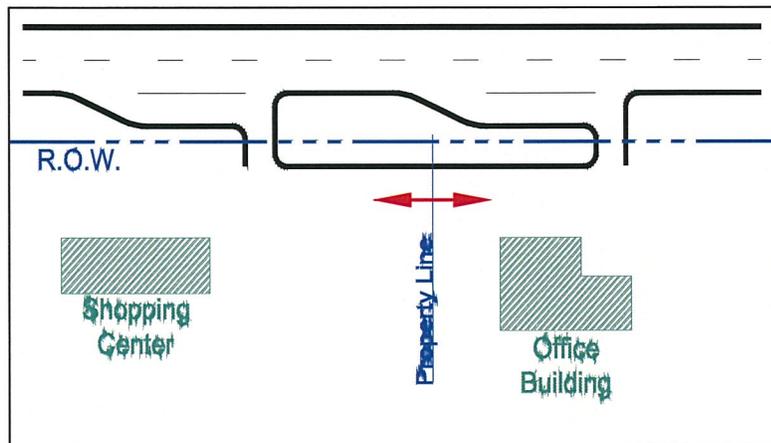
Technique: Consolidate Access



Consolidate access points by:

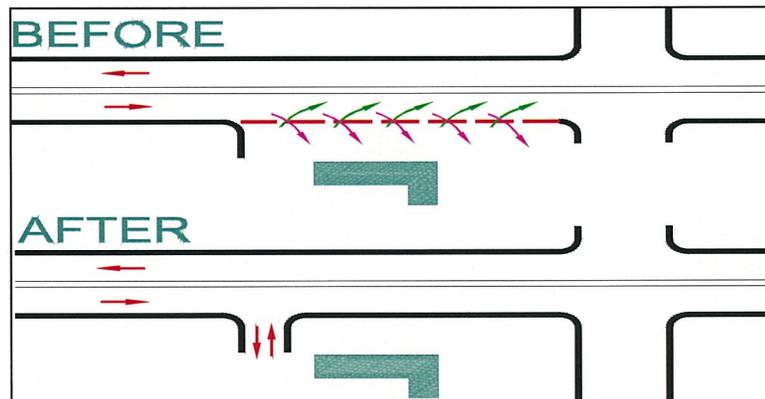
- Reducing the number of access points that serve a single property
- Providing joint access for multiple properties at or near a property line

Technique: Connect Adjacent Properties



Connect adjacent properties to provide circulation between properties and increase access opportunities for multiple properties.

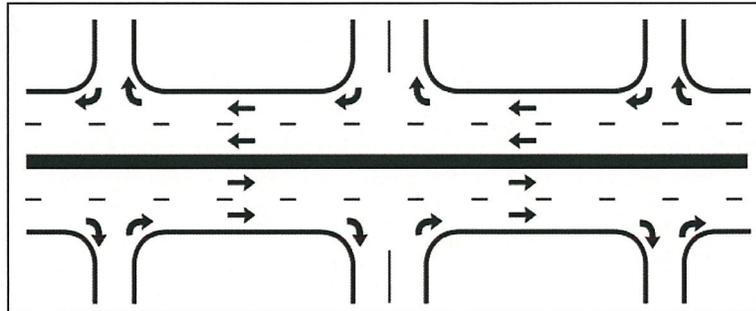
Technique: Define Driveways



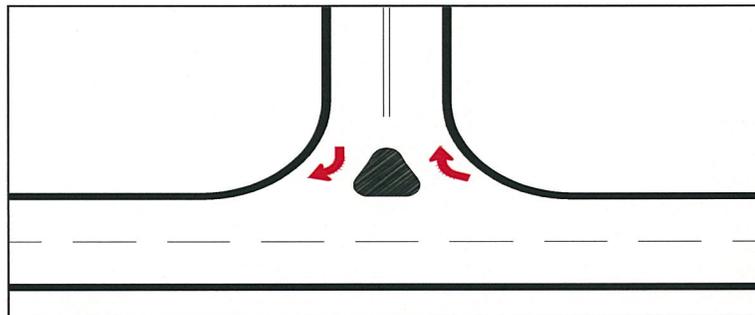
Define driveways to provide clear identification of entrance and exit locations.

Principle: Minimize the number of locations where vehicles merge, split, or cross

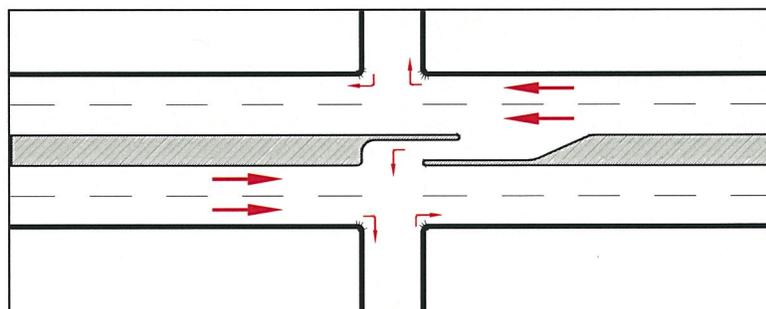
Technique: Install Medians and Islands



Right-in/right-out with raised median eliminates left turn movements between major intersections throughout a corridor.



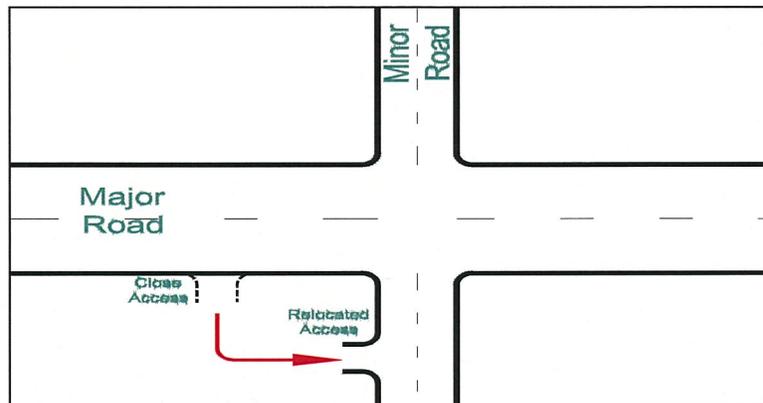
Right-in/right-out with channelizing island eliminates left turn movements at specific locations.



Directional median opening or a 3/4 movement limits left turn movements to one direction at strategic locations where increased access is beneficial for safety or operational reasons.

Principle: Provide a supporting local street network and circulation system

Technique: Provide Cross Street Access



Relocate access to a side street to:

- *Reduce the number of direct access points to the major roadway.*
- *Provide safe and easy access to a minor roadway intersection with the major roadway.*
- *Provide opportunities to use an alternate local route, thereby avoiding use of the major roadway completely.*

3.0 Existing Conditions

3.1 Land Use Characteristics

The study area encompasses approximately 5 miles of US 40 between Milepost 126.83 and Milepost 131.90 (13th Street) in Steamboat Springs, Colorado. The western limit of the project corresponds to the West Steamboat Springs Area Plan (WSSAP) boundary, adopted by the City and County in 2006. Existing land uses differ between the areas within the City and those in the County. Land west of the city limits (US 40 MP 129.3), in the County, is generally more rural in nature and is currently used for agricultural and residential purposes. Within the city limits, the land use adjacent to US 40 is partially residential and largely commercial or industrial. A majority of the land within the WSSAP boundary, northwest of Steamboat Springs, is also within the Urban Growth Boundary (UGB) and is expected to eventually annex into the City upon development. The WSSAP anticipates that the land within the UGB, surrounding the existing Steamboat II and Heritage Park neighborhoods, will develop as high density residential with small commercial centers. The land southwest of Steamboat Springs, outside the WSSAP boundary, is expected to remain located within the County's sole jurisdiction and is zoned agricultural. The Yampa River and Union Pacific Railroad are located in close proximity to the south edge of US 40 within the County. Both create challenging constraints for access to/from US 40 for properties located south of the highway.

3.2 Roadway Characteristics

The US 40 right-of-way (ROW) varies between 80-ft and 200-ft in width within the study area and is generally centered on the US 40 centerline. As shown in Table 1, there are a number of locations where steep cut and fill slopes exist either within or immediately adjacent to the US 40 ROW.

Table 1 US 40 Right-of-Way (ROW) Summary

Milepost Range	Width	Noteable Features
126.83 - 128.21	150'	Steep cut slopes both sides at Steamboat Golf Club (MP 127.31) and on north side west of Steamboat II (MP 127.67). Steep cut slopes on both sides at MP 128.00.
128.21 - 128.77	200'	Steep cut slopes to the north. Steep fill slopes to the Yampa River at CR 42 (MP 128.41) and the US 40 curve (near MP 128.65)
128.77 - 129.85	varies (100' - 250')	Steep terrain to both the north and south.
129.85 - 131.06	100'	Developed business area
131.06 - 131.56	varies (80' - 250')	Steep cut slopes to the north from Conestoga Circle (MP 131.3) east.
131.56 - 131.90	80'	Steep terrain to the north opposite Dream Island Plaza (MP 131.83); fully developed to the south

The posted speed limit varies between 25 mph, near the downtown core of Steamboat Springs, and 55 mph, west of Steamboat II. A school zone exists on either side of Brandon Circle for the Christian Heritage School of Steamboat Springs with a 40 mph speed limit (when flashing). The

approximate locations of speed limit changes throughout the corridor are summarized in Table 2 and Table 3:

Table 2 Eastbound Speed Limits

Approximate Milepost	Approximate Location	Eastbound Speed Limits
West to MP 127.5	WSSAP Boundary to west of Steamboat II	55 mph
MP 127.5 to MP 129.5	West of Steamboat II to Steamboat Campground	50 mph
MP 129.5 to MP 131.7	Steamboat Campground to Dream Island Plaza	40 mph
MP 131.7 to East	Dream Island Plaza to 13th Street	25 mph

Table 3 Westbound Speed Limits

Approximate Milepost	Approximate Location	Westbound Speed Limits
MP 127.5 to West	West of Steamboat II to WSSAP Boundary	55 mph
MP 139.84 to MP 127.5	Snow Bowl Plaza to west of Steamboat II	50 mph
MP 131.7 to MP 139.84	Dream Island Plaza to Snow Bowl Plaza	40 mph
East to MP 131.7	13th Street to Dream Island Plaza	25 mph

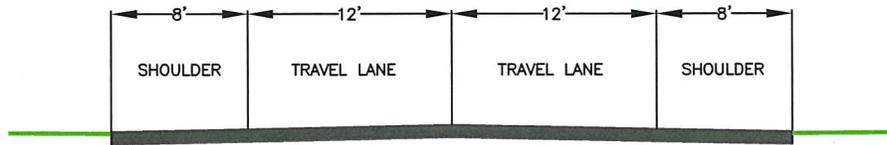
The horizontal alignment of US 40 within the corridor is curvilinear, mostly due to topographical constraints. The highway alignment is characterized as a relatively consistent pattern of reverse curves with design speeds ranging from 45 mph to 75 mph. In general, the natural grade rises dramatically on the north side of US 40; several locations with steep cut slopes are located adjacent to the highway. On the south side of the highway, the land tends to be significantly lower than US 40, especially in the western portion of the corridor where the Yampa River is in close proximity to the highway; guardrail protects several of these fill slopes. Based on the posted speed, two horizontal curves within the project limits are considered substandard when compared with current standard design criteria for a typical design speed. The two curves are located just east of CR 42 near the Routt County Hills Rifle Club and M&M Auto, and are influenced by significant physical constraints including a large hill on the north and the Yampa River on the south. Based on available accident data for the area, there is no indication of an accident rate that exceeds the statewide average for similar locations near these curves.

The highway profile throughout the study area is relatively gradual with the exception of a one-half mile segment east of Brandon Circle with an approximate 5% grade hill. Due to the horizontal and vertical curvature in this area, the access points between Brandon Circle and CR 42 have limited intersection sight distance, as do the Sleepy Bear Mobile Home Park and the Yampa River access points located further east.

Figure 2 illustrates the four basic roadway cross-sections present within the study area. The three western sections include one lane in each direction with shoulders at a minimum. Lane widths are generally 12' wide with 8' paved shoulders. Auxiliary lanes are developed at most major intersections within the study area and at some business driveways. However, several of these lanes do not meet current design standards and are typically too short and/or too narrow. A continuous right turn acceleration/deceleration lane exists for eastbound traffic between Riverside Plaza and Curve Court. The eastbound shoulder is minimal in this area. Also, westbound vehicles in the area appear to use the shoulder as a right turn lane. A two-way left turn lane also exists in this segment and extends beyond 13th Street. The two-way left-turn lane

varies from 12' to 16' in width. The eastern section, just west of 13th Street, is an urban section with curb and gutter and includes two lanes in each direction with a two-way left turn lane. Pedestrian and bicycle facilities in the corridor are sporadic and are implemented as properties redevelop. On the south side of US 40, detached sidewalk exists between Shield Drive and Logger's Lane and at the Transit Center. Sidewalk is under construction at the new Community Center and at Riverside Plaza. On the north side of US 40 a detached sidewalk runs between Downhill Drive and the Big-O-Tires access. There is access to the Yampa River Core Trail, an off-street shared use path access, to/from US 40 near the Transit Center. The City has planned sidewalk and trail facility improvements throughout the corridor.

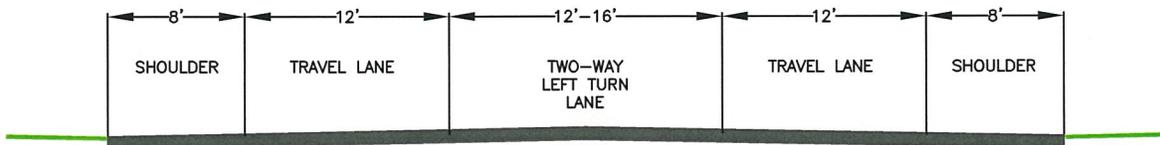
Access points throughout the corridor are predominately full movement with one exception. The access across from 13th Street for the Express Building is a one-way, entrance only access. Existing signalized intersections on US 40 are located at Elk River Road, the Transit Center, and 13th Street. There are several locations where intersecting roadways do not line up across US 40 including: the area around the Steamboat Golf Club, the Sleepy Bear Mobile Home Park, the area between Riverside Drive and Shield Drive, and the area between Logger's Lane and Indian Trails.



SECTION ONE

ONE TRAVEL LANE AND SHOULDER IN EACH DIRECTION

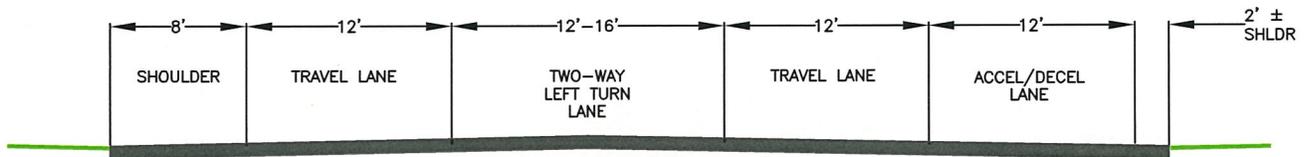
WEST OF RIVERBEND TRAIL TO EAST OF CR 42: AUXILIARY LANES AT BRANDON CIRCLE
 EAST AND WEST OF STEAMBOAT 700
 RIVERSIDE PLAZA WEST TO NAPA AUTO PARTS: AUXILIARY LANES AT PUBLIC ROADWAYS



SECTION TWO

ONE TRAVEL LANE AND SHOULDER IN EACH DIRECTION WITH
 TWO-WAY LEFT TURN LANE

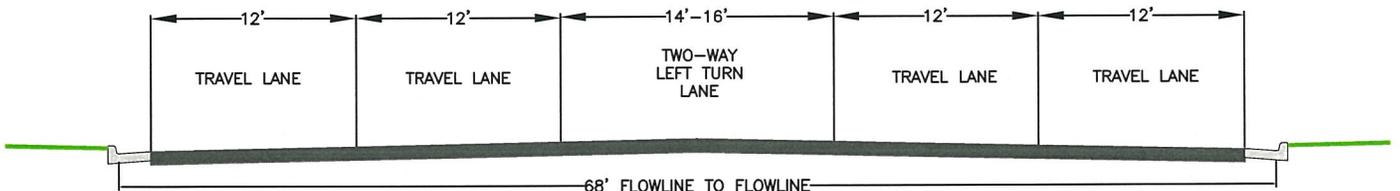
ROUTT COUNTY RIFLE CLUB: AUXILIARY LANES
 YAMPA RIVER ACCESS TO SNOW BOWL PLAZA: AUXILIARY LANES
 LOGGER'S LANE TO 13TH STREET: AUXILIARY LANES AT TRANSIT CENTER AND DREAM ISLAND PLAZA



SECTION THREE (LOOKING EAST)

ONE TRAVEL LANE IN EACH DIRECTION, TWO-WAY LEFT TURN LANE AND A
 CONTINUOUS EASTBOUND RIGHT TURN ACCELERATION/DECELERATION LANE WITH
 SHOULDERS

NAPA AUTO PARTS TO LOGGER'S LANE:
 (ADDITIONAL AUXILIARY LANES AT ELK RIVER ROAD AND KAMAR PLAZA)



SECTION FOUR

TWO TRAVEL LANES IN EACH DIRECTION, TWO-WAY LEFT TURN LANE AND CURB &
 GUTTER

13TH STREET TO 12TH STREET

Figure 2
 US 40 Existing Typical Cross-Sections

3.3 Access Category

Section Three of the *State of Colorado State Highway Access Code, latest edition*, establishes a system of eight highway categories for the purpose of defining the level of access for a highway segment based on the intended function of that segment. The Colorado Transportation Commission assigns a category to each state highway segment throughout Colorado. US 40 west of the project limits to 2,281' east of Brandon Circle (Milepost 108.380 to Milepost 128.000) is categorized as a Regional Highway (R-A); from Milepost 128.000 to 8,875' west of Elk River Road (Milepost 129.000) US 40 is categorized as a Non-Rural Principal Highway (NR-A); and from Milepost 129.000 through the project limit at 13th Street (to Milepost 135.862) US 40 is categorized as a Non-Rural Arterial (NR-B). Access category limits are shown on Figure 1.

According to Sections 3.8 and 3.10 of the Access Code, the major access control characteristics of a highway segment under Category R-A and NR-A, respectively, are very similar. These major characteristics are listed below:

- Through traffic movements take precedence over direct access needs
- Capacity for medium to high speed and medium to high traffic volumes
- "One access shall be granted per parcel of land if reasonable access cannot be obtained from the local street or road system."
- One-half mile spacing for full movement intersections or minimum 35% efficiency for signal progression

According to Section 3.11, the major access control characteristics for a highway segment under Category NR-B are as follows:

- Allows more direct access to occur
- Capacity for moderate speeds and moderate to high traffic volumes
- "One access shall be granted per parcel of land if reasonable access cannot be obtained from the local street or road system."
- One-half mile spacing for full movement intersections or minimum 30% efficiency for signal progression

3.4 Existing Access Inventory

There are currently 66 vehicular access points and 1 pedestrian-only access point along the US 40 corridor. Many access points were developed prior to the adoption of the *State Highway Access Code* in 1998 and do not have access permits filed with CDOT. Four access points within the County and twenty-one (21) access points within the City have permits on file with CDOT. In the County, most access points provide direct residential and business access. Within the city limits, a majority of access points are classified as business access or public/private road access. A complete inventory of existing access points is provided in Technical Appendix B. An abbreviated summary of existing accesses is provided in Table 4.

Table 4 Existing Access Inventory

Access ID No.	Milepost	Description	Existing Configuration	Permitted	Side	Type
1	126.83	Duksa/Steamboat II Metro District properties - (D&D Enterprises)	Unsignalized Full Movement		RT	BA
2	126.95	Sandelin/Carl - Private Residence	Unsignalized Full Movement		LT	RA
3	127.10	Dolan/Robinson properties - Private Residence	Unsignalized Full Movement		RT	RA
4	127.19	Riverbend Trail (Stephenson)	Unsignalized Full Movement		RT	PVRU
5	127.22	Farrow - (Hesston Agco, Farrow Repair Service)	Unsignalized Full Movement		LT	BA
6	127.25	Steamboat Golf Club	Unsignalized Full Movement	x	RT	BA
7	127.29	Olson - Private Residence	Unsignalized Full Movement		RT	RA
8	127.38	Wilton Development - Private Residence	Unsignalized Full Movement		LT	RA
9	127.59	Brandon Circle: Heritage Park	Unsignalized Full Movement	x	RT	PRU
10	127.59	Brandon Circle: Steamboat II neighborhood	Unsignalized Full Movement		LT	PRU
11	128.09	Donham/Burgess - Private Residence	Unsignalized Full Movement	x	RT	RA
12	128.13	Steamboat Springs School District RE 2 - Private Residence	Unsignalized Full Movement		LT	RA
13	128.22	Selbe - Private Residence	Unsignalized Full Movement	x	LT	RA
14	128.33	CR 42	Unsignalized Full Movement		LT	PRU
15	128.61	Stoke - Private Residence	Unsignalized Full Movement		LT	RA
16	128.72	Routt County Rifle Club	Unsignalized Full Movement		LT	BA
17	128.84	Satre - (M&M Auto)	Unsignalized Full Movement		LT	BA
18	129.29	Steamboat 700 - Multiple existing residences	Unsignalized Full Movement		LT	RA
19	129.32	Dennis- (Sleepy Bear Mobile Home Park)	Unsignalized Full Movement		RT	RA
20	129.50	Sabia - (Steamboat Campground - KOA)	Unsignalized Full Movement		RT	BA
21	129.64	Yampa River Access	Unsignalized Full Movement		RT	DA
22	129.84	Snow Bowl Plaza	Unsignalized Full Movement		RT	PVRU
23	129.95	Riverside Plaza WEST	Unsignalized Full Movement	x	RT	PVRU
24	130.06	Riverside Plaza EAST	Unsignalized Full Movement	x	RT	PVRU

Access ID No.	Milepost	Description	Existing Configuration	Permitted	Side	Type
25	130.13	ACM Investments	Closed Access	x	LT	BA
26	130.21	Riverside Drive	Unsignalized Full Movement	x	RT	PRU
27	130.22	Downhill Drive	Unsignalized Full Movement		LT	PRU
28	130.26	Geer - (Victory Motors)	Unsignalized Full Movement	x	RT	BA
29	130.28	Rundell - (Big-O-Tires)	Unsignalized Full Movement	x	LT	BA
30	130.28	Whitehaven Court	Unsignalized Full Movement		RT	PVRU
31	130.33	County Shop Road	Unsignalized Full Movement		LT	PRU
32	130.33	Klein - Private Residence	Unsignalized Full Movement		RT	RA
33	130.34	Lagoon Court	Unsignalized Full Movement		RT	PVRU
34	130.36	Troester - (All Season's Taxidermy)	Unsignalized Full Movement		LT	BA/RA
35	130.38	Dale Real Estate - (Steamboat Motors)	Unsignalized Full Movement		LT	BA
36	130.40	Dale Real Estate - (Robinson Brick WEST access)	Unsignalized Full Movement	x	LT	BA
37	130.42	Shield Drive	Unsignalized Full Movement	x	RT	PRU
38	130.44	Dale Real Estate - (Robinson Brick EAST access)	Unsignalized Full Movement	x	LT	BA
39	130.47	TIC - The Industrial Company west access	Unsignalized Full Movement		LT	BA
40	130.53	TIC- The Industrial Company east access	Unsignalized Full Movement	x	LT	BA
41	130.64	Elk River Road SOUTH	Signalized 4-way Full Movement	x	RT	PRS
42	130.64	Elk River Road NORTH	Signalized 4-way Full Movement		LT	PRS
43	130.63	Elk River Plaza	Unsignalized Full Movement		LT	PVRU
44	130.69	Kamar Plaza	Unsignalized Full Movement	x	LT	PVRU
45	130.72	Steamboat Vet Hospital	Unsignalized Full Movement		LT	BA
46	130.78	Curve Court	Unsignalized Full Movement	x	RT	PRU
47	130.84	Gittleson - (Johnson&Johnson Physical Therapy)	Unsignalized Full Movement	x	LT	BA
48	130.85	Harms - (PPG Collision Repair Center, Sunshine Mtn. Auto)	Unsignalized Full Movement		LT	BA
49	130.89	Harms/Yeager - (Russel's Auto Salon, Sunshine Mtn. Towing)	Unsignalized Full Movement		LT	BA

Table 4 Existing Access Inventory continued

Access ID No.	Milepost	Description	Existing Configuration	Permitted	Side	Type
50	130.91	Logger's Lane - Potential Alternate Local Route	Unsignalized Full Movement	x	RT	PVRU
51	130.92	Windermere Landscape and Garden Center	Unsignalized Full Movement	x	RT	BA
52	130.92	Yeager (Budget Rental, Welding, and Storage)	Unsignalized Full Movement		LT	BA
53	130.97	Phillips 66, Alpine Taxi	Unsignalized Full Movement		RT	BA
54	131.01	Taylor Building	Unsignalized Full Movement	x	LT	BA
55	131.02	Shupp - Car Wash	Unsignalized Full Movement		RT	BA
56	131.05	Steamboat Rentals	Unsignalized Full Movement	x	RT	BA
57	131.07	Campbell Plaza (Sasak Trailer, Timberline Furniture, Auto Perfection, Steamboat Rancher access)	Unsignalized Full Movement		RT	BA
58	131.10	Steamboat Church of Christ	Unsignalized Full Movement		LT	BA
59	131.13	CDOT/Sasak Trailer	Unsignalized Full Movement		RT	BA
60	131.19	Conestoga Circle	Unsignalized Full Movement	x	LT	PRU
61	131.27	Stockbridge Transit Center	Signalized Full Movement	x	RT	PRS
62	131.36	Indian Trails	Unsignalized Full Movement	x	LT	PVRU
63	131.38	Trail Access	No vehicle access- previously closed		RT	PA
64	131.68	Dream Island Plaza	Unsignalized Full Movement		RT	PVRU
65	131.83	Express Building WEST access	Unsignalized Full Movement		LT	BA
66	131.90	13th Street	Signalized Full Movement		RT	PRS
67	131.90	Express Buidling EAST access/Iron Springs	Partially signalized one-way entry only		LT	BA

Table 4 Existing Access Inventory continued

The following provides a description of the accesses by type:

Private Road Unsignalized (PVRU) – Privately owned, full movement, stop-controlled intersection. Emergency services have given names to private access points with multiple buildings for efficient emergency response service. These access points are maintained privately. The PVRU access points in the corridor include:

- Riverbend Trail
- Snow Bowl Plaza
- Riverside Plaza East
- Riverside Plaza West
- Whitehaven Court
- Lagoon Court
- Elk River Plaza
- Kamar Plaza
- Logger's Lane
- Indian Trails
- Dream Island Plaza

Public Road Unsignalized (PRU) – Publicly owned, full movement, stop-controlled intersection. PRU accesses include county roads, city streets and HOA-maintained public roads. The PRU access points in the corridor include:

- Brandon Circle – Heritage Park
- Brandon Circle – Steamboat II
- CR 42
- Riverside Drive
- Downhill Drive
- County Shop Road
- Shield Drive
- Curve Court
- Conestoga Circle

Public Road Signalized (PRS) – Full movement, signal-controlled intersection. Elk River Road North & South, the Stockbridge Transit Center and 13th Street are the only PRS access points.

Business Access (BA) – Full or partial movement highway access points serving businesses within the corridor and typically are used multiple times daily by a variety of traffic types. There are a total of 30 BA points in the corridor, with one point also acting as a residential access (All Seasons Taxidermy).

Residential Access (RA) – Full or partial movement private highway access points that may be used on a regular basis by limited traffic. These types of access points are generally located west of the city limits and include single-family private driveways. There are 12 RA points within the corridor, one of which is also a business access (All Seasons Taxidermy)(Access #34).

Driveway Access (DA) – Full or partial movement to a publicly utilized point. There is one DA point in the corridor at the Yampa River access point (Access #21).

Pedestrian Access (PA) – A publicly utilized point used for recreational rather than vehicular purposes. There is one PA in the corridor (Access #63) between the Transit Center and Dream Island Plaza.

According to these classifications, the access points are distributed as follows:

- 11 unsignalized private road intersections
- 9 unsignalized public road intersections
- 4 signalized public road intersections
- 30 business access points (1 is also a residential access)
- 12 residential access points (1 is also a business access)
- 1 driveway access point
- 1 pedestrian access point

3.5 Existing Traffic Volumes

Weekend traffic volume data for US 40 from County Road (CR) 33A to east of 13th Street was collected on the weekend of June 1-3, 2007, the weekend of the annual Steamboat Springs Marathon. The City identified this weekend as a typical peak season event where US 40 experiences a slight increase in traffic. Traffic data collected included intersection turning movement counts (TMC) and average daily traffic (ADT). ADT counts identify the volume of traffic traveling on the highway for an entire day. For this study, ADT counts were collected at the following locations:

- East of CR B9
- Between Brandon Circle (Steamboat II/Heritage Park access) and CR 42
- Between CR 42 and Elk River Road (CR 129)
- Between 13th Street and Elk River Road (CR 129)
- East of 13th Street

TMC data provides distribution information for vehicles entering and exiting the US 40 corridor at key intersections. The locations where peak hour weekend (AM and PM) TMC were collected include:

- Brandon Circle
- CR 42
- KOA west access
- KOA east access
- Snowbowl Plaza
- Riverside Plaza west
- Riverside Plaza east
- Riverside Drive/Downhill Drive
- Lagoon Court/County Shop Road
- Shield Drive
- Elk River Road
- Curve Court
- Logger's Lane
- Conestoga Circle
- Stockbridge Multi-Modal Transit Center
- Indian Trails
- Dream Island Plaza
- 13th Street
- 10 other major business access points

In reviewing the weekend traffic volume data collected and comparing them with weekday counts conducted for previous studies in the area, an inconsistency was identified. The weekend counts for this project seemed significantly lower than weekday counts taken for previous projects, especially as compared to the ADT counts. In order to verify if the weekend counts were low, additional peak hour weekday counts were collected at the following intersections on September 12, 2007 after school was in session:

- Brandon Circle (Steamboat II/Heritage Park access)
- CR 42
- Riverside Drive/Downhill Drive
- Elk River Road
- 13th Street

As expected, the weekday peak hour volumes were much higher than the previously obtained weekend peak hour volumes. The higher weekday counts were used to create an existing traffic model for US 40. The supplemental weekday traffic volumes replaced weekend counts at the locations listed above. The weekend counts were used for all of the additional intersections in the model; however, the through volumes on US 40 were adjusted to account for the additional

traffic volumes during the weekday peak hours to balance the volumes in the traffic model. The turning movements onto or off of US 40 were adjusted for some intersections to adjust for typical weekday travel patterns based on the adjacent land use.

The existing ADT volumes and the AM and PM peak hour turning movements for the corridor are summarized in Figures 3a and 3b. The ADT volumes range from about 7,700 vehicles per day (vpd) west of Steamboat II to about 30,400 vpd approaching downtown Steamboat Springs. The peak hour traffic volumes are generally higher in the eastbound direction during the AM peak hour and in the westbound direction during the PM peak hour.

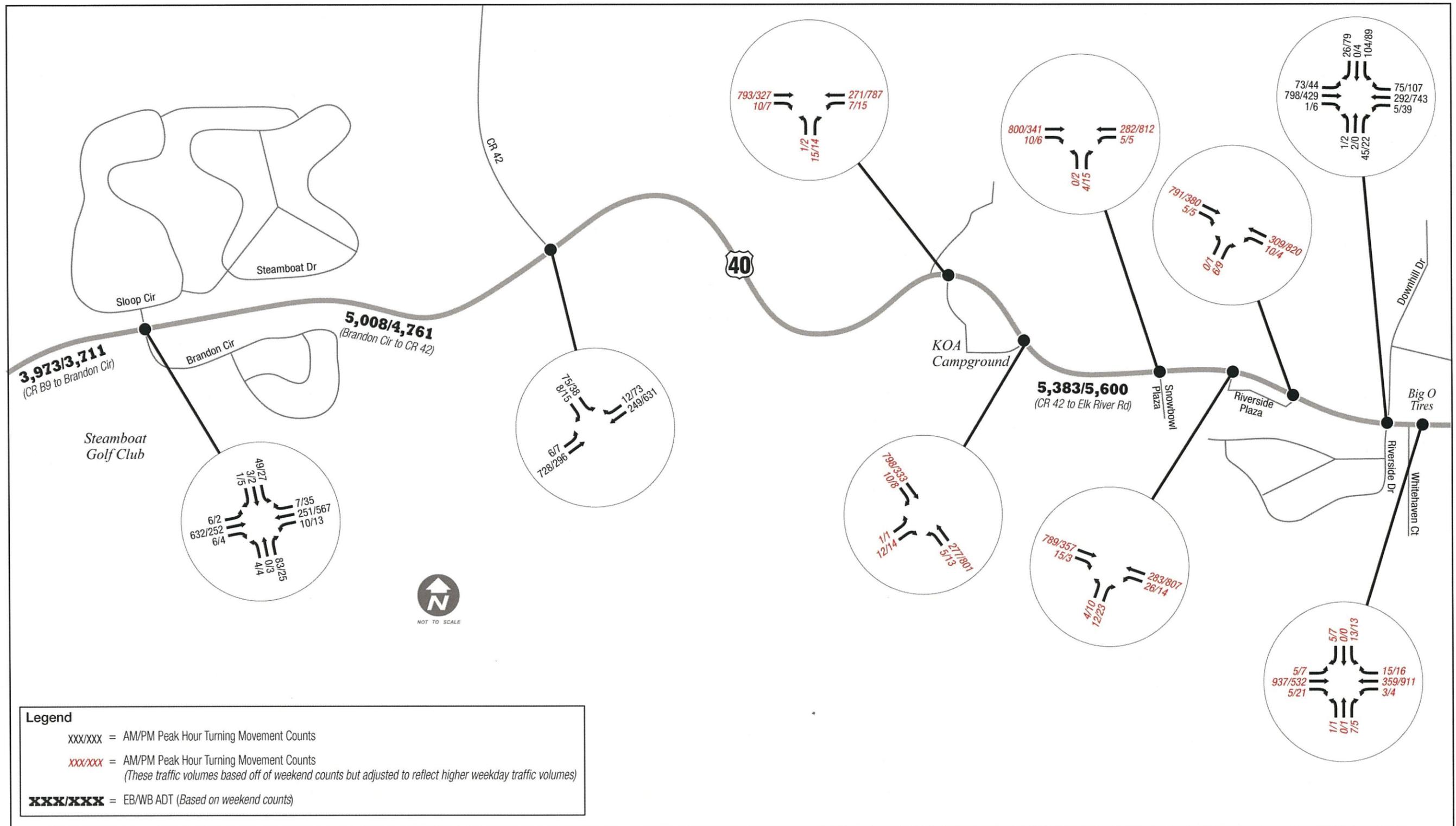


Figure 3a
Existing Traffic Volumes
MP 126.83 to MP 130.28

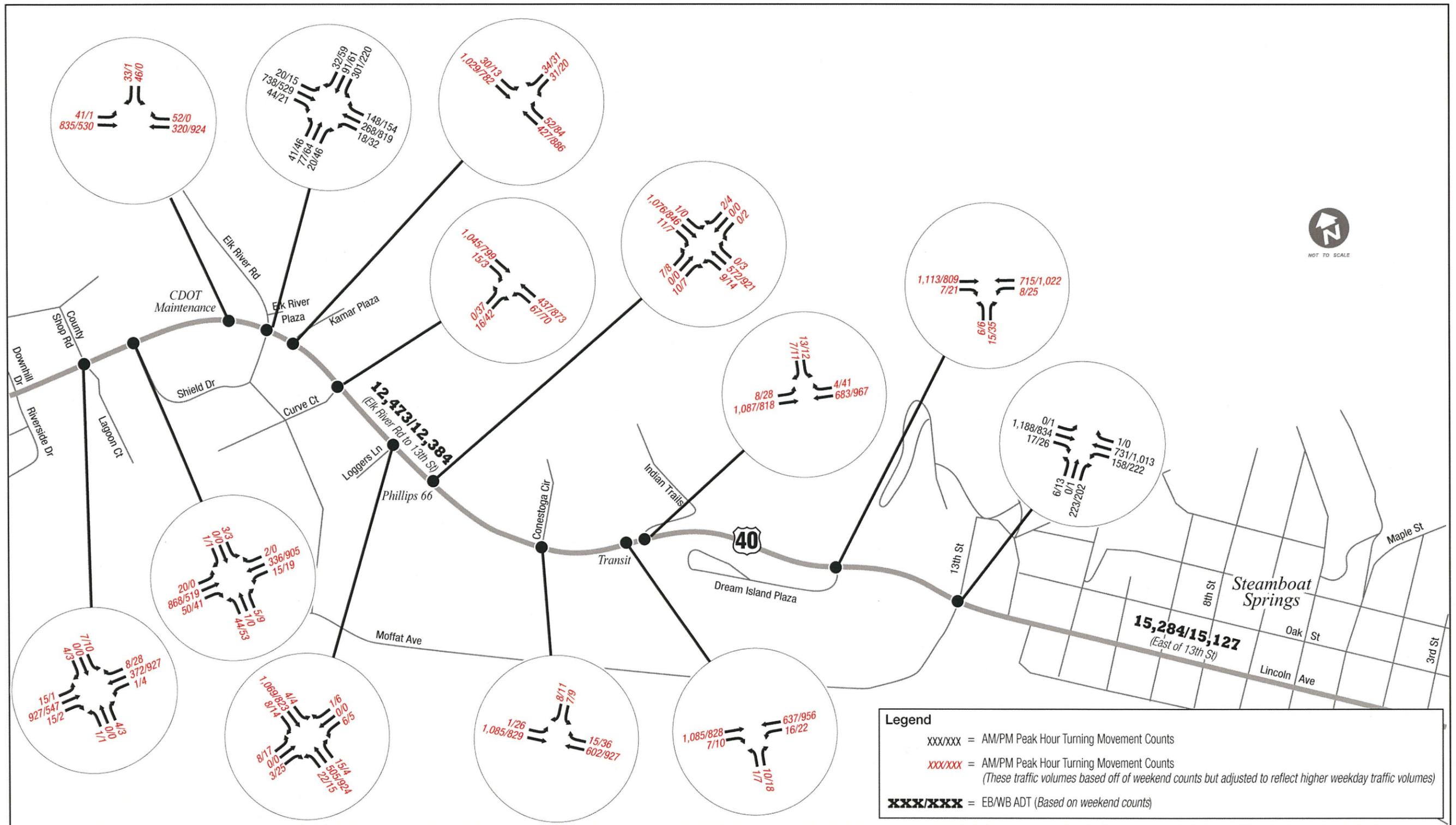


Figure 3b
Existing Traffic Volumes
MP 130.28 to MP 131.90

3.6 Operational Analysis

Collected traffic data, geometric information, and traffic signal timing data were used to develop an existing conditions traffic model for this study. AM and PM peak hour turning movements were used to evaluate intersection Level of Service (LOS) at major intersections along the US 40 corridor. LOS is a measure of the quality of traffic flow and is defined by a letter grade ranging from A (uninterrupted flow) to F (heavily congested conditions). LOS D is generally considered acceptable for peak period conditions in urban areas. Additionally, traffic conditions along the US 40 corridor as a whole (i.e., Arterial LOS) were evaluated based upon average travel speed. The analyses described above were completed using methods documented in the *Highway Capacity Manual, 2000*. Table 5 provides LOS criteria for signalized intersections, unsignalized intersections, and arterials.

Table 5 LOS Criteria (Source: *Highway Capacity Manual, 2000*)

Level-of-Service (LOS)	Average Delay		Arterial Travel Speed (MPH)	LOS Description
	Signalized Intersection (seconds/vehicle)	Unsignalized Intersection (seconds/vehicle)		
A	<= 10	0 - 10	30	Free Flow / Insignificant Delays
B	> 10 – 20	> 10 - 15	24	Stable Flow / Minimal Delays
C	> 20 – 35	>15 - 25	18	Stable Flow / Acceptable Delays
D	> 35 – 55	>25 - 35	14	Approaching Unstable / Tolerable Delays
E	> 55 – 80	> 35 - 50	10	Unstable Flow / Significant Delays
F	> 80	> 50	<10	Forced Flow / Excessive Delays

Most major intersections within the US 40 corridor have an intersection LOS C or better under existing conditions. A few intersections operate at LOS D and 3 intersections (Brandon Circle, Downhill Drive, and Conestoga Circle) fall below LOS D during peak periods. The intersection LOS results indicate that isolated operational deficiencies exist today. Arterial LOS results for the existing condition are shown in Table 6. The results show that the US 40 corridor as a whole currently operates at a good level of service (LOS C or better).

Table 6 Existing US 40 Arterial LOS Table

Direction	Link	Existing LOS	
		AM	PM
Eastbound	Brandon to Snow Bowl	B	A
	Snow Bowl to Curve Court	C	B
	Curve Court to 13th Street	C	B
Westbound	13th to Curve Court	B	B
	Curve Court to Snow Bowl	B	C
	Snow Bowl to Brandon	A	A

Urban Class I*

Urban Class II**

*Urban Class I = Uncongested speeds range from 45 to 55 MPH with a typical uncongested speed of 50 MPH.

**Urban Class II = Uncongested speeds range from 35 to 45 MPH with a typical uncongested speed of 40 MPH.

3.7 Crash History

Access-related crash data between January 1, 2000 and December 31, 2004 for US 40 between MP 126 and MP 132 was compiled from the CDOT data base. A total of 125 access related crashes were reported along US 40 during this period. Of these reported crashes, 18 (14.4%) had at least one injury, none were fatal, and the remaining 107 crashes (85.6%) resulted in property damage only. Fifty percent (50%) of all crashes occurring in the US 40 corridor between 2003 and 2004 were access-related.

Table 6 presents a summary of access-related crash types along the US 40 corridor between 2000 and 2004. As shown in the table, a majority of crashes fell into three categories: rear end crashes (45.6%), broadside crashes (24.0%), and approach turn crashes (9.6%). Most crashes occurred during daylight hours and adverse weather conditions were generally not a factor. In addition, a majority of crashes occurred east of Downhill Drive, within the city limits, where access points are more frequent and traffic volumes are higher.

Table 7 US 40 Corridor Crashes by Type (1/00 to 12/04)

Crash Type	Number of Crashes	Percentage
Overturning	1	0.8%
Other Non Collision	1	0.8%
Broadside	30	24.0%
Head On	1	0.8%
Rear End	57	45.6%
Sideswipe (Same)	7	5.6%
Sideswipe (Opposite)	1	0.8%
Approach Turn	12	9.6%
Overtaking Turn	2	1.6%
Bicycle	1	0.8%
Wild Animal	2	1.6%
Light/Utility Pole	2	1.6%
Traffic Signal Pole	2	1.6%
Sign	1	0.8%
Guard Rail	2	1.6%
Embankment	1	0.8%
Tree	1	0.8%
Large Boulder	1	0.8%
Total	125	100.0%

In addition, CDOT determined the Weighted Hazard Index (WHI) for the US 40 corridor. The WHI is a statistic that provides a comparison of crash data from a particular section of highway to crash data from other sections of highway with similar characteristics in the state. It is computed by considering crash frequency, crash severity, traffic volumes within a section, length of a section, and crash history of similar highways. A positive WHI value indicates that a highway section has a higher crash frequency/ severity history than the statewide average. A

WHI value of zero indicates that a highway section has an crash frequency/severity history equal to the statewide average. A negative WHI value indicates that a highway section has a lower crash frequency/severity history than the statewide average. The average WHI for the entire corridor is -6.26, which means fewer crashes occur on US 40 between MP 126 and MP 132 than on similar highways in Colorado.

In reviewing the crash data in more detail, several access points along US 40 experienced some crash recurrence during this period including CR 42, Downhill Drive, Elk River Road, and 13th Street. These individual access points and the section of US 40 between Downhill Drive and Elk River Road have positive WHI values on the order of 2 to 3. With the exception of CR 42, the higher crash locations are at major intersections within the corridor and correlate to high traffic locations with numerous, closely spaced access points. Based on the character of these locations and the types of access related crashes experienced throughout the corridor, implementing access management techniques will reduce the number of conflict points, thereby increasing the potential to reduce crashes between the major intersections. A full summary report and a detailed list of crashes by milepost are included in Technical Appendix C.

4.0 Projected Conditions

4.1 Future Development

As discussed in the Introduction, the City of Steamboat Springs and Routt County have adopted the West Steamboat Springs Area Plan (WSSAP) for the area west of the city limits. Within the WSSAP boundary and the UGB, the City and County anticipate significant urban growth, which is expected to annex into the City, in the near to mid-term. There are several potential developments in different stages of the local planning process in this area. A development known as Steamboat 700 makes up a majority of the land within the WSSAP boundary. Most other areas within the County, adjacent to US 40 and outside the WSSAP boundary, are expected to retain their rural character. The City is also experiencing some growth and redevelopment near US 40 within the current city limits between Downhill Drive and 13th Street. These developments are also expected to increase travel demand along US 40 over the next several years. Developments specifically considered in this study include: Steamboat 700, Overlook Residential Development, Routt County Courthouse (now completed and in use), and Sunlight Development. Traffic impact studies or traffic/development data collected from the individual developments was used to project trip generation from these developments. Future development generated traffic was included in the future traffic volumes used for this study. The recommendations presented in Section 6.0 consider the transportation effects of proposed developments likely to occur within the study area within twenty years and the mobility needs of the community and the region. The plan recommendations strive to accommodate realistic levels of growth while understanding future traffic patterns, in order to develop a transportation network with the components necessary for future expansion.

4.2 Traffic Volume Forecasts

Daily and peak hour traffic volume forecasts were developed for three future development scenarios identified by the project team. The first scenario, known as the Future Base Model Analysis, reflects projected traffic volumes developed by applying a corridor growth factor of 2.0 to the existing traffic volumes shown in Figures 3a and 3b. The growth factor used for the analysis is based on US 40 corridor ADT growth between 1986 and 2005 and reflects a stable growth condition in the area. Future Base Model volumes were analyzed under existing roadway network conditions. The Future Base traffic volumes are provided in Figures 4a and 4b.

The second scenario, known as the Future Build Analysis, builds upon the Future Base Model by adding traffic generated from the proposed large developments identified in the previous section and by including planned alternative routes identified in the WSSAP and the proposed access control measures for US 40. The projected traffic volumes for the Future Build Analysis are summarized in Figures 5a and 5b. A detailed traffic methodology memo describing the procedures used and assumptions made to develop traffic forecasts and analysis scenarios for the study area is provided in Technical Appendix D.

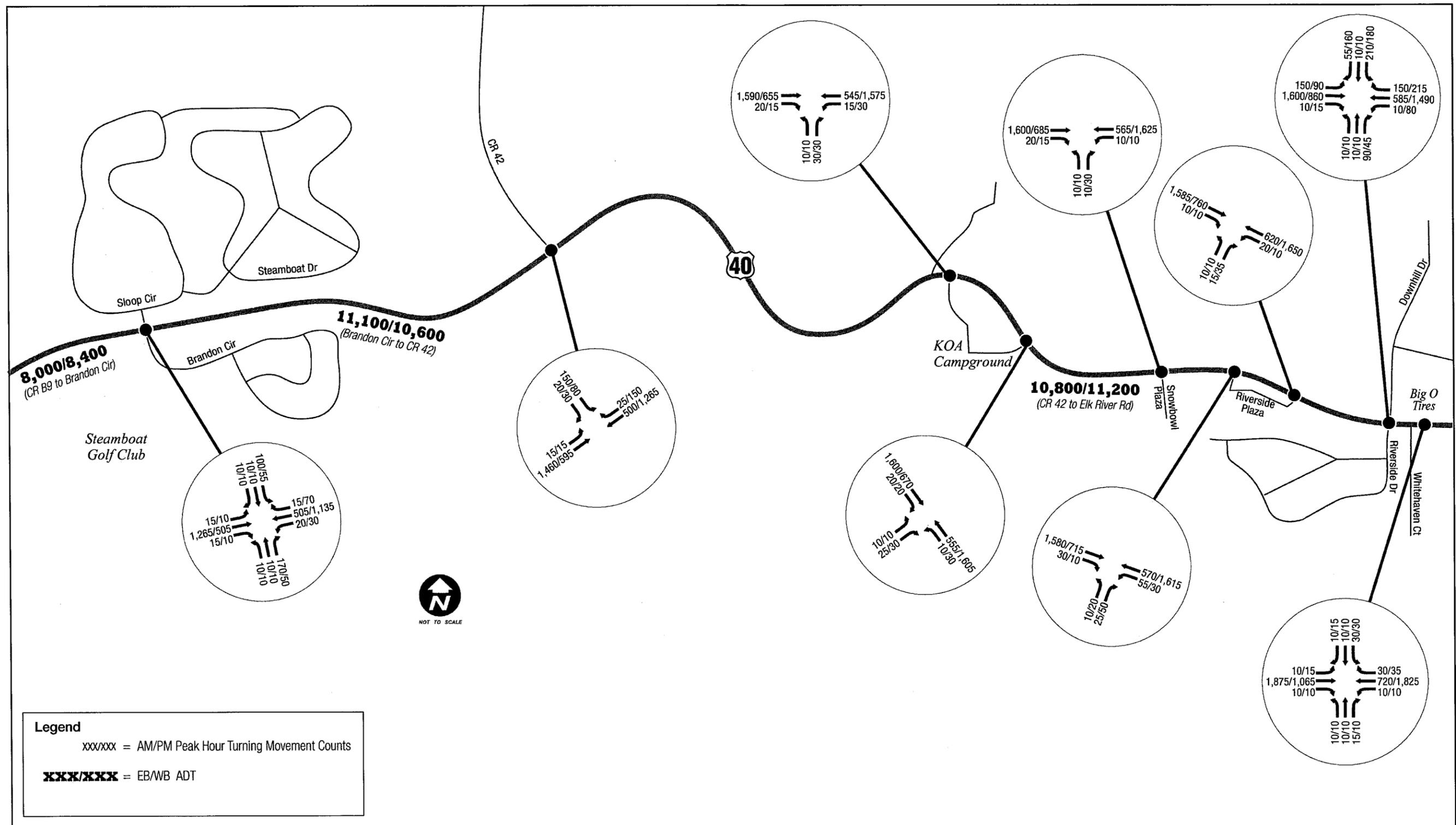


Figure 4a
 Future Base Traffic Volumes
 MP 126.83 to MP 130.28

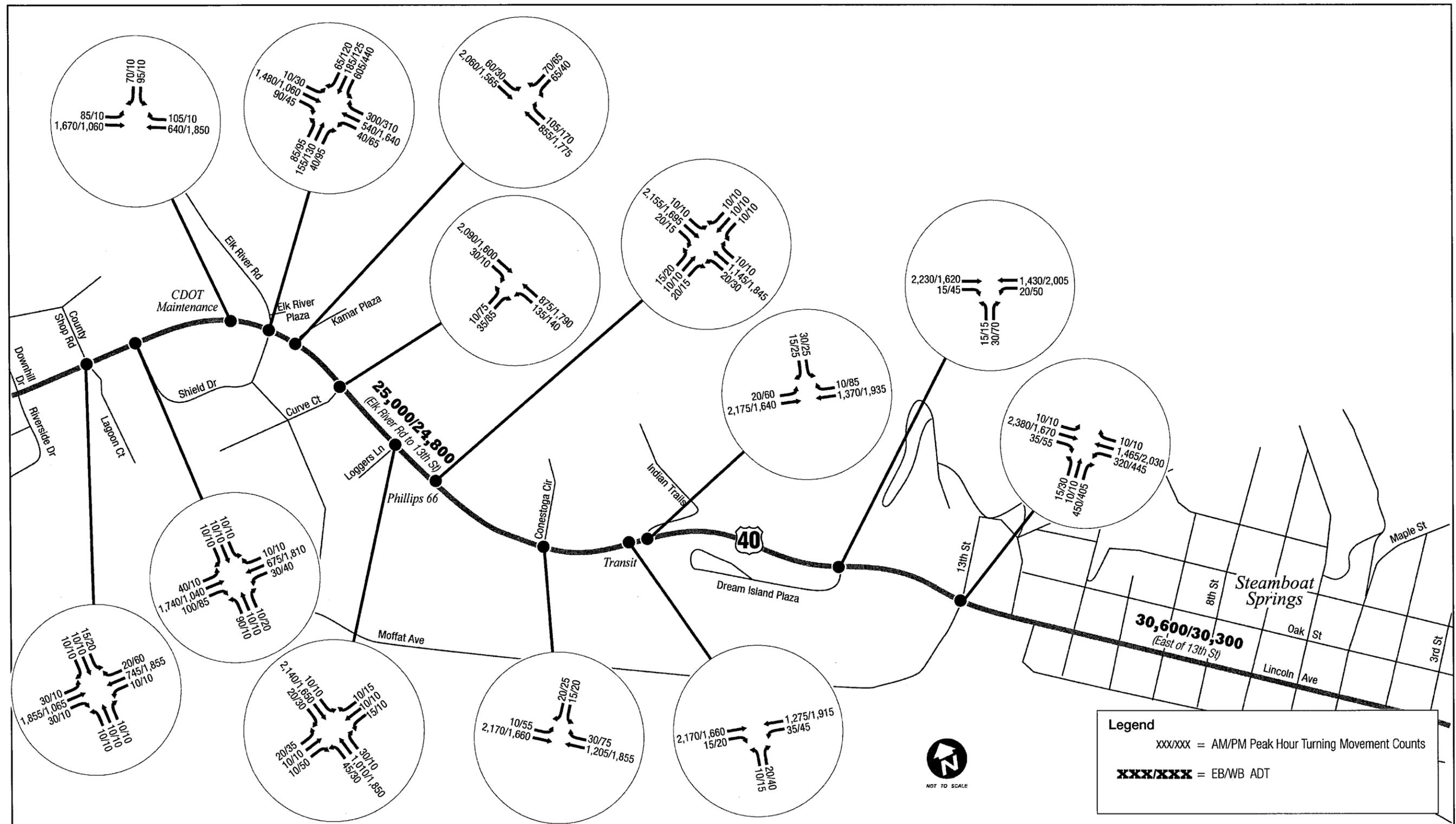
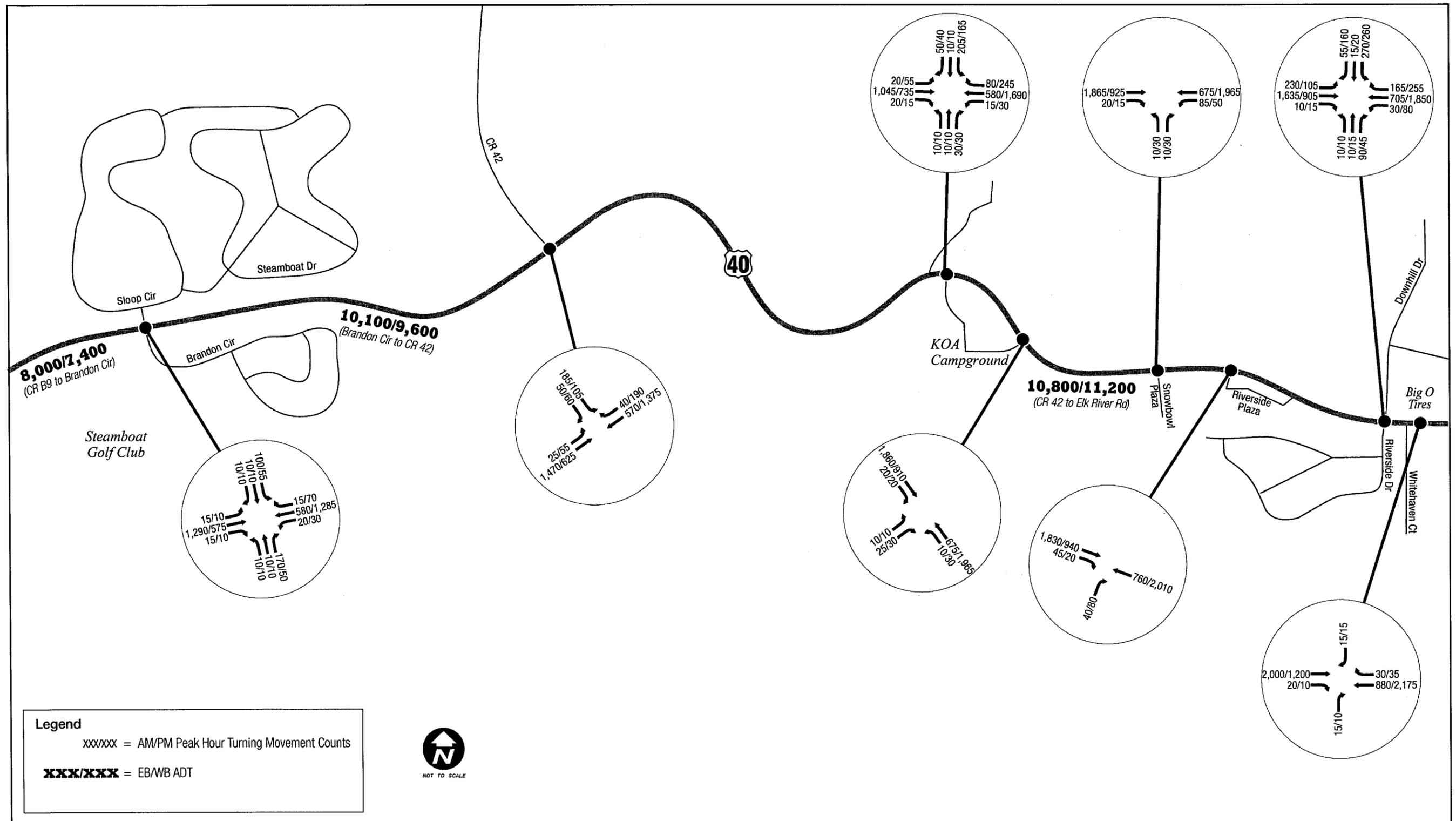


Figure 4b
 Future Base Traffic Volumes
 MP 130.28 to MP 131.90



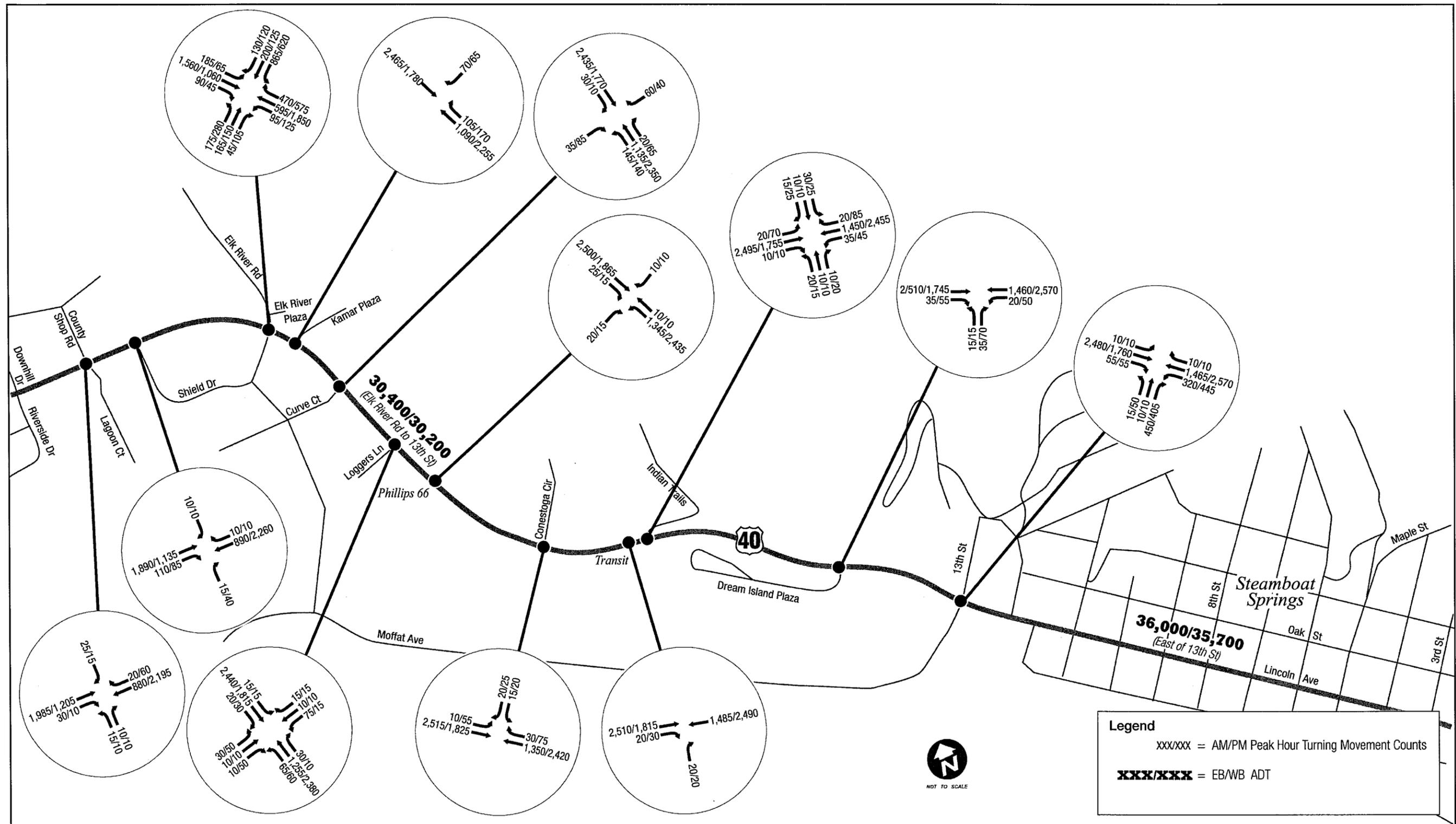


Figure 5b
 Future Build Traffic Volumes
 MP 130.28 to MP 131.90

As shown in Figures 4a and 4b, daily traffic volumes are expected to increase significantly during the study period. In the Future Build Analysis scenario, average daily traffic ranges from approximately 15,400 vpd west of Steamboat II to approximately 60,900 vpd on the east, approaching downtown; effectively doubling existing traffic volumes. Generally, these projections suggest a potential need for significant capacity improvements on US 40. Capacity improvements, such as widening of US 40, require additional analysis and evaluations beyond the scope of this Access Study and will be evaluated separately.

The traffic volume projections also suggest the likelihood that a majority of full movement intersections identified in the Access Plan will meet traffic signal warrants in the future. The following unsignalized intersections have been identified as potentially warranting a future traffic signal or other type of traffic control recognized by the MUTCD within 20 years:

- Brandon Circle
- CR 42
- Access # 71 – Steamboat 700/Sleepy Bear Mobile Home Park
- Snow Bowl Plaza
- Downhill Drive
- Logger's Lane

The type of traffic control for full movement intersections is not specified by the Access Plan. Intersection traffic control will be evaluated on a case-by-case basis and may include stop signs, traffic signals, roundabouts, interchanges, or other traffic control recognized by the MUTCD. Traffic signals may be installed if and when warranted per current MUTCD standards and when funding is available. For the purpose of evaluating intersection and arterial level-of-service (LOS) for the Future Build Analysis, traffic signals were assumed at the intersections listed above and at existing signalized intersections. A traffic model with optimized traffic signal timings was used in the analyses.

4.3 Operational Analyses

Projected traffic volumes, geometric information, and traffic signal timing data were used to develop traffic models for this study. The models were used to evaluate operational characteristics under projected conditions. AM and PM peak hour turning movements for each analysis scenario were used to evaluate future intersection LOS and LOS for specific movements at major intersections within the corridor. Additionally, the future LOS of the US 40 corridor as a whole was evaluated.

The projected AM and PM peak hour turning movements, shown in Figures 4a and 4b, with consideration of the future signalized intersections identified above, were used to evaluate future LOS for the major intersections within the corridor for each development scenario. As with the existing LOS analysis, methods documented in the *Highway Capacity Manual 2000* were used to evaluate these future conditions.

Without supplemental improvement to US 40, most intersections operate at LOS F under the future condition scenarios. In the future condition scenarios, arterial LOS also deteriorates. In the Future Base Model, AM peak hour LOS for the westbound direction continues to achieve LOS C or better but the eastbound direction operates at LOS F between Brandon Circle and Curve Court. In the PM peak hour, both directions experience LOS F operations between Snow Bowl and Curve Court with westbound LOS F extending to 13th Street. The Future Build model

experiences somewhat worse operations than the Future Base Model due to increased traffic volumes. Arterial LOS for the future scenarios is summarized in Tables 6, 7, and 8.

Table 8 Future Base US 40 Arterial Level of Service (LOS)

Direction	Link	Future Base LOS	
		AM	PM
Eastbound	Brandon to Snow Bowl	F	A
	Snow Bowl to Curve Court	F	F
	Curve Court to 13th Street	C	C
Westbound	13th to Curve Court	C	F
	Curve Court to Snow Bowl	C	F
	Snow Bowl to Brandon	A	A

Urban Class I

Urban Class II

Table 9 Future Build US 40 Arterial Level of Service (LOS)

Direction	Link	Future Build LOS	
		AM	PM
Eastbound	Brandon to Snow Bowl	F	F
	Snow Bowl to Curve Court	F	F
	Curve Court to 13th Street	C	C
Westbound	13th to Curve Court	F	F
	Curve Court to Snow Bowl	E	F
	Snow Bowl to Brandon	A	B

Urban Class I

Urban Class II

While future operations on US 40 are expected to perform below acceptable levels in many locations, vehicle queue lengths at intersections along US 40 are reduced for most locations with the Future Build Model when the traffic control measures are considered.

5.0 Access Plan Development and Evaluation

Using the traffic volume forecasts, input from the City, County, and CDOT, input from the public involvement process, and guidance from the *State Highway Access Code*, an Access Plan was developed for the corridor. This plan considered access points in logical groupings, as well as potential alternative local route access, where feasible.

5.1 Process

The Access Plan was developed using a 4-step process.

Step One – Compatibility Index

A compatibility index was developed to provide a logical means for determining whether the Access Plan meets the established project goals. The index identified a set of evaluation criteria that correspond with each project objective defined by the project team at the beginning of the project as listed in Section 1.1. A simple rating system that identifies if the plan is favorable, neutral or unfavorable with respect to each criterion was defined. Each of the three ratings under each criterion was then given a definition specific to the criteria to assist in the evaluation. The compatibility index can be found in Technical Appendix E.

Step Two – Development of the Access Plan

The existing inventory of access points and the existing parcels and ownership were reviewed to determine which parcels adjacent to US 40 lacked access to the highway, which parcels had multiple accesses to consider for consolidation, and which parcels had access or potential access to an existing or proposed local road.

Access solutions were developed by applying access management principles and techniques discussed in Section 2. Within the City limits, major full movement intersections were located throughout the corridor based on traffic projections. Half-mile spacing, as defined by the State Highway Access Code, was adhered to wherever feasible and quarter-mile spacing was maintained as a minimum. Total out-of-direction travel was limited to one-mile, assuming accommodation for u-turns would be provided at the nearest full movement intersection. Access for each parcel in between these major intersections was either limited (right-in/right-out or $\frac{3}{4}$ movement) or provided via a local road. Multiple access points were closed, maintaining one access point for each ownership. Joint access between parcels was developed, wherever feasible. In addition, local access routes were identified to provide:

- opportunities to relocate access from US 40 to cross streets
- alternate routes for short local trips
- a reduction in the number of access and conflict points along US 40
- additional access to developing areas

In general, these same guidelines were applied to the outlying segment of US 40 located within the County. However, full movement access points are provided for most of the parcels within the County for the following reasons: area land uses generate little traffic and are unlikely to redevelop in the foreseeable future; existing topographic constraints limit opportunities for alternative access; and the sparse roadway network. However, potential for future traffic control is limited to major intersection locations where half-mile or minimum quarter-mile spacing is maintained.

Step Three – Refine the Access Plan

A draft access plan was presented to an internal review team consisting of City, County, and CDOT representatives. Based on the comments received from these representatives, the draft plan was refined and presented to the public at two Open Houses. Public comment was reviewed and modifications to the Plan were made, as appropriate. Improvements that were cost prohibitive, had unmanageable physical constraints, had significant traffic operational deficiencies, did not meet with overall community expectations, or did not appear to provide an appropriate level of access, were modified to better meet the needs of the community. In some cases, conditional access conditions were defined to provide for potential phased implementation of long-term solutions.

Step Four – Evaluation

Following the public involvement process, the refined access plan was evaluated using the compatibility index. The plan was evaluated against the developed criteria and rating system as defined in Step One to determine if the objectives of the project were met.

5.2 Evaluation Results

The results of the evaluation by objective are listed in Table 9. Overall, the Access Plan receives a favorable rating and is recommended for adoption by the three entities. In addition, the alternate routes identified by the plan also receive a favorable rating. Adoption of these routes by the City and County under a separate resolution is also recommended. Details on the rating of the plan can be found in Technical Appendix E. A graphical representation of the Access Plan can be found in Section 6.

Table 10 Compatibility Evaluation Summary

Project Goal	Evaluation Criteria	Rating
Provide convenient through travel for traffic on US 40	Intersection Delay (Level of Service)	Neutral
	Queue Length	Favorable
	Corridor Travel Time	Neutral
Provide safe and effective access to and from US 40 for businesses, residents, and guests	Number of Access Points	Favorable
	Intersection Sight Distance	Favorable
	Vehicle Lane Changing (Weaving)	N/A
	Conformance with State Highway Access Code Auxiliary Lane Requirements	Favorable
	Out of Direction Travel	Unfavorable
	Intersection Crash Risk	Favorable
Maintain compatibility with existing and proposed off-highway circulation routes	Access to Parallel Routes	Favorable
	North-South Access	Favorable
Provide a plan that can be implemented in phases	Public Support	Favorable
	Phasing Opportunities	Favorable
Support the economic viability of the project area	Business Access	Neutral
Maintain compatibility with previous local planning efforts	Compatibility with Local Planning	Favorable
Provide a plan that is adoptable by the City, County and CDOT	Physical Constraints	Neutral
	Construction Costs	Neutral
Support development of alternative modes	Pedestrian/Bicycle Access	Favorable
	Transit Opportunities	Favorable
Overall Plan Rating		Favorable

6.0 Plan Recommendations

This section presents details of the recommended Access Plan for the US 40 corridor. The Plan has been developed with considerable participation from the City of Steamboat Springs, CDOT, Routt County, and the public. After evaluating both existing and future conditions in the corridor, the plan defines how each access will function in the future. In general, the Access Plan limits full movement access to major intersections with a few exceptions outside of the city limits; however, locations for future potential traffic control are limited to major intersection locations where half-mile or minimum quarter-mile spacing is maintained. Otherwise, access for parcels between major intersections is either limited or relocated to an alternate route/cross street. In addition, access is reduced to one location per ownership and where feasible, shared access between adjacent parcels is identified. Throughout the corridor, out-of-direction travel at right-in/right-out access points is limited to one mile. Accommodation for u-turns at the major intersections is necessary to achieve this objective.

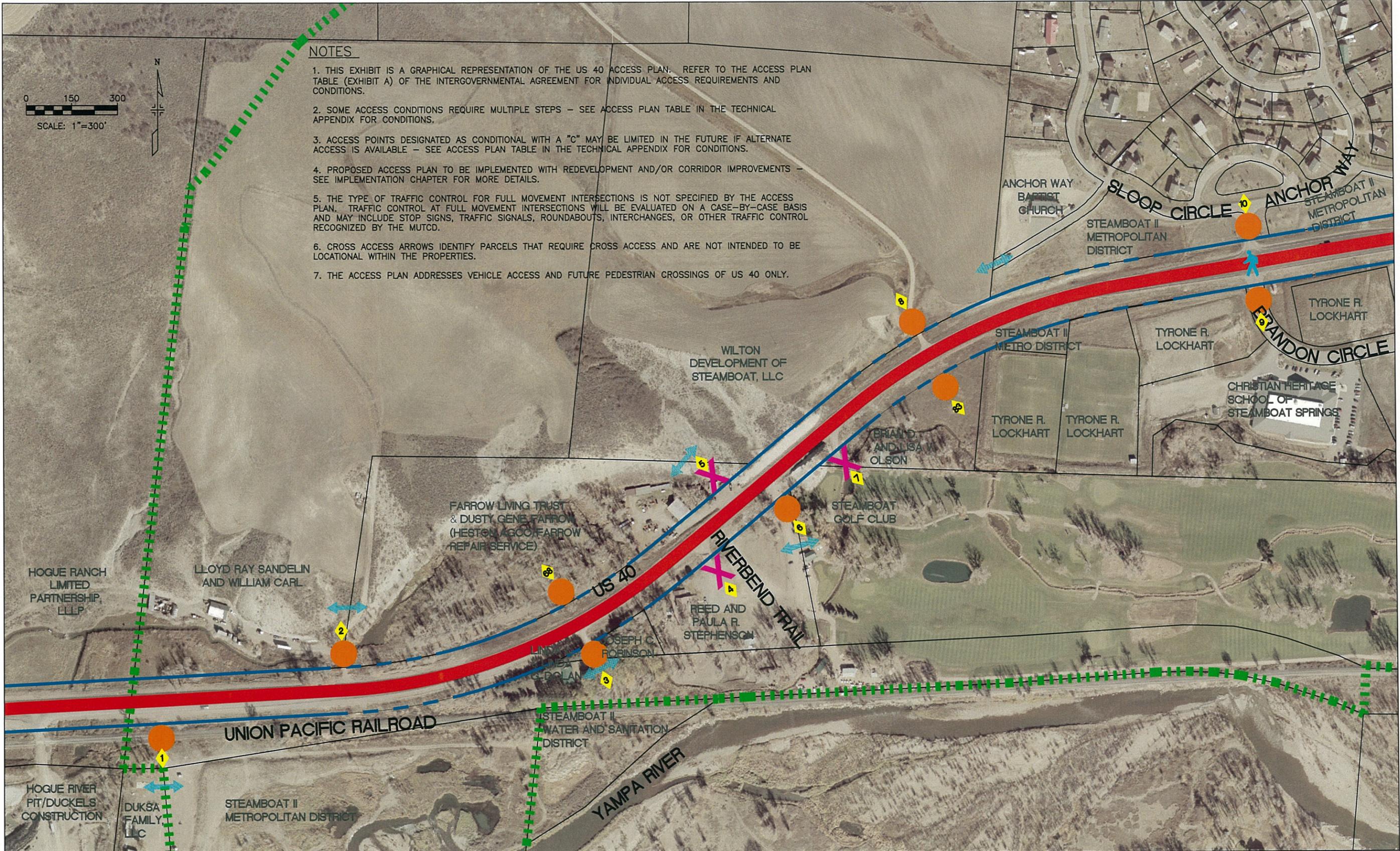
Traffic control measures that may be used to achieve proposed conditions include: raised medians, driveway channelizing islands at limited access points, directional median openings at $\frac{3}{4}$ movement access points, and signage and striping. To avoid potential enforcement issues in the future, a raised median or other positive traffic control measure is recommended for achieving the Access Plan improvements.

The narratives in this section are intended to serve as a summary of the key features of the Access Plan. A detailed explanation of each access in the corridor by milepost is presented in the Draft Access Control Plan Table, Exhibit A of the Intergovernmental Agreement (IGA). Recognizing that this plan is a long-term planning document and not a detailed engineering design, milepost designations are intended to be approximate. As more detailed information is available, these designations may be modified (generally within 0.05 miles of the specified milepost designation). The Draft IGA and Draft Access Control Plan Table are located in Technical Appendix F and Technical Appendix G, respectively.

6.1 Access Plan

The key features of the Access Plan are summarized by major intersection on the following pages and are illustrated in Figures 6a -6f. Auxiliary lanes shall be applied at access points as prescribed by the State Highway Access Code. Full movement intersections with potential for future signalization or other traffic control have been identified as part of the Access Plan. However, the type of traffic control is not specified and will be evaluated on a case-by-case basis as future conditions warrant. Potential traffic control may include stop signs, traffic signals, roundabouts, interchanges, or other traffic control recognized by the MUTCD. Traffic signals may be implemented at intersections if and when warranted per current MUTCD standards and when funding is available.

- WSSAP Boundary to Brandon Circle (Access #9) – Unsignalized full movement intersections are provided for each parcel in the area. Shared access points are identified for several adjacent parcels at the property line where cross-access easements will be necessary. Existing access points have been relocated to create 4-way intersections with access points across US 40, where feasible, to eliminate offset intersection conditions.



NOTES

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6. CROSS ACCESS ARROWS IDENTIFY PARCELS THAT REQUIRE CROSS ACCESS AND ARE NOT INTENDED TO BE LOCATIONAL WITHIN THE PROPERTIES.
7. THE ACCESS PLAN ADDRESSES VEHICLE ACCESS AND FUTURE PEDESTRIAN CROSSINGS OF US 40 ONLY.

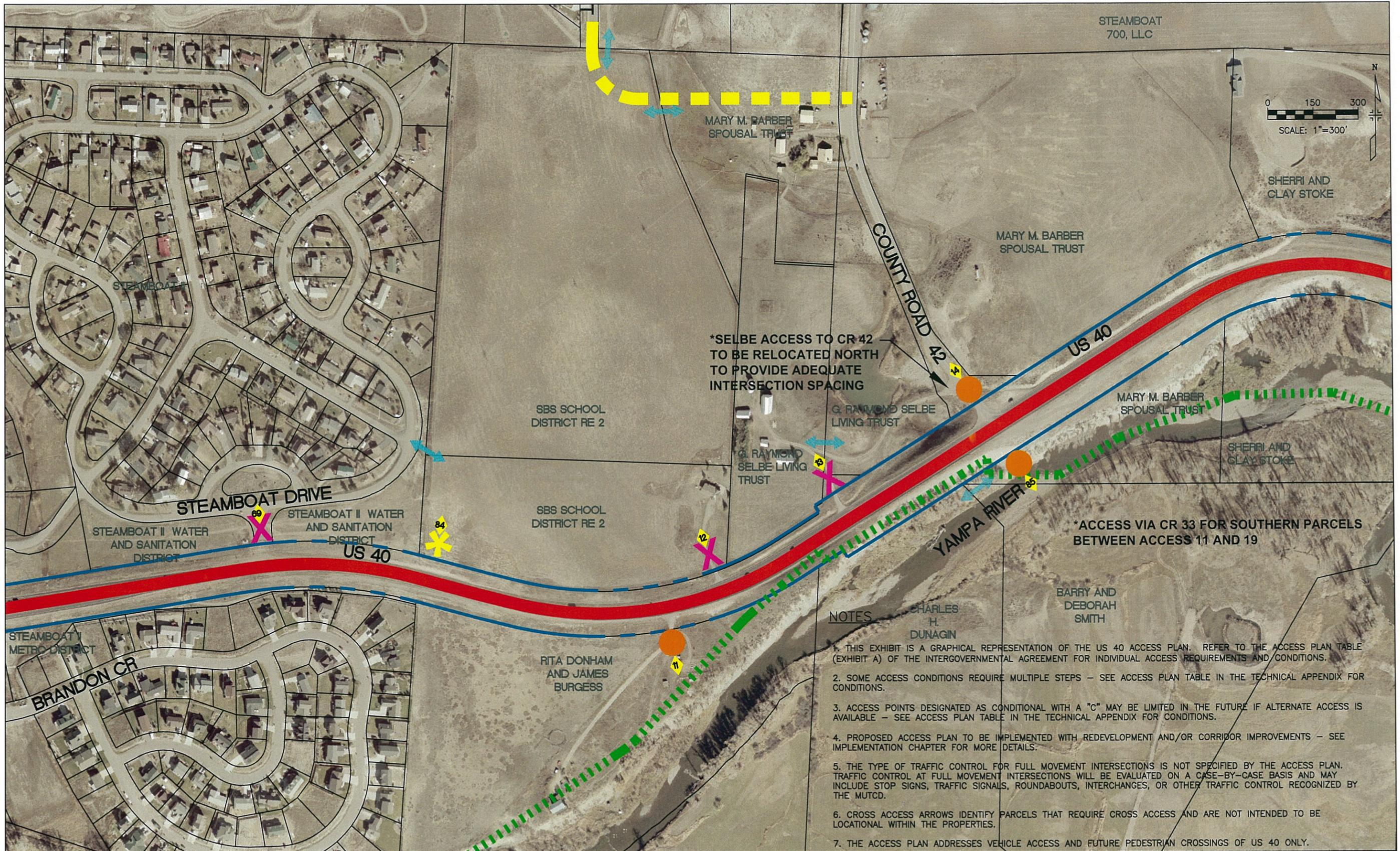
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| — PARCEL LINE | — STATE HIGHWAY ROUTE | ● FULL MOVEMENT INTERSECTION | ★ RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION | 🚶 PEDESTRIAN CROSSING | ⚡ ACCESS ID NUMBER |
| — US 40 ROW | — ALTERNATE LOCAL ROUTE FROM WSSAP | ▲ ¾ MOVEMENT— LEFT-OUT DIRECTIONAL MEDIAN OPENING | ✕ CLOSE EXISTING ACCESS POINT | 🚰 CORE TRAIL CROSSING | C DESIGNATES CONDITIONAL ACCESS CONDITION |
| ▬ CITY BOUNDARY | — POTENTIAL ALTERNATE LOCAL ROUTE | ▲ ¾ MOVEMENT— LEFT-IN DIRECTIONAL MEDIAN OPENING | ↔ CROSS ACCESS FOR SHARED ACCESS POINT | 🚏 TRANSIT STOP | |
| ▬ WSSAP BOUNDARY | | | | | |

City of Steamboat Springs | DOT | Routt County

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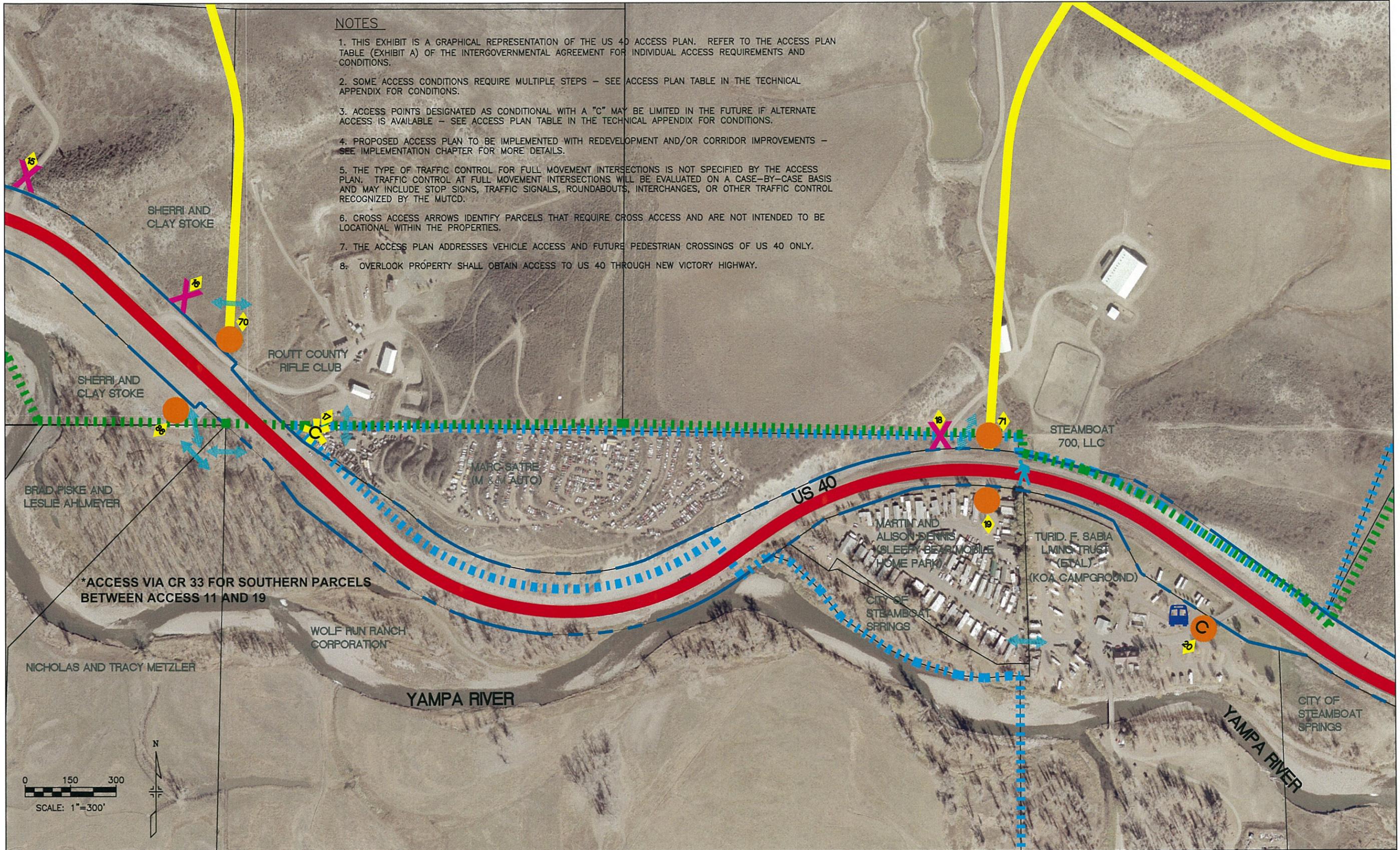
US HIGHWAY 40 ACCESS EXHIBIT 1 of 6
Figure 6a Page 36



LEGEND PARCEL LINE US 40 ROW CITY BOUNDARY WSSAP BOUNDARY		STATE HIGHWAY ROUTE ALTERNATE LOCAL ROUTE FROM WSSAP POTENTIAL ALTERNATE LOCAL ROUTE		FULL MOVEMENT INTERSECTION 3/4 MOVEMENT- LEFT-OUT DIRECTIONAL MEDIAN OPENING 3/4 MOVEMENT- LEFT-IN DIRECTIONAL MEDIAN OPENING		RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION CLOSE EXISTING ACCESS POINT CROSS ACCESS FOR SHARED ACCESS POINT		PEDESTRIAN CROSSING CORE TRAIL CROSSING TRANSIT STOP		ACCESS ID NUMBER DESIGNATES CONDITIONAL ACCESS CONDITION				US HIGHWAY 40 ACCESS EXHIBIT 2 of 6 Figure 6b Page 37	
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8. OVERLOOK PROPERTY SHALL OBTAIN ACCESS TO US 40 THROUGH NEW VICTORY HIGHWAY.



*ACCESS VIA CR 33 FOR SOUTHERN PARCELS BETWEEN ACCESS 11 AND 19

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| — PARCEL LINE | STATE HIGHWAY ROUTE | ● FULL MOVEMENT INTERSECTION | ★ RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION | 🚶 PEDESTRIAN CROSSING | ★ ACCESS ID NUMBER |
| — US 40 ROW | ALTERNATE LOCAL ROUTE FROM WSSAP | ▲ ¾ MOVEMENT- LEFT-OUT DIRECTIONAL MEDIAN OPENING | ✕ CLOSE EXISTING ACCESS POINT | 🚰 CORE TRAIL CROSSING | C DESIGNATES CONDITIONAL ACCESS CONDITION |
| — CITY BOUNDARY | POTENTIAL ALTERNATE LOCAL ROUTE | ▲ ¾ MOVEMENT- LEFT-IN DIRECTIONAL MEDIAN OPENING | ↔ CROSS ACCESS FOR SHARED ACCESS POINT | 🚌 TRANSIT STOP | |
| — WSSAP BOUNDARY | | | | | |

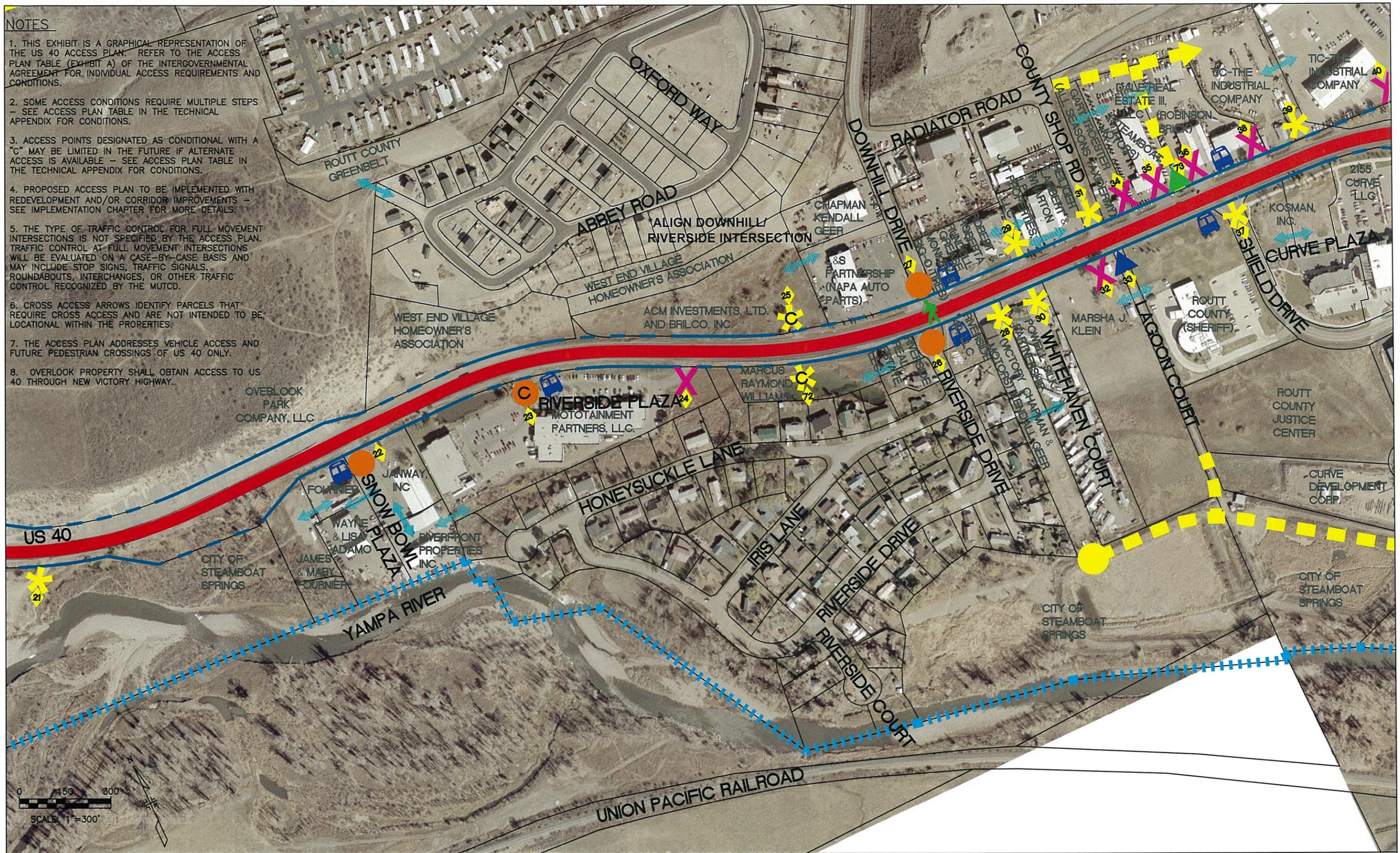
City of Steamboat Springs | DOT | Routt County

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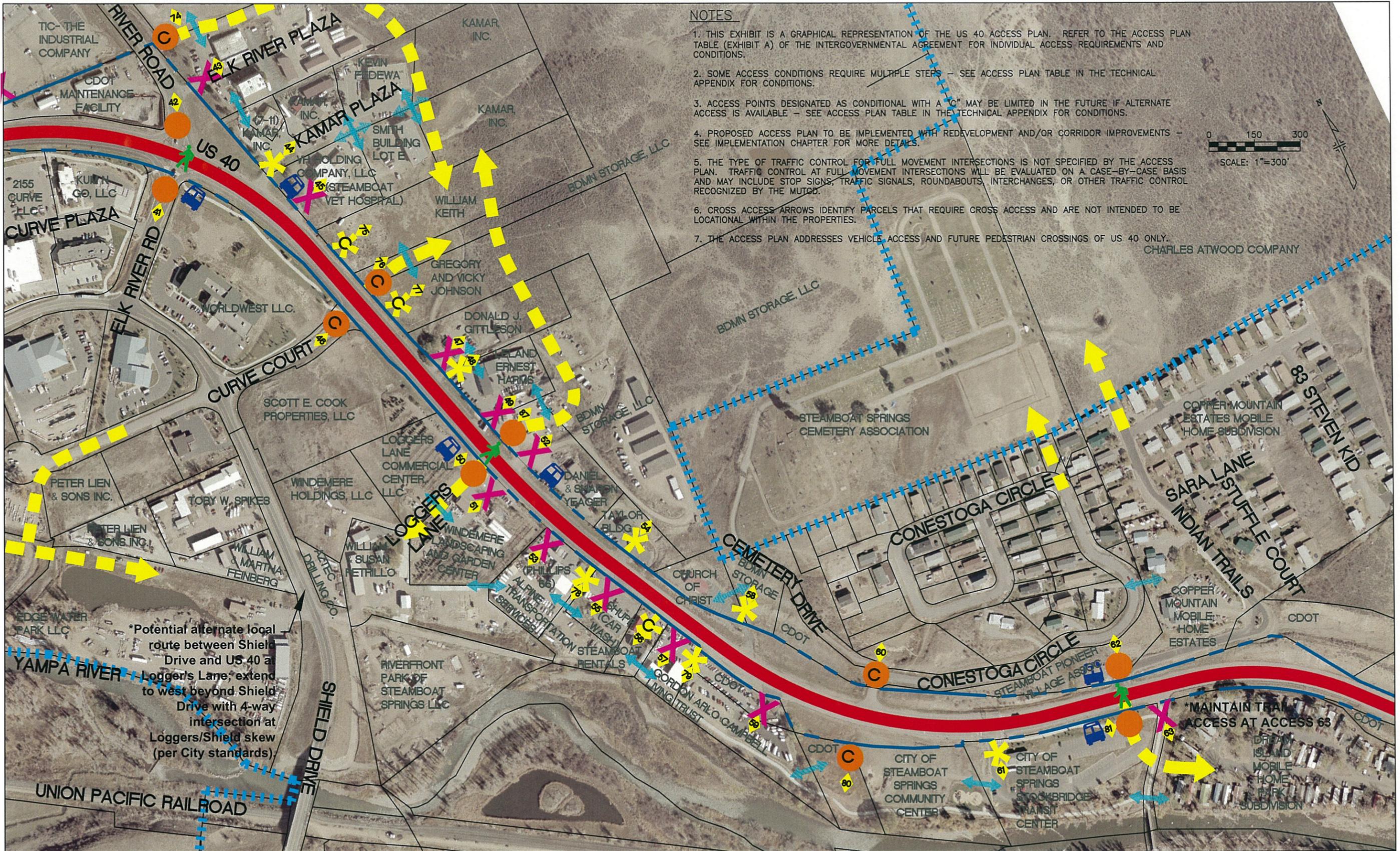
US HIGHWAY 40 ACCESS EXHIBIT 3 of 6 Figure 6c Page 38

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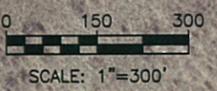


<p>LEGEND</p> <ul style="list-style-type: none"> — PARCEL LINE — US 40 ROW — CITY BOUNDARY — WSSAP BOUNDARY 		<ul style="list-style-type: none"> — STATE HIGHWAY ROUTE — ALTERNATE LOCAL ROUTE FROM WSSAP — POTENTIAL ALTERNATE LOCAL ROUTE 		<ul style="list-style-type: none"> ● FULL MOVEMENT INTERSECTION ▲ ¾ MOVEMENT- LEFT-OUT DIRECTIONAL MEDIAN OPENING ▲ ¾ MOVEMENT- LEFT-IN DIRECTIONAL MEDIAN OPENING 		<ul style="list-style-type: none"> * RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION X CLOSE EXISTING ACCESS POINT ↔ CROSS ACCESS FOR SHARED ACCESS POINT 		<ul style="list-style-type: none"> 🚶 PEDESTRIAN CROSSING 🚰 CORE TRAIL CROSSING 🚊 TRANSIT STOP 		<ul style="list-style-type: none"> * ACCESS ID NUMBER C DESIGNATES CONDITIONAL ACCESS CONDITION 	
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*Potential alternate local route between Shield Drive and US 40 at Loggers Lane, extend to west beyond Shield Drive with 4-way intersection at Loggers/Shield skew (per City standards)

*MAINTAIN TRAIN ACCESS AT ACCESS 63

LEGEND

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| — PARCEL LINE | — STATE HIGHWAY ROUTE | ● FULL MOVEMENT INTERSECTION | ★ RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION | 🚶 PEDESTRIAN CROSSING | ✳ ACCESS ID NUMBER |
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| — WSSAP BOUNDARY | | | | | |

City of Steamboat Springs

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3. ACCESS POINTS DESIGNATED AS CONDITIONAL WITH A "C" MAY BE LIMITED IN THE FUTURE IF ALTERNATE ACCESS IS AVAILABLE – SEE ACCESS PLAN TABLE IN THE TECHNICAL APPENDIX FOR CONDITIONS.
4. PROPOSED ACCESS PLAN TO BE IMPLEMENTED WITH REDEVELOPMENT AND/OR CORRIDOR IMPROVEMENTS – SEE IMPLEMENTATION CHAPTER FOR MORE DETAILS.
5. THE TYPE OF TRAFFIC CONTROL FOR FULL MOVEMENT INTERSECTIONS IS NOT SPECIFIED BY THE ACCESS PLAN. TRAFFIC CONTROL AT FULL MOVEMENT INTERSECTIONS WILL BE EVALUATED ON A CASE-BY-CASE BASIS AND MAY INCLUDE STOP SIGNS, TRAFFIC SIGNALS, ROUNDABOUTS, INTERCHANGES, OR OTHER TRAFFIC CONTROL RECOGNIZED BY THE MUTCD.
6. CROSS ACCESS ARROWS IDENTIFY PARCELS THAT REQUIRE CROSS ACCESS AND ARE NOT INTENDED TO BE LOCATIONAL WITHIN THE PROPERTIES.
7. THE ACCESS PLAN ADDRESSES VEHICLE ACCESS AND FUTURE PEDESTRIAN CROSSINGS OF US 40 ONLY.

MARY M. DUCKELS & THOMAS W. DUCKELS LIVING TRUST

MARY M. DUCKELS & THOMAS W. DUCKELS LIVING TRUST

UNITED STATES INTERNATIONAL

COLORADO MOUNTAIN JUNIOR COLLEGE

CDOT

US 40

DREAM ISLAND PLAZA

DREAM ISLAND MOBILE HOME PARK

CITY OF STEAMBOAT SPRINGS

WEST LINCOLN PARK

HARRY A. DIKE (EXPRESS BUILDING)

CITY OF STEAMBOAT SPRINGS

BUD WERNER MEMORIAL LIBRARY AND LITTLE TOOT'S PARK

YAMPA RIVER

CORE TRAIL

UNION PACIFIC RAILROAD

13TH STREET

12TH STREET

OAK STREET

US 40

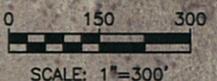
12TH STREET

YAMPA STREET

11TH STREET

10TH STREET

9TH STREET



LEGEND

- | | | | | | |
|----------------|----------------------------------|---|---|---------------------|---|
| PARCEL LINE | STATE HIGHWAY ROUTE | FULL MOVEMENT INTERSECTION | RIGHT-IN/RIGHT-OUT ACCESS WITH ACCOMMODATION FOR U-TURN AT THE NEAREST INTERSECTION | PEDESTRIAN CROSSING | ACCESS ID NUMBER |
| US 40 ROW | ALTERNATE LOCAL ROUTE FROM WSSAP | 3/4 MOVEMENT- LEFT-OUT DIRECTIONAL MEDIAN OPENING | CLOSE EXISTING ACCESS POINT | CORE TRAIL CROSSING | DESIGNATES CONDITIONAL ACCESS CONDITION |
| CITY BOUNDARY | POTENTIAL ALTERNATE LOCAL ROUTE | 3/4 MOVEMENT- LEFT-IN DIRECTIONAL MEDIAN OPENING | CROSS ACCESS FOR SHARED ACCESS POINT | TRANSIT STOP | |
| WSSAP BOUNDARY | | | | | |



- Brandon Circle to CR 42 (Access #14) – A 4-way full movement intersection will be maintained at Brandon Circle to serve the Steamboat II and Heritage Park neighborhoods. If warranted, a traffic signal or other type of traffic control may be implemented at this intersection. Traffic signal warrants are not met at this time, and potentially will not be met within the study period unless additional cross street traffic is generated at this intersection. The existing access for the School District property will be closed and a right-in/right-out will be provided at Access # 84. This location was chosen based on intersection sight distance considerations. Alternate access to CR 42 has been identified and is discussed in more detail under Section 6.2. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets. Due to topographic constraints created by the Yampa River and the availability of access to CR 33 access to US 40 is not provided for southern properties without existing access.
- CR 42 to Access # 70 – A 4-way full movement intersection with potential for signalization or other traffic control will be provided at CR 42. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets.
- Access # 70 to Steamboat 700/Sleepy Bear Mobile Home Park (Access # 19 & Access #71) – A 4-way full movement intersection with potential for signalization or other traffic control will be provided at the property line between the Stoke property and the Routt County Rifle Club property at Access # 70. Cross-access between these two properties is required. A conditional right-in/right-out will be provided at Access #17. If cross-access to the full movement intersection at Access # 70 is provided, Access # 17 may be closed. Due to topographic constraints created by the Yampa River and the availability of access to CR 33, direct access to US 40 is not provided for southern properties without existing access.
- Steamboat 700/Sleepy Bear Mobile Home Park to Snow Bowl Plaza (Access #22) – A 4-way full movement intersection with potential for signalization or other traffic control will be provided at the existing access to Sleepy Bear Mobile Home Park to accommodate significant future traffic generated by the Steamboat 700 development north of US 40. Cross-access between the Satre (M&M Auto) property and Steamboat 700 property is required regardless of the final location of the intersection. A conditional unsignalized full movement intersection will be maintained at the KOA Campground (Access #20) until cross-access to Sleepy Bear Mobile Home Park is provided, at which time access may be limited to right-in/right-out. A right-in/right-out will be provided for the City of Steamboat Springs Yampa River Access (Access #21). Direct access to US 40 for the Overlook Park parcel will not be provided due to topographic constraints and availability of access via other city Streets.
- Snow Bowl Plaza to Downhill Drive (Access #27) – A 3-way full movement intersection with potential for signalization or other traffic control will be provided at Snow Bowl Plaza to limit out-of-direction travel to one mile. All properties surrounding Snow Bowl Plaza shall share this full movement intersection, similar to current operations. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets. If cross-access to full movement intersections becomes available for parcels through this area, access may be limited further.

- Downhill Drive to Elk River Road (CR 129) (Access #42) – A 4-way full movement intersection with potential for signalization or other traffic control will be provided at Downhill Drive. Downhill Drive and Riverside Drive (Access #26) shall be re-aligned to eliminate the offset condition. A $\frac{3}{4}$ left-out movement will be located at Lagoon Court (Access #33) to provide westbound movements for Routt County Sheriff's Department. A $\frac{3}{4}$ left-in movement will be provided at the parcel line between Steamboat Motors and Robinson Brick (Access #73) to reduce the number of potential u-turn movements at the Elk River Road intersection. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets.
- Elk River Road (CR 129) to Logger's Lane (Access #50) - A 4-way full movement signalized intersection will be maintained at Elk River Road (CR 129). Other traffic control may be implemented upon further study. A conditional unsignalized full movement intersection is provided at the property line at Access #74. Due to close proximity of the Elk River Road intersection, if safety or operational problems occur at Access #74, this access may be limited to right-in/right-out. To address short-term access needs, a conditional 4-way unsignalized full movement intersection will also be provided at Curve Court (Access #46); however, limited spacing between Elk River Road and Curve Court makes maintaining a full movement intersection at Curve Court under long-term conditions impractical as a result of operational and safety deficiencies. Therefore, when alternate access at Logger's Lane is provided or if safety or operational problems occur at Curve Court, access may be reduced to right-in/right-out. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets.
- | Logger's Lane to Indian Trails/Transit Center - A 4-way full movement intersection with potential for signalization or other traffic control will be provided at Logger's Lane. Due to operational and safety concerns created by the spacing between the offset T-intersections of Conestoga Circle (Access #60), the existing Transit Center access (Access #61), and Indian Trails (Access #63), these intersections should be consolidated. Therefore, the existing traffic signal at the Transit Center shall be relocated to form a 4-way signalized full movement intersection with Indian Trails (Access #81). In addition the existing Transit Center access shall be limited to right-in/right-out, providing access for both the Transit Center and the Community Center. Due to inadequate spacing between Conestoga Circle and Indian Trails, the full movement intersection at Conestoga Circle will remain unsignalized and has been identified as conditional. If redevelopment generates additional traffic at this intersection or if operational or safety problems occur, access may be limited to right-in/right-out. Future alternate access for the Conestoga neighborhood would be beneficial and potential options have been identified in Figure 6e. Access for other parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets.
- Indian Trails/Transit Center to 13th Street (Access #66) - A conditional unsignalized full movement access will be provided at Dream Island Mobile Home Park (Access #64). If cross-access to the full movement intersection at the Transit Center is provided, this access point may be limited to right-in/right-out. A 4-way signalized full movement intersection will be provided at 13th Street. Modifications to the existing traffic signal and to movements for the north leg of the intersection will be required to achieve this condition. Access for other

parcels through this area shall be reduced to one location per ownership, shared where feasible, and shall be limited or relocated to alternative routes/cross streets.

6.2 *Alternate Local Routes*

In support of the access improvements recommended by the Access Plan and to relieve local traffic demand along US 40, development of several alternative local routes throughout the study area is also recommended. These alternative routes provide additional local connections, opportunities for relocation of access to cross streets, and internal circulation opportunities that will benefit operations on US 40 by reducing local dependence on the highway. Within the WSSAP boundary, alternative routes consistent with the WSSAP Plan have been identified. The proposed New Victory Highway, located north of US 40, provides a parallel alternate route to the highway between CR 42 and Elk River Road. In addition, two north-south connectors (at Access #70 and Access #71) have been identified connecting US 40 and the New Victory Highway. Due to sight distance, intersection spacing, and safety concerns, another route, not identified in the WSSAP, has been added to provide a connection to CR 42 for the Steamboat Springs School District site.

In order to provide opportunities for additional off-highway access to businesses and neighborhoods experiencing a reduction in direct access on US 40, a number of alternative routes have been identified within the city limits, as well. Of particular note, alternate routes on either side of US 40 at Logger's Lane have been identified to provide local connections to the proposed full movement intersection at Logger's Lane. South of the highway, two options connecting US 40 and Shield Drive, labeled Option A and Option B, have been identified to provide flexibility as this area redevelops. Figure 7 presents the alternative local routes proposed to complete the local street network. The routes illustrated in the plan are conceptual in nature and will require detailed engineering to establish exact alignments at the time of implementation. It should be noted that some access improvements require development of alternative routes prior to implementation.

In support of alternate modes, the Plan also identifies pedestrian and trail crossing locations, as well as transit stop locations throughout the corridor. The transit stop locations are consistent with the existing locations and are generally located near the major intersections in the Access Plan. Two core trail crossing locations for the City of Steamboat Springs multi-use trail system have been identified in the west area of the Plan. These locations are consistent with the City of Steamboat Springs Open Space and Trails Master Plan. Pedestrian crossing locations are also identified at major intersections throughout the corridor. As intersections are improved and sidewalk is added throughout the corridor, pedestrian crossings should be implemented. For further details regarding the City's plans for sidewalks and trails, refer to the City of Steamboat Springs Open Space and Trails Master Plan.

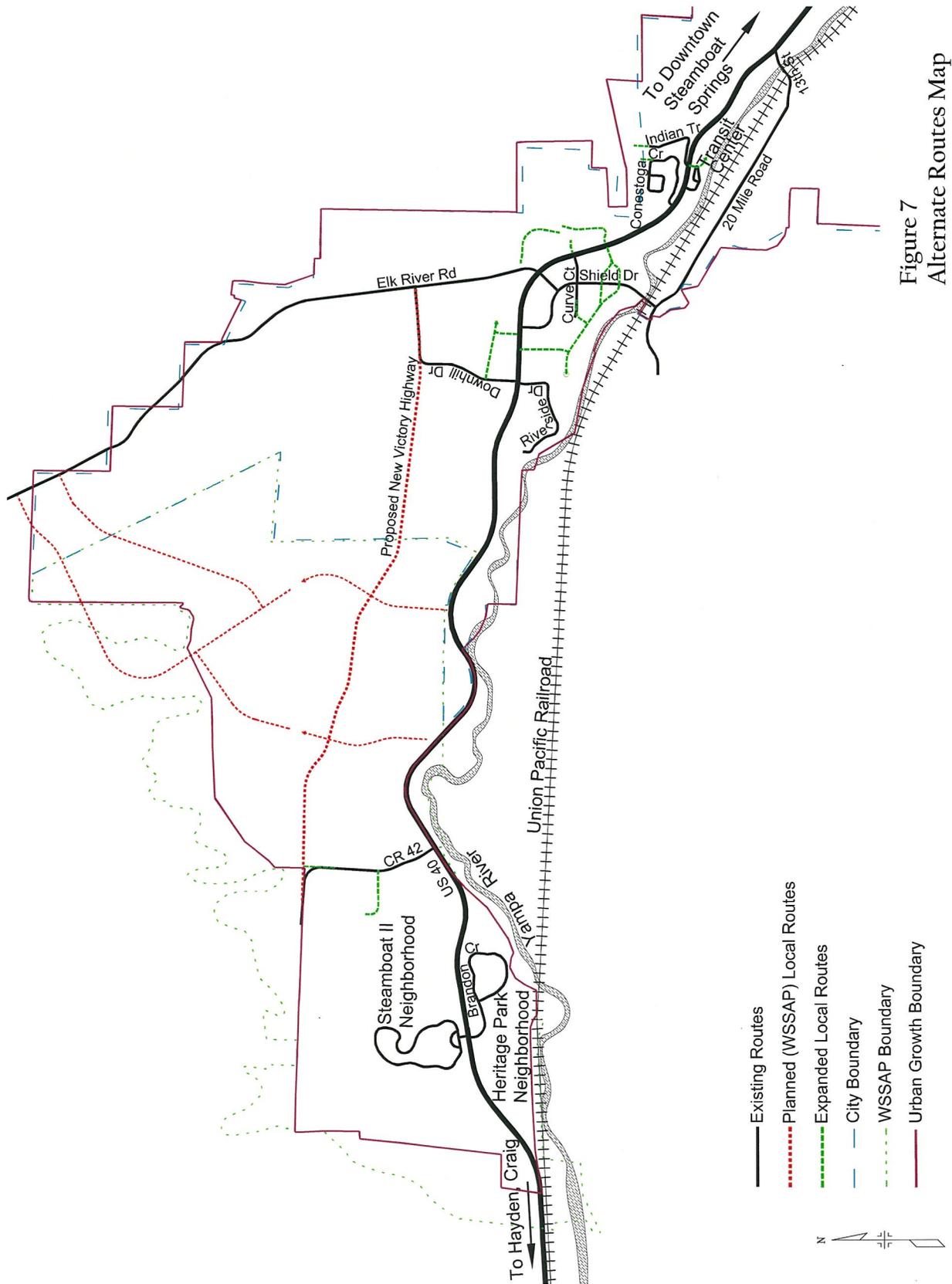


Figure 7
Alternate Routes Map

7.0 Implementation

The improvements recommended in the Access Study represent a long-range plan that will be implemented over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction:

1. A property redevelops or changes use. In this case, limited improvements at the specific access point may be required by CDOT. As part of the City's development review process, additional transportation improvements may also be necessary to address specific traffic-related impacts created by the development. These improvements will be compatible with the Access Plan. If a property does not redevelop, the property owner will not be required to construct access modifications. (Private Funding)
2. The City and/or County obtain funding to complete a segment of the US 40 corridor or an alternate local route. (Public Funding)
3. State and/or Federal Funding are obtained to complete a segment of the US 40 corridor. Typically, a project will be identified in the Statewide Transportation Improvement Program (STIP) to obtain funding. (Public Funding)
4. Any combination of 1, 2 or 3.

Under case 1, a property owner must follow the access permit process as defined by Section 2 of the *State of Colorado State Highway Access Code, latest edition*. CDOT will remain the issuing authority for the corridor. In short, the process requires property owners to submit an application for an access permit. Once the access permit is issued, construction plans for the permitted improvements must be developed and submitted to CDOT for review. A Notice to Proceed will be issued following acceptance of the Construction Documents by CDOT, thereby allowing the applicant to proceed with construction.

Under case 2, the City and/or County may obtain funds either through local government budgeting, application for grant monies, or other potential funding sources. Once funding is available, the City and/or County will work through the CDOT planning process to develop a highway improvement project. The project will follow the process and procedures for design, construction, and management detailed in CDOT's Local Agency Manual. If a City/County project is developed off the State Highway System, for instance, completion of an alternate local route that does not intersect with US 40, CDOT will not be involved in the project. The City and/or County will administer the project according to City and/or County standards and procedures.

Under case 3, projects receiving State and/or Federal funds must be identified in the STIP. In Colorado, six years of transportation projects and their funding sources must be identified in the STIP, which is updated every other year through a continuing, comprehensive, and cooperative process involving the CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), and City and County Governments. Projects within the study area in Steamboat Springs and Routt County are established in the STIP by the request of the

Northwest TPR. The STIP is currently being updated and is expected to be adopted in Spring 2008. Currently there is no funding identified in the 6-year STIP for improvements on US 40 in Steamboat Springs except for a pavement resurfacing project on US 40 between M.P. 131 to M.P. 134 (approximately 1 mile west of 13th Street to Pine Grove Road). However, the Northwest TPR 2035 Regional Transportation Plan, adopted in January 2008, identifies US 40 west of Craig east to Empire/I-70 as a priority corridor in both the Region's Vision Plan and the 2035 Fiscally Constrained Plan. US 40 between Steamboat Springs and Craig and between Winter Park and Granby are highlighted in the report as two of the most highly traveled and congested stretches of highway in the region, however, future funds identified in the Fiscally Constrained Plan have not been designated to specific locations at this time. Similar to case 2, once funding is available, a project will follow CDOT's relevant process and procedures.

Detailed engineering drawings of exact roadway alignments and access improvements will be required as project funding is identified. Details related to storm drainage, utilities, landscaping, environmental issues, pedestrian/bicycle facilities, roadway sections, and other topographic features will be considered during this design process.

In order to ensure that the access improvements recommended by this study can be implemented in the future, it is recommended that the three governmental entities in the corridor adopt an Access Control Plan, identifying the access control measures by milepost for US 40 within the project limits. In addition, the Access Control Plan should be included in all further transportation and land use planning efforts that may impact US 40. In order to achieve these goals, an Intergovernmental Agreement (IGA) must be developed and adopted by CDOT, the City of Steamboat Springs and Routt County. A draft version of the IGA and the Access Control Plan Table that will serve as Exhibit A to the IGA are presented in Technical Appendix F and Technical Appendix G, respectively.

In recognition of the plan's long-range nature and the potential for conditions to change over time, a critical element of the IGA is the definition of a process for plan modifications. For the US 40 corridor, the process for administration of the plan shall be as described in the *State of Colorado State Highway Access Code, latest edition*. In summary, plan modifications shall only occur by mutual agreement of the IGA parties.

In addition to adoption of an IGA, it is recommended that the City of Steamboat Springs and Routt County adopt the proposed off-highway alternate local routes identified by this study in a separate resolution. This will allow City and County staff to implement these important local connections that support the proposed access improvements in the Access Control Plan as land use conditions change throughout the corridor. With this separate resolution, City and County staff, developers, and property owners can use the two elements of this study, access control improvements on US 40 and proposed alternate local routes, as a template to guide future development and redevelopment. This will minimize the amount of cost and time required during the development approval process by eliminating negotiations over transportation elements.

8.0 List of Acronyms

ADT = Average Daily Traffic Volume (vehicles /day)

BA = Business Access

BOCC = Routt County Board of County Commissioners

CDOT = Colorado Department of Transportation

DA = Driveway Access

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

IGA = Intergovernmental Agreement

LOS = Level of Service

MP = Milepost

MPO = Metropolitan Planning Organization

MPH = Miles Per Hour

MUTCD = Manual on Uniform Traffic Control Devices

NR-A = Non-Rural Regional Highway

NR-B = Non-Rural Arterial

NWTPR = Northwest Transportation Planning Region

PA = Pedestrian Access

PRS = Public Road Signalized

PRU = Public Road Unsignalized

PVRU = Private Road Unsignalized

R-A = Regional Highway

RA = Residential Access

ROW = Right-of-Way

RTP = Regional Transportation Plan

STIP = Statewide Transportation Improvement Program

TMC = Turning Movement Count

TPR = Transportation Planning Region

UGB = Urban Growth Boundary

WHI = Weighted Hazard Index

WSSAP = West Steamboat Springs Area Plan

9.0 Glossary

¾ Movement Access – An access that is configured to accommodate partial movements (typically, left-turn in, right-turn in, and right-turn out)

Access – Any driveway or other point of entry and/or exit such as a street, road or highway that connects to the general street system.

Access Category – means one of eight categories described in Section Three of the State Highway Access Code, and determines the degree to which access to a state highway is controlled.

Access Plan, Access Control Plan – A plan which designates preferred access locations and their designs for the purpose of bringing those portions of roadway included in the access control plan into conformance with their functional classification to the extent feasible.

Access Management – Systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway

Access Permit – Means by which access improvements are reviewed, approved and constructed in accordance with the State Highway Access Code.

Average Daily Traffic Volume (ADT) - The total 24-hour volume of vehicular traffic at a particular location measured in vehicles per day.

Conditional Access – An access that is permitted until such time as a secondary access meeting the Access Control Plan recommendations can be implemented

Driveway – An access that is not a public street, road, or highway.

Full Movement Access – An access without turn restrictions

Future Base – The baseline estimate of long-range traffic volumes that assumes traffic will continue to grow at historical rates.

Future Build – A long-range traffic volume estimate that assumes traffic will continue to grow at historical rates and includes traffic volumes from planned developments as well as the improvements recommended in the Access Plan.

Intergovernmental Agreement (IGA) – A legally-binding agreement between two or more governmental agencies

Issuing Authority – The entity which issues access permits and includes the board of county commissioners, the governing body of a municipality, and the department of transportation

Level-of-Service (LOS) – An indication of the quality of traffic flow as measured by vehicle delays or travel speeds. Level-of-service grades range from LOS A (ideal traffic flow) to LOS F (heavily congested conditions). LOS D is typically considered an acceptable traffic condition during peak demand periods.

Median – That portion of a highway separating opposing traffic flows.

Right-in, Right-out – An access that is configured to accommodate only right-turns in and right-turns out

Right-of-way – The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

State Highway Access Code – A manual containing the access regulations that apply to state highways within Colorado.

Turning Movement Count (TMC) – A tally of the number of vehicles turning left, right or traveling through an intersection.

Weighted Hazard Index (WHI) – A statistic that provides a comparison of vehicular crash data for a particular section of highway to crash data from other sections of highway with similar characteristics in the state.

