

GUNNISON COUNTY BOARD OF COMMISSIONERS
WORK SESSION MEETING AGENDA

DATE: Tuesday, March 11, 2025

Page 1 of 1

PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

8:30 am

- Gunnison Valley Health Board of Trustees Update

9:15 am

- Gunnison-Crested Butte Regional Airport Economic Impact Presentation

9:30 am

- CO-135 North and US-50 West Access Control Plan Reports

9:45 am

- BREAK

9:55 am

- Public Works Performance Update

10:15 am

- Community and Economic Development Performance Update

11:00 am

- Senator Hickenlooper's Staff; Latest Federal Developments and Gunnison County Priorities
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <https://gunnisoncounty-org.zoom.us/j/89798905619>

One tap mobile

+12532158782,,82753657556#,,,,*471302# US (Tacoma)

+13462487799,,82753657556#,,,,*471302# US (Houston)

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Gunnison Valley Health Board of Trustees Update

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

GVH BoT Update

Fiscal Impact:

Submitted by: Holly Perry

Submitter's Email Address: hperry@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 3/5/2025

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 45

Agenda Date: 3/11/2025



GUNNISON VALLEY HEALTH / BOCC CEO REPORT MARCH 2025

AGENDA

- Review BOCC Report (10 min)
- Review January YTD Financial Memo (10 min)
- Review 2025 GVH Budget Document Memo (10 min)
- Additional Q&A (5 min)

ORGANIZATIONAL EXCELLENCE – Perform To Thrive

BE EPIC

- Less than 60 days from Go-Live. See Appendix for Project Timeline
- Classroom Training has commenced across the organization
- 90 Day Go Live Readiness (GLRA) Completed on 01.30.2025
- 60 Day GLRA completed on 02.25.25. See slides below for details
 - The current status of the overall project is “Serious” due to ARCR items
 - **Upcoming Meeting Dates:**
 - **30 Day GLRA – 04.03.25**
 - **Operational Summit #2 – 03.13.25**

GLRA Status Rubric

GLRA is forward looking and answers the question...
 “Are we on track to go-live on May 3rd, 2025?”

That answer has two parts: Is the system ready? Is Gunnison Valley operationally ready?

Complete	On Track	Watch	Serious	Not Applicable	Trend
				N/A	
Complete and ready for go-live	On track to be ready for go-live but not yet complete	Off track for go-live or key milestone but there are owners and a clear, viable, on-track plan for resolution.	Off track for go-live or a key milestone with either a high-risk or no effective mitigation plan in place.	Does not apply for the given application or GLRA	Change in status from the previous GLRA

Overall Project

Overall Project Status	
90 Day	
60 Day	
30 day	



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

INTEGRATED READINESS SNAPSHOT

Area	Status	Area	Status
ARCR		Go-Live Planning	
Clinical Readiness		Reporting	
Cut-Over			

Access and Revenue Cycle Readiness (ARCR)

Overall Status		Status Summary			
		ARCR is at a status of Serious due to various testing efforts being delayed. Volume Charge Testing (VCT) efforts are delayed to March 3, and Parallel Revenue Cycle Testing (PRCT) efforts are delayed. These delays will reduce the scope and timelines of VCT and PRCT efforts. Various operational workflows, risks, and associated mitigation plans are being tracked during weekly ARCR Leadership meetings.			
Workflows	Build & Testing	Reporting	Training	Staff Readiness	Owners
N/A		N/A	N/A		UCHealth Owner: Ally Larson Gunnison Valley Operational Owner(s): Ginette Sebenaler, Angela Kobel, Jacque Rapp, Christina Frye, Courtney Hewitt, JJ Rodriguez, and Christine Sanderson
Major Accomplishments					
<ul style="list-style-type: none"> ✓ Operational leaders are prepping for the second Operational Summit ✓ Prepped scripts for Parallel Revenue Cycle Testing (PRCT) ✓ Continued conversations on decentralized charge reconciliation and assigned cost center owners to each department. 					
Upcoming Milestones					
<ul style="list-style-type: none"> ➢ Parallel Revenue Cycle Testing (PRCT) – February 17, delayed testing efforts ➢ Volume Charge Testing – March 3, delayed from original start date of February 3 ➢ Operational Summit #2 – March 13 					

FINANCIAL EXCELLENCE

- **Interim CFO:** GVH welcomes Interim CFO Ginette Sebenaler. Ginette brings more than 17 years of healthcare finance leadership experience. She previously served as CFO at Aspen Valley Hospital, where she helped stabilize finances, navigated the COVID-19 pandemic, and implemented the Epic electronic health record system. She is also the founder and owner of Key CFO Solutions, LLC, specializing in healthcare financial services. Ginette’s extensive experience and her strong background in healthcare finance—particularly in critical access hospital settings—make her well-suited to guiding GVH through this transition.
- **Permanent CFO Search:** GVH has posted for the full-time permanent CFO position on the GVH website, GVH LinkedIn Page, HFMA Job Board, ACHE Job Postings, and Indeed.com. We have received 36 applications with 7 of them selected for first pass review. We are reviewing this first cohort on 02.28.25. We will make a decision regarding the need for either a contingent or retained search firm by the end of the first week of March.

PEOPLE FIRST



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

- **PROVIDER RECRUITMENT AND OTHER UPDATES**
- **General Surgery** – Offer made; contract negotiated. While we progressed to discussing terms and conditions, our strategic assessment of departmental needs and long-term staffing plans has led us in a different direction and ultimately, we decided to rescind the offer. Other prospective candidates are being reviewed and scheduled for on-site visits.
- **GVH Family Medicine** is now fully staffed with physicians and APPs, at all locations. Recent additions include
 - Physicians: Kenny Anderson and Clinton McBride
 - APPs: NP – Kira Kitchens, PA – Julia Mochulsky, PA – Sam Elzay, PA
- **GVH HR STATISTICS** - See **Appendix A**

QUALITY AND PATIENT SAFETY

- **Recent Colorado Department of Public Health and Environment (CDPHE) Surveys** - Two Gunnison Valley Health facilities recently underwent routine onsite surveys conducted by the Colorado Department of Public Health and Environment:
 - **Mountain Clinic Survey:**
 - **Findings:**
 - Inventory management opportunities identified related to supply and medication expiration dates
 - Medication room access protocols required enhancement
 - **Immediate Actions Taken:**
 - Comprehensive inventory review completed with appropriate removal of identified items
 - Implemented immediate staff education on medication room access protocols in collaboration with Pharmacy Director
 - **Ongoing Improvement Plan:**
 - Implementation of enhanced routine inspection procedures for all supply areas
 - Facility hardware modifications planned to strengthen access control measures
 - Comprehensive plan of correction submitted to CDPHE
 - **Alpine Ambulatory Surgery Center (ASC)**
 - **Survey Findings:**
 - Opportunities for improvement identified in sterile processing workflows and protocols
 - Enhancement needed in adherence to manufacturer guidelines and competency validation
 - **Immediate Actions Taken:**
 - Expedited education provided to Operating Room and Sterile Processing teams
 - Comprehensive training conducted on manufacturer guidelines implementation
 - Follow-up review completed by CDPHE surveyor, resulting in clearance for continued operations
 - **Ongoing Improvement Plan:**
 - Formal plan of correction submitted to CDPHE
 - Scheduled 90-day follow-up evaluation with CDPHE surveyor

SERVICE EXCELLENCE

- **Interpretation Services:** GVH is in the process of establishing a new contract with a local group of interpreters and interpreting service.



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

CHOOSE GVH

SERVICE LINE UPDATES

- **Primary Care Service Line (SL)** structure kicked off on 01.29.25.
 - 2nd Service line meeting completed. Excellent attendance by providers and staff. In depth conversations about leadership structure and HR needs, Epic readiness, schedule templates, clinic operations
- **Orthopedic Service Line**
 - In discussions with a hand surgeon to provide 1-2x/month office and surgical time.
- **Dermatology Service Line**
 - **Dr. Poulos starts his clinic on March 3. Clinic schedules are booked out for 6 weeks.**
- **Oncology Service Line**

MEDICAL STAFF SYNERGY – Unleash Provider Potential

PHYSICIAN PRACTICE REIMAGINED

- **Provider Compensation Committee –**
- **Strategic Dashboard Development** - The Provider Compensation Committee has made significant progress in developing enhanced performance monitoring capabilities. We have completed the initial review of a strategic dashboard framework in partnership with Stroudwater consultants. This dashboard is designed to be implemented during service line meetings to foster engagement among providers and key stakeholders. The dashboard incorporates several critical key performance indicators across three essential domains:
 - Quality metrics
 - Financial performance measures
 - Patient access indicators

CLINICAL SERVICES COLLABORATION- Build For The Future

EMS BUILDING UPDATE

- On budget and on schedule for September 2025 completion. The final concrete pour for the second floor was completed on 2/26 and the warmer weather has been greatly beneficial.

MOB PROJECT UPDATE

- The Management Team had a kickoff meeting with Stroudwater Capital Partners on 02.26.25 to compare/contrast our financing options to build our medical office building.

STRENGTHENING COMMUNITY HEALTH – Together In Health

- **Health Equity Items**
 - In the process of completing the American Hospital Association's Health Equity Transformation Assessment. We will submit the assessment at the end of January and will receive a thorough assessment and action plan to help guide our health equity work at all levels of the health system. The assessment looks broadly across all traditionally underserved groups and will have recommendations at the board and executive level down to front line staff. We believe it will be an invaluable tool to guide our work efficiently.

TRANSITION PAYMENT MODELS – Value For The Valley

- ACO Update – Nothing new.
- Radiology Cash-Pay Pricing: Launched the program in January to support patients without insurance, with limited coverage or with high-deductible plans.
 - The program has rates for MRI, CT, ECHO and ultrasound that include the hospital charge and the radiologist's professional fee.
 - We are in the process of getting information to the orthopedics and primary care clinics to support patient education and awareness of the program



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

STRATEGIC PLANNING

2024 STRATEGIC PLAN YTD PERFORMANCE

See appendix.

2025-2027 Strategic Plan

- **Organizational Excellence**
 - Drive quality, safety, service excellence and patient-centered care throughout our organization while identifying new sources of revenue, expanding market share, and building on existing revenue streams. Invest in the team to achieve and strengthen an accountable, quality-focused culture that positions the organization as a provider and workplace of choice.
- **Medical Staff Synergy**
 - Further develop and strengthen an integrated medical staff that provides access to a high-quality experience for patients and families, caregivers, and healthcare team.
- **Clinical Services Collaboration**
 - We will strive for appropriate access to specialists, technology, and facilities to meet future demand. We will collaborate with like-minded high-quality providers to serve our community and recognize the value of GVH.
- **Strengthening Community Health**
 - Actively engage in developing a comprehensive population/community health management system that provides access to high-quality “sick care” and a progressive approach to “well care” resulting in improved well-being for the communities served.
- **Transitioning Payment Models**
 - While maximizing revenues in the existing payment system, proactively transition from volume-based to value-based payment, including through the optimization of alternative payment models (e.g., ACO)

ATTACHMENTS

Appendix A – January 2025 HR Stats

Appendix B – EPIC Project Timeline

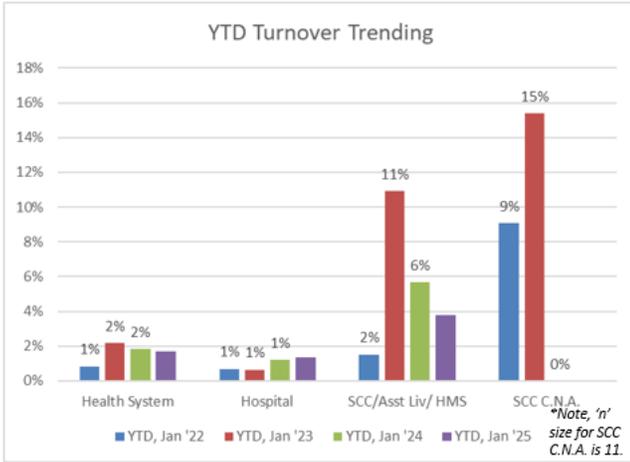
Appendix C – 2024 Strategic Initiative Performance



GUNNISON VALLEY HEALTH / BOCC CEO REPORT MARCH 2025

APPENDIX A –January 2025 HR Statistics

Employee Turnover

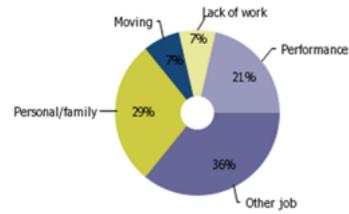


Note: In 2023 we began including employees reducing status from FT/PT to PRN as Turnover. We did not have a way to track that in prior years.

National average of turnover in 2023:

- Hospitals = 25.9%
- Long-term care = 90.7%
- LTC Certified Nurse Aide = 101.6%

Reasons for Termination



A total of 7 employees left the organization in January 2025, 5 were from the Hospital company and 2 from Senior Living Community.

We also transitioned 6 employees over to Signature Performance from the Hospital.



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

Contract Labor

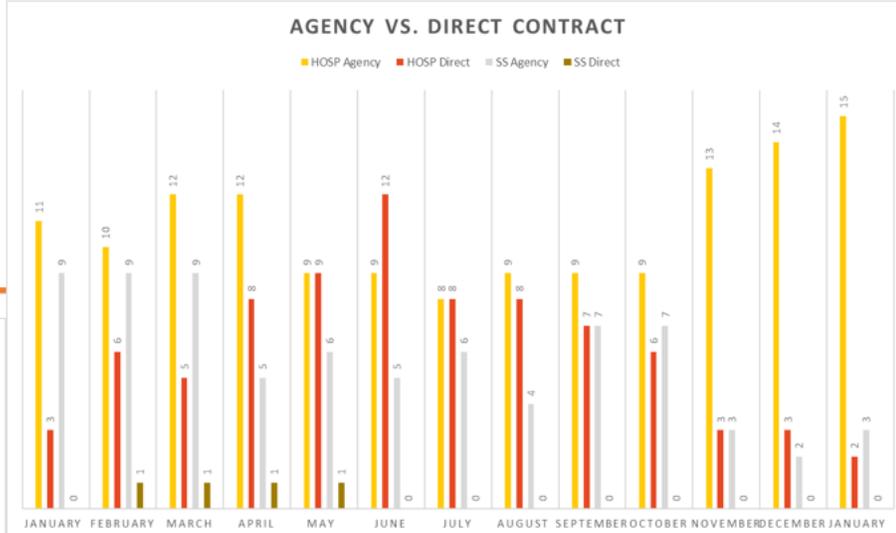
\$28k increase vs. prior year.

Increase of 10%.

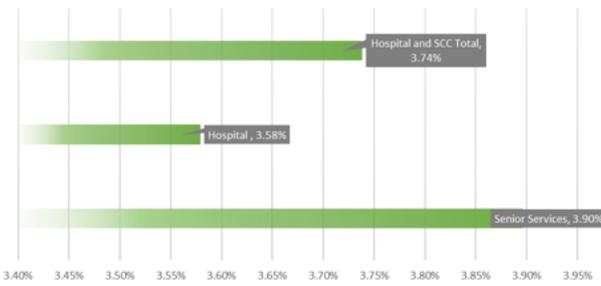


	Jan '25
Health System 2025	\$ 320,213
Health System 2024	\$ 291,825
Health System 2023	\$ 417,591
Health System 2022	\$ 381,597

Agency & Direct Contract Staff



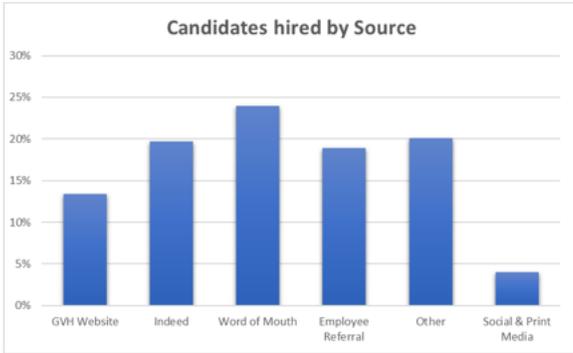
TRAVEL STAFF USAGE - FACILITY AND SYSTEM-WIDE





GUNNISON VALLEY HEALTH / BOCC CEO REPORT MARCH 2025

Recruitment Update



Health System Vacancy Rate		
Month	Health System	RN's
October 2024	7.8%	Will add in Nov.
November 2024	6.94%	11.94%
December 2024	6.99%	11.28%
January 2025	5.98%	11.19%

	FT Job Postings
April	46
May	41
June	34
July	35
August	35
September	33
October	32
November	37
December	32
January	28

Time to fill - Quarterly Comparison (2024)

First Quarter 2024 - 85 Days

Second Quarter 2024 - 87 Days

Third Quarter 2024 - 107 Days

Fourth Quarter 2024 - 92 Days

Total Open Opportunities

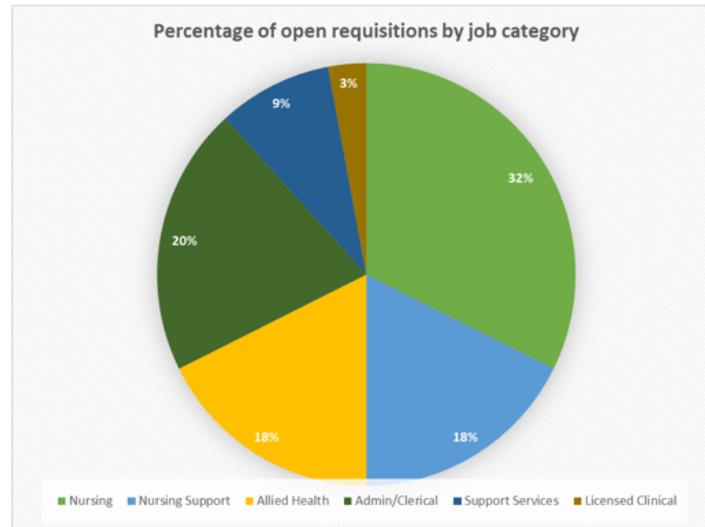
* 28 Full Time

* 6 Part Time

Hard to Fill Positions

1. CT Tech
2. OB Nurse Manager
3. Home Health/Hospice RN
4. Sonographer

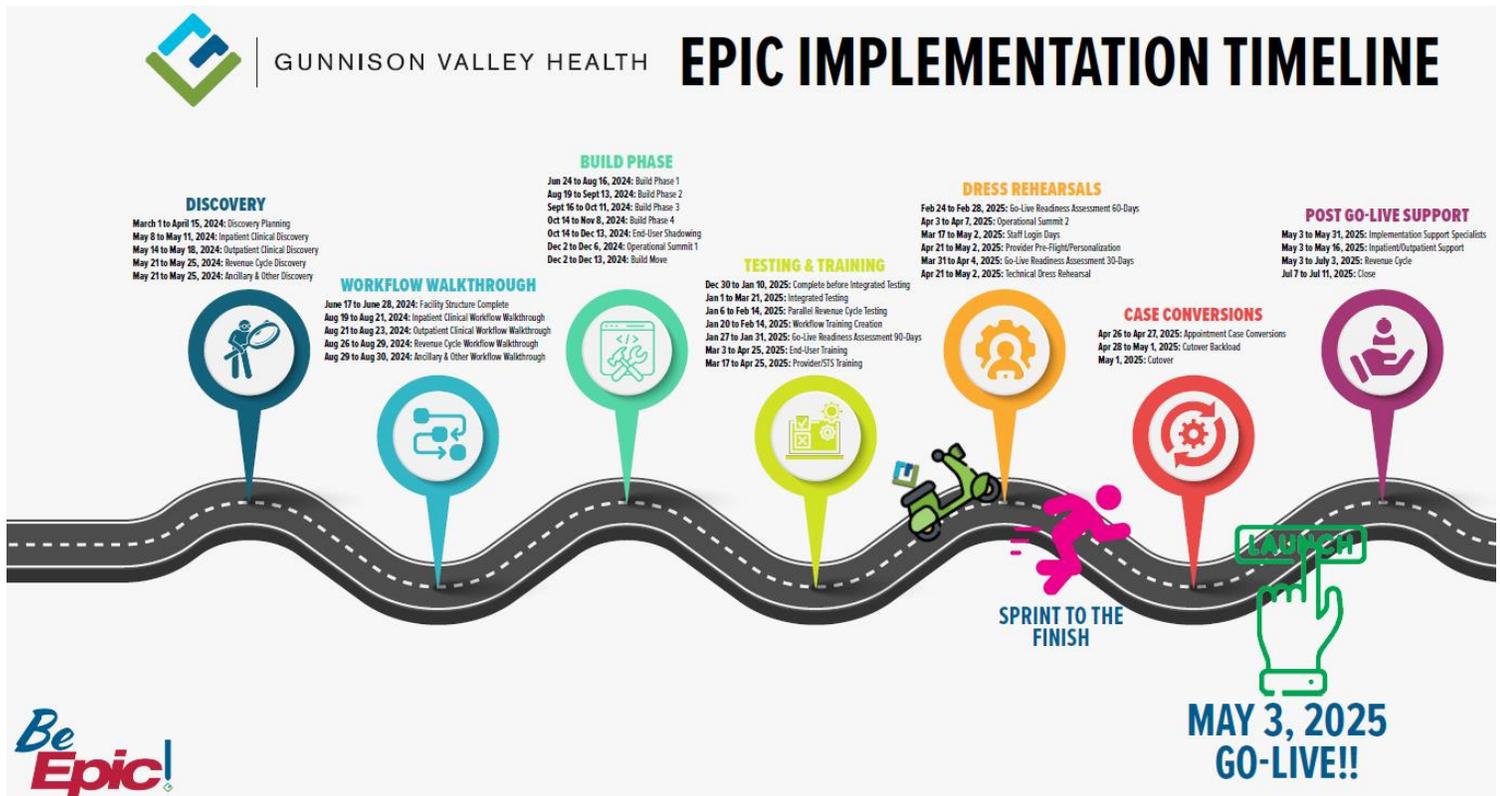
GVH Hires & Open Requisitions





GUNNISON VALLEY HEALTH / BOCC CEO REPORT MARCH 2025

APPENDIX B – EPIC PROJECT TIMELINE





GUNNISON VALLEY HEALTH / BOCC CEO REPORT
MARCH 2025

APPENDIX C – 2024 Strategic Initiative Performance

2024 STRATEGIC INITIATIVES DASHBOARD (Q4 - YTD)				
Strategic Initiative	Owner	Metric	Goal	Status and Current Performance
FINANCIAL EXCELLENCE	Angela Kobel	OPERATING REVENUE	Meets: AT BUDGET YTD Exceeds: > BUDGET YTD	Meets: < 0.5% difference between actual and budget
		BAD DEBT WRITE OFF	Meets: 5% OF GROSS REVENUE Exceeds: < 5% OF GROSS REVENUE	Exceeds: 3.19%
		CONTRACTUAL ADJUSTMENTS & DENIALS	Meets: 40% OF GROSS REVENUE Exceeds: < 40% OF GROSS REVENUE	Does Not Meet: 46.3%



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

		REIMBURSEMENT IMPROVEMENT	Meets: 5% IMPROVEMENT (COST REPORT) Exceeds: > 5% IMPROVEMENT	Exceeds: 19% Increase
		SUPPLY CHAIN COSTS	Meets: 5% vs. PY Exceeds: > 5% vs. PY	Does Not Meet: 8.1% > budget and PY
		MULTIVIEW IMPLEMENTATION	Meets: ON TIME AND ON BUDGET YTD Exceeds: AHEAD OF SCHEDULE AND BUDGET YTD	Meets: Completed 5/24
BE EPIC	Jason Amrich	EPIC PROJECT BUDGET AND TIMELINE	Meets: ON TIME AND ON BUDGET YTD Exceeds: AHEAD OF SCHEDULE AND BUDGET YTD	Meets: On track for May 3rd
SUSTAINABLE SENIORS	Wade Baker	BLUE MESA NEIGHBORHOOD OPENING & Overall SCC BUDGET	Meets: Blue Mesa Open / SCC Meets Budget or Blue Mesa Not Open, SCC Exceeds Budget Exceeds: Blue Mesa Open /SCC > Budget	Meets: Net Income 12.9% or \$385K, better than budget.
PHYSICIAN PRACTICE RE-IMAGINED	Jason Amrich / Jenny Birnie	Primary Care and Specialty Practice Clinic Volumes	Meets: 2024 Budgeted Clinic Volumes for Primary Care and Specialty Practice Exceeds: Perform better than budget for Clinic Volumes in Primary Care & Specialty Practice	Meets: FM Visits 38% better than budget, Orthopedics 92% better than budget, General surgery 3% worse than budget



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

		Physician Practice Assessment, Facility MFP, and MOB Pro Forma Projects	Meets: Physician Practice Assessment Completed, MFP Completed, MOB Pro Forma Presented to Board	Does Not Meet: 2 of 3 completed, MOB Proforma not presented to Board.
FAB 5 - PEOPLE 1ST	Christina Lovelace	Employee Engagement	Meets: 66th - 70th Percentile 2024 PG Survey Exceeds: > 70th Percentile	Does not meet: 2024 PG Raw Score = 2023, overall 64th percentile
		Contract Labor Spend	Meets: Decrease Contract Labor Premium Spend by 10% vs. PY Exceeds: Decrease Contract Labor Premium Spend by 15% vs PY	Exceeds: Reduced by 25% vs prior year, a \$1.2 million decrease.
FAB 5 - VOLUME FOR VIABILITY	Jenny Birnie	Hospital Surgical Volumes	Meets: Achieves 2024 Budget for Surgical Volumes Exceeds: Performs 3% better than budget for Surgical Volumes	Meets: Total Surgeries 0.7% > than budget.
FAB 5 - AMBULATOR Y SERVICES	Wade Baker	2024 RADIOLOGY VOLUMES	Meets: Achieves 2024 Budget for Radiology Volumes Exceeds: Performed 3% better than budget for 2024 Radiology Volumes	Exceeds: Total Radiology Exams 12.1% > budget



GUNNISON VALLEY HEALTH / BOCC CEO REPORT

MARCH 2025

FAB -5 PREPARATIO N FOR THE FUTURE	Nicole Huff / Stephanie Porter	SWING BED ADC	Meets: ADC of 3.8 Exceeds: ADC of 4 or >	Does Not Meet: 2024 ADC of 2.2 vs. 2023 ADC of 1.9
FAB - 5 EXPERIENCE EXCELLENCE	Jenny Birnie / Joelle Ashley	GROWTH IN HISPANIC PATIENTS ACROSS ALL SERVICE LINES	Meets: 10% Growth vs. PY Exceeds: 15% Growth vs. PY	Exceeds: 29% growth in 2024
		PFAC MEMBERSHIP	Meets: 50% Growth in PFAC Membership Exceeds: 70% Increase in PFAC Membership	Exceeds-80% increase
		LEADERSHIP PG DASHBOARD COMPLETION	Meets: 70% completion rate of PG Dashboard Exceeds: 100% completion rate of PG Dashboard	Exceeds: 100% completion rate



GUNNISON VALLEY HEALTH

MONTHLY FINANCIAL SUMMARY

January 2025

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Improvement Tactics	3
Areas of Strong Performance	4
Attachments & Graphs	5



MONTHLY FINANCIAL SUMMARY - January 2025

1. EXECUTIVE SUMMARY

The Month of January’s financial performance had strong Gross Revenue over budget and Prior year. Net revenue was (3.4%) below budget for the month but 14.7% better than prior year. Expenses were slightly under budget for the month but 30.4% over prior year. Non-Operating Revenue was better than budget, including Foundation donations for the EMS station and investment income.

- The end result was a net income for the month of \$298k for Gunnison Health System (GVHS) with the breakdown for the entities as follows; GVH \$458k, SCC (\$218k) and ASC (GVH’s ownership) \$58k.

Health System	JAN 25	JAN 25 BUDGET	VAR \$	Var %	JAN 25	JAN 24	VAR \$	VAR %
Gross Revenue	\$14,600,490	\$14,030,651	\$569,838	4.1%	\$14,600,490	\$12,239,072	\$2,361,418	19.3%
Net Revenue	\$7,919,636	\$8,202,420	(\$282,785)	(3.4%)	\$7,919,636	\$6,995,136	\$1,014,358	14.7%
Contractual Adj. %	48.0%	44.0%		4.0%	48.0%	46.1%		1.9%
Expenses	\$8,172,193	\$8,219,271	\$47,078	0.6%	\$8,172,193	\$6,266,069	(\$1,906,124)	(30.4%)
EBITDA – Debt Service	\$542,913	\$677,597	(\$134,684)	(19.9%)	\$542,913	\$1,230,082	(\$687,169)	(55.9%)
Operating Income	(\$252,557)	(\$16,852)	(\$235,705)	(1398.7%)	(\$252,557)	\$639,210	(\$891,767)	(139.5%)
Non-Operating Revenue	\$550,980	\$235,270	\$315,710	254.7%	\$550,980	\$311,381	\$239,599	156.31%
NET INCOME	\$298,423	\$218,418	\$80,005	36.6%	\$298,423	979,344	(\$647,076)	(68.4%)



2. AREAS OF CONCERN

2.1: CONTRACTUAL ADJUSTMENTS

- Contractual adjustments are **13%** or **(\$802k)** worse than budget across the Health System, with our largest variances in the Medicare category. Medicare and Commercial contractals are the largest offenders with GVH experiencing a **(\$697k)** MCR and **(\$625k)** COM difference between Actual and Budget.
 - Medicare and Commercial Outpatient are the largest variance driven by increased volumes (**9%** increase over prior year).
 - Commercial AR increased **\$1.97M**, which increased the AR Reserves by **\$794k**.
 - CICP (Charity) is over budget **\$117K**, **88%**. This would be based on the number of patients applying for and meeting the income limits for CICP.
- The organization made gains in its' performance with Medicaid and Bad Debt contractals by being better than budget by **19%** and **91%** because of:
 - Self-Pay AR reduced by **\$1.6M** leading to a **\$1M** reduction in reserves, resulting in **\$421k** being better than budget
 - Medicaid payer mix reduced **2%**

GVH CONTRACTUAL ADJUSTMENTS				
	JAN 25 Actual	Jan 25 Budget	VAR \$	VAR %
Bad Debt Contract	\$43,605	\$465,425	\$421,820	91%
Medicare Contract	\$2,706,624	\$2,009,168	(\$697,457)	(35%)
Medicaid Contract	\$867,831	\$1,065,195	\$197,363	19%
Commercial Contract	\$2,912,745	\$2,287,821	(\$624,924)	(27%)
Charity Contract	\$249,715	\$132,980	(\$116,735)	(88%)
Other Contract	\$21,980	\$39,872	\$17,893	45%
Total Contractuals	\$6,802,500	\$6,000,460	(\$802,041)	(13%)



MONTHLY FINANCIAL SUMMARY - January 2025

2.2: EXPENSE MANAGEMENT

January Health System expense performance was **\$47k** or **0.6%** better than budget and **\$1.9M** or **30%** over prior year. January expenses were driven by:

- GVH Salary/Wages/Benefits - Salaries **\$253k** under budget, Contract Labor (**\$254k**) over budget, and Benefits **\$296k** under budget
 - Contract Labor is over due to Med Surg, RT, OR, ED, OB, Oncology, US, Lab, CT, MRI, Cardiovascular, and Hospitalist.
- SCC Salary/Wages/Benefits - Salaries **\$6k** under budget, Contract Labor **\$45k** under budget, Benefits **\$77k** under budget.
- Systemwide Pro Fees (**\$118k**) over budget, mainly due to OB, Radiology and General Surgery – This includes **\$66k** of December expense. This will be accrued during the audit to account for the expense correctly and will roll forward to January's financials
- Systemwide Depreciation is (**\$65k**) over budget due to the lease accounting rules for Epic, MRI, CompRay and GVFP Leases – these were added after the budget depreciation was calculated and will be over for the remainder of the year.
- Systemwide Supplies (**\$271k**) over budget mainly driven by Pharmacy (Qtly prepaid adjustment) and Ortho supplies.
- Due to ongoing Multiveiw EDI issues, there will be additional 2024 expenses that will be accrued in 2024 through audit adjustments.

2.3: NON-OPERATING REVENUE:

Non-operating revenue was better than budget for the month of January. This includes investment income of **\$178k**, and Donations **\$355k** from the County and Foundation for the EMS station.

3. IMPROVEMENT TACTICS BEING TAKEN TO CHANGE / IMPROVE / MAINTAIN

3.1: REVENUE CYCLE

Signature has identified a significant number of claims from December and January that were not billed during those months (**\$2.2M** in hospital claims and **\$700k** in PT claims). The error has been corrected, and these claims were billed in February. These two areas have caused a delay in payments which affected cash in February.

3.2: EXPENSE MANAGEMENT

We continue to have our QBRs (quarterly business reviews) with department managers to review the financials and discuss ways they can improve expense management leading to an overall impact on the health system. Finance provided Multiview refresher training on how to pull financial data and drill down on expenses. Managers are expected to view their financials monthly and present to their one up. This will be reinforced to hold them accountable for their expenses to stay on budget.



4. AREAS OF STRONG PERFORMANCE

4.1: GROSS REVENUE

Gunnison Valley Health System Revenue was slightly under budget, by **4.1%**, but **19.3%** over the prior year. January performance was driven by:

Senior Care Center: **16.3%** above budget and **16.9%** above prior year

- SCC **\$42k** over budget and **\$116k** over prior year
- Home Health **\$15k** over budget and **\$21k** over prior year
- Assisted Living **\$29k** over budget and **\$10k** over prior year

Gunnison Valley Hospital: **3.5%** above budget and **17.5%** above prior year

- Outpatient **\$1M** over budget, visits **4%** over budget primarily due to Radiology, Lab and OR
- ER **\$307k** over budget, visits **14%** over budget
- Observation **\$301k** over budget, admissions **45%** over budget
- GVHFM **\$94k** over budget, **11%** below budget and more than double prior year
- Pro Fees (**\$691k**) under budget primarily due to Specialty Clinic, GVO and Anesthesiology (Signature is looking into billing/claim status)
- Inpatient (**\$374k**) under budget, patient days **10%** below budget
- Swing bed (**\$212k**) under budget, days **62%** below budget

4.2: NET REVENUE

Net revenue was under budget by (**3.4%**) and **14.7%** better than PY for the Health system.

4.3: VOLUMES:

Overall volume performance was relatively strong across GVH locations and across multiple service lines.

Hospital

- Observation - **46%** better than budget
- Surgery Volumes – **15%** better than budget and **25%** better than prior year
- Inpatient Surgeries: **12%** below budget
 - Ortho Surgery: **45%** better than budget and **46%** better than prior year
 - OB/GYN: **15%** better than budget
 - Outpatient Surgeries/Scopes: **19%** and **28%** better than budget
- ER Visits **14%** better than budget and prior year



MONTHLY FINANCIAL SUMMARY - January 2025

Ambulatory

- Urgent Care visits were **46%** better than the budget and **34%** better than prior year
- Radiology Exams were **15%** better than the budget and **17%** better than prior year
- Lab Exams were **8%** better than budget and **9%** better than prior year

Senior Care Center

- Patient days **5%** better than budget and **21%** better than prior year

5. ATTACHMENTS/GRAPHS

Comparative Financial Results
Gunnison Valley Health (excludes GVH Foundation)
January 2025

Net Revenues	Actual	Budget	Prior Year	Var to Budget	% Var to Budget	Var to PY	% Var to PY
Patient Revenue	7,585,518	7,861,844	6,596,046	(276,326)	(3.5.%)	989,472	15.0%
Other Operating Revenue	334,118	340,576	309,232	(6,458)	(1.9.%)	24,886	8.0%
Total Operating Revenue	7,919,636	8,202,420	6,905,278	(282,784)	(3.4.%)	1,014,358	14.69%
Expenses							
Salaries, Wages and Benefits	4,531,754	4,981,424	3,734,142	(449,670)	(9.0.%)	797,612	21.36%
Supplies	1,345,602	1,074,216	893,576	271,386	25.26%	452,026	50.59%
Purchase Services & Other Expenses	1,641,299	1,611,112	1,189,105	30,187	1.87%	452,194	38.03%
Total Operating Expense before Capital	7,518,653	7,666,752	5,816,823	(148,099)	(1.9.%)	1,701,830	29.26%
Earnings Before Depreciation, Interest, and Amortization (EBITDA)	400,984	535,668	1,088,455	(134,684)	(25.1.%)	(687,471)	(63.2.%)
EBITDA - Debt Service	542,913	677,597	1,230,082	(134,684)	(19.9.%)	(687,169)	(55.9.%)
EBITDA Margin %	5.06%	6.53%	15.76%	(1.5.%)		(10.7.%)	
Depreciation and Amortization	573,850	508,416	402,183	65,434	12.87%	171,667	42.68%
Interest Expense	79,691	44,104	47,062	35,587	80.69%	32,629	69.33%
Total Operating Expense	8,172,194	8,219,272	6,266,068	(47,078)	(0.6.%)	1,906,126	30.42%
Operating Income	(252,557)	(16,852)	639,210	(235,705)	1398.68%	(891,767)	(139.5.%)
Operating Margin %	(3.2.%)	(0.2.%)	9.26%	(3.0.%)		(12.4.%)	
Investment Income	178,480	102,632	148,574	75,848	73.90%	29,906	20.13%
Other Income and Expenses	372,500	132,638	157,715	239,862	180.84%	214,785	136.19%
Net Income	298,423	218,418	945,499	80,005	36.63%	(647,076)	(68.4.%)
Net Margin%	3.77%	2.66%	13.69%	1.11%		(9.9.%)	



GUNNISON VALLEY HEALTH

MONTHLY FINANCIAL SUMMARY - January 2025

Comparative Financial Results
Gunnison Valley Hospital (Including ASC)
January 2025

Net Revenues	Actual	Budget	Prior Year	Var to Budget	% Var to Budget	Var to PY	% Var to PY
Patient Revenue	7,059,609	7,415,546	6,160,166	(355,937)	(4.8.%)	899,443	14.6%
Other Operating Revenue	310,555	317,051	285,498	(6,496)	(2.0.%)	25,057	8.8%
Total Operating Revenue	7,370,164	7,732,597	6,445,664	(362,433)	(4.7.%)	924,500	14.34%
Expenses							
Salaries, Wages and Benefits	4,109,160	4,431,131	3,328,201	(321,971)	(7.3.%)	780,959	23.46%
Supplies	1,253,848	1,025,308	851,281	228,540	22.29%	402,567	47.29%
Purchase Services & Other Expenses	1,556,031	1,521,463	1,101,226	34,568	2.27%	454,805	41.30%
Total Operating Expense before Capital	6,919,039	6,977,902	5,280,708	(58,863)	(0.8.%)	1,638,331	31.02%
Earnings Before Depreciation, Interest, and Amortization (EBITDA)	451,126	754,695	1,164,956	(303,569)	(40.2.%)	(713,830)	(61.3.%)
EBITDA - Debt Service	481,872	785,441	1,195,637	(303,569)	(38.6.%)	(713,765)	(59.7.%)
EBITDA Margin %	6.12%	9.76%	18.07%	(3.6.%)		(12.0.%)	
Depreciation and Amortization	422,258	355,949	250,222	66,309	18.63%	172,036	68.75%
Interest Expense	47,495	11,908	12,820	35,587	298.85%	34,675	270.48%
Total Operating Expense	7,388,790	7,345,759	5,543,750	43,031	0.59%	1,845,040	33.28%
Operating Income	(18,625)	386,838	901,914	(405,463)	(104.8.%)	(920,539)	(102.1.%)
Operating Margin %	(0.3.%)	5.00%	13.99%	(5.3.%)		(14.2.%)	
Investment Income	172,834	96,998	142,952	75,836	78.18%	29,882	20.90%
Other Income and Expenses	362,434	120,705	152,717	241,729	200.26%	209,717	137.32%
Net Income	516,643	604,541	1,197,583	(87,898)	(14.5.%)	(680,940)	(56.9.%)
Net Margin%	7.01%	7.82%	18.58%	(0.8.%)		(11.6.%)	



GUNNISON VALLEY HEALTH

MONTHLY FINANCIAL SUMMARY - January 2025

Comparative Financial Results
Gunnison Living Community
January 2025

Net Revenues	Actual	Budget	Prior Year	Var to Budget	% Var to Budget	Var to PY	% Var to PY
Patient Revenue	525,909	446,298	435,880	79,611	17.8%	90,029	20.7%
Other Operating Revenue	23,563	23,525	23,734	38	0.2%	(171)	(0.7%)
Total Operating Revenue	549,472	469,823	459,614	79,649	16.95%	89,858	19.55%
Expenses							
Salaries, Wages and Benefits	422,594	550,293	405,941	(127,699)	(23.2%)	16,653	4.10%
Supplies	91,754	48,908	42,295	42,846	87.61%	49,459	116.94%
Purchase Services & Other Expenses	85,268	89,649	87,879	(4,381)	(4.9%)	(2,611)	(3.0%)
Total Operating Expense before Capital	599,616	688,850	536,115	(89,234)	(13.0%)	63,501	11.84%
Earnings Before Depreciation, Interest, and Amortization (EBITDA)	(50,144)	(219,027)	(76,501)	168,883	(77.1%)	26,357	(34.5%)
EBITDA - Debt Service	61,039	(107,844)	34,445	168,883	(156.6%)	26,594	77.21%
EBITDA Margin %	(9.1%)	(46.6%)	(16.6%)	37.49%		7.52%	
Depreciation and Amortization	151,592	152,467	151,961	(875)	(0.6%)	(369)	(0.2%)
Interest Expense	32,196	32,196	34,242	-	0.00%	(2,046)	(6.0%)
Total Operating Expense	783,404	873,513	722,318	(90,109)	(10.3%)	61,086	8.46%
Operating Income	(233,932)	(403,690)	(262,704)	169,758	(42.1%)	28,772	(11.0%)
Operating Margin %	(42.6%)	(85.9%)	(57.2%)	43.35%		14.58%	
Investment Income	5,646	5,634	5,622	12	0.21%	24	0.43%
Other Income and Expenses	10,066	11,933	4,998	(1,867)	(15.6%)	5,068	101.40%
Net Income	(218,220)	(386,123)	(252,084)	167,903	(43.5%)	33,864	(13.4%)
Net Margin%	(39.7%)	(82.2%)	(54.8%)	42.47%		15.13%	

Comparative Financial Results
Foundation
January 2025

	Actual	Budget	Prior Year	Var to Budget	% Var to Budget	Var to PY	% Var to PY
Investment Income	64,822	3,375	13,133	61,447	1820.65%	51,689	393.58%
Donations/Grants	234,925	217,917	50,197	17,008	7.80%	184,728	368.01%
Other Expense	(159,705)	(83,252)	(47,267)	(76,453)	91.83%	(112,438)	237.88%
Net Income	140,042	138,040	16,063	2,002	1.45%	123,979	771.83%



MONTHLY FINANCIAL SUMMARY - January 2025

Gunnison Valley Health
Volume Indicators
January 2025

Month-to-Date	Actual	Budget	Prior Year	Var to Bud	% Var to Bud	Var to PY	% Var to PY
Admissions							
Med/Surg	39	41	41	(2)	(4.9%)	(2)	(4.9%)
OB/Births	4	15	14	(11)	(72.4%)	(10)	(71.4%)
Observation	82	56	63	26	45.6%	19	30.2%
Swing Bed	2	8	9	(6)	(74.2%)	(7)	(77.8%)
Patient Days							
Med/Surg	116	129	124	(13)	(10.3%)	(8)	(6.5%)
OB/Births	11	26	26	(15)	(57.7%)	(15)	(57.7%)
Observation	76	56	60	20	35.3%	16	26.6%
Swing Bed	39	103	115	(64)	(62.1%)	(76)	(66.1%)
Average Daily Census							
Med/Surg	3.7	4.2	4.0	(0.4)	(10.3%)	(0.3)	(6.5%)
OB/Births	0.4	0.8	0.8	(0.5)	(57.7%)	(0.5)	(57.7%)
Observation	2.4	1.8	1.9	0.6	35.3%	0.5	26.6%
Swing Bed	1.3	3.3	3.7	(2.1)	(62.1%)	(2.5)	(66.1%)
Case Mix Index	0.7995		0.8018			(0.002)	(0.3%)
Surgeries							
Surgery - Inpatient	24	27	26	(3)	(11.1%)	(2)	(7.7%)
Surgery - Outpatient	60	50	42	10	20.0%	18	42.9%
Scopes	55	43	43	12	27.9%	12	27.9%
Surgeries - Total	139	120	111	19	15.8%	28	25.2%
General (IP/OP)	15	20	20	(5)	(25.0%)	(5)	(25.0%)
Ortho (IP/OP)	54	39	39	15	38.5%	15	38.5%
OB/GYN (IP/OP)	10	8	8	2	25.0%	2	25.0%
Urology (OP)	2	3	1	(1)	(33.3%)	1	100.0%
ENT (OP)	0	1	0	(1)	(100.0%)	-	0.0%
Cataract (OP)	3	6	0		0.0%	3	0.0%



MONTHLY FINANCIAL SUMMARY - January 2025

Gunnison Valley Health
Volume Indicators
January 2025

Month-to-Date	Actual	Budget	Prior Year	Var to Bud	% Var to Bud	Var to PY	% Var to PY
ER Visits							
ER Visits	575	505	505	70	13.9%	70	13.9%
ER Admissions	9	8	8	1	12.5%	1	12.5%
ER Conversion Factor	1.6%	1.6%	1.6%	0.0%	(1.2%)	0.0%	(1.2%)
Clinic and Anxillary							
Family Medicine Clinic Visits	2,211	2,505	1,027	(294)	(11.7%)	1,184	115.3%
CB Mtn Clinic Visits	406	464	450	(58)	(12.5%)	(44)	(9.8%)
Urgent Care Clinic Visits	610	418	455	192	45.8%	155	34.1%
Outpatient visits	6,323	6,065	6,026	258	4.3%	297	4.9%
EMS Billable Trips	40	58	69	(18)	(30.8%)	(29)	(42.0%)
Rehab Billable Modalities	2,886	3,677	3,902	(791)	(21.5%)	(1,016)	(26.0%)
Lab Exams	10,358	9,588	9,478	770	8.0%	880	9.3%
Cardiopulmonary Exams	743	838	799	(95)	(11.4%)	(56)	(7.0%)
Radiology Exams	2,340	2,036	2,000	304	14.9%	340	17.0%
Gunnison Living Community							
SCC Patient Days	1,092	1,039	903	53	5.1%	189	20.9%
Assisted Living Patient Days	434	474	457	(40)	(8.4%)	(23)	(5.0%)
Hospice Patient Days	45	52	63	(7)	(13.9%)	(18)	(28.6%)
Home Health Census	23	23	23	(0)	(0.3%)	-	0.0%



GUNNISON VALLEY HEALTH

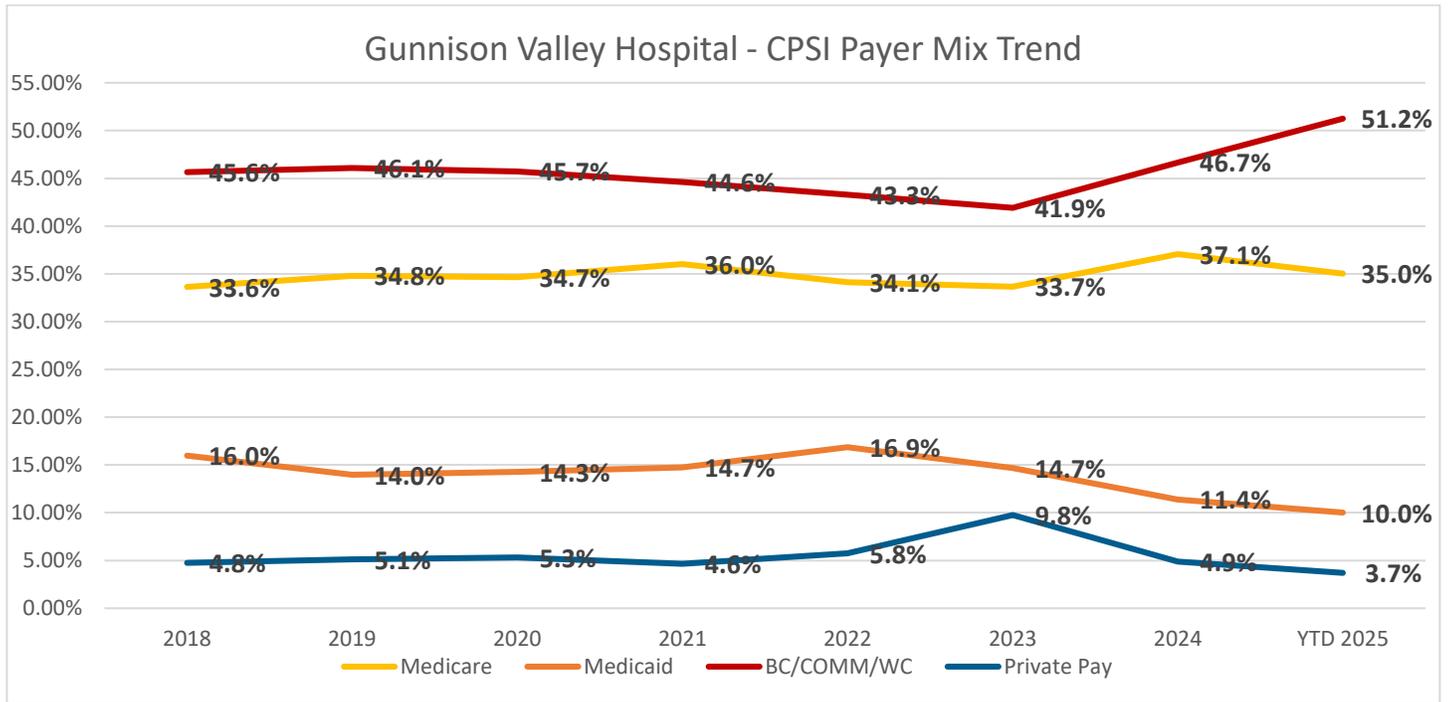
MONTHLY FINANCIAL SUMMARY - January 2025

Comparative Net Patient Margin
Gunnison Valley Health
January 2025

	Actual	Budget	Prior Year	Var to Budget	% Var to Budget	Var to PY	% Var to PY
Gunnison Valley Hospital							
Total Patient Revenue	13,774,637	13,304,618	11,719,292	470,019	3.5%	2,055,345	17.5%
Net Revenue	6,972,137	7,304,157	6,160,166	(332,020)	(4.5%)	811,971	13.2%
<i>Net Patient Revenue Margin</i>	50.6%	54.9%	52.6%	-4.3%	(7.8%)	-1.9%	(3.7%)
Gunnison Living Community							
Senior Care Center	514,370	471,949	398,059	42,421	9.0%	116,311	29.2%
Hospice/Home Health	27,154	13,992	65,412	13,162	94.1%	(38,258)	(58.5%)
Assisted Living	65,877	36,455	56,308	29,422	80.7%	9,569	17.0%
Total Patient Revenue	607,401	522,396	519,779	85,005	16.3%	87,622	(12.3%)
Net Revenue	525,909	446,298	435,880	79,611	17.8%	90,029	20.7%
<i>Net Patient Revenue Margin</i>	86.6%	85.4%	83.9%	1.2%	1.3%	2.7%	3.2%
Key Metrics							
Revenue by APD	5,994	6,525	6,485	(531)	(8.1%)	(491)	(7.6%)
Expense by APD	3,203	3,552	3,332	(349)	(9.8%)	(129)	(3.9%)
Days Cash on Hand	172	195	251	(23)	(11.8%)	(79)	(31.5%)
Debt Service Coverage Ratio	4.67	4.50	6.58	0.17	3.8%	(1.91)	(29.0%)
GVH Encounters	4,516	3,799	3,799	717	18.9%	717	18.9%
Adjusted Patient Days	2,298	2,039	1,807	259	12.7%	491	27.2%
GVH Cash Collected % of Net Rev	84.2%		101.0%			(0.17)	(16.7%)
Salaries & Benefits as % Net Revenue	55.9%	57.6%	50.7%	-1.7%	(3.0%)	0.05	10.3%
Supplies as % Net Revenue	18.5%	13.1%	13.2%	5.4%	41.0%	0.05	40.2%



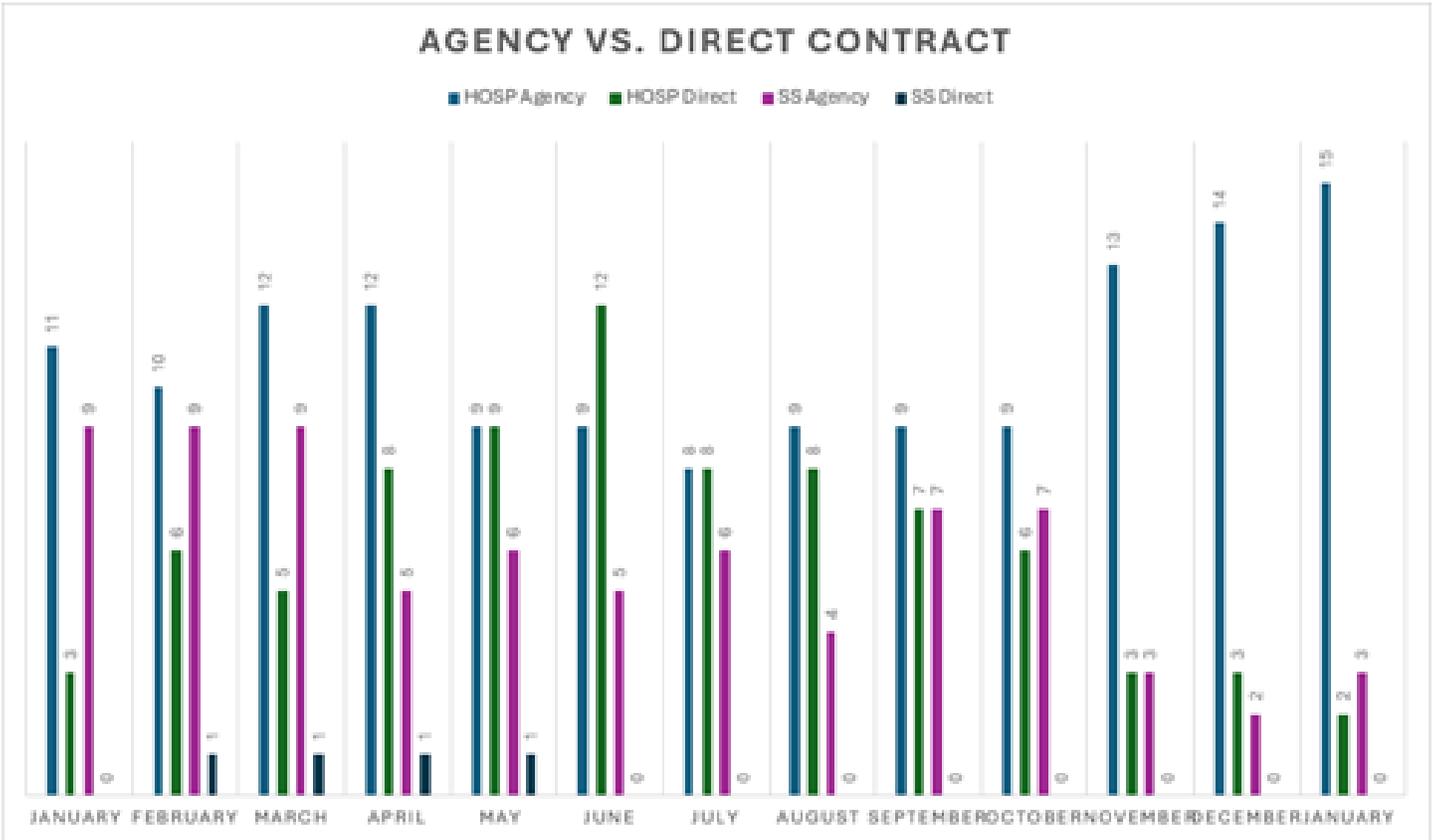
MONTHLY FINANCIAL SUMMARY - January 2025



Payer	Jan-25	Jan-24	Change	YTD 2024	YTD 2023	Change
Medicare	35.0%	31.9%	3.2%	35.0%	31.9%	3.2%
Medicaid	10.0%	11.9%	-1.9%	10.0%	11.9%	-1.9%
BC/COMM/WC	51.2%	48.1%	3.2%	51.2%	48.1%	3.2%
Private Pay	3.7%	8.1%	-4.4%	3.7%	8.1%	-4.4%
	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%



MONTHLY FINANCIAL SUMMARY - January 2025





GUNNISON VALLEY HEALTH

BUDGET SUMMARY

2025

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2025 BUDGET SUMMARY

1. EXECUTIVE SUMMARY

The FY 2025 Budget for Gunnison Valley Health will result in a health system-wide Net Income of **\$4.1M** or **4.1%**

This income level is achieved through the following mechanisms:

- Increasing our charge rates by ~ **5%** across the board – based on historical annual increases and what is allowable by Commercial payers.
- Volume increases of **2% to 10%** on average across our inpatient and outpatient services with the following volume increase having the largest impact on revenue
 - Radiology 3.7% growth over 2024 projected volumes
 - Surgery - 16% growth over 2024 projected volumes
 - Lab – 8.6% over 2024 projected volumes, back to the 2023 volumes
 - Rehab – 6.4% growth over 2024 projected
 - Clinics – 2.1% growth over 2024 projected
 - GVHFM 2.2%
 - GVHMC 1.6%
 - Urgent Care 2.6%
- Assume a contractual adjustment rate of **42.1%** for the health system
 - This rate is based on our partnership with Signature to reduce contractual adjustments, write offs and increase cash collections.
- **19.3%** increase in operating expenses (inclusive of supplies, salaries/benefits, and FTE increases)
- **\$3.2M** in non-operating income which includes \$1.65M investment income, \$1.1M property tax (SCC), \$520k in donations.

Other important budget indicators that we are forecasting for 2025 are:

- An EBITDA less debt service calculation of **\$8.96M** and **7.3 %** (as recommended by Stroudwater)
- An overall Operating Income of **\$852k** or **0.9%**

Our business units will be broken out as follows which will contribute to our overall health system performance:

- **Gunnison Valley Hospital (Does not include the GVH Foundation)**
 - Net Income **\$6.77M**
- **Gunnison Senior Living Community**
 - Net Loss **(\$2.66M)**



2025 BUDGET SUMMARY

2025 CAPITAL SUMMARY

Total Capital assumed in Depreciation Expense

- Balance of Year 2024 – Only patient safety equipment
- 2025 Capital:

GVH/SCC Capital	580,000
Foundation	100,000
Contingency - Health System	150,000
Total 2025 Capital Budget	830,000

- Requests were reviewed and narrowed down to priority 1 as ranked by department leaders and verified by E-Team
- Exceptions will be patient safety and equipment that pays for itself within 12 months with ROI analysis.

Special Projects

- Medical Arts Building - ~ \$200k for Consulting Fees
- E.H.R. Implementation – Funded through Sky Rock lease
- EMS Station – Expected GVH cash outlay of \$2.25M

2. BUDGET ASSUMPTIONS

BUDGET DEVELOPMENT TIMELINE

The 2025 GVH Budget Development began in August of 2024 and followed the following timeline:

- **August 1:** Budget workbooks were opened up to front leaders for review on operating expenses and FTE requests.
- **August 19-30:** Department managers complete 1st draft of operational budget in Multiview with Finance assistance
- **August 28:** Capital requests submitted to finance
- **September 19-25:** follow up budget meeting with Department managers and their Executive
- **October 2:** 1st pass of completed budget to Executive team
- **October 16:** 2nd pass of completed budget to Executive team
- **October 25:** Finance committee 1st pass
- **November 15:** Finance committee 2nd pass
- **November 22:** Finance committee 3rd pass
- **December 3:** BOT Budget review



2025 BUDGET SUMMARY

The May launch of Multiview significantly slowed down the ability to provide our operational leaders with their workbooks thus delaying the budget process overall. Three successive meetings with the GVH BOT Finance Committee have taken place with reviews of the updated drafts prior to taking the budget to the December 3rd BOT Meeting. Based on feedback from this meeting the budget packet was revised into the current format for clarity and the provision of more detailed information.

3. REVENUE PROJECTIONS

RATE INCREASES

GVH over the past 3 years has increased its rates by ~ 4.5% on average. We have based these increases on the following factors: maximum allowable rates for commercial payers, focusing on maintaining affordability in the community, and ensuring our revenue covers our expenses. We generally are not able to increase greater than 5%, and also need to ensure that our rates do not exceed our expense growth which would minimize our Cost to Charge ratio therefore diluting our cost based reimbursement. (Cost to Charge ratio – separation of revenue and expenses and effect on reimbursement). This will not be an issue with our current budget.

- **GVH** - Increased all inpatient and outpatient hospital and clinic charges by 5%
- **SCC/AL** - Increased SNF and AL rates by 5%
 - While this will maximize revenue from current and future residents, it will also hasten residents transition from private pay to Medicaid, potentially decreasing the effect of this 5% increase.
- **HMS/Hospice** - Increased rates by 2%. This rate increase is less than the other functional areas because the rates are set by CMS for Medicare and Medicaid, we do not have the ability to set them for what we want.

CONTRACTUAL ADJUSTMENT FORECAST

Contractual adjustment performance has been the Achilles heel of GVH financial performance and has waxed and waned in effectiveness over the last several years. The following graph depicts trended performance in contractual adjustments since 2021.

	2021 ACTUAL	2022 ACTUAL	2023 ACTUAL	2024 ACTUAL
PATIENT REVENUES				
GUNNISON VALLEY HOSPITAL REVENUES	111,747,399	114,533,890	134,748,245	147,706,664
REVENUE				
BAD DEBT CONTRACTUALS	(2,244,639)	(3,279,960)	(4,096,221)	(4,977,939)
CONTRACTUALS	(48,748,447)	(50,991,089)	(62,248,934)	(65,361,492)
CONTRACTUALS	(50,993,086)	(54,271,049)	(66,345,155)	(70,339,431)
Contractuals as % of Gross Revenue	45.6%	47.4%	49.2%	47.6%



2025 BUDGET SUMMARY

Contractual adjustment performance is directly affected and driven by Revenue Cycle Operations/performance due to:

- Reduced write-offs due to claim errors (through system corrections) and meeting Timely Filing requirements.
- Adherence to payer contract rates (Epic functionality).
- Identifying potential denials for correction on the front end.
- Education for Cash Posting team and Patient Access staff to reduce errors.

We are forecasting a **43.4%** contractual adjustment for GVH which is an improvement on 2024 performance due to the following reasons:

- Vendor relationship with Signature Performance which will improve front end Revenue Cycle to reduce the amount of system errors and claim edits to reduce write offs and denials.
- Installation of EPIC EHR which will allow for payer adherence to contracts, enhanced charging for clinical staff with automation, and the ability to generate comprehensive reports to identify areas of concern.
- Establishment of a Revenue Integrity Team to monitor progress in all Revenue Cycle areas to identify issues in a timely manner and correct these issues as soon as possible.

The percent improvement in contractual adjustments we project will bring **\$6.7M** to the bottom line for GVH.

SIGNATURE PERFORMANCE SUMMARY

Signature started with a full implementation on 1/1/25. During the month of January they have identified changes in Athena and CPSI that resulted in correct claims issued to payers. They have also identified denial trends that require education to Patient Access staff. Our new Patient Access Director will be able to drive these improvements internally with Signature.

The risks of not achieving this % could be affected by:

- Epic go-live as we navigate Revenue Cycle for legacy systems and new workflows in Epic.
- Time it takes to find root causes of existing errors and correct them with system edits and staff education.



2025 BUDGET SUMMARY

VOLUMES

We analyzed historical volumes as well as our 2024 projected year-end performance to determine growth rates for each operational area in the hospital. Common trends are to budget a 3-4% increase and we chose **3%** as a guiding principle and then adjusted it for various departments. Operational leaders were also consulted based on current service line strategies to help forecast and predict 2025 volumes. We also budgeted for a slower May due to Epic but then plan on catching up on that volume in June/July/August. The tables below depict budget trends. Please see the bullet points for additional details as to why certain departments had the volume projection that we forecasted

Volume Increases to Note:

- Admissions were budgeted 3% over 2023 actuals based on staff input as a more normalized year.
- Observation patients were budgeted based on historical trends between 2022 and 2023 actual volumes
- Lab exams were budgeted to get back to the 2023 volumes. Lab manager believes there were some unusual dips in volumes in 2024
- OB had an unusual increase in 2024, the budget was based on historical trends

Description	2021 Actual	2022 Actual	2023 Actual	2024 Budget	2024 Projected	2025 Budget	2025 Bud vs 2024 Proj Var	2025 Bud vs 2024 Proj Var
Inpatient Days	1,410	1,613	1,441	1,600	1,569	1,594	25	1.6%
Average Daily Census	3.86	4.42	3.95	4.38	4.30	4.37	0.1	1.6%
Admissions	489	509	506	555	486	521	35	7.1%
Avg. Length of Stay	2.9	3.2	2.8	2.9	3.2	3.1	(0.1)	-4.4%
Percent Occupancy	16.1%	18.4%	16.4%	18.3%	17.9%	18.2%	0.3%	1.6%
Births	135	101	111	102	148	120	(28)	-18.7%
Swing Bed Days	746	682	677	682	672	672	0	0.1%
Observation Patients	530	585	684	882	513	615	102	19.8%
Lab Exams	117,333	116,241	115,941	123,336	106,745	115,941	9,196	8.6%
EMS Billable Trips	1,122	800	925	891	811	845	34	4.2%
ER Visits	5,873	6,351	6,194	6,159	6,114	6,223	109	1.8%
Oncology Visits	1,220	1,265	1,195	1,557	1,438	1,509	71	4.9%
Respiratory Therapy Exams	4,999	5,531	3,665	3,840	4,593	4,593	-	0.0%
Cardiovascular Procedures			1,568	771	1,497	1,542	45	3.0%
Sleep Lab Procedures			287	297	267	267	-	0.0%



2025 BUDGET SUMMARY

Volume Increases to Note:

- MRI is a 2% increase over 2023 volumes
- Rehab volumes were recommended by the manager, they have been limited in 2024 by capacity not business in waiting. There were therapists on medical leave in 2024

Description	2021	2022	2023	2024	2024	2025	2025	2025
	Actual	Actual	Actual	Budget	Projected	Budget	Bud vs 2024	Bud vs 2024
							Proj Var	Proj Var
Cardiology Exams	2,268	2,590	3,197	3,182	2,531	2,531	(0)	0.0%
X-Ray Exams	6,742	7,090	7,312	7,244	7,066	7,163	97	1.4%
Ultrasound Exams	2,122	1,976	2,331	2,308	2,586	2,597	11	0.4%
Mammo Exams	2,905	2,817	2,937	3,296	2,821	2,948	127	4.5%
CT Scan Exams	4,659	4,770	5,141	5,354	5,458	5,609	151	2.8%
MRI Exams	1,591	1,605	1,897	2,090	1,770	1,934	164	9.2%
Physical Therapy Patients	8,721	8,966	9,791	10,694	10,610	11,504	894	8.4%
Physical Therapy Modalities	25,044	26,528	29,460	25,896	32,086	34,527	2,441	7.6%
CB Clinic Patients	1,944	1,665	1,769		2,050	2,050	-	0.0%
CB Clinic Modalities	5,596	4,729	4,822		5,804	5,804	-	0.0%
Occup Therapy Patients	3,636	3,516	3,714	4,134	3,217	3,516	299	9.3%
Occup Therapy Modalities	9,396	8,957	9,551	10,876	8,317	8,842	525	6.3%
Total Rehab Patients	14,301	14,147	15,274	14,828	15,877	17,070	1,193	7.5%
Total Rehab Modalities	40,036	40,214	43,833	36,772	46,207	49,173	2,966	6.4%



2025 BUDGET SUMMARY

Volume Increases To Note:

- Surgery volumes (outpatient) are budgeted to increase as a result of Cataract surgeries, Urology adding a 2nd day and Ortho adding hand surgeon and additional ankle and foot surgeries.

Description	2021 Actual	2022 Actual	2023 Actual	2024 Budget	2024 Projected	2025 Budget	2025 Bud vs 2024 Proj Var	2025 Bud vs 2024 Proj Var
Surgery - Inpatient	190	187	219	216	218	220	2	0.9%
Surgery - Outpatient	769	598	634	678	597	732	135	22.6%
Scopes	481	407	744	616	675	706	31	4.6%
Total Surgeries	1,440	1,192	1,597	1,510	1,490	1,658	168	11.2%
General Surgery	188	162	196	195	196	197	1	0.5%
Ortho	680	524	566	581	508	545	37	7.3%
OB/GYN	82	83	80	99	82	92	10	11.7%
ENT	9	16	11	8	11	13	2	18.2%
Urology			-	11	18	33	15	83.3%
Cataract Surgery						72		
GVHFM Visits	10,713	12,138	11,233	10,587	11,914	12,177	263	2.2%
GVHMC Visits	1,944	2,356	2,636	2,610	2,968	3,015	47	1.6%
GVHFM Downtown					16,384	16,384	-	0.0%
GVH Urgent Care	3,347	4,664	5,772	6,212	5,100	5,235	135	2.6%
Behavioral Health	355	4,287	6,744	6,550	10,167	10,187	20	0.2%
Specialty Clinic		1,628	2,934	2,887	2,861	2,915	54	1.9%
Dermatology						4,800		
Urology		87	168	141	360	360	-	0.0%
Womens Clinic			326	867	640	742	102	15.9%
Ophthalmology		379	466	400	450	517	67	14.8%
GVO		1,001	3,029	4,036	5,195	5,195	0	0.0%

Volume Increases to Note:

- SCC is budgeting an ADC of 34
- Home Health 4 increase in census over 2024 projected
- Hospice is a .6% over 2024 projected
- Assisted living is currently running 14.5, budgeting conservative with 14 ADC

Description	2021 Actual	2022 Actual	2023 Actual	2024 Budget	2024 Projected	2025 Budget	2025 Bud vs 2024 Proj Var	2025 Bud vs 2024 Proj Var
Senior Care Center								
Patient Days								
Senior Care Center	15,542	13,630	11,851	12,083	10,435	12,410	1,975	18.9%
Home Medical Services (Census)	46	40	36	34	30	34	4	12.0%
Hospice	968	825	792	798	801	806	5	0.6%
Palliative Care	1,042	760	391		-	-	-	0.0%
Assisted Living	5,269	5,204	4,816	4,670	5,439	5,300	(139)	-2.6%



2025 BUDGET SUMMARY

4. EXPENSE PROJECTIONS

GVH will experience a **7%** increase over 2024 actual expenses driven by the following functional areas.

Key areas of expense increase will be:

- Salaries and Benefits due to Gallagher phase 1 increases and normal annual increase.
- Supplies due to estimated inflation as provided by Vizient report.

Key areas of expense reduction will be:

- Purchased Services – Revenue Cycle at approximately **\$1M**
- Contracts we will terminate with the Signature contract (coding, AR follow-up)

SUPPLY CHAIN – Vizient & VHPC

- Pharmacy 340B – We are planning for Pharmacy inflation to increase approximately **6%** based on the “Pharmacy Outlook Report” issued by Vizient.
- Supplies are expected to increase **1%** to **8%** due to inflation based on Vizient projections. We have increased supplies by **4%** to meet expected inflation.
- Estimates for 340B improvements in 2025 are expected to be approximately **\$2M**.

CONTRACTED / PURCHASED SERVICES

- Rev Cycle contracted services will decrease about **\$1M** with the change to Signature and elimination of QHP (Interim Rev Cycle Director)
- Legal will reduce with the completion of clinic and ASC acquisitions

EMPLOYEE COMPENSATION: SALARY & BENEFITS

- The overall increase in 2025 is **20.5** additional FTEs
 - HR Coordinator 1.0
 - Oncology Financial Navigator 1.0
 - GVHFM Office Supervisor 1.0 (Stroudwater recommendation)
 - GVO/Specialty Clinic Office Coordinator 1.0 (Stroudwater recommendation)
 - Financial Analyst 1.0
 - Dermatologist 1.0
 - Dr McMurren GVHFM 1.0
 - GVHFM Downtown (GVFP) 13.5



2025 BUDGET SUMMARY

- Historically we only add FTEs for positions that are Grant funded or have a return on investment with increases in revenue.
- 2024 budget was over due to the acquisitions of the VSON and GVFP clinics.
- GVH has an increase of 20.5 FTEs, this includes the new GVHFM location, formally GVFP of 13.5 FTEs and approved FTE adds of 7 = 468 total budgeted FTEs.
- Based on the above our total salary/benefits increase for 2025 vs. 2024 is **\$5.5M**

CONTRACT LABOR EXPENSE

Contract labor spend 2024 \$3,628,856 vs. 2025 budgeted \$2,574,348. We have seen a reduction in contract labor from 2023 \$4,910,971, (\$1,282,115).

Areas of highest utilization in 2024

- SCC Nursing, OB, Lab, Hospitalist, Ultrasound, Behavioral Health, MRI, RT, ED, OR, and CT

Areas of highest reduction for 2025

- Behavioral Health, MRI, Lab, OB, OR and SCC Nursing

The 2025 budget assumes 16.5 Contract Labor consisting of 10.5 Hospital and 6 SCC. The contract labor budget only includes the premium, the difference between the paid salary and what the contract company charges GVH.

- For example, a nurse is paid \$35/hour and the contract company charges \$100/hour, we budget for the \$65/hour under contract labor.

GALLAGHER COMPENSATION & EXPENSE ANALYSIS

In 2024 based on employee and leadership feedback, the HR department partnered with Gallagher, a leading expert in compensation and benefits, to provide a full analysis of our compensation program for staff and leaders. This excluded executives and physicians.

Gallagher provided a full report to HR, CFO and CEO which included several recommendations. Moving from position specific wage ranges (currently 200+) to a condensed pay grade model with only 39 pay grades accompanied by a hiring guide for HR and leaders. Benchmarking years of experience at 8 for a midpoint target, then bringing all staff into the new pay grades based on their years of experience.

The goal is to ensure a competitive, fair and transparent compensation program that attracts top talent. The total cost of adjustments needed is around **\$700,000**. The Benefits Committee has proposed the implementation of the recommendations over a 3-year period. In 2025 the total cost of adjustments would be **\$429,000** and it will include two phases:

- Phase 1 are all entry level staff positions and will be effective January 20, 2025.
- Phase 2 are all 'hard-to-fill' clinical roles like nursing, lab, imaging, respiratory therapy and are targeted for a February effective date.

A portion of the costs are offset by an increase in employee health plan premiums of **3%** which are needed to move ourselves to be more in line with benchmark premium share; this helps with around \$248,000.



2025 BUDGET SUMMARY

5. CAPITAL BUDGET

2025 Capital Requests were ranked by each department operational leader with a priority from 1 (highest) to 3. These requests were then further refined and reviewed by the Executive Team with only Priority 1 items making the final cut for 2025.

CAPITAL OVERVIEW

Routine Capital	\$225,000
VP Capital	\$355,000
Foundation Funded Capital	\$100,000
Contingency – Health System	\$150,000
Total 2025 Capital Budget	\$830,000
Strategic Capital	\$2,450,000

Strategic Capital

- Medical Arts Building – ~ \$200k for Consulting Fees
- E.H.R. Implementation – Funded through Sky Rock lease
- EMS Station – Expected outlay of \$2.25M

Just-in-time requests in 2025 will be vetted by the Executive team and we anticipate only approving those requests that relate to patient safety, regulatory requirements, or that have a financial payback that will occur in FY 25.

We anticipate being able to fund an additional \$100,000 in capital spend directly from GVH Foundation contributions.

EPIC CONSIDERATIONS

Occasionally, we have found additional equipment necessary to interface with Epic, these are outside the original equipment budget as they become known.

Signature has assigned two consultants to help us ensure we are meeting deadlines and fully understand the decisions we are making. This is also outside of the proposed budget and is a capital expense.



2025 BUDGET SUMMARY

6. DAYS CASH ON HAND

DCOH ASSUMPTIONS

- Operating Revenues (cash collected) consistent with prior year
- Expenses to remain consistent with prior year
- Capital spend – EMS spend anticipated at \$2.8M per budget
- Investment income to remain consistent with prior year
- Grants and contributions include \$350k of Foundation support
- No significant inflow/outflow from investments
- Epic implementation to reduce cash collected in May and June

DCOH – Flex Monitoring Benchmarks	
CAH – All US	125.80 Days
CAH - Colorado	167.81 Days
CAH – HRSA Region 8	165.54 Days

GVH DCOH	January 1, 2025	February 28, 2025	March 31, 2025	April 30, 2025	May 31, 2025	June 30, 2025
Starting Balance	40,525,327	40,409,370	40,382,354	40,355,338	40,328,321	40,306,784
Cash from Operating Activities	167,279	167,279	167,279	167,279	167,279	647,279
Cash for Financing Activities	(821,122)	(732,182)	(732,182)	(732,182)	(726,702)	(726,702)
Cash from Investing Activities	537,887	537,887	537,887	537,887	537,887	537,887
TOTAL Cash Flows	(115,956)	(27,016)	(27,016)	(27,016)	(21,537)	458,463
Ending Balance	40,409,370	40,382,354	40,355,338	40,328,321	40,306,784	40,765,248
Average Daily Expenses	222,690	234,050	211,400	218,446	211,400	218,446
Days Cash (prior to Implementation)	181	173	191	185	191	187
Impact of Epic Implementation					(996,525)	(996,525)
Days Cash (including Implementation)	181	173	191	185	186	177



2025 BUDGET SUMMARY

7. P&L (TOTAL INCOME)

Gunnison Valley Health
Income Statement 2021-2025 Budget

Net Revenues	2021	2022	2023	2024	2025 Budget
Patient Revenue	66,961,462	65,909,979	74,095,247	82,740,881	96,373,068
Other Operating Revenue	1,184,200	2,104,999	2,609,178	3,530,687	3,520,501
Total Operating Revenue	68,145,662	68,014,978	76,704,425	86,271,568	99,893,569
Expenses					
Salaries, Wages and Benefits	41,441,003	46,514,898	49,251,652	55,025,468	60,550,421
Supplies	10,083,392	8,282,831	11,233,115	11,964,876	13,186,535
Purchase Services & Other Expenses	11,542,506	11,999,987	13,819,646	18,818,313	18,895,313
Total Operating Expense before Capital	63,066,901	66,797,716	74,304,413	85,808,657	92,632,269
Earnings Before Depreciation, Interest, and Amortization (EBITDA)	5,078,761	1,217,262	2,400,012	462,911	7,261,300
EBITDA - Debt Service	6,778,283	2,916,783	4,099,533	2,162,432	8,960,821
EBITDA Margin %	7.45%	1.79%	3.13%	0.54%	7.27%
Depreciation and Amortization	3,957,304	4,612,654	4,951,396	5,478,306	5,879,866
Interest Expense	598,127	572,344	581,100	686,460	529,242
Total Operating Expense	67,622,332	71,982,714	79,836,909	91,973,423	99,041,377
Operating Income	523,330	(3,967,736)	(3,132,484)	(5,701,855)	852,192
Operating Margin %	0.77%	(5.8%)	(4.1%)	(6.6%)	0.85%
Investment Income	(87,651)	(616,371)	2,438,792	2,025,437	1,655,000
Other Income and Expenses	5,830,897	1,105,935	1,817,295	6,033,200	1,594,714
Net Income	6,266,576	(3,478,172)	1,123,603	2,356,782	4,101,906
Net Margin%	9.20%	(5.1%)	1.46%	2.73%	4.11%

EBITDA – Less Debt Service

EBITDA evaluates whether operations generated enough cash to cover operating expenses and still cover debt service obligations. Stroudwater recommended this as a better measurement of successful operations (total revenue less operating expenses).

OPERATING INCOME

Shows profitability of core operations and depreciation/amortization. Does not include non-operating revenues and expenses.

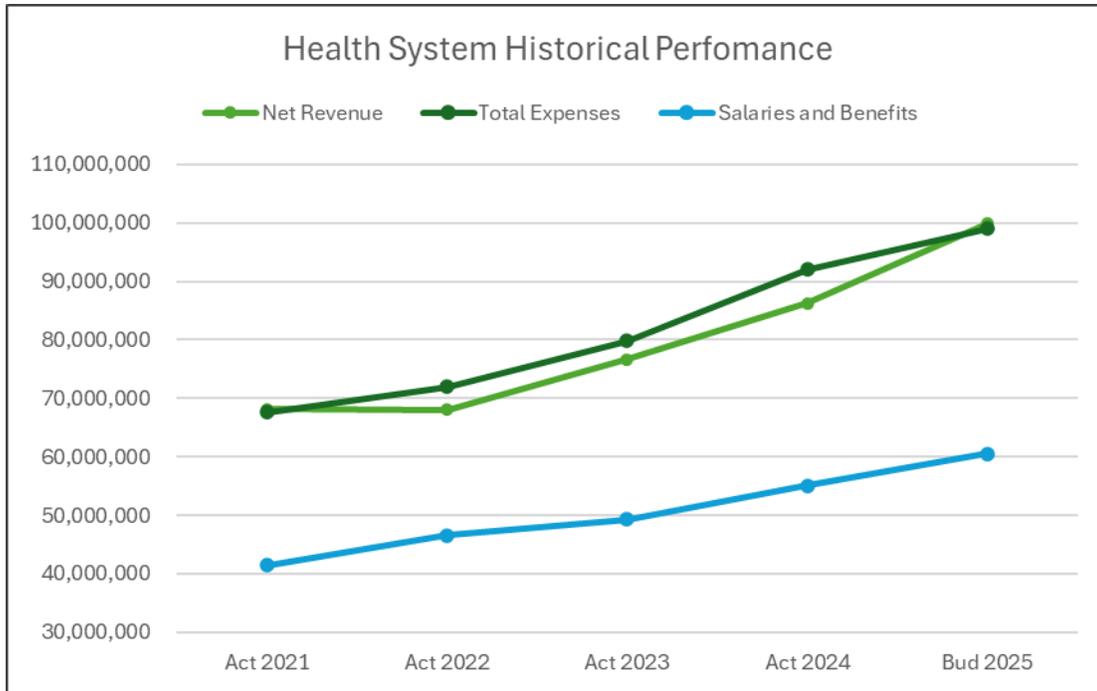
Net Income

We need to be at least > 4% to be sustainable.



8. HISTORICAL PERFORMANCE 2021 to 2024

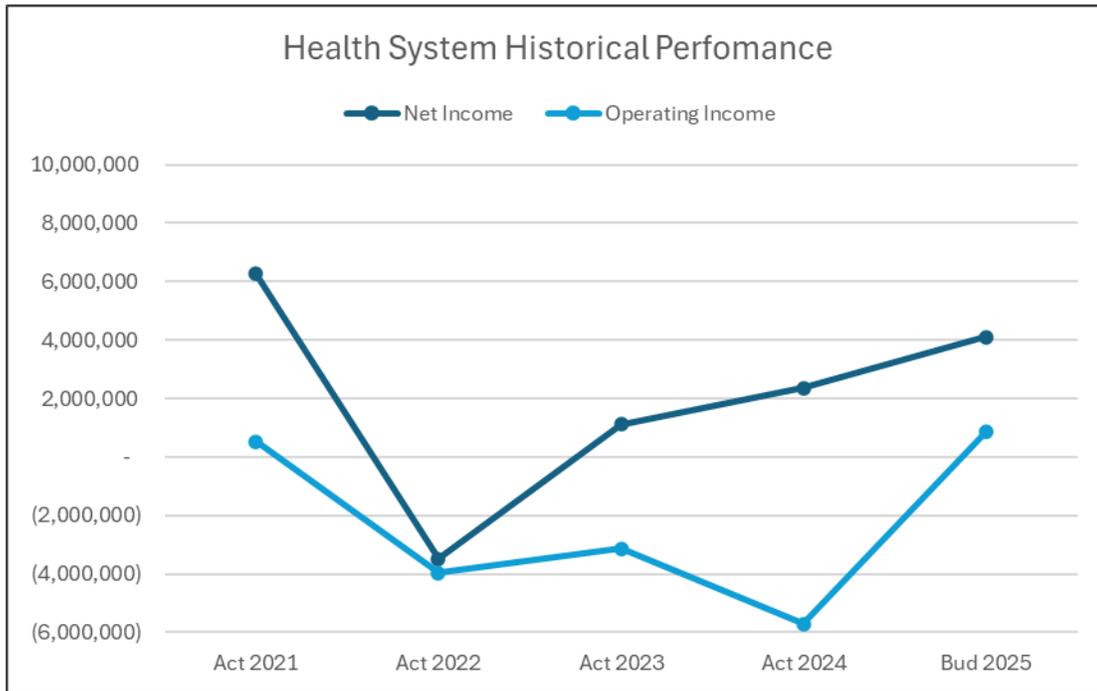
GRAPH 1: GVH Historical Performance to Budget w/2025 projections – **Net Rev, Total Exp, Salaries & Benefits**



GRAPH 2: GVH Historical Performance to Budget w/2025 projections – **Operating Income, Net Income**



2025 BUDGET SUMMARY



9. KEY ABBREVIATIONS & DEFINITIONS

- CMI** Case Mix Index
- CV** Cardiovascular
- EMS** Emergency Medical Services (Paramedics)
- GVHFM** Gunnison Valley Health Family Medicine
- GVHFM DT** Gunnison Valley Health Family Medicine Downtown (formerly GVFP)
- GVHFM CB** Gunnison Valley Health Family Medicine Crested Butte
- GVHMC** Gunnison Valley Health Mountain Clinic
- GVO** Gunnison Valley Orthopedics
- OBS** Observation
- Mammo** Mammography
- MRI** Magnetic Resonance Imaging
- M/S** Med/Surg Unit in the hospital

SAVE THE DATE

THE 2025
GUNNISON VALLEY HEALTH
**LOW-COST
BLOOD TESTING**
EVENTS ARE COMING...



GUNNISON VALLEY HEALTH
WELLNESS EVENTS

CRESTED BUTTE

June 4, 5, 6, 2025

6:30 to 9:30 a.m.

Queen of All Saints Parish Hall

GUNNISON

August 19, 20, 21, 2025

6:30 to 9:30 a.m.

Fred Field Center

For more information visit

WWW.GUNNISONVALLEYHEALTH.ORG/WELLNESS

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Gunnison-Crested Butte Regional Airport Economic I

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

Airport Update - CEIS

Fiscal Impact:

Submitted by: Stephanie Petsch

Submitter's Email Address: spetsch@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 3/5/2025

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 15

Agenda Date: 3/11/2025



2025 Colorado Aviation Economic Impact Study

Gunnison-Crested Butte Regional Airport (GUC) Economic Impact Presentation



Contents

- ✔ 01. What is an Aviation Economic Impact Study?
- ✔ 02. Economic Impacts of Gunnison-Crested Butte Regional Airport
- ✔ 03. Colorado Statewide Economic Impacts
- ✔ 04. Additional Tools and Resources

01

What is an **Aviation Economic Impact Study**?

An aviation economic impact study quantifies the economic impact associated with the state's aviation system and other aviation-reliant or closely supportive industries



Economic Impact Measures



Jobs

Total number of people employed, both full-time and part-time.



Payroll

Total employment compensation, including wages, benefits, and taxes paid on behalf of employees.



Value Added

Total contribution to the Gross State (Regional) Product. It includes all payroll, profits, and business taxes paid



Business Revenues

Total expenditures for airport administration, capital projects and tenant sales of goods and services, as well as visitor spending in Colorado's hospitality-related sectors. Also referred to as "output", "sales", or "economic activity/impact".

Economic Impact Categories

Direct Impacts



On-Airport
Impacts



Off-Airport
Visitor Spending Impacts

+

Multiplier Effects

Supplier Sales and
Income Re-spending

Supplier sales are portions of direct revenues used to purchase goods and services from Colorado businesses. *Income re-spending* reflects income earned by workers from direct and supplier sales transactions that are then spent in Colorado.

=

Total Impacts



Jobs



Payroll



Value
Added



Business
Revenues

On-Airport Impacts



Airport Administration

Includes all direct airport employees, city or county employees that perform airport-related work, and contract airport employees and the payroll associated with those employees.

Data collected using Airport Manager Survey administered during site visits



Airport Tenants

Includes all businesses located on airport property including aviation- and non-aviation-related businesses (airlines, fixed based operators [FBOs], terminal concessions, cargo carriers, rental car operators, etc.), and the employment and payroll associated with these businesses.

Data collected through in-person tenant meetings and digital Airport Business Tenant Surveys



Capital Improvements

Includes annual spending on construction by airport administration and tenants, including airport (local), state, federal, and other funds.

Four years of data (2020-2023) were gathered from Airport Manager Survey and averaged to determine the 'typical' expenditure year

Off-Airport Visitor Spending Impacts



Commercial Visitor Spending

Accounts for the money spent in Colorado by out-of-state visitors who arrive to the state via commercial service airports

Data collected through in-person and electronic Commercial Passenger Survey using airport Wi-Fi portals



General Aviation (GA) Visitor Spending

Accounts for the money spent in Colorado by out-of-state visitors who arrive to the state via general aviation airports.

Data collected through in-person and electronic GA Passenger Survey using posters and QR codes

02

Economic Impacts of Gunnison-Crested Butte Regional Airport (GUC)



Gunnison-Crested Butte Regional Airport

Total Impacts

Total Economic Impacts represent the direct and multiplier (Supplier Sales and Income Re-spending) of GUC. Impacts are communicated by the total jobs, payroll, value added, and business revenues.



958
Total Jobs



\$54.5M
Payroll



\$91.9M
Value Added



\$154.9M
Business Revenues

Gunnison-Crested Butte Regional Airport (GUC)

Total Impacts

Annual On-Airport Economic Impacts

	Direct	Supplier Sales	Income Re-spending
<i>Jobs</i>	234	55	106
<i>Payroll</i>	\$15,467,000	\$4,225,000	\$6,572,000
<i>Value Added</i>	\$21,400,000	\$6,172,000	\$12,314,000
<i>Business Revenues</i>	\$38,437,000	\$11,820,000	\$20,602,000

Annual Off-Airport Visitor Spending Economic Impacts

	Direct	Supplier Sales	Income Re-spending
<i>Jobs</i>	373	90	101
<i>Payroll</i>	\$15,778,000	\$6,252,000	\$6,242,000
<i>Value Added</i>	\$30,675,000	\$9,645,000	\$11,696,000
<i>Business Revenues</i>	\$46,209,000	\$18,305,000	\$19,567,000

Total Annual Economic Impacts

	Jobs	Payroll	Value Added	Business Revenue
<i>On-Airport Activity</i>	395	\$26,264,000	\$39,886,000	\$70,859,000
<i>Visitor Spending</i>	564	\$28,270,000	\$52,015,000	\$84,080,000
Total	958	\$54,534,000	\$91,901,000	\$154,939,000

*Totals may not sum due to rounding



03

Colorado Statewide Impacts



Total Statewide Impacts



348,466
Total Jobs



\$23.5B
Payroll



\$40.3B
Value Added



\$68.9B
Business Revenues

Statewide impacts consist of the total on-airport and visitor spending impacts of the 66 airports in Colorado, as well as the economic impacts of off-airport cargo activity in the State

04

Additional Tools and Resources



2025 CEIS Project Website



The project website is the place where you can find materials and deliverables documenting the impacts of Colorado's 66 public-use airports, including:

- ✔ Individual Airport Brochures
- ✔ Individual Airport PowerPoints
- ✔ Animated Flight Maps
- ✔ Statewide Executive Summary
- ✔ Statewide Fact Sheet
- ✔ Statewide Technical Report

Animated Flight Maps

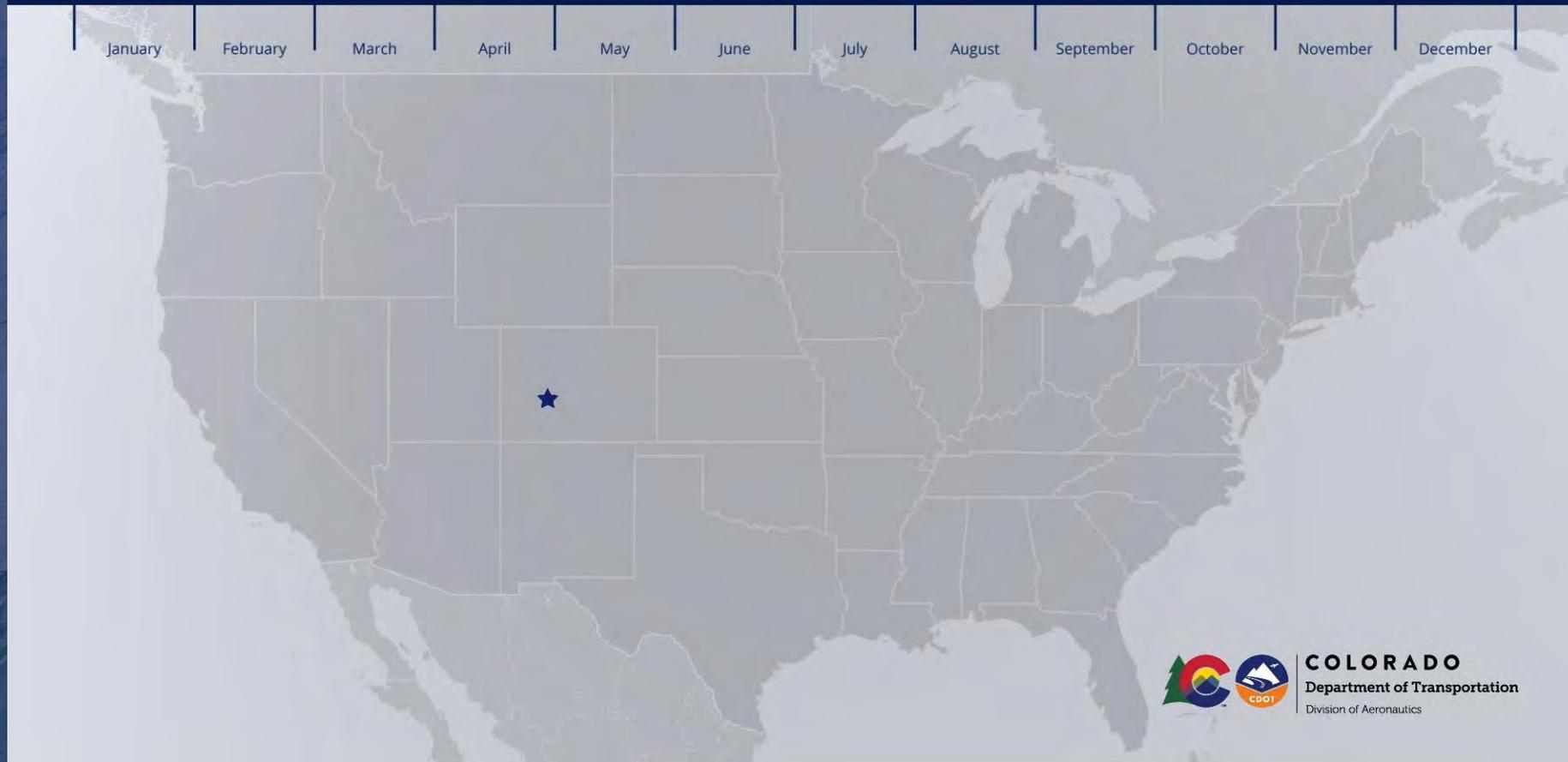
Gunnison-Crested Butte Regional Airport

2023 Arrivals and Departures

Flights: 0

Places Flown To/From: 0

Total States Flown To/From: 0



Thank You!

Visit our Project Website at
www.coloradoaviationsystem.com

Contact Us!

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CDOT Division of Aeronautics

Project Manager

 303.512.5251

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Rick Lamport

Airport Director

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 rlamport@gunnisoncounty.org

2025 Colorado Aviation ECONOMIC IMPACT STUDY



Individual Airport Economic Impact Report

Gunnison-Crested Butte Regional (GUC)

Gunnison-Crested Butte Regional Airport (GUC) is a commercial service airport located in the southwestern part of Colorado, located just one mile from downtown Gunnison and 28 miles from the world class ski resort of Crested Butte. During peak season, the airport is served by three different airlines providing service to three different destinations nationwide. The unique positioning of the airport places it right at the start of the only major road going to and from the Crested Butte Ski Resort, making most ski and recreational tourists and other visitors or residents aware of its presence. GUC's geographic location is also an ideal location for aerospace companies to conduct high altitude testing. Situated in the heart of the Rocky Mountains, the airport's elevation of 7,675 feet above sea level provides the perfect conditions for testing aircraft performance and maneuverability at high altitudes. GUC also supports a 9,400-foot-long runway (06/24) and spacious facilities which allow for safe and efficient testing to be conducted. Other operations that are accommodated at the airport include recreational, corporate business, aerial inspection, military, and emergency medical operations.

Top Activities



Commercial Service



Corporate/
Business Activity



Aerial Inspection



Military Activities



Aerial Medical Operations



Economic Impacts of

Gunnison-Crested Butte Regional (GUC)

Gunnison-Crested Butte Regional is one of 66 public use airports that contribute to the State's aviation economic impact. To understand how GUC and other airports support economic activity, the Colorado Department of Transportation (CDOT) Division of Aeronautics undertook the 2025 Colorado Aviation Economic Impact Study (CEIS). The study determined that GUC generated the below total economic activity in 2023. Of the \$154.9 million of total business revenues generated by GUC, \$70.9 million were generated by on-airport activities and \$84.1 million generated by visitor spending.¹



958

total jobs



\$54.5M

total payroll



\$91.9M

total value added



\$154.9M

total business revenues

¹ Totals may not sum due to rounding



2025 Colorado Aviation ECONOMIC IMPACT STUDY



Direct Impacts



Airport Administration



Airport Tenants



Capital Improvements



Commercial Visitor Spending



General Aviation Visitor Spending

Multiplier Effects

Supplier Sales and Income Re-spending

Total Impacts



Jobs



Payroll



Value Added



Business Revenues

What is Economic Impact?

Two types of economic impacts are generated as a result of airport activity: Direct Impacts and Multiplier Effects (supplier sales and income re-spending). Direct impacts come from the activities of the airport administration, on-airport tenants, capital improvement spending, and spending by visitors arriving on commercial and general aviation aircraft. Multiplier effects are generated when portions of direct revenues are used to purchase goods and services from Colorado businesses (supplier sales), and when income earned by workers in airport-supported jobs is spent at Colorado businesses (income re-spending). Total Impacts represent the summation of the direct impacts, supplier sales, and income re-spending effects for the state.

Economic Impact Measures

Economic Impacts are communicated by the total jobs, payroll, value added, and business revenues generated by each airport. These are defined as:



Jobs

Total number of people employed, both full-time and part-time.



Payroll

Total employment compensation, including wages, benefits, and taxes paid on behalf of employees.



Value Added

Total contribution to the Gross State Product. It includes all payroll, profits, and business taxes paid.



Business Revenues

Total expenditures for airport administration, capital projects and tenant sales of goods and services, as well as visitor spending in Colorado's hospitality-related sectors. Also referred to as "output," "sales," or "economic activity/impact."

Statewide Aviation Economic Impacts

Colorado's 66 public use airports range from small GA airports to a major international airline hub, all of which contribute to the state's economy. The impacts of on-airport activities and visitor spending associated with each airport, combined with the statewide impacts of off-airport air cargo operations, helped Colorado's aviation system generate \$68.9 billion in total economic activity (business revenues) in 2023.

\$68.9B

total business revenues

348,466

total jobs

\$23.5B

total payroll

\$40.3B

total value added

For more information on the Colorado Aviation Economic Impact Study, please visit our webpage at <https://www.coloradoaviationsystem.com/>



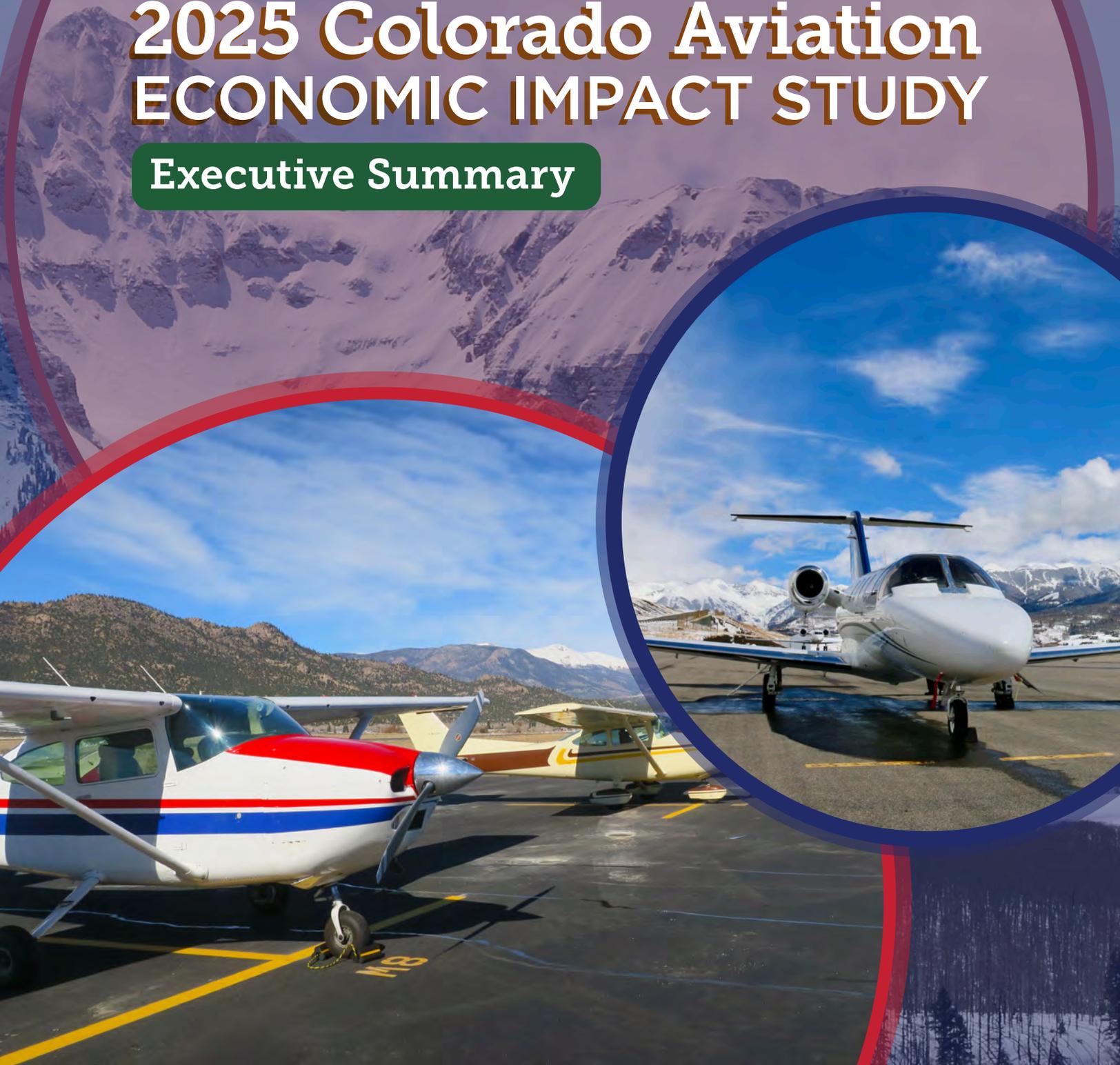
2025 Colorado Aviation Economic Impact Study



COLORADO
Department of Transportation
Division of Aeronautics

2025 Colorado Aviation ECONOMIC IMPACT STUDY

Executive Summary



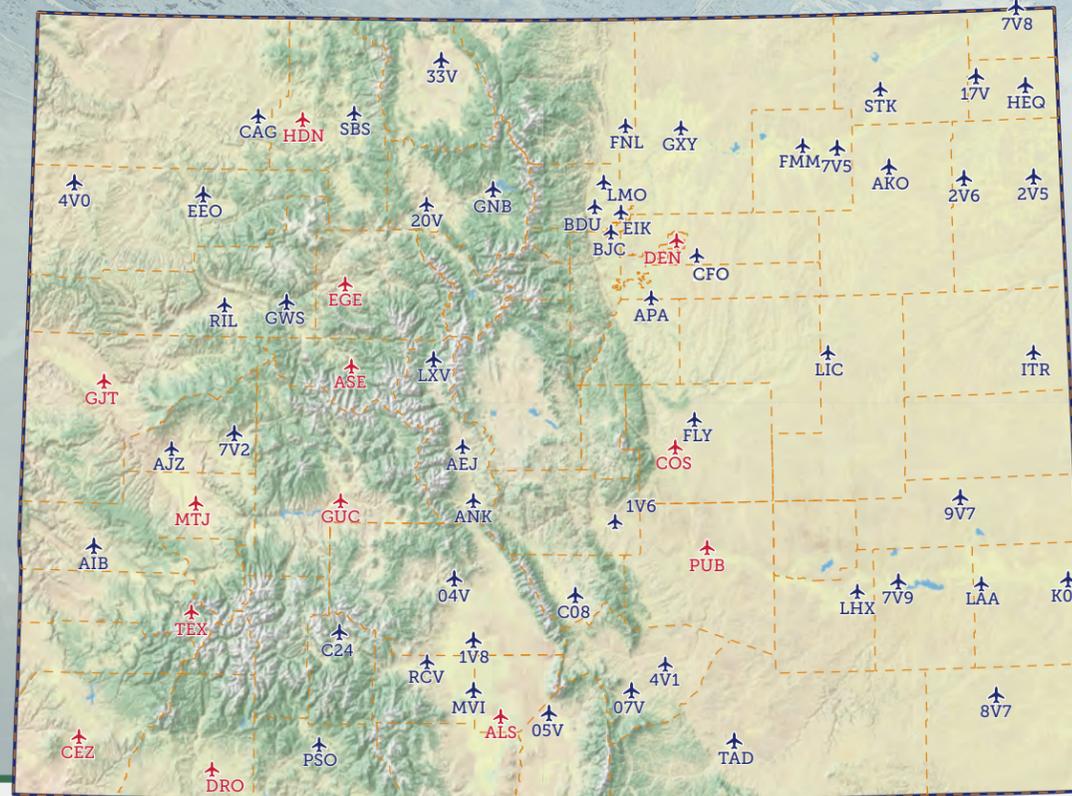
2025 Colorado Aviation ECONOMIC IMPACT STUDY

Introduction

Aviation is integral to the daily lives of Colorado residents, enabling swift transportation of people and cargo within the state and beyond. Airports **support critical missions like aerial firefighting, emergency medical transport, law enforcement, disaster response, and aerial agricultural operations.** These activities generate economic growth, both at the airports and in the surrounding communities. The Colorado Department of Transportation (CDOT) Division of Aeronautics conducted the 2025 Colorado Aviation Economic Impact Study (CEIS) to measure the substantial economic contributions of the state's aviation system to local and statewide economies.

The 2025 CEIS detailed the economic impacts of Colorado's public use airports, assessed the economic activity generated by visitors arriving via airports, **and evaluated the influence of off-airport air cargo activities, aerospace, and agricultural sectors.**

Colorado's Aviation System



Legend
 ↑ - Commercial Service
 ↑ - General Aviation

Economic Impact of Colorado's Aviation System

\$68.9B

total business revenues

Business Revenues

Total expenditures for airport administration, capital projects, and tenant sales of goods and services, as well as visitor spending in Colorado's hospitality-related sectors. Also referred to as "output," "sales," or "economic activity/impact."

Colorado boasts world-renowned recreational opportunities, cutting-edge industries, and vital defense installations that collectively foster a thriving economy. The state's aviation system comprises 66 public-use airports, including 13 commercial service airports, serving tourism, business, and military activities. All of these airports are crucial gateways, welcoming over 13 million visitors to Colorado each year. When considering activities from airport administration, business tenants, construction, air cargo, and out-of-state visitor spending, Colorado's aviation system supports more than 348,000 jobs and \$23.5 billion in payroll. This activity generates \$68.9 billion in business revenue and contributes \$40.3 billion in added value to the state's economy.



Jobs

Total number of people employed, both full-time and part-time.



Payroll

Total employment compensation, including wages, benefits, and taxes paid on behalf of employees. Also referred to as "labor income" or "total compensation."



Value Added

Total contribution to the Gross State Product. It includes all payroll, profits, and business taxes paid.

2025 Colorado Aviation Economic Impact Study



On-Airport Activities

Three main activity categories were considered in estimating the on-airport economic impact of Colorado airports, including airport administration (airport operations and management), airport tenants (airlines, fixed-base operators [FBOs], terminal vendors, cargo transporters, etc.), and capital projects (airport infrastructure improvements and construction by tenants). The on-airport activities occurring at Colorado airports generated approximately \$39.8 billion in business revenues, which supported 176,935 jobs that have an average salary of approximately \$80,000 per employee.



Core Impacts are those that directly contribute to the total economic impact of Colorado's Aviation System.

Core Economic Impacts



Off-Airport Visitor Spending

Airports in Colorado serve as entry points for out-of-state visitors traveling to Colorado for both personal and business purposes, whether domestically or internationally. These visitors, arriving via commercial service and general aviation (GA) airports, typically spend money outside the airports on accommodations, dining, local transportation, shopping, and entertainment. This study specifically considered the spending of out-of-state commercial service and GA visitors in Colorado. In 2023, these visitors contributed approximately \$22.7 billion in business revenues to the Colorado economy, supporting more than 150,000 jobs.



Off-Airport Cargo

In addition to generating economic benefits through their own operations, Colorado airports significantly contribute to the state's economy by facilitating the transportation of commodities and finished goods for manufacturers and agricultural producers to both out-of-state domestic and international markets. The economic impact of air cargo reflects the off-airport activities supported by these services. Overall, air cargo activities occurring off-airport supported 21,297 jobs and generated \$6.4 billion in business revenues to the state economy. Off-airport air cargo impacts were calculated only at a statewide level and not for individual airports.



Aviation Activities that Generate Economic Impacts in Colorado



Aviation's Impact on Colorado's Agricultural Sector

Aerial applicators play a vital role in Colorado's economy. They not only safeguard crop value by protecting plants from disease and insects but also avoid surface disruption created by ground-based crop application. Aerial application bolsters the state's agricultural sector and numerous other industries by purchasing supplies and paying wages that are spent at businesses statewide. In total, aerial application contributes approximately \$1.05 billion in annual business revenues and supports 5,359 jobs in Colorado, which includes jobs associated with aerial-treated crops and jobs in aerial application.



Additional Economic Impacts

Additional Impacts are those generated by industries that are reliant or closely supportive of Colorado's Aviation System. These impacts are supplementary and not included in the total statewide impact calculations.

Colorado's Aerospace Industry

The aerospace industry in Colorado is one of the leading sectors in the state and is widely recognized across the country as a hot spot for aerospace activities. Colorado is home to numerous private aerospace firms, federal and military aerospace agencies and installations, and several universities in the state host leading aviation and aerospace programs. According to a recent study published by the Metro Denver Economic Development Corporation (EDC) the private aerospace firms in Colorado support approximately 37,000 direct jobs, which corresponds to \$4.6 billion in direct payroll impacts.

*Source: 2023 Aerospace Industry Cluster Study



Individual Airport Total Economic Impacts

City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
<i>Commercial Service Airports</i>						
Alamosa	San Luis Valley Regional	ALS	258	\$14,979,000	\$26,870,000	\$52,405,000
Aspen	Aspen-Pitkin County	ASE	7,316	\$440,292,000	\$826,162,000	\$1,351,463,000
Colorado Springs	Colorado Springs Municipal	COS	34,829	\$2,662,925,000	\$3,736,031,000	\$5,198,670,000
Cortez	Cortez Municipal	CEZ	219	\$15,145,000	\$27,456,000	\$50,683,000
Denver	Denver International	DEN	244,172	\$15,871,813,000	\$28,025,600,000	\$47,198,930,000
Durango	Durango-La Plata County	DRO	1,993	\$111,759,000	\$199,736,000	\$342,119,000
Eagle	Eagle County Regional	EGE	4,404	\$269,253,000	\$487,682,000	\$783,410,000
Grand Junction	Grand Junction Regional	GJT	3,398	\$255,276,000	\$445,785,000	\$816,984,000
Gunnison	Gunnison-Crested Butte Regional	GUC	958	\$54,534,000	\$91,901,000	\$154,939,000
Hayden	Yampa Valley Regional	HDN	3,574	\$177,956,000	\$313,285,000	\$512,677,000
Montrose	Montrose Regional	MTJ	4,323	\$230,956,000	\$421,473,000	\$713,105,000
Pueblo	Pueblo Memorial	PUB	838	\$60,766,000	\$118,487,000	\$226,095,000
Telluride	Telluride Regional	TEX	571	\$31,065,000	\$57,530,000	\$97,098,000
<i>General Aviation Airports</i>						
Akron	Colorado Plains Regional	AKO	109	\$8,387,000	\$13,182,000	\$25,036,000
Blanca	Blanca	05V	<1	\$6,000	\$12,000	\$20,000
Boulder	Boulder Municipal	BDU	281	\$23,341,000	\$43,358,000	\$78,254,000
Brush	Brush Municipal	7V5	3	\$33,000	\$41,000	\$63,000
Buena Vista	Central Colorado Regional	AEJ	29	\$1,498,000	\$2,428,000	\$4,625,000
Burlington	Kit Carson County	ITR	28	\$1,544,000	\$2,340,000	\$3,906,000
Canon City	Fremont County	1V6	81	\$4,925,000	\$6,932,000	\$11,125,000
Center	Leach	1V8	2	\$15,000	\$26,000	\$46,000
Colorado Springs	Meadow Lake	FLY	248	\$16,793,000	\$29,206,000	\$54,082,000
Craig	Craig-Moffat County	CAG	78	\$4,903,000	\$9,154,000	\$18,805,000
Creede	Mineral County Memorial	C24	21	\$940,000	\$1,652,000	\$3,196,000
Del Norte	Astronaut Kent Rominger	RCV	36	\$2,012,000	\$3,914,000	\$8,221,000
Delta	Blake Field	AJZ	37	\$2,553,000	\$4,869,000	\$9,694,000
Denver	Centennial	APA	9,236	\$769,563,000	\$1,337,639,000	\$2,394,039,000
Denver	Colorado Air and Space Port	CFO	1,093	\$81,919,000	\$130,417,000	\$213,038,000
Denver	Rocky Mountain Metropolitan	BJC	4,969	\$427,524,000	\$748,615,000	\$1,387,535,000
Eads	Eads Municipal	9V7	9	\$279,000	\$355,000	\$503,000
Erie	Erie Municipal	EIK	144	\$8,392,000	\$13,180,000	\$23,539,000
Fort Collins/ Loveland	Northern Colorado Regional	FNL	839	\$52,618,000	\$87,361,000	\$160,467,000

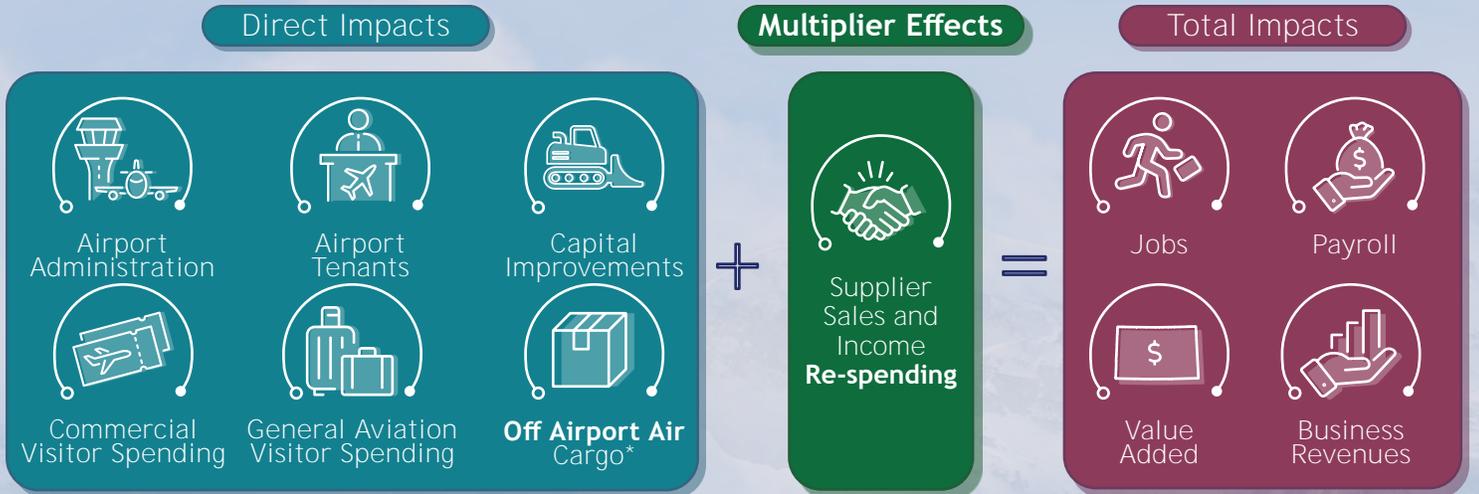
Individual Airport Total Economic Impacts

City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
<i>General Aviation Airports</i>						
Fort Morgan	Fort Morgan Municipal	FMM	118	\$8,067,000	\$10,850,000	\$17,943,000
Glenwood Springs	KGWS Summers Airpark	GWS	126	\$8,480,000	\$16,367,000	\$34,167,000
Granby	Granby-Grand County	GNB	53	\$4,247,000	\$5,859,000	\$8,401,000
Greeley	Greeley-Weld County	GXY	1,067	\$55,758,000	\$88,104,000	\$154,017,000
Haxtun	Haxtun Municipal	17V	3	\$26,000	\$52,000	\$94,000
Holly	Holly	K08	1	\$51,000	\$65,000	\$89,000
Holyoke	Holyoke Municipal	HEQ	76	\$3,424,000	\$5,025,000	\$9,205,000
Julesburg	Julesburg Municipal	7V8	2	\$32,000	\$51,000	\$89,000
Kremmling	McElroy Field	20V	39	\$2,953,000	\$4,719,000	\$7,861,000
La Junta	La Junta Municipal	LHX	38	\$2,532,000	\$4,093,000	\$9,196,000
La Veta	Cuchara Valley	07V	2	\$5,000	\$10,000	\$19,000
Lamar	Southeast Colorado Regional	LAA	27	\$1,432,000	\$2,162,000	\$4,011,000
Las Animas	Las Animas-Bent County	7V9	4	\$21,000	\$28,000	\$40,000
Leadville	Lake County	LXV	32	\$1,974,000	\$3,055,000	\$5,822,000
Limon	Limon Municipal	LIC	37	\$2,188,000	\$3,000,000	\$5,069,000
Longmont	Vance Brand Municipal	LMO	448	\$29,601,000	\$46,042,000	\$73,637,000
Meeker	Meeker-Coulter Field	EEO	42	\$1,907,000	\$3,491,000	\$6,405,000
Monte Vista	Monte Vista	MVI	23	\$886,000	\$1,345,000	\$2,433,000
Nucla	Hopkins Field	AIB	10	\$287,000	\$546,000	\$907,000
Pagosa Springs	Stevens Field	PSO	47	\$3,215,000	\$5,761,000	\$11,887,000
Paonia	North Fork Valley	7V2	3	\$98,000	\$174,000	\$294,000
Rangely	Rangely	4V0	46	\$2,378,000	\$3,490,000	\$5,478,000
Rifle	Rifle Garfield County	RIL	391	\$25,054,000	\$42,540,000	\$79,422,000
Saguache	Saguache Municipal	04V	2	\$10,000	\$15,000	\$22,000
Salida	Harriet Alexander Field	ANK	53	\$4,194,000	\$6,267,000	\$11,738,000
Springfield	Springfield Municipal	8V7	5	\$133,000	\$195,000	\$371,000
Steamboat Springs	Steamboat Springs/Bob Adams Field	SBS	190	\$11,695,000	\$20,918,000	\$48,293,000
Sterling	Sterling Municipal	STK	48	\$3,824,000	\$5,874,000	\$11,331,000
Trinidad	Perry Stokes	TAD	14	\$770,000	\$1,392,000	\$2,476,000
Walden	Walden-Jackson County	33V	4	\$70,000	\$113,000	\$184,000
Walsenburg	Spanish Peaks Airfield	4V1	8	\$381,000	\$547,000	\$1,000,000
Westcliffe	Silver West	C08	11	\$459,000	\$839,000	\$1,527,000
Wray	Wray Municipal	2V5	66	\$4,118,000	\$6,238,000	\$11,265,000
Yuma	Yuma Municipal	2V6	36	\$1,377,000	\$1,891,000	\$2,871,000
Total Statewide Impacts*			348,466	\$23.5 Billion	\$40.3 Billion	\$68.9 Billion

*Off-airport air cargo impacts were calculated at the statewide level only, meaning the total statewide impacts presented do not equal the sum of the individual airport impacts.

Project Methodology

Direct impacts and multiplier effects are the basis of economic impact measurement. An airport's direct impact is calculated from financial data associated with airport administration, business tenants, and capital improvement spending. Additional off-airport impacts were also quantified which included commercial service and GA visitor spending. Direct data was gathered through various surveys as well as IMPLAN, an economic modeling software that utilizes data from a variety of federal sources to calculate economic impacts. Multiplier effects, referred to as supplier sales and income re-spending in the 2025 CEIS, were applied once the direct impacts were finalized. Supplier sales are portions of direct revenues used to purchase goods and services from Colorado businesses. Income re-spending reflects income earned by workers from direct and supplier sales transactions that are then spent in Colorado. As shown in the illustration below, when the total economic impacts are presented, they represent the summation of the direct, supplier sales, and income re-spending effects for the state. For further information about the project methodology, please see the technical airport at <https://www.coloradoaviationsystem.com>



*Calculated at a statewide level only

Example Flow of Impacts



Direct Impacts, Multiplier Effects, and Total Impacts

As shown, the multiplier effects (supplier sales and income re-spending) make up between 40-45% of the total impact for jobs, payroll, value added, and business revenues when considering on-airport activity (airport administration, airport tenants, and capital improvements) and commercial service and GA visitor spending.



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AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: CO-135 North and US-50 West Access Control Plan Re

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

This is the Access Control Plan for US 50 and CO 135 adjacent to the City of Gunnison. This plan was built with CDOT, the City, and public input to create a planning document to guide safe and efficient access in the corridor.

Fiscal Impact:

Submitted by: MARTIN SCHMIDT

Submitter's Email Address: mschmidt@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Legally sufficient. SO 3/5/25

Reviewed by: GUNCOUNTY1\sobaid

Discharge Date: 3/5/2025

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 3/5/2025

Consent Agenda Regular Agenda Worksession

Time Allotted: 15

Agenda Date: 3/11/2025



Martin Schmidt, Assistant County Manager for Public Works

Hillary I. Seminick, Planning Director

To: The Gunnison County Board of County Commissioners

Work Session Date: March 11, 2025

Memo Date: March 4, 2025

Re: CO-135 North and US-50 West Access Control Plan BOCC Work Session

CDOT ACCESS CONTROL PLAN SUMMARY

The Colorado Department of Transportation (CDOT), City of Gunnison, and their consultant, Mead & Hunt; have completed two Access Control Plans (ACP) for CO-135 (*CO-135 North*) and US-50 West (*US 50 West*), with Gunnison County as a primary stakeholder. Access to both highways is controlled by CDOT with coordination with local jurisdictions. The exhibits below are a policy framework for access points upon redevelopment within the corridors.

- *Exhibit A.* City Of Gunnison / Gunnison County Colorado Highway 135 Access Study CO 135 – US 50 (MP 0.0) To Colorado State Highway 135 (MP 6.1) (*CO-135 North*).
- *Exhibit B.* City Of Gunnison / Gunnison County US Highway 50 Access Study US 50 – County Road 726 (MP 151.23) to Colorado State Highway 135 (MP 157.39) (*US 50-West*)
- US-50 East was not included in the study area because there is an adopted ACP for US-50 east of the City of Gunnison produced by Stolfus & Associates, Inc in 2013. This ACP covered 3.8 miles of US 50, from the intersection of US 50 and CO 135 east to just before Industrial Park Road.



Figure 1. ACP Study Area

On August 27, 2024, staff presented the Draft Access Control Plan for both highways to the Board of County Commissioners (BOCC). Key intersections within the corridors were reviewed,

and any concerns were addressed. The BOCC directed staff to proceed with public engagement and return with a revised plan reflecting the feedback received.

Public Engagement Summary

Public engagement efforts were inclusive of both corridor study areas; incorporated City of Gunnison, and unincorporated Gunnison County. The project team conducted the following engagement opportunities and meetings since the August 27, 2024 BOCC work session.

- October 16, 2024: Public Open Houses at the Gunnison County Courthouse
- November 5, 2024: Individual Meetings
- November 6, 2024: Individual Meetings
- December 4, 2024: Individual Meetings
- February 21, 2025: RTA Board Meeting Presentation
- February 21, 2025: Emergency Services Meeting

35 members of the public attended the public open houses, and the project team met with 10 property owners to discuss their concerns. In addition to these meetings, a total of 266 direct mailings were sent to property owners and eight written comments were received.

The majority of comments received were regarding the implementation of the ACP. The project team reinforced the purpose of the plan and that the proposed changes to access are dependent on future conditions; including redevelopment, safety, and mobility implications and should not be viewed as a short-term action plan. Nothing in the ACP is designed or engineered and operationalizing the ACP would occur in concert with any redevelopment. The ACP relies on redevelopment to trigger the changes it recommends. That means that existing accesses will not be forced to make these changes unless they redevelop. CDOT has not identified a specific definition or criteria for when existing access should change upon redevelopment; rather, implementation of a given recommendation is determined by CDOT when an Access Permit is submitted. CDOT does not rely upon the [Gunnison County Land Use Resolution \(LUR\)](#) definition of Development or Land Use Change.

While no substantial changes were made based on the feedback, updates were made to improve symbology in the plan set and include a schematic of potential intersection configurations near existing frontage roads.

Request of the BOCC

Staff requests the BOCC provide the following direction:

- Provide any additional comments and or concerns, if any, on the *Exhibit A. CO-135 North* and *Exhibit B. US-50 West*
- Direct staff to draft a resolution adopting the ACP, to be considered on the consent agenda at the next regular BOCC meeting. CDOT requires a resolution in order to define the constraints of an IGA that binds all three entities to follow the same plan until revised. CDOT anticipates providing a draft IGA for consideration by the County and

City approximately six months after the County and City execute their respective resolutions. The BOCC's direction should include consideration of a request to delegate the BOCC signatory authority on the future IGA to County Manager Matthew Birnie.

EXHIBITS

- A. City Of Gunnison / Gunnison County Colorado Highway 135 Access Study CO 135 – US 50 (MP 0.0) to Colorado State Highway 135 (MP 6.1)
- B. City Of Gunnison / Gunnison County US Highway 50 Access Study US 50 – County Road 726 (MP 151.23) to Colorado State Highway 135 (MP 157.39)

CITY OF GUNNISON / GUNNISON COUNTY COLORADO HIGHWAY 135 ACCESS STUDY

**CO 135 – US 50 (MP 0.0) to
Colorado State Highway 135 (MP 6.1)**

February 19, 2025

Prepared for:

City of Gunnison

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Appendix B - Existing Access Inventory

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EXECUTIVE SUMMARY

Project Background

CDOT, Gunnison County and the City of Gunnison worked together to develop the CO 135 Access Control Plan (ACP). The purpose of this plan is to prepare for future new or redevelopment by establishing a coordinated corridor access system that can balance the parcel access needs with transportation needs for the local community and traveling public. The goals for the project were:

- Improve safety and deduce the risk of crashes at intersections with CO 135 by optimizing future access improvements that balance effective, efficient and safe through travel on the highway with reasonable highway access to local streets and abutting development parcels.
- Provide efficient and safe connections with existing and proposed connecting routes.
- Develop a plan that can be implemented in many phases as development occurs and is supported (adoptable by resolution) by all three partner agencies.
- Support and promote the long-term economic viability of the corridor study area.
- Develop recommendations that are in-line with previous local and regional plans.

This report summarizes the process, data, assumptions, analyses and recommendations for access modifications along the CO 135 corridor.

Study Area

The study area encompasses approximately 6.1 miles of CO 135 in Gunnison County, Colorado, including approximately 1.0 miles within the City of Gunnison. The section of CO 135 within the City has an Access Control classification of NR-B: Non-Rural Arterial and a functional classification of Minor Arterial. Within the County, the Access Control Classification is R-A Regional Highway. The posted speed limit starts at 25 mph, increasing to 30 mph at Ohio Avenue, 40 mph around milepost 0.6, and 55 mph at milepost 1.0.

The study area corridor consists of two 12-foot lanes per direction from US 50, narrowing to one 12-foot lane per direction at County Route 10. A 14-foot painted median starts just north of US 50 before ending at County Route 10a. Exclusive left turn lanes exist at E. Virginia Avenue and E. Georgia Avenue. North of there, a center two-way left turn lane exists to north of CR 10. Curbing exists on both side of the road up to north of W. Denver Avenue, before transitioning to shoulders of varying widths through the rest of the study area. Parking and sidewalks exist on both sides of the road to W. Denver Avenue.

There are currently 129 existing access points along CO 135 within the study area. There are 4 existing signalized intersections along the corridor. The remaining access points are unsignalized full movements apart from 1 right-in, right-out movement.

Coordination and Public Involvement

This study is a joint partnership between CDOT, Gunnison County, and the City of Gunnison. Input from corridor stakeholders, including property owners, tenants, and the general public was a critical element of the project. Multiple interagency and interdepartmental work sessions have taken place to develop the final draft recommendations included in the Access Control Plan. Following City Council and BOCC review of the draft ACP, project partners proceeded to a public meetings phase including Public Open House meetings and individual property owner meetings in accordance with CDOT required process.

Every property owner abutting the corridors was directly notified via postcards, including materials in Spanish translation. Key stakeholders such as Gunnison Valley RTA and emergency responders were also consulted. Following input from the public meetings, necessary updates were integrated into the final draft plan that will return to City Council and Board of County Commissioners (BOCC) for approval and possible adoption, with an Intergovernmental Agreement between the City, County, and CDOT.

Multiple techniques were used to engage stakeholders, including an advertised public open house, one-on-one meetings/phone calls with interested stakeholders, public presentations with the BOCC and City of Council, and project information posted on the City and County websites. Exhibits presenting access management principles, the study process, the recommended Access Control Plan (ACP) and the implementation process were displayed at the public open house and on the County's website. Representatives from the CDOT, the County, the City, and the consultant team were available for questions at public outreach events. Comments were accepted at all outreach events, and via email or mail throughout the project.

Development of the Access Control Plan

The Plan was developed in conjunction with CDOT, Gunnison County, the City of Gunnison and the public. As part of this plan, the existing physical and operational characteristics of CO 135 were inventoried and mapped. Several work sessions with the project partners were held to review each existing access point, identify new development locations, safety concerns, street hierarchy/ local roadway circulation and improvements and access management needs. Using this information, a draft ACP was developed and reviewed. Based on input from the project team, agency representatives, and the public, the draft plan was refined. Plan adoption by CDOT, County, and the City is recommended.

Access Plan Recommendations

After evaluating the existing access conditions and potential future access needs, the Plan defines the configuration and traffic control for each access, as well as recommended access closures and parcel cross connection points. Key full movement intersections with likely auxiliary lanes were identified. The SHAC was followed in determining locations of and spacing between major intersections, including a maximum "out of direction" travel of one-half mile in each direction.

Where feasible, highway access was reduced to one location per parcel and shared with adjacent properties. The functional intersection areas were kept clear of any other access points, where possible. Where safe, feasible, and so not to cause congestion, access was provided to the local street system instead of the main highway. Within the City of Gunnison, the Plan limits full movement access to major intersections and either closes or restricts the movement at all other access points to either right-in, right-out or $\frac{3}{4}$ - movement access. Traffic control measures that may be used to achieve long-range proposed conditions include raised medians, channelizing islands at limited access points, and signage and striping.

The ACP will reduce the number of access points from 129 to 58. This reduction in access includes the following:

- 6 public road closures
- 7 converted to right-in, right-out
- 2 converted to $\frac{3}{4}$ access (no left out)
- 8 consolidated access points to one access per parcel
- 32 accesses relocated to a side road

- 25 shared access points
- 8 access points relocated/realigned to improved locations

Major intersections that are identified as full movement intersections with a potential for a traffic signal, if warranted or other traffic control measures such as a roundabout, in the future include:

- Tomichi Avenue (US 50)
- Virginia Avenue
- Denver Avenue
- Spencer Avenue
- Colorado Avenue / Van Tuyl Circle
- Connection to CR 10) / Connection to CR 13)
- Riverwalk and Gunnison Gateway property)/ Campbell property
- CR 11 / Riverwalk Drive
- Arapahoe Road / Shady Island Park access
- CR 730 / Bar Ranch property
- Bar Ranch Property / Zach property
- Gunnison Ranch property (south access)
- Gunnison Ranch property (north Access
- CR 10) / CR 8

Access Plan Implementation

Generally, there is no set timeframe for implementing an Access Control Plan; the pace of development within the corridor, the commitment of the local jurisdiction, and available resources will determine the schedule for implementation. The access changes and improvements recommended in the Plan can be implemented over time as new or re-development occurs, programmed roadway improvements occur, or as location-specific traffic and safety needs arise and as funding becomes available. Both public and private funds may be used. This document is a planning tool only, no design plans have been developed. The following cases will trigger construction:

1. Change in Land Use/ Redevelopment by Landowner Changes Traffic Volumes: A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In most cases, per State Highway Access Code, a traffic study will evaluate the site-specific potential safety and traffic impact, and limited improvements or full implementation of the ACP may be required by CDOT at the specific access point. As part of the local agency's development review process, additional improvements compatible with the Plan may also be necessary to address traffic-related impacts created by the development. (Private Funding).

In some cases, temporary access will be allowed until adjacent parcels develop and / or cross-parcel easement access is granted and/ or a local roadway connection is constructed. During this time, if the ultimate intersection traffic control is not warranted/ constructed, some turn restrictions may be required.

2. Public Funded Project by the City, County or CDOT: If any public agency obtains local, state or federal funding to complete improvements to a segment of the US 50 corridor or a local route. Typically, a project will be identified in a local CIP or the Statewide Transportation Improvement Program (STIP) to obtain funding. (Public Funding). This could include existing or new local roadway connection improvements, intersection redesign, traffic control upgrades, streetscape improvements or others.

3. Safety or Operational Need: A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Public funding from any combination of agencies may be obtained to construct improvements. (Public Funding). This may include responding to unexpected crash patterns, changes in seasonal traffic levels, or maintenance issues.

To provide for continued commitment to the access modifications recommended by this study, it is recommended that CDOT, Gunnison County and the City of Gunnison execute Intergovernmental Agreements (IGAs) to adopt the Plan as an ACP for this segment of US 50. 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.

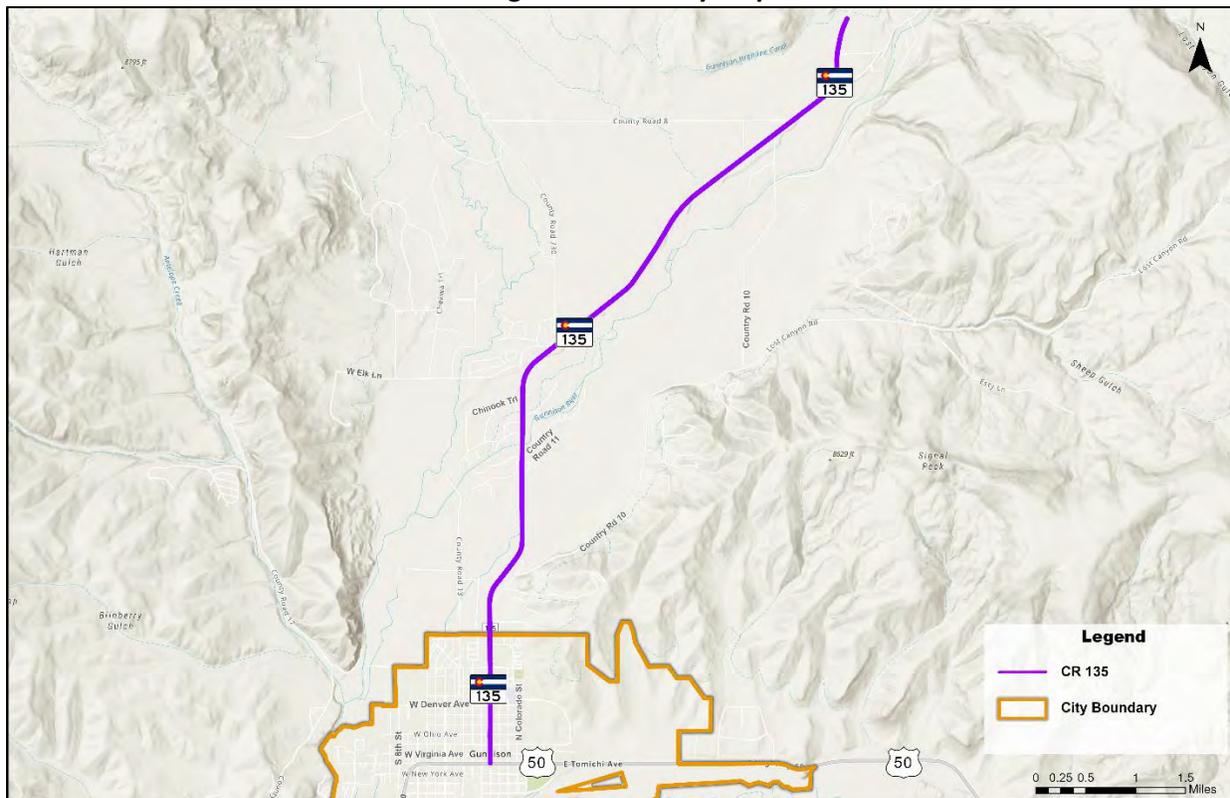
1.0 INTRODUCTION

1.1 Project Background

CO 135 is a key regional north/south route that starts at US 50 in the City of Gunnison and serving as the primary access route to/from Crested Butte.

Recognizing the need to be proactive in anticipation of future development along CO 135, CDOT, the City of Gunnison and Gunnison County have partnered to develop the CO Highway 135 Access Control Plan (ACP). Plan sheets for the ACP are included in Appendix G. The limits of the CO 135 Access Study are illustrated in the Vicinity Map in Figure 1-1 and includes CO 135 from US 50 to the County Route 8.

Figure 1-1. Vicinity Map



Access management seeks to preserve the traffic carrying capacity and operational safety along State roadways by reducing the number of signals, driveways and points of conflict, as well as balance vehicle traffic flow with multimodal accessibility and safety. The purpose of this study is to examine potential development and growth that would access CO 135 in the study area, as well as the transportation and safety needs for the local community and traveling public. The goals for the project are as follows:

- Reduce crash risk along CO 135 by planning and defining future access locations and improvements that provide a) effective and efficient through travel and b) sufficient highway access to adjacent parcels of land.
- Develop a plan that is supported by all involved entities and can be implemented in phases.
- Support economic viability of parcels in the study area.

- Support local planning efforts.
- Lay the foundation for Intergovernmental Agreements (IGAs) for the plan.

This report summarizes the study process, analyses, findings and recommendations for access modifications within the CO 135 corridor.

1.2 Project Coordination

The study area of CO 135 is in Gunnison County, with the southern portion within the City of Gunnison. Operations and maintenance of CO 135 are managed by CDOT – Region 3. Gunnison County has jurisdiction over all the lands adjacent to CO 135 outside of the City of Gunnison. This study is a partnership between CDOT, Gunnison County and the City of Gunnison.

The project team for development of the project consisted of representatives from CDOT – Region 3 Traffic and Safety Unit, and staff from Gunnison County and the City of Gunnison.

1.3 Public Involvement

Input from corridor stakeholders, including property owners, tenants, and the general public, was a critical element of the project. Multiple techniques were used to engage stakeholders, including advertised public open houses, one-on-one meetings/phone calls with interested stakeholders, public presentations with the Gunnison County Board of County Commissioners and Gunnison City Council, and project information posted on the county and city websites. This included an interactive mapping application which allowed users to explore the existing conditions along the study corridor.

Open Houses – One advertised project-specific public open house was held at the Gunnison County Courthouse to present and discuss the recommended draft ACP, review access management principles and techniques, and gather public input on the draft plan. The meeting was held in the afternoon and again in the evening of October 16, 2024. All property owners abutting the corridor, the general public, local government representatives, and other interested individuals were invited to the open house. Postcards were mailed to 266 property owners. Invitations were also posted on City and County social media sites along with a legal public notice posted in b.

The same exhibits shown at the open house were also available for review on the County and City website. Representatives from CDOT, the County, the City, and the consultant team were available for questions and discussion at the open house. Thirty-five stakeholders signed in at the open house.

One on One Meetings – Following the open house, the project team held a series of one-on-one meetings with corridor property owners. Face-to-face meetings were held at the Gunnison County Courthouse on November 5 and 6 2024 and via Zoom on December 4, 2024. One-on-one meetings were arranged directly with property owners affected by the plan, typically those that were unable to attend the open house. There were ten interested parties that participated in the one-on-one meetings, including property owners and business representatives. CDOT, County, and City representatives participated in each of these meetings.

Public comments were accepted at the open house with paper forms and the option to mail them to the project team at a later date. An email address for submitting comments was provided on the public meeting announcements and websites. Six comments were received through either the paper or the digital options. A list of one-on-one meeting participants, comment sheets, and open house sign-in sheets can be found in Appendix A.

Interactive Mapping Application – An interactive mapping application was developed to allow people to see key data on traffic, safety and access conditions in the corridor. The application is located at: [Gunnison Citywide Safe Streets Project](#). The application illustrates the study area, existing land use, pedestrian/bicycle/transit infrastructure, ridership, lighting locations, crash data, traffic/bike/pedestrian volumes, existing level of service, parking regulations and speed data.

Elected Officials – The project team updated and engaged the Gunnison Board of County Commissioners and City Council on project progress and development on August 27, 2024. All of these meetings were open to the public. Final presentations to the BOCC and City Council for plan adoption are anticipated at their regularly scheduled meetings of March 11, 2025 and April 22, 2025, respectively.

2.0 ACCESS MANAGEMENT – BENEFITS, PRINCIPLES & TECHNIQUES

The Transportation Research Board (TRB), *Access Management Manual, Second Edition 2014*, defined access management as “the coordinated planning, regulation, and design of access between roadways and land development. It involves the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.” The *State of Colorado - State Highway Access Code, March 2002 Amendment (SHAC)* described the access management rules and process that CDOT follows for Colorado state highways. Per Section 2.12 of the *SHAC*, CDOT or a local authority may develop an ACP for a segment of highway that defines access locations, level of access and traffic control for future conditions.

An ACP functions as a blueprint for coordinated planning of access points along a segment of highway. Rather than examining each individual access point as it is proposed. The ACP allows specification of optimal locations and configuration of access points, to provide safer and more efficient operating conditions. Corridor factors such as land use, planned developments and road improvements, intersection spacing, circulation, topography, alternative access opportunities, and local planning documents may be considered in developing an ACP.

An ACP is not an all-encompassing document that defines access requirements. An ACP does not address capacity improvements, funding sources, or off-network improvements, although local governments often consider off-network improvements for their communities in conjunction with an ACP. The ACP is a long-range planning document that identifies access locations and any restricted movements that will be implemented as land is developed and access to state highways is requested. ACPs for State Highways are adopted by CDOT and the local authorities through an IGA.

The State Highway System consists of facilities with varying degrees of access control:

- Fully Controlled Facilities (freeways): Access permitted only via interchanges where there is no direct access from private driveways or at-grade intersections. Median breaks are permitted for emergency vehicle use only.
- Partially Controlled Facilities: Access permitted via public roads; at-grade intersections and selected interchanges may be considered.
- Uncontrolled Facilities: No control of access

2.1 Access Management Benefits

Access management is implemented to improve vehicular and pedestrian safety, reduce travel time, increase mobility, and improve traffic carrying capacity and operations. Access management helps balance good mobility with local access needs of businesses and residents. The safety characteristics of any highway are related to the driver's expectation of hazards and points of conflict that may arise. By reducing the number of driveways and other points of potential conflict, driver expectations, and therefore attention, can be focused on navigating the roadway. In addition to human costs, accidents have economic costs such as medical bills, property damage and loss of productive work hours (including increased travel time). Nationwide, costs attributed to accidents add up to billions of dollars annually.

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:

- Improves safety
 - Fewer decision and conflict points result in a reduced number of crashes.
 - Safe access to parcels is provided with less stress for turning motorists.
- Increases ability to accommodate traffic demands
 - Limiting full movement access within a corridor results in less turn movement friction, resulting in smoother through movement traffic flow.
 - Smoother traffic flow results in less congestion, lower delays and lower travel times.
 - Controlling highway access is a cost-effective means of maintaining and improving the traffic carrying capacity of an existing highway.
 - Fewer stops and starts produced lower air pollutants and reduces fuel consumption.
- Preserves property values and the economic viability of abutting development
 - A safer and better operating corridor is more attractive to developers.
 - Facilitates orderly and rational land development patterns. Strategically locating access points promotes concentrated development patterns which can reduce costs for providing public services.
 - A safer and efficient corridor attracts customers to corridor businesses.
- Encourages use and development of local streets
 - Access to side streets allows local traffic to access parcels without using the highway, thereby reducing traffic and turning movement along the corridor.

2.2 Guiding Principles

The following guiding principles to access management were applied in the development of this plan:

- Limit direct access points to major roadways.
- Locate major intersections (potential signals) to facilitate efficient through movements.
- Minimize locations on the corridor where vehicles merge, split, or cross.
- Remove turning vehicles from through traffic lanes.
- Provide a supporting and connected local street network and circulation system.

To evaluate the spacing between major intersections, operation and configurations of the functional intersection area, both upstream and downstream of the intersection, was examined (Figure 2-1). According to “A Policy on Geometric Design of Highways and Streets, 2011” by the American Association of State Highway and Transportation Officials (AASHTO) and the “Access Management Manual, Second Edition 2014”, by TRB, state access points should be separated at least by a distance equal to the functional area of the intersection.

The upstream distance is equal to the storage length plus deceleration and taper length, plus the perception-reaction distance required for the operating speed. The downstream distance is measured using the acceleration length – providing acceleration length that allows vehicles to accelerate to normal cruising speed.

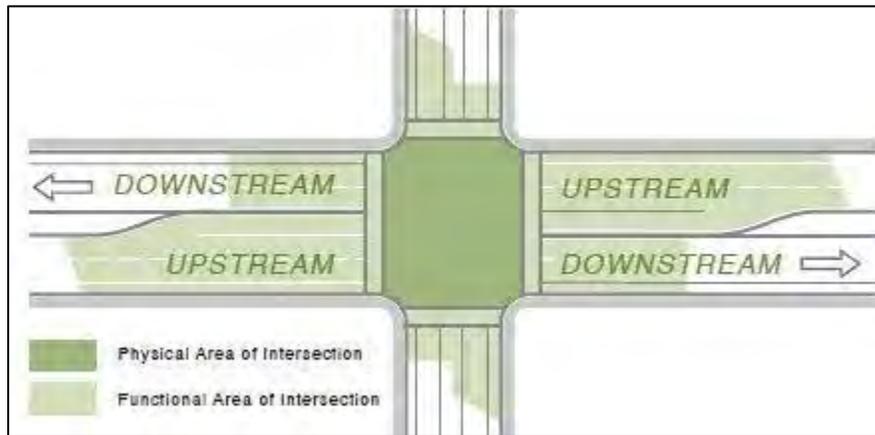


Figure 2-1. Functional Intersection Area

Source: Federal Highway Administration (FHWA) Access Management in the Vicinity of Intersections Technical Summary

2.3 Techniques

Several access management techniques (some are illustrated on the following pages) may be used to achieve the principles outlined above and to realize the benefits of access management along CO 135.

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

Technique: Consolidate Access

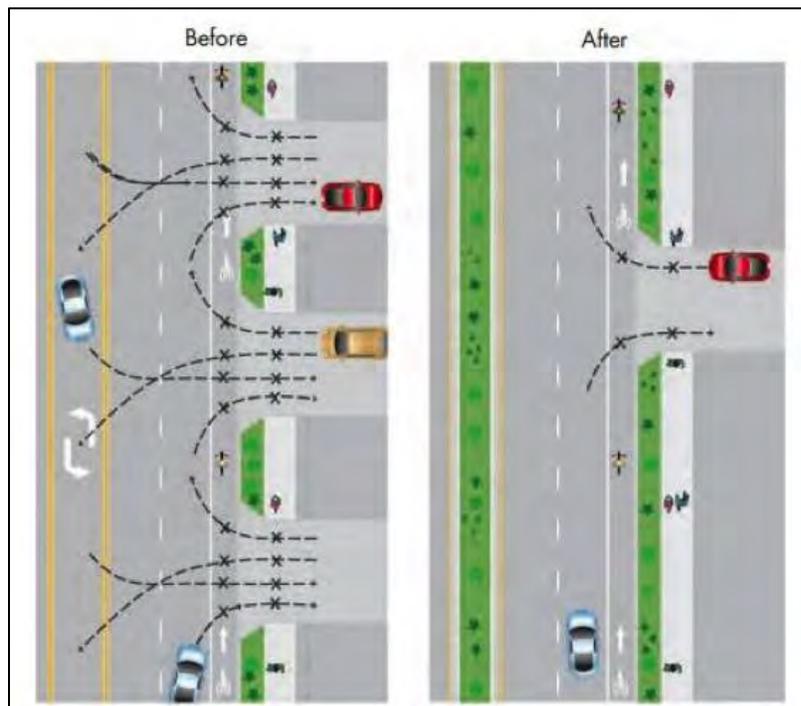


Figure 2-2. Consolidate Access

Source: Bicycle Safety Guide and Countermeasure Selection System

Consolidate access points by:

- Minimizing the number of access points that serve a single parcel
- Reducing the number of frontage road access points to the main highway
- Providing shared access for multiple properties at or near a property line

Technique: Connect Adjacent Properties

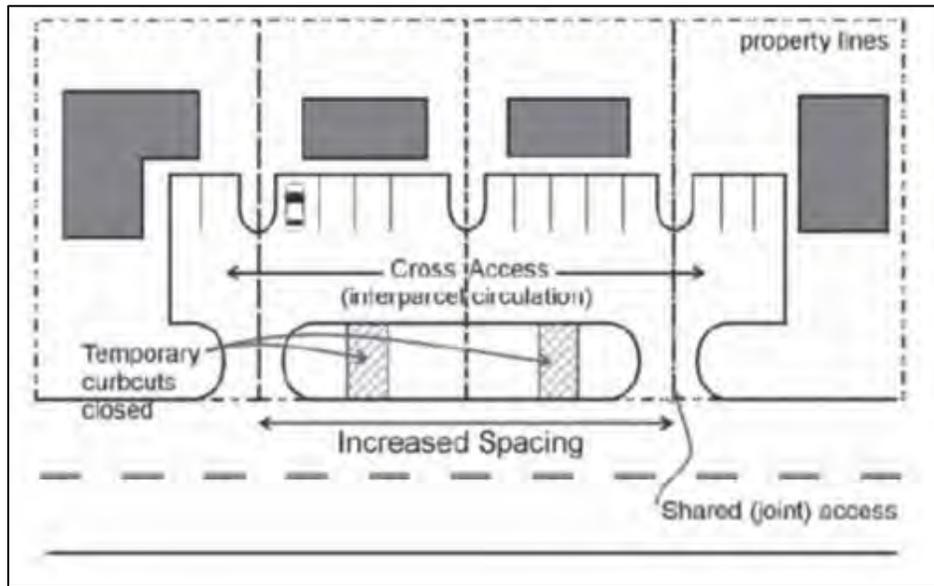


Figure 2-3. Connect Adjacent Properties

Source: Development Code, Manhattan KS

Provide connector roads between adjacent properties to reduce the number of needed access points to the highway.

Technique: Define Driveways

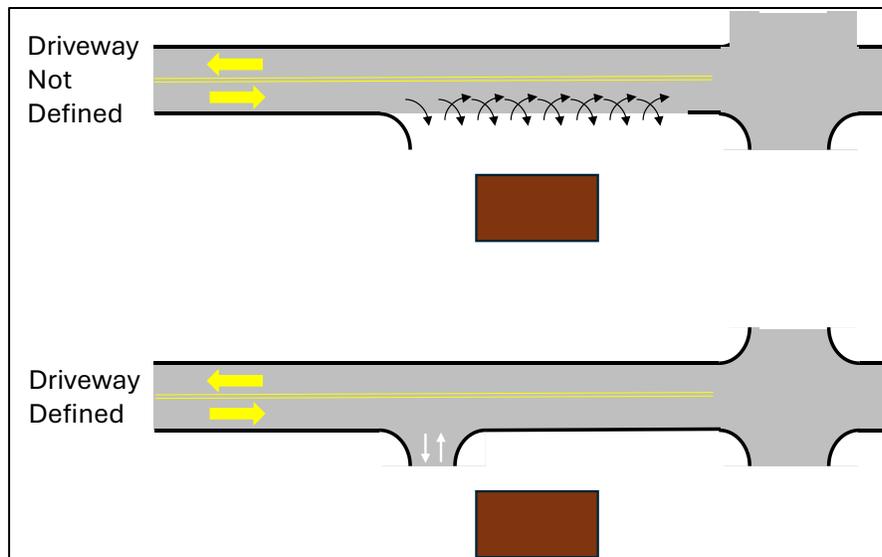


Figure 2-4. Define Driveways

Define driveways to provide clear identification of entrance and exit locations to reduce potential conflict points and improve safety.

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

Technique: Install Medians and Islands

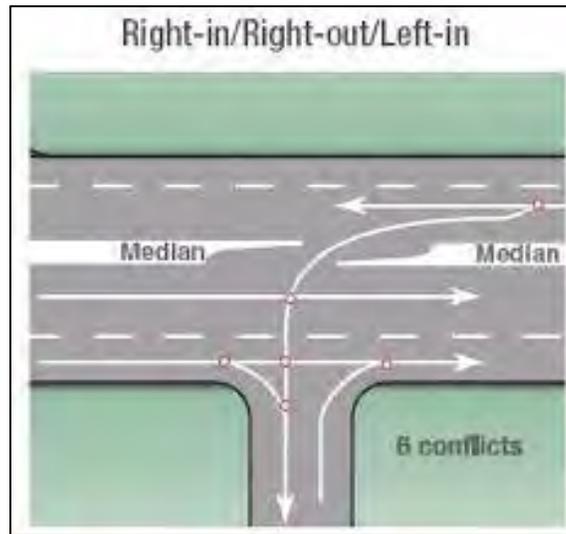


Figure 2-5. Prohibit Left Turns Out

Source: INDOT Access Management Guide – Revised Sept 2009

Limited access movements to right-in/right-out with raised median eliminates left turn movements between major intersections, reducing friction and conflict points. Right-in/right-out with channelizing island eliminates left turn movements at specific locations, eliminating conflict points.

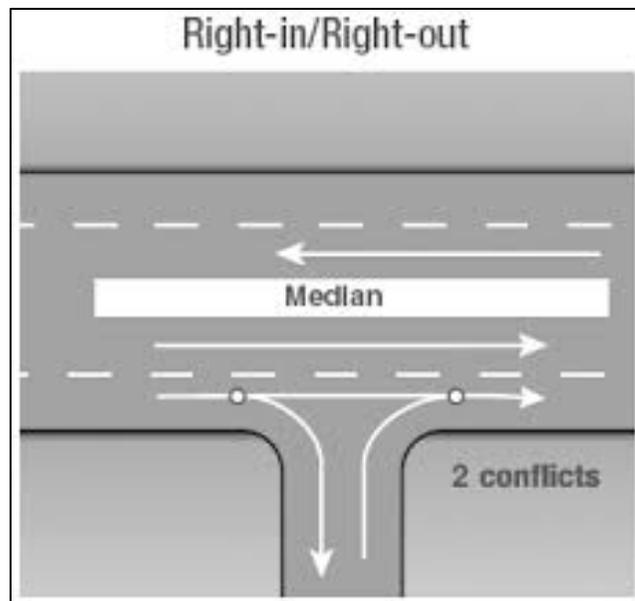


Figure 2-6. Medians and Right-in/Right-out

Source: INDOT Access Management Guide – Revised Sept 2009

Directional median opening or a $\frac{3}{4}$ movement limits left turn movements to one direction at strategic locations to reduce conflict points and friction.

Principle: Provide a supporting and connected local street network and circulation system

Technique: Provide Cross Street Access

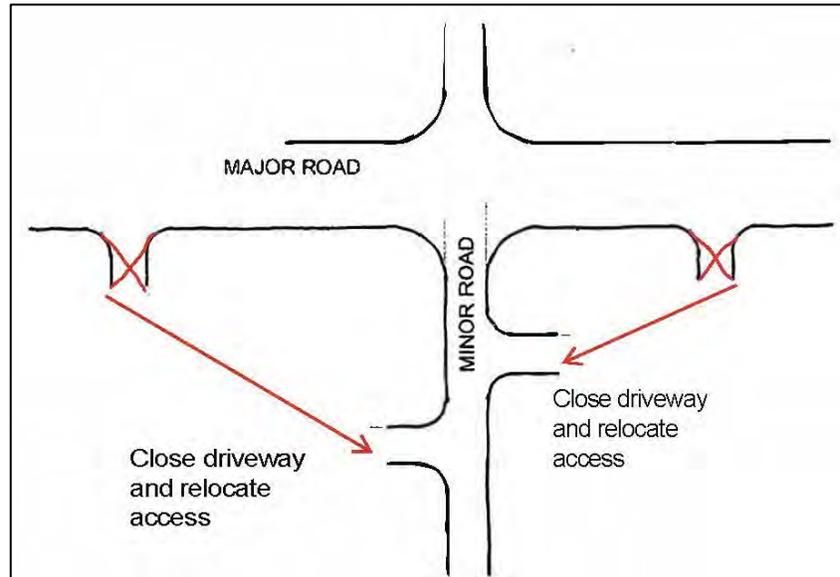


Figure 2-7. Provide Cross Street Access

Relocate access to a side street to:

- *Reduce the number of access points to the major road.*
- *Reduce friction on the major roadway and reduce conflicts with the side street intersection.*
- *Helps keep traffic off the main corridor as a side street traffic may enable local access to a parcel without using the main corridor.*

3.0 EXISTING CONDITIONS

3.1 Land Use Characteristics

The study area encompasses approximately 6.1 miles of CO 135 in Gunnison County, Colorado, including approximately 1.0 miles within the City of Gunnison. Land use adjacent to the Gunnison County portion is agricultural and rural residential with mid to large size parcels. Within the City of Gunnison, development becomes a denser mix of commercial, retail, lodging and residential, with zoning being “Commercial” and “Professional Business”.

3.2 Roadway Characteristics

This section of CO 135 has an Access Control classification of NR-B: Non-Rural Arterial and a functional classification of Minor Arterial. The posted speed limit starts at 25 mph, increasing to 30 mph at Ohio Avenue, 40 mph around milepost 0.6, and 55 mph at milepost 1.0.

The study area corridor consists of two 12-foot lanes per direction from US 50, narrowing to one 12-foot lane per direction at County Route 10. A 14-foot painted median starts just north of US 50 before ending at County Route 10a. Exclusive left turn lane exist at E. Virginia Avenue and E. Georgia Avenue. North of there, a center two-way left turn lane exists to north of CR 10. Curbing exists on both side of the road up to north of W. Denver Avenue, before transitioning to shoulders of varying widths through the rest of the study area. Parking and sidewalks exist on both sides of the road to W. Denver Avenue. The study corridor is relatively flat with several horizontal curves north of the City of Gunnison.

There are currently 4 signalized intersections in the study area:

- US 50 and CO 135
- CO 135 and W. Virginia Avenue
- CO 135 and W. Denver Avenue
- CO 135 and Spencer Avenue

3.3 Right-of-Way

CO 135 is located inside public right-of-way (ROW). Additional ownership research and documentation will be required for future public projects in this area.

3.4 Access Category

Section 2.2 of the *SHAC* establishes eight highway categories for the purpose of defining the allowable 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. Within the study limits, CO 135 has an Access Control classification of NR-B: Non-Rural Arterial.

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

- Capacity for medium to high speed and low traffic volumes;
- Reasonable balance between safety, direct access and mobility needs;
- One access shall be granted per parcel of land unless that access would create a significant safety or operational problem, or the access does not meet acceptable design standards;
- Turning movements shall not be restricted if the access meets sight distance requirements,

auxiliary lane requirements are met, no restrictive median is present, and if 20-year projections indicate that the intersection volumes would be less than 75% of those required for MUTCD traffic signal volumes warrants. Left and right turn movement may be restricted if any movements create significant roadway congestion or safety problems or hazards.

- Additional access may be granted if the size or trip generation potential of the parcel requires additional access to maintain good traffic operations.
- Recommended spacing of intersection public ways and other significant accesses that will be full movement is one-half mile.
- If the access has the potential to meet MUTCD signal warrants, the location should meet signal spacing and location requirements.

According to Section 3.8 of the *SHAC*, the major access control characteristics of a highway segment for Category R-A are as follows:

- Capacity for medium to high speed and relatively medium to high traffic volumes, and long distances in an efficient and safe manner;
- Direct access to parcels is subordinate to through traffic movements;
- 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. Access location shall also consider topography, established property ownerships, unique physical locations, or other constraints that prohibit achieving one-half mile spacing;
- If a restrictive median exists, left turns at unsignalized intersections should be restricted, unless restriction would cause safety/operational issues or causes an out-of-direction movement greater than 1 mile. If a traversable median exists, left turns will be permitted unless and operational or safety problem is identified.

3.5 Existing Access Inventory

There are currently 129 existing access points along CO 135 within the study area. There are 4 existing signalized intersections along the corridor. The remaining access points are unsignalized full movements apart from 1 right-in right-out movement. Direct access points are located approximately evenly on each side of the highway throughout the corridor.

Access points along the corridor consist of signalized intersections, unsignalized intersections, frontage road access, residential access, business access, field access, and utility access.

The access point types are distributed as follows:

- Signalized intersection access points
- 25 Unsignalized public road intersection access points
- 70 Private Drive access points
- 22 Business access points

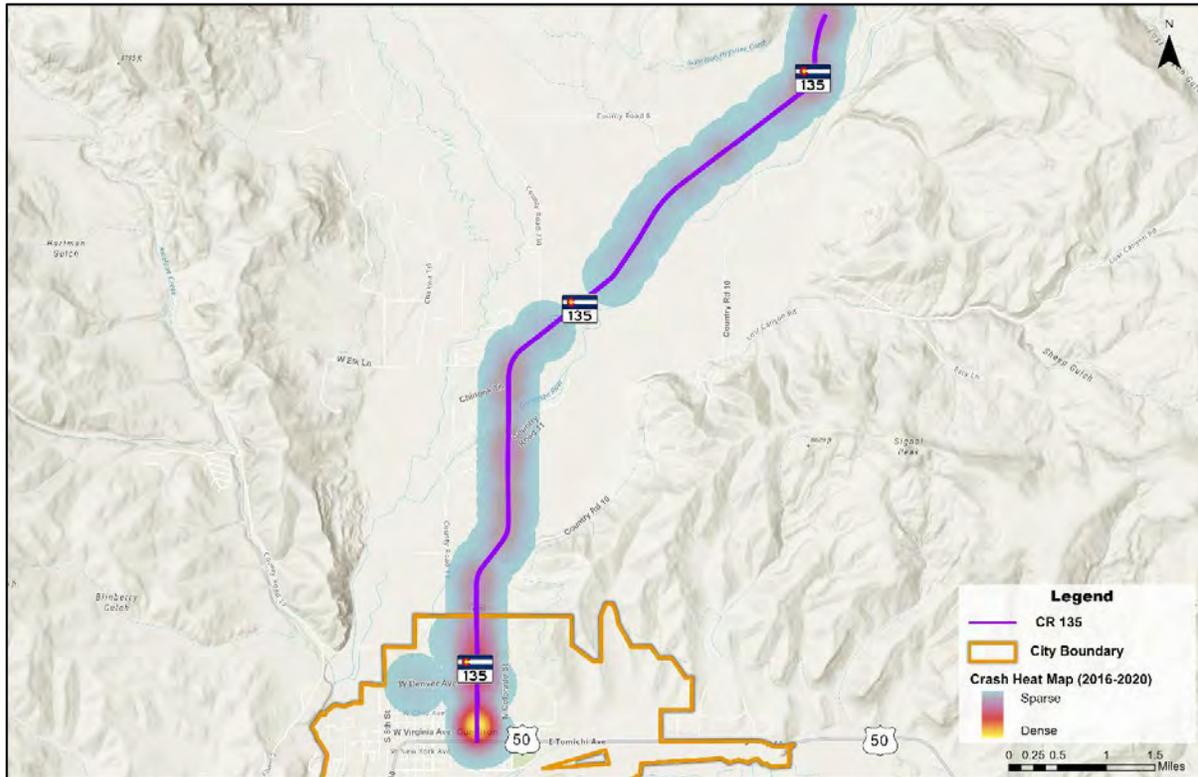
Some of the existing access points listed above are field accesses.

All access points are defined by the approximate mile post (MP) along CO 135 based on the CDOT Highway Segment Description MP for all major intersections along the corridor. All access points are located at the approximate centerline of the access (+/- 50 feet). A complete inventory of existing access points is included in Appendix B.

3.6 Crash History

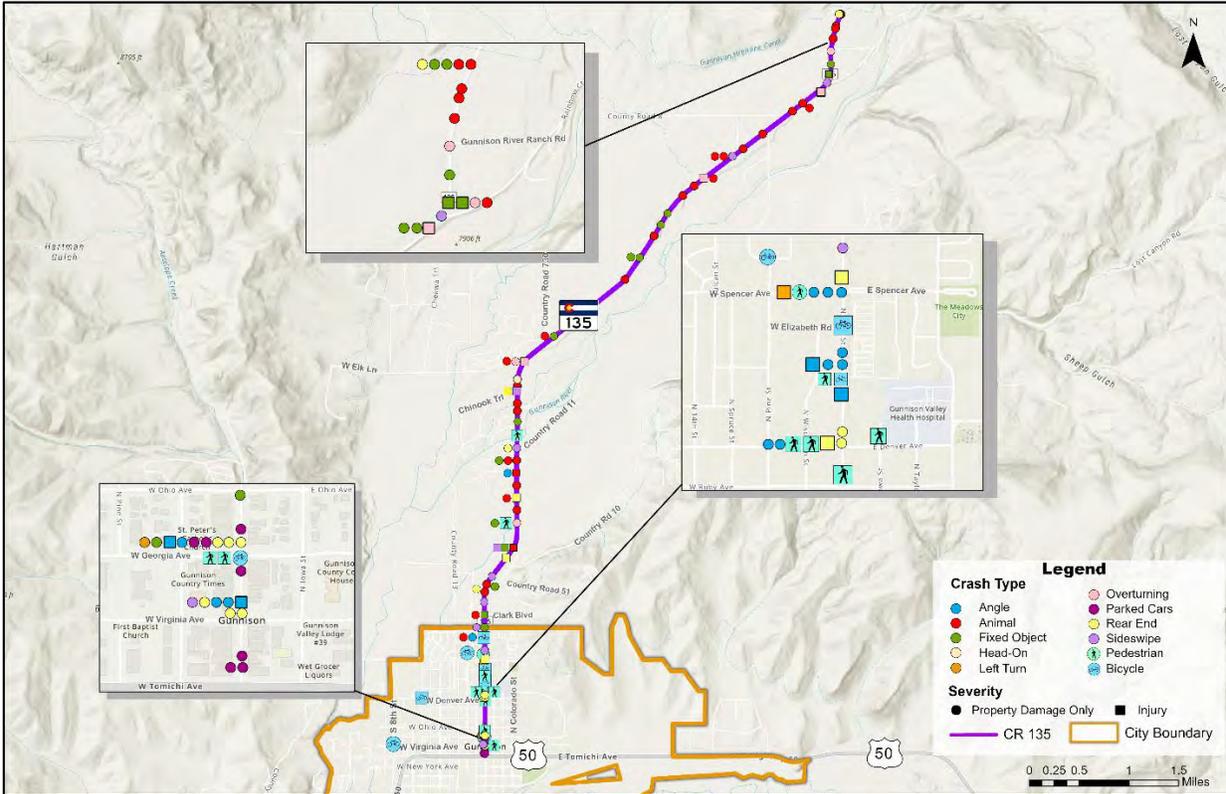
A safety analysis was conducted along the study area using available crash data from January 1, 2016 through December 31, 2020. Within the 5-year period, a total of 119 crashes were reported along the corridor. The chart below shows the frequency of accidents by milepost along the corridor.

Figure 3-1. CO 135 Crash Heat Map



There were no fatalities and 25 injury crashes. The highest number of crashes occurred in the Central Business District area of the City of Gunnison – from CR 135 to the west. Access points are spaced closer together and pedestrian activity is higher. The most common crash types in the study area are broadside, followed closely by wild animal and rear end crashes. The chart below shows the types of accidents by milepost along the corridor.

Figure 3-2. US 50 Crash Type Map



Crash patterns near access points along the corridor were examined to identify any access points that should or should not be closed due to safety concerns. The following locations along the corridor had 4 or more intersection-related crashes and pose a concern to safety:

Highway	MP	Street	Access #	# of Crashes	Access Type	ACP Decision
CO 135	0.08	Virginia Avenue	#137 & #138	5	Full	No change
CO 135	0.15	Georgia Avenue	#139 & #140	5	Full	No change
CO 135	0.74	Denver Avenue	#155 & #156	5	Full	No change

Over the 5-year period, none of the public street roads had more than 3 crashes, other than the locations listed above.

4.0 ACCESS PLAN DEVELOPMENT PROCESS

Using existing physical and operational characteristics of CO 135, mapping, traffic volumes, new development locations, safety concerns, street hierarchy/ local roadway circulation and improvements and access management needs, input from the participating agencies and the public, and guidance from the SHAC, an ACP was developed. This Plan considers access points in logical groupings, plus circulation opportunities via the existing local street system.

The Access Plan was developed using the following process:

1) Field Review of the Corridor

The project sponsors walked (in the City) and drive (in the County) portions of the corridor to become familiar with existing access controls, safety and operational issues and land uses. Representatives from engineering, maintenance, planning and police attended.

2) Project Work Sessions

The project sponsors met several times to evaluate access needs at a location-by-location basis, using roll plans, aerial imagery and local knowledge. The existing inventory of access points was reviewed with existing parcel and ownership information. This review determined which parcels adjacent to CO 135 lacked access to the highway, which parcels relied on the frontage road to access 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.

3) Development of the Access Plan

The recommendations were developed assuming future land use changes and by applying access management principles and techniques discussed in Section 2. The Major full movement intersections were located based on traffic projections, County and City planning documents, and anticipated growth patterns. Access for each parcel between major intersections was either limited to one access per ownership or provided via a local road. Shared access between parcels was developed, wherever feasible.

4) Refine the Access Plan

A draft ACP was presented to an internal review team consisting of CDOT, County, and City staff. Based on comments received from the team, the draft plans were refined and presented at the public open house. Public comments were reviewed and the Plan modified at, as appropriate. Improvements that are considered cost prohibitive, have unmanageable physical constraints, have significant traffic operational deficiencies, are inconsistent with overall community expectations, or don't appear to provide a reasonable level of access were revised in the Plan. In some cases, access conditions were defined to allow phased implementation of long-term solutions.

5.0 ACCESS PLAN RECOMMENDATIONS AND EVALUATION

This section presents details of the recommended Access Control Plan for CO 135 in Gunnison County and City of Gunnison. The Plan has been developed in conjunction with CDOT, Gunnison County, City of Gunnison and the public. After evaluating the existing access conditions and potential future access needs, the Plan defines the configuration and traffic control for each access, as well as recommended access closures and parcel cross connection points. Key full movement intersections with likely auxiliary lanes were identified. The SHAC was followed in determining locations of and spacing between major intersections, including a maximum “out of direction” travel of one-half mile in each direction.

Where feasible, highway access was reduced to one location per parcel and shared with adjacent properties. The functional intersection areas were kept clear of any other access points, where possible. Where safe, feasible, and so not to cause congestion, access was provided to the local street system instead of the main highway. Within the City of Gunnison, the Plan limits full movement access to major intersections and either closes or restricts the movement at all other access points to either right-in, right-out or $\frac{3}{4}$ - movement access. Traffic control measures that may be used to achieve long-range proposed conditions include raised medians, channelizing islands at limited access points, and signage and striping.

The following section summarizes the key features of the Plan, by plan sheet. The sheets, starting on page 22, provide a graphical illustration of the Plan. A detailed explanation of each access in the study area, by MP, is presented in the ACP Table, Appendix E. Milepost designations are approximate. The IGA is located in Appendix F.

Access Plan

Key Plan recommendations are summarized on the following pages and illustrated in the plan sheets starting on page 17. Auxiliary lanes shall be provided at major intersections identified in the Plan as prescribed by the SHAC. Traffic control 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 Manual on Uniform Traffic Control Devices (MUTCD).

The ACP will reduce the number of access points from 129 to 58. This reduction in access includes the following:

- 6 public road closures
- 7 converted to right-in, right-out
- 2 converted to $\frac{3}{4}$ access (no left out)
- 8 consolidated access points to one access per parcel
- 32 accesses relocated to a side road
- 25 shared access points
- 8 access points relocated/realigned to improved locations

US 50 to Virginia Avenue (ACP Map Page 6 of 11)

No changes are proposed in this section.

Virginia Avenue to Access #184 (ACP Map Page 7 of 11)

This section has alleys running behind parcels on both the east and west sides up until just north of Denver Avenue. Access points #144, #147, #148, #149, #152, #153, #154, #157, #158 to be closed with rear access provided to alleys. Between Denver Avenue and Elizabeth Avenue, Wisconsin Street provide

direct rear access to parcels. Access points #159, #160, #162, #163, #164, #165, #166, #167 and #168 to be closed. Access #161 to City Market and #169 – Elizabeth Avenue will be converted to $\frac{3}{4}$ access, with left turns out prohibited. Shared access and multiple parcel access points allow closure of access points #172, #173, #176, #180b, #181, #183, #183a, #183b and #184. Access points #177, #178, and #182 will be converted to right-in, right-out.

Access #184 to Access #210 (ACP Map Page 8 of 11)

Consolidation to one access per parcel and cross/shared access possibilities dominate this section of CO 135. Access points #185, #186, #188, #189, #192, #193, #194, #195, #196, #197, #199, #200, #201, #202, #204, #205, #207, #208 and #210 will be closed. New access point #188R is proposed opposite #187 as a major intersection, with possible future signalization when warrants are met. The same is proposed for new access point #208R, opposite #209 (CR 11), and new access point #202R, opposite #103. Access points #190, #191, #198 and #206 will be converted to right-in, right-out.

Access #210 to Access #225 (ACP Map Page 9 of 11)

Access to close include #211, #212 (Apache Road), #213, #214, #217, #218, #220, #221, #222, #224 and #225. Access #219 (Chinook Trail) will be converted to $\frac{3}{4}$ movement, with no left turns out, and the adjacent service road (Old Highway 135) closed. New access #211R and #221R will be added as right-in, right-out, plus #224R added opposite #223 as a full movement major intersection. Access points #215 and #216 would also become a major intersection.

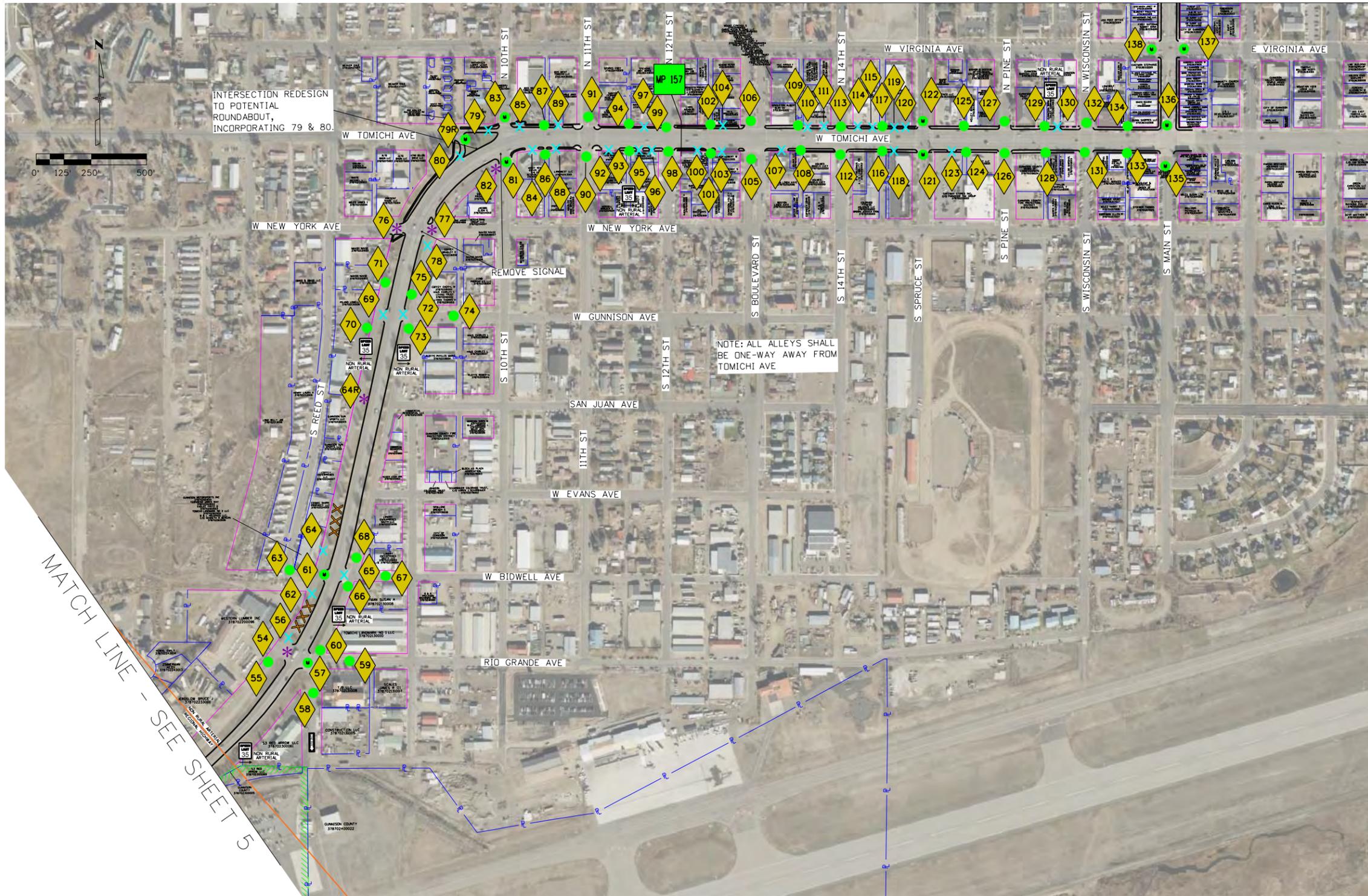
Access #225 to Access #242 (ACP Map Page 10 of 11)

The section currently contains mostly field accesses. Access to close include #226, #227, #228, #230, #231, #232, #233, #234, #235, #237, #238, #239, #241, #242. New access #226R and #236 will be added as right-in, right-out, and #239R opposite #240 as a full movement future major intersection.

Access #242 to CR 8 (ACP Map Page 11 of 11)

This final section of CO 135 includes access consolidation into single new access points. Closings include #243, #244, #247, #248, #249, #250, #251, #254 (CR 8) and #255. New access points #252 (CR 10) and #253 (realigned CR 8) will be a full movement future major intersection, and a realignment of CR 8. Access #245 and 246 would be added opposite each other to make a future full movement major intersection. Access #247L and 248R would be added as right-in, right-out access points.

MATCH LINE - SEE SHEET 7



MATCH LINE - SEE SHEET 5

PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

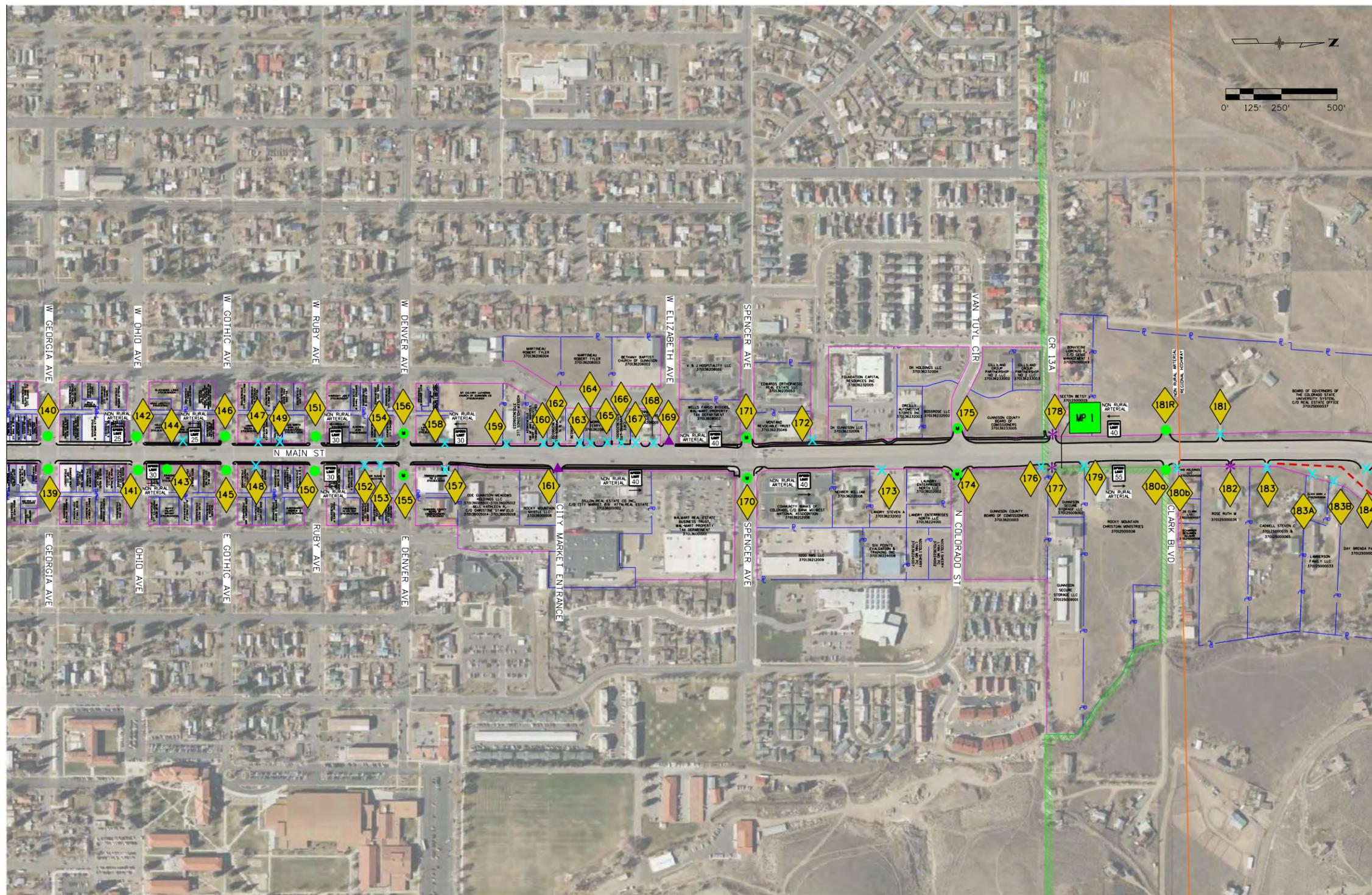
US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- Access Point Identification Number
- Milepost
- Maintain Existing Full Movement Access
- Proposed Full Movement Access
- Close Existing Access
- Proposed Right-In Right-Out Access
- Proposed 3/4 Movement Access
- Existing Cross Parcel Access
- Proposed Cross Parcel Access
- Close Existing Access
- New Local Roadway
- Highway Right-of-Way
- Parcel Line
- Gunnison City Limits
- Major Intersection

MATCH LINE - SEE SHEET 6



MATCH LINE - SEE SHEET 8

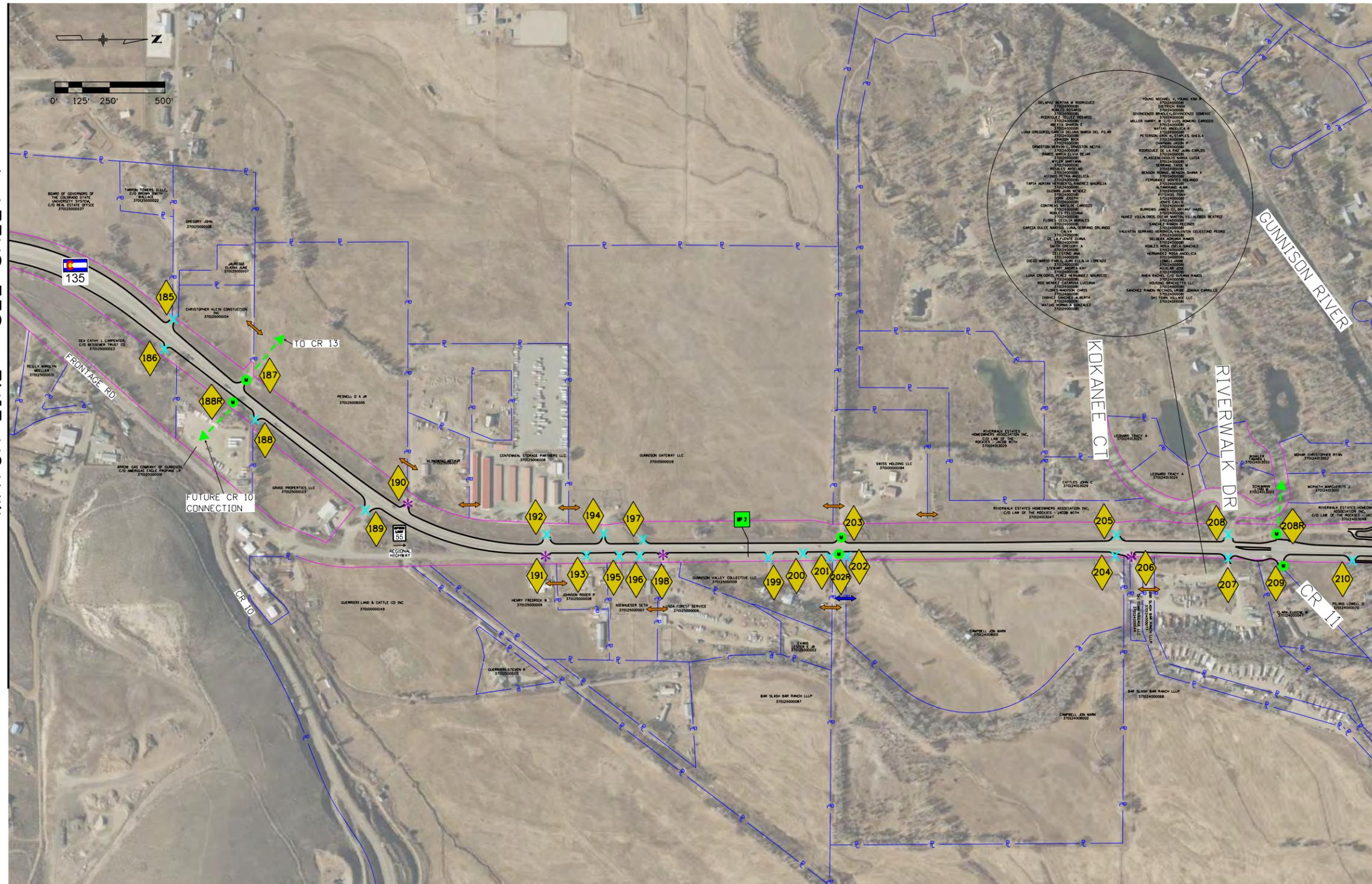
PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:	Access Point Identification Number	Proposed Full Movement Access	Existing Cross Parcel Access	Highway Right-of-Way
Milepost	Close Existing Access	Proposed Cross Parcel Access	Proposed Cross Parcel Access	Parcel Line
Maintain Existing Full Movement Access	Proposed Right-In Right-Out Access	Close Existing Access	Close Existing Access	Gunnison City Limits
Proposed 3/4 Movement Access	Proposed 3/4 Movement Access	New Local Roadway	Major Intersection	SHEET 7 OF 11

MATCH LINE - SEE SHEET 7



MATCH LINE - SEE SHEET 9

PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

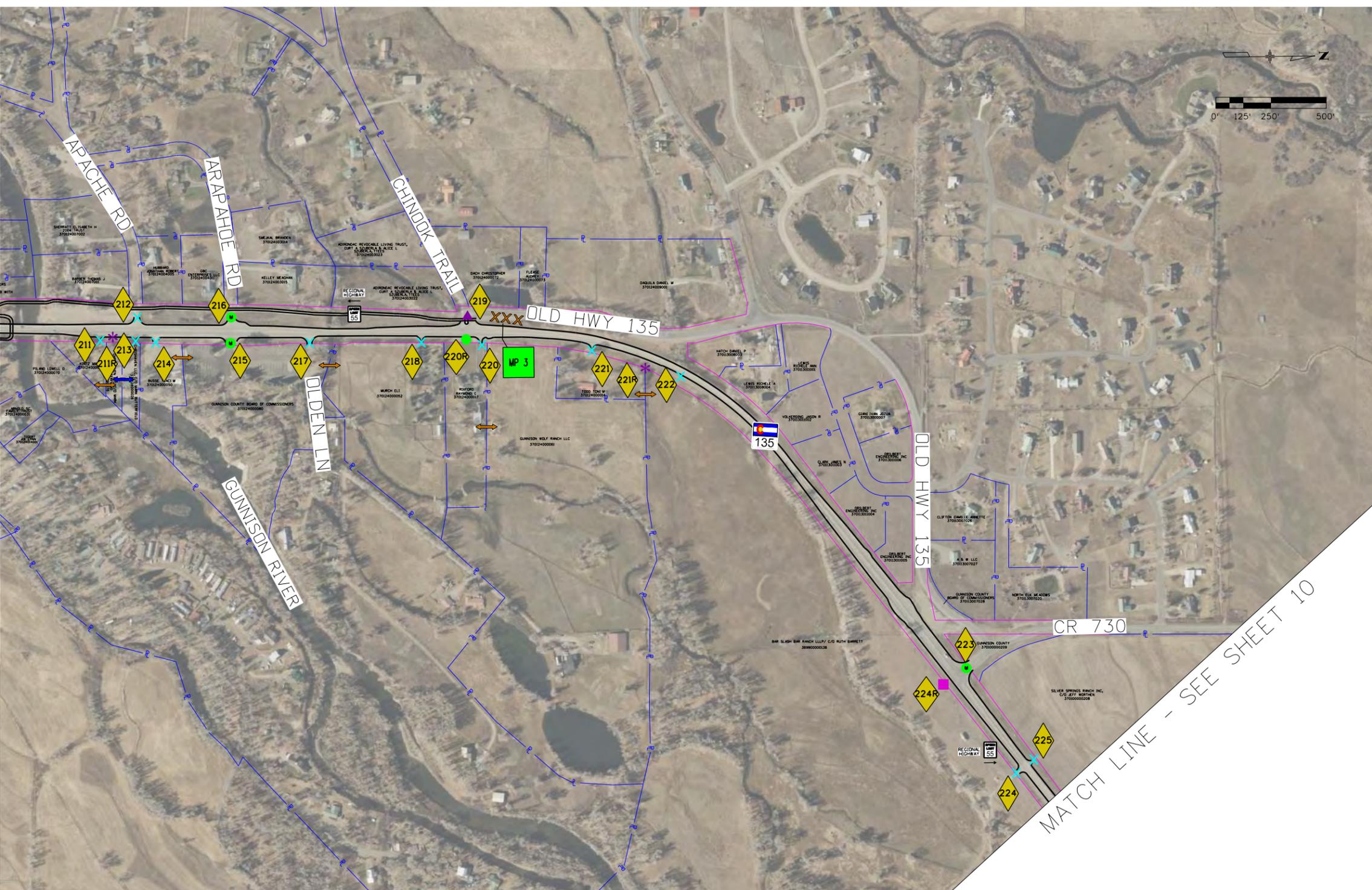
US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- | | | | | | | | |
|--|--|--|------------------------------------|--|------------------------------|--|----------------------|
| | Access Point Identification Number | | Proposed Full Movement Access | | Existing Cross Parcel Access | | Highway Right-of-Way |
| | Milepost | | Close Existing Access | | Proposed Cross Parcel Access | | Parcel Line |
| | Maintain Existing Full Movement Access | | Proposed Right-In Right-Out Access | | Close Existing Access | | Gunnison City Limits |
| | Proposed 3/4 Movement Access | | New Local Roadway | | Major Intersection | | |

MATCH LINE - SEE SHEET 8



MATCH LINE - SEE SHEET 10

PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN

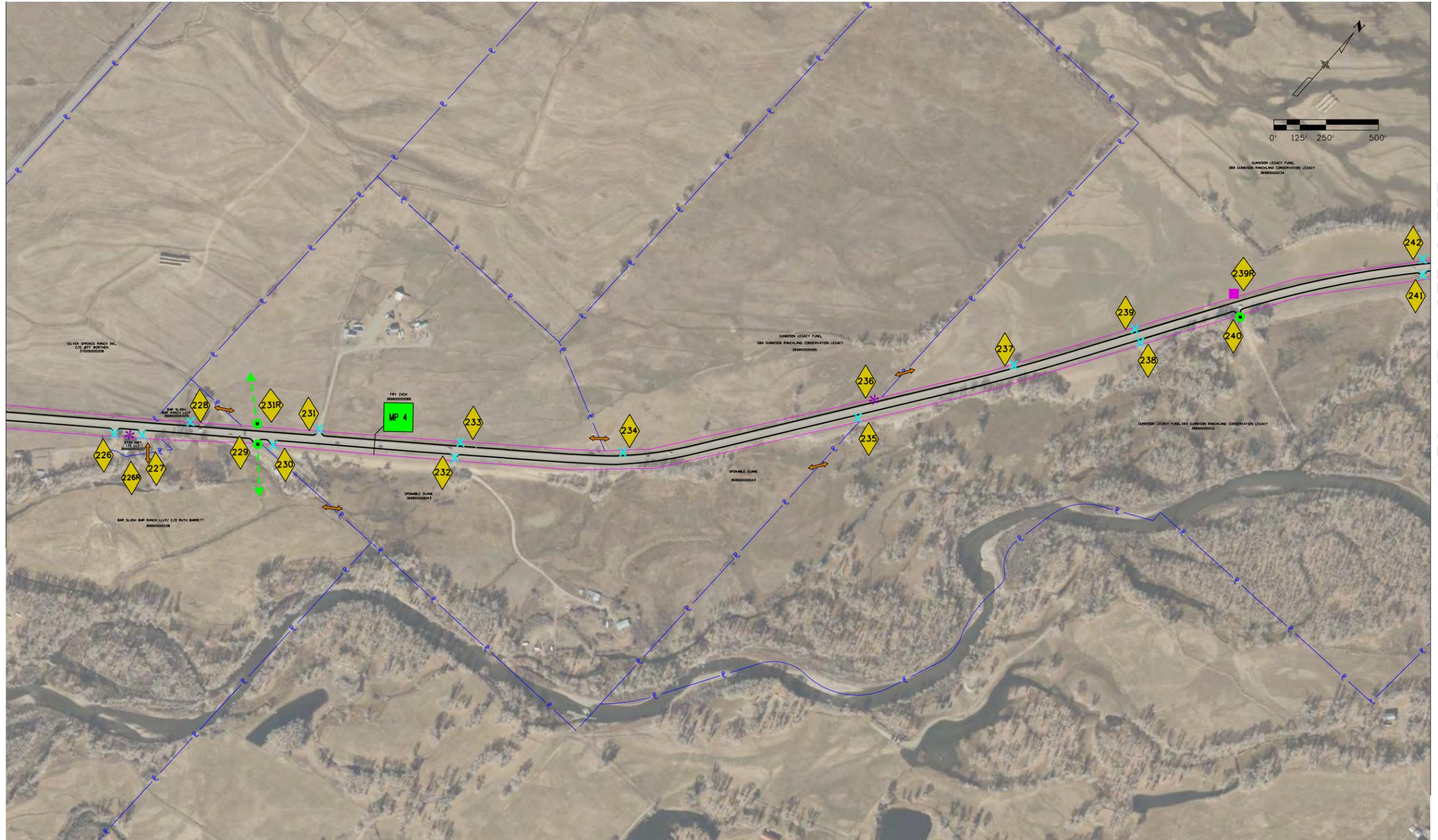


LEGEND:

- Access Point Identification Number
- Milepost
- Maintain Existing Full Movement Access
- Proposed 3/4 Movement Access
- Proposed Full Movement Access
- Close Existing Access
- Proposed Right-In Right-Out Access
- Proposed 3/4 Movement Access
- Existing Cross Parcel Access
- Proposed Cross Parcel Access
- Close Existing Access
- New Local Roadway
- Highway Right-of-Way
- Parcel Line
- Gunnison City Limits
- Major Intersection

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 11



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

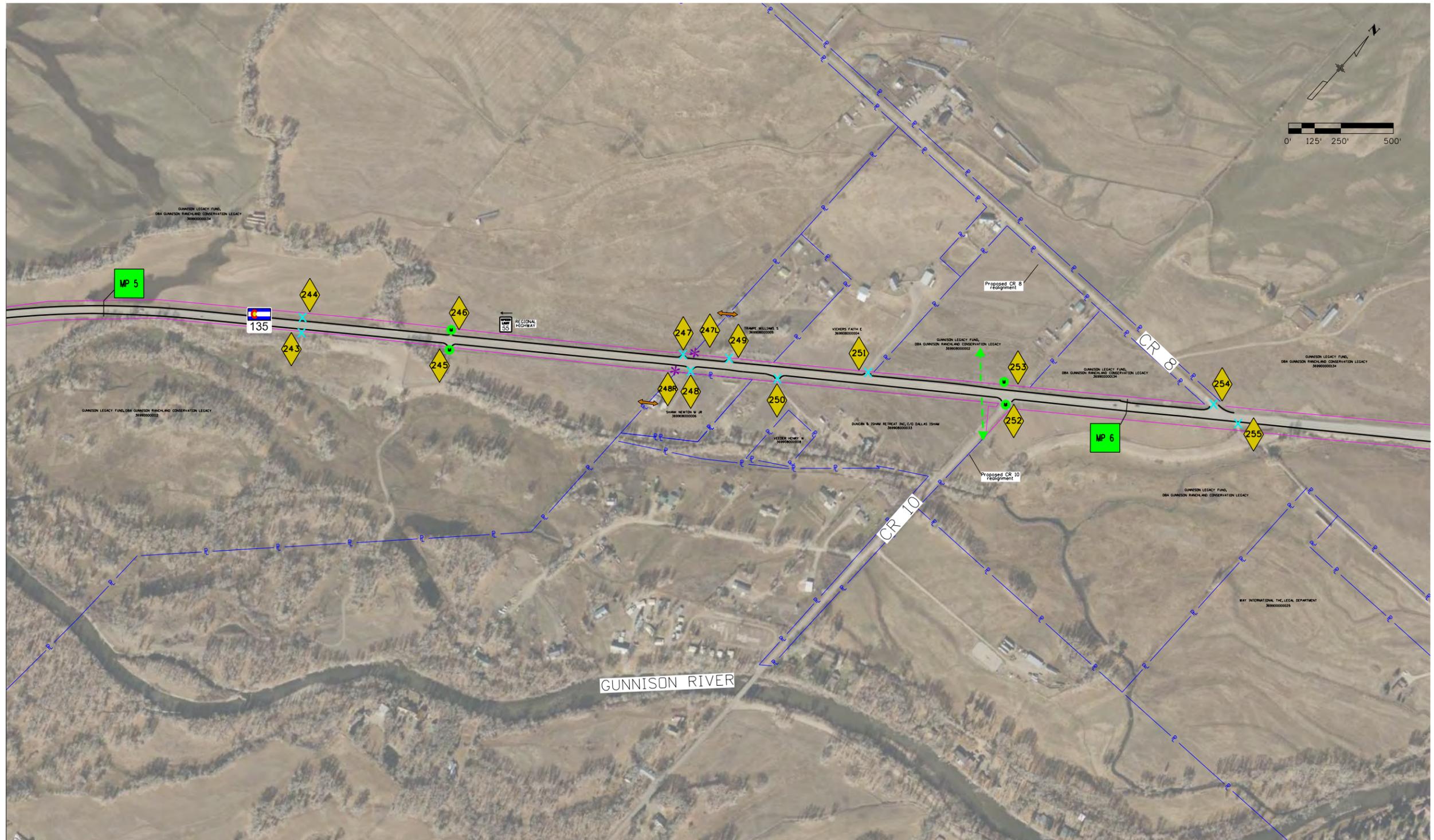
US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- | | | | | | | | |
|--|--|--|------------------------------------|--|------------------------------|--|----------------------|
| | Access Point Identification Number | | Proposed Full Movement Access | | Existing Cross Parcel Access | | Highway Right-of-Way |
| | Milepost | | Close Existing Access | | Proposed Cross Parcel Access | | Parcel Line |
| | Maintain Existing Full Movement Access | | Proposed Right-In Right-Out Access | | Close Existing Access | | Gunnison City Limits |
| | Proposed 3/4 Movement Access | | New Local Roadway | | Major Intersection | | |

MATCH LINE - SEE SHEET 10



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- Access Point Identification Number
- Milepost
- Maintain Existing Full Movement Access
- Proposed Full Movement Access
- Existing Cross Parcel Access
- Proposed Cross Parcel Access
- Close Existing Access
- Proposed Right-In Right-Out Access
- Proposed 3/4 Movement Access
- Close Existing Access
- New Local Roadway
- Highway Right-of-Way
- Parcel Line
- Gunnison City Limits
- Major Intersection

6.0 ACCESS PLAN IMPLEMENTATION

The access changes and improvements recommended in the Plan can be implemented over time as new or re-development occurs, traffic and safety needs arise and as funding becomes available. Both public and private funds may be used. The following cases will trigger construction:

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In most cases, per State Highway Access Code, a traffic study will evaluate the site-specific potential safety and traffic impact, and limited improvements or full implementation of the ACP may be required by CDOT at the specific access point. As part of the local agency's development review process, additional improvements compatible with the Plan may also be necessary to address traffic-related impacts created by the development. (Private Funding)

In some cases, temporary access will be allowed until adjacent parcels develop and / or cross-parcel easement access is granted and/ or a local roadway connection is constructed. During this time, if the ultimate intersection traffic control is not warranted/ constructed, some turn restrictions may be required. In addition, upon redevelopment, property owners will provide legally defined cross-access easements for shared access points, as defined by the Plan. If a property does not redevelop or change uses, the property owner will not be required to construct access modifications. (Private Funding)

2. The County or City obtains funding to complete improvements to a segment of the CO 135 corridor or a local route. This could include existing or new local roadway connection improvements, traffic control upgrades, streetscape improvements or others. (Public Funding)
3. State and/or Federal funding is obtained to complete improvements to a segment or intersection of the CO 135 corridor. This could include an intersection redesign, traffic control upgrades, streetscape improvements or others.

A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with this ACP. Public funding from any combination of agencies may be obtained to construct improvements. This may include responding to unexpected crash patterns, changes in seasonal traffic levels, or maintenance issues. (Public Funding)

4. Any combination of 1, 2, 3, or 4.

Under case 1, a property owner must follow the access permit process as defined by Section 2 of the *SHAC*. CDOT will remain the issuing authority for CO 135. The process requires property owners to submit an application for an access permit. Once the access permit is issued, construction plans for 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. As determined by the CDOT Permit Unit, access permits may allow for construction of interim conditions and define requirements for future conditions that match the ACP depending upon individual circumstances specific to each permit.

Under case 2, the County or City may obtain funds either through local government budgeting, grants, or other potential funding sources. Once funding is available, the County or City 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 County or City project is developed off of the State Highway System, for instance, completion of an alternate local route that does not intersect with CO 135, CDOT will not be involved in the project. The

County or City will administer the project according to their respective standards and procedures.

Under case 3, a project receiving State and/or Federal funds must generally be identified in the STIP. In Colorado, four years of transportation projects and their funding sources must be identified in the STIP. The STIP is updated at least every four years through a continuing, comprehensive and cooperative process involving the CDOT, FHWA, Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), and City and County Governments. The STIP may be amended as needed in accordance with the STIP Amendment Guidelines.

Under case 4, any agency may identify a safety or operational issue along the corridor through a crash pattern, complaints, observation or other manner. A single agency or partnership of agencies may obtain funding to implement access management techniques that are consistent with the Plan and specifically address the issue. Depending on who the lead agency is for the project, the project may be administered through the local agency process, as described in case 2, or through CDOT's process, as described in case 3.

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. Environmental evaluations appropriate to the size, type, and funding of the project will be completed as part of the design phase.

To provide for continued commitment to the access modifications recommended by this study, it is recommended that CDOT, Gunnison County and the City of Gunnison execute an IGA to adopt the Plan as an ACP for this segment of CO 135. The ACP identifies access locations and levels of access by reference point for CO 135 within the project limits. 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. Exhibit B to the IGA defines this process, which requires mutual agreement of the IGA parties on modifications to the plan. For the CO 135 corridor, the process for administration of the plan shall be as described in the *SHAC*. The IGA, the ACP Table that will serve as Exhibit A, and Exhibit B are presented in Appendix D and E, respectively.

7.0 LIST OF ACRONYMS

AASHTO = American Association of State Highway and Transportation Officials

ACP = Access Control Plan

CDOT = Colorado Department of Transportation

FHWA = Federal Highway Administration

HCM = Highway Capacity Manual, 6th Edition

HCS = Highway Capacity Software

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-B = Non-Rural Principal Highway

R-A = Regional Highway

ROW = Right-of-Way

SHAC = State of Colorado - State Highway Access Code, March 2002 Amendment

STIP = Statewide Transportation Improvement Program

TMC = Turning Movement Count

50 = United States Highway 50

v/c = Volume-to-Capacity Ratio

8.0 GLOSSARY

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 access locations and levels of access for the purpose of bringing those portions of roadway included in the planning area into conformance with the highway 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

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

Full Movement Access – An access without turn restrictions

Functional Intersection Area – Area upstream and downstream of an intersection where intersection operation and conflicts influence driver behavior, vehicle operations, or traffic conditions.

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

Issuing Authority – The entity responsible for issuing access permits for a segment of state highway. The board of county commissioners, the governing body of a municipality, or the department of transportation may be the Issuing Authority.

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 in urbanized locations.

Right-of-way (ROW) – 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

Volume-to-Capacity Ratio (v/c) – The sufficiency of an intersection to accommodate vehicular demand. A v/c over 1.00 means the traffic demand exceeds the capacity.

Appendix A - Public Outreach



US 50 WEST & CO 135 ACCESS CONTROL PLANS FOR GUNNISON CITY & COUNTY



The City of Gunnison, Gunnison County,
and the Colorado Department of Transportation



COLORADO
Department of Transportation

Invite you to an
Open House
for the



US 50 and CO 135 Access Control Plan

*The plan includes US 50 from Phelps Lane to Highway 135/ Main Street,
and Highway 135 from US 50/ Tomichi Avenue to County Road 8*

Wednesday, October 16th, 2024
12-3 PM and 5-8 PM

**Gunnison County Courthouse,
Board of County Commissioners Chambers**

200 E. Virginia Avenue,
Gunnison, CO 81230

All exhibits will be available for viewing on the Gunnison County & City websites



**US 50 and CO 135 Access Control Plan
Wednesday October 16th 2024
Public Meeting Sign-In Sheet**

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
Lisa Tutthill	[REDACTED]	
Howard Tutthill	[REDACTED]	
Tom SDBER	[REDACTED]	
David Gardner	[REDACTED]	ok.com
JOSEPH GORNIK GCEA	[REDACTED]	
matt Schwartz	[REDACTED]	
Keith Robinson	[REDACTED]	gov
Colleen Hannon Steve Bithje	[REDACTED]	



US 50 and CO 135 Access Control Plan
 Wednesday October 16th 2024
 Public Meeting Sign-In Sheet

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
Koger Johnson	[REDACTED]	-
Susan Johnson	[REDACTED]	-
Ph Spann	[REDACTED]	
Deirdre Fotesco	[REDACTED]	om
Kimi Nesbit	[REDACTED]	com
Celeste Helminski	[REDACTED]	
Boe Freeburn	[REDACTED]	
Dallas Isham	[REDACTED]	
Faranna J. Rufe	[REDACTED]	m
KEL S. RUTH	[REDACTED]	com
DARRIN BISHOP	[REDACTED]	
DEEJO PLATA	[REDACTED]	
DEBIE STEWART	[REDACTED]	



**US 50 and CO 135 Access Control Plan
 Wednesday October 16th 2024
 Public Meeting Sign-In Sheet**

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
BLSmith		?
Gunnison legacy		Thank you.
Paula Giovoesis		Yes No thanks
Mike Lee		
Marlene Crosby		
Margaret Alcock		
STEVEN VOET		
(CHAD) WELLMAN		Yes
Michelle Burns		
Jim Rodman		No
Ken & Carolyn Rempe	No	
Becky Trantava	Yes	
Patrick Plumley	Yes	

List of One on One Property Owner Meetings (Highway 50 and 135)

Les Evans

9:15am-9:30am 11/5/2024

[REDACTED]

Gunnison, CO 81230

Jason Mullins

9:45am-10am 11/5/2024

[REDACTED]

Gunnison, CO 81230

Stacy McPhail

1pm-1:15pm 11/5/2024

[REDACTED]

Gunnison, CO 81230

Priscilla Swanson

1:15pm-1:30pm 11/5/2025

[REDACTED]

. Gunnison, CO 81230

Dani Leach

2:45pm-3pm 11/5/2025

[REDACTED]

Gunnison, CO 81230

John Stoeber

9am-9:15am 11/6/2025

[REDACTED]

Gunnison, CO 81230-9743

Lauren Koelliker

10am-10:15am 11/6/2025

[REDACTED]

Gunnison, CO 81230

Sean Bennet

12:30-12:45 11/6/2024

[REDACTED]

Gunnison, CO 81230

Kirby Kuklenski

11am-11:15am 11/6/2024

[REDACTED]

Gunnison, CO 81230

Ken Spann

11:00 to 12:00 12/13/2024

[REDACTED]

Multiple locations



COLORADO

Department of Transportation



Received
County Administration

10/23/24

Adjacent Property Stakeholder Comment Form

This form is for adjacent property owners, residents, and businesses. Your input is an important part of the planning process. Please take care to print or write clearly. Thank you!

Name	Darren & Brenda Bishop		
Email	[REDACTED]		
Phone	[REDACTED]		
I am a (circle all that apply)	<input checked="" type="checkbox"/> property owner	<input checked="" type="checkbox"/> resident	<input checked="" type="checkbox"/> business owner
other:	tenant,		
Physical address:	[REDACTED]		
Were you able to locate your property on the map?	yes		
Please share your opinions about the proposed access control changes.	No to Plan - frontage Road is fine Just as it is - Slow People down on Hwy 50 - Stop light at Long's Motel and Western Lumber. Stop light City Market turn out		
Do you have any concerns or questions that the project team should be aware of? Please be as specific as possible.	No traffic down Reed Street!		

Received
County Administration
10/23/24

Adjacent Property Stakeholder Comment Form

This form is for adjacent property owners, residents, and businesses. Your input is an important part of the planning process. Please take care to print or write clearly. Thank you!

Name	Estate Troas Long
Email	[REDACTED]
Phone	[REDACTED]
I am a (circle all that apply)	<input checked="" type="checkbox"/> property owner, <input checked="" type="checkbox"/> resident, <input checked="" type="checkbox"/> business owner, <input checked="" type="checkbox"/> tenant,
other:	landlord
Physical address:	[REDACTED]
Were you able to locate your property on the map?	yes
Please share your opinions about the proposed access control changes.	<p><u>no</u> = leave alone, Will not make safer. Put in Stop light at Long's motel & Western Lumber = leave H&H townring light. <u>NO</u> Main on Reed Street</p>
Do you have any concerns or questions that the project team should be aware of? Please be as specific as possible.	<p>Businesses Stay Same on frontage Road - No front doors on Reed Street - No Round-a-bout. Waist of City - Peoples Money!! Put a light at City Market turn in.</p>

From: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Highway 135 and 50 Access Control Plan follow up meeting

Dear Paul:

Thank you for your email. Sorry for the delay in responding. We had a death in the family.

Yes, we would like to have a larger meeting with the appropriate CDOT personnel if access planning is going to be undertaken adjacent to our ranches. As I mentioned at the open house, we also have a number of issues developing with CDOT and would like them addressed as well.

Those issues include:

1. Continuation of our existing accesses at all our access points along Hwy 50 and Hwy 135 without restrictions, without being subject to future conditions.
2. No planning of alternative accesses onto or across our properties without prior or contemporaneous direct consultation with our representatives, now or in the future.
2. Assurances that CDOT will actually perform its required R.O.W. fence maintenance responsibilities along Hwy 50 and Hwy 135 in a timely manner throughout the year, including gates that function correctly and are operational. This is required by law. See, C.R.S. 35-46-11.
3. Modifications and changes to 2 underpasses at MP 16 generally on Hwy 135 to restore their functionality for livestock and wildlife crossing. They have never worked correctly since they were changed over to culverts from square boxes. As the traffic volume on Hwy 135 has increased, the potential benefit to all of having these underpasses functional has also increased.
4. Direct and continuous consultation with our representatives in the design, operation, and maintenance of any multi-modal trail in the CDOT R.O.W between Crested Butte and Crested Butte South as it adjoins our properties. This would include, but not limited to, set backs from fence; assurances of continuous livestock and vehicular/equipment access at all current access points, including the slope and widths of said accesses; design, construction of, and maintenance of all irrigation and

drainage crossings which predate and are a dominant estate to the CDOT R.O.W.; plans for seasonal closures; plans for snow removal.

I recognize this is a larger list than your proposed access plan. These are issues that are there from our point of view.

I will work to see if a date is available in Gunnison in the next three weeks. Any dates that might work for all of you would be a starting point.

Thank you.

Ken Spann
Spann Ranches, Inc.

US 50 West and CO 135 Access Control Plan Comment Card

Location/Comment: Spencer Ave + Hwy 135 Signs for left turns to help prevent drivers from driving through crosswalk with pedestrians walking through

Location/Comment: Colorado + Hwy 135 crosswalk at stop light

Location/Comment: Hwy 135 at Colorado lower speed limit to 30 mph, then 25 at Denver

Name: Paula Giavasis

Address: [Redacted]

Email: [Redacted]



Submit via email to [Redacted]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: 508 West Tomich Lane / Closing off these entrances to my gas station would result in a huge decrease in business. My commercial customers need these to get big vehicles in and out comfortably

Location/ Comment:

Location/ Comment:

Name: Brian Oliver

Address:

Email:



Submit via email to

Location/Comment:

Maint + Rubby are intersection. We need a painted crosswalk across main st. Also slowing traffic down to 35 at Denver + main. Pedestrians would help. People don't slow down for. Pedestrians there and 3 of our fusion don't have been called there.

Location/Comment:

Name:

Deirdre Fotescu

Address:

[Redacted]

City: Gunn



Department of Transportation



Email:

[Redacted]

Submit via email to

[Redacted]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: Access Point 184(HWY135 & Frontage Rd): Even with two points of access from the frontage road (184 and 189) traffic still backs-up regularly when merging on to HWY135. Removing these existing access points and replacing them with one, in between, and on a blind corner, will only make this more congested and dangerous.

Location/ Comment: Access Points 76-81: Removing the light on W New York and adding a roundabout to the North will make this heavily trafficked, already dangerous pedestrian crossing even more dangerous. Additionally removing more existing access to the south of these intersections will make the remaining major intersections more backed-up and dangerous with no light to introduce breaks in traffic.

Location/ Comment: _____

Name: Max Ryan

Address: _____

Email: [REDACTED]



Submit via email to [REDACTED]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: 37250 W US Highway 50 - GCEA headquarters; GCEA requires two access points to accommodate large utility vehicles and tractor-trailers. This is a significant safety issue. We have members frequenting our office and electric vehicle users accessing the charging stations on the property who need to remain accommodated as well.

Location/ Comment: 37857 W US Highway 50 - GCEA storage yard; GCEA seeks to maintain the security, access, and proximity of the site.

Location/ Comment: Plans for Hwy 135 crossings at CR 730 & CR 8 would likely require overhead line re-routing.

Name: Gunnison County Electric Association

Address: [REDACTED]
Gunnison, CO 81230

Email: [REDACTED]



Submit via email to [REDACTED]



COLORADO
Department of Transportation



**Mead
& Hunt**

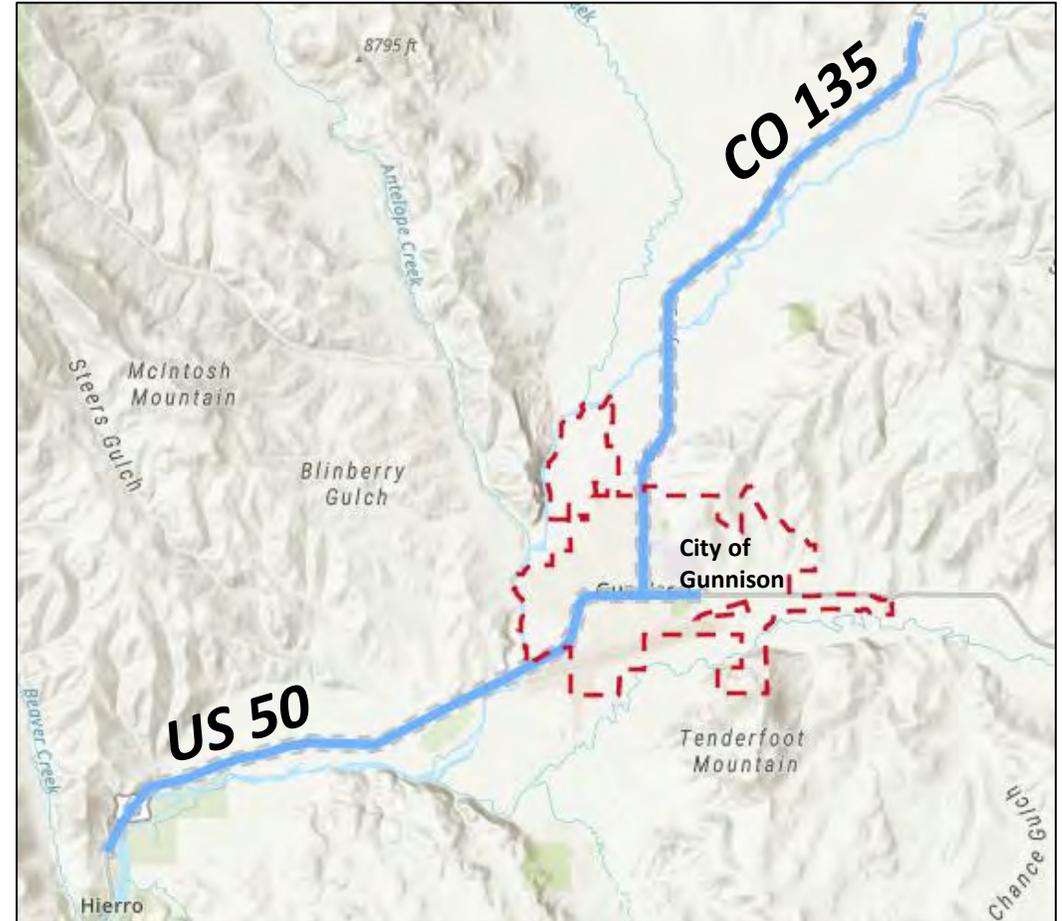


US 50 and CO 135 Access Control Plan

October 16, 2024

Corridor Locations

- 6 miles along CO 135 (Main Street) from US 50 to the north (MP 0 to 6.2)
- 6 miles along US 50 (Tomichi Street) from CO 135 to the west (MP 151 to 157.44)
- US / CDOT Highways
- Portions in City and County



- Access Control Concept Plans are developed to guide future access management decisions.
- State regulations allow CDOT, in partnership with local jurisdictions, to manage access points within its transportation system including limiting new access to the State Highway System when alternate access is available
- Access management serves to balance vehicle traffic flow with multimodal accessibility and safety
- Access management seeks to preserve the traffic carrying capacity and operational safety along State roadways by reducing the number of signals, driveways and points of conflict.

Access Control Plan Context

US 50 & CO 135
Access Control Plan

- An Access Control Plan is defined in the State Highway Access Code.
- Access Control Plans (ACP's) require an Inter-Governmental Agreement between the City/County and CDOT to enact.
- An ACP replaces the criteria within the State Highway Access Code with respect to allowable access locations and movements along state highways.
- There are no immediate changes to access points, specific triggers are shown on the next slide.
- The ACP can be amended when agreed to by the City/County, and CDOT.



- Opportunity for Local input on Highway Access
- Corridor wide analysis
- Considers existing and future land uses
- Considers adjacent access and land use interaction
- Incorporates Flexibility into criteria based on corridor conditions
- Developers/land-owners are aware of access conditions up front

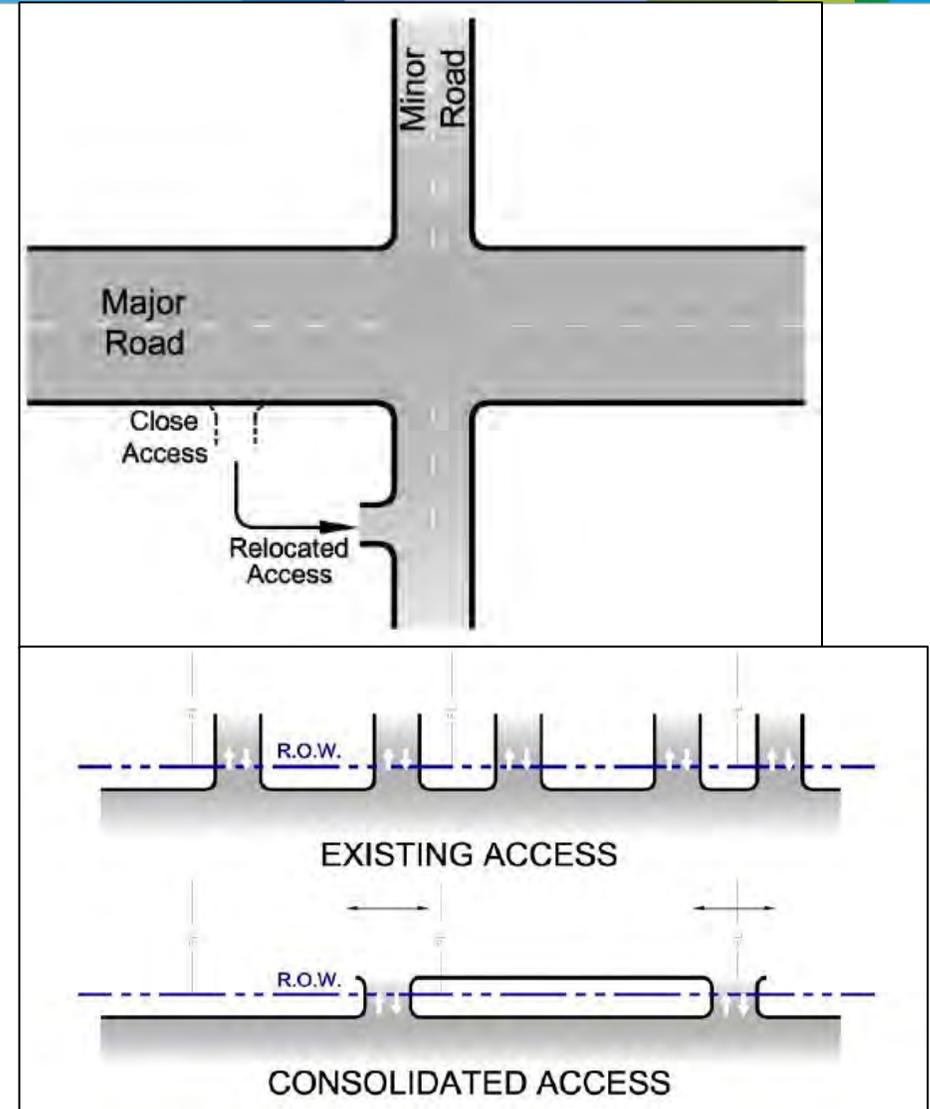
Access Control Change Triggers

- Change in Land Use
- Redevelopment by landowner changes traffic volumes
- Publicly funded project by the City, County or CDOT
- Safety or Operational Need

Access Control Plan Layout

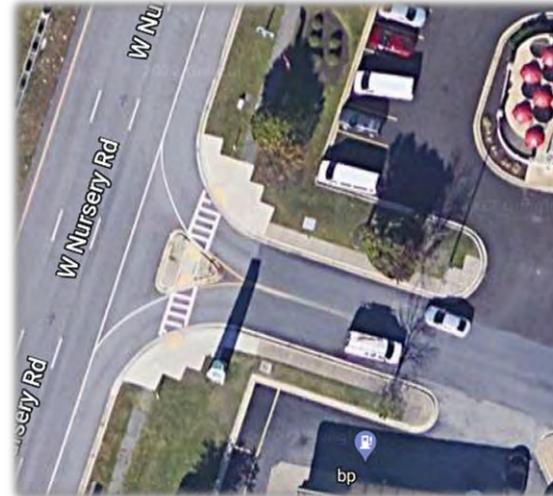
US 50 & CO 135
Access Control Plan

- Identify Major Intersections
- Identify local roads
- Review driveways and entrances
- Consolidate and reduce access points
- Key safety considerations
 - Intersection spacing
 - Intersection / roadway geometry
 - Traffic controls and auxiliary lanes
 - Sight distance
 - Current and future land uses
 - Multimodal connectivity



- **Access Spacing:** increasing the distance between traffic signals, public streets and driveways
- **Safe Turning Lanes:** dedicated left-turn and right-turn lanes
- **Traffic Control Upgrades:** New signals or roundabouts
- **Median Treatments:** Raised medians
- **Right-of-Way Management:** turn restrictions, driveway closures/ cross-parcel access, new local roadways /frontage/ backage roads

- Full movement
- Partial movement
 - Right-in and right-out
 - Right-in, right-out and left-in (3/4 movement)



Roundabout Example -CO 145, Telluride CO

US 50 & CO 135
Access Control Plan



COLORADO
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Parallel Local Roads/ Frontage Road

US 50 & CO 135
Access Control Plan

- US 50 Gunnison
- US 160 Pagosa Springs
- US 550 Montrose



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- Compile public comments- **October 2024**
- One-on-One meetings with adjacent property owners – **early November**
- Revise plans – **November 2024**
- County Commissioners/ City Council Review and Resolution – **January 2025**
- Final Report – **February 2025**
- Intergovernmental Agreement/ Adoption – **March 2025**

Questions and Plan Review

Appendix B - Existing Access Inventory

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control
137	0.076	R	E Virginia Avenue	Public Street	Signalized
138	0.076	L	W Virginia Avenue	Public Street	Signalized
139	0.153	R	E Georgia Avenue	Public Street	Full Movement
140	0.153	L	W Georgia Avenue	Public Street	Full Movement
141	0.227	R	Ohio Avenue	Public Street	Full Movement
142	0.227	L	W Ohio Avenue	Public Street	Full Movement
143	0.247	R	Field Access	Private Driveway	Full Movement
144	0.253	L	Home Driveway	Private Driveway	Full Movement
145	0.3	R	E Gothic Avenue	Public Street	Full Movement
146	0.3	L	W Gothic Avenue	Public Street	Full Movement
147	0.327	L	Home Driveway	Private Driveway	Full Movement
148	0.325	R	Gunnison County Abstract Company	Business Entrance	Full Movement
149	0.347	L	Home Driveway	Private Driveway	Full Movement
150	0.378	R	E Ruby Avenue	Public Street	Full Movement
151	0.378	L	W Ruby Avenue	Public Street	Full Movement
152	0.42	R	Telluride Maid	Business Entrance	Full Movement
153	0.433	R	Telluride Maid	Business Entrance	Full Movement
154	0.433	L	Home Driveway	Private Driveway	Full Movement
155	0.454	R	E Denver Avenue	Public Street	Signalized
156	0.454	L	W Denver Avenue	Public Street	Signalized
157	0.489	R	The Coffee Trader	Business Entrance	Full Movement
158	0.489	L	Church Driveway	Business Entrance	Full Movement
159	0.54	L	Kooler Garage Doors	Business Entrance	Full Movement
160	0.571	L	Gunnison 24/7 Gym	Business Entrance	Full Movement
161	0.583	R	City Market Entrance	Public Street	Full Movement
162	0.583	L	San Juan Strains	Business Entrance	Full Movement
163	0.603	L	Car Wash	Business Entrance	Full Movement
164	0.611	L	High Mountain Liquor	Business Entrance	Full Movement
165	0.628	L	High Mountain Liquor	Business Entrance	Full Movement
166	0.633	L	Café Silvestre	Business Entrance	Full Movement
167	0.65	L	Powerstop	Business Entrance	Full Movement
168	0.666	L	Powerstop	Business Entrance	Full Movement
169	0.68	L	W Elizabeth Avenue	Public Street	Full Movement
170	0.74	R	Spencer Avenue	Public Street	Signalized
171	0.74	L	Spencer Avenue	Public Street	Signalized
172	0.796	L	Back at the Ranch Furniture	Business Entrance	Full Movement
173	0.864	R	Car Dealership?	Business Entrance	Full Movement
174	0.922	R	Colorado St	Public Street	Full Movement
175	0.922	L	Van Tuyl Circle	Public Street	Full Movement
176	0.99	R	Field Access	Private Driveway	Full Movement
177	1	R	Gunnison Secure Storage (shared access)	Business Entrance	Full Movement
178	1	L	CR 13A	Public Street	Full Movement
179	1.029	R	Rocky Mountain Christian Ministries	Business Entrance	Full Movement
180a	1.094	R	Clark Boulevard	Public Street	Full Movement
180b	1.106	R	Clark Boulevard	Public Street	Full Movement
181	1.094	L	Colorado State University Driveway	Private Driveway	Full Movement
182	1.153	R	Home Driveway	Private Driveway	Full Movement
183	1.186	R	Home Driveway	Private Driveway	Full Movement
183a	1.229	R	Home Driveway	Private Driveway	Full Movement
183b	1.249	R	Home Driveway	Private Driveway	Full Movement
184	1.277	R	East Frontage Road	Public Street	Full Movement
185	1.392	L	Home Driveway	Private Driveway	Full Movement

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control
207	2.419	R	Ski Town Village Mobile Home Park	Private Driveway	Full Movement
208	2.419	L	Riverwalk Drive	Public Street	Full Movement
209	2.462	R	CR 11	Public Street	Full Movement
210	2.515	R	Home Driveway	Private Driveway	Full Movement
211	2.675	R	Home Driveway	Private Driveway	Full Movement
212	2.734	L	Apache Road	Public Street	Full Movement
213	2.73	R	Home Driveway	Private Driveway	Full Movement
214	2.756	R	Garlic Mike's	Business Entrance	Full Movement
215	2.847	R	Shady Island River Park Parking Lot	Public Street	Full Movement
216	2.847	L	Arapahoe Road	Public Street	Full Movement
217	2.94	R	Olden Lane	Public Street	Full Movement
218	2.981	R	Home Driveway	Private Driveway	Full Movement
219	2.996	L	Old Hwy 135/Chinook Trail	Public Street	Full Movement
220	2.998	R	Home Driveway	Private Driveway	Full Movement
221	3.075	R	Home Driveway	Private Driveway	Full Movement
222	3.128	R	Field Access	Private Driveway	Full Movement
223	3.432	L	CR 730	Public Street	Full Movement
224	3.547	R	Field Access	Private Driveway	Full Movement
225	3.547	L	Access to Field	Private Driveway	Full Movement
226	3.707	R	Home Driveway	Private Driveway	Full Movement
227	3.737	R	Home Driveway	Private Driveway	Full Movement
228	3.78	L	Field Access	Private Driveway	Full Movement
229	3.852	R	Field Access	Private Driveway	Full Movement
230	3.867	R	Field Access	Private Driveway	Full Movement
231	3.908	L	Field Access	Private Driveway	Full Movement
232	4.035	R	Home Driveway	Private Driveway	Full Movement
233	4.035	L	Field Access	Private Driveway	Full Movement
234	4.183	L	Field Access	Private Driveway	Full Movement
235	4.398	R	Field Access	Private Driveway	Full Movement
236	4.398	L	Field Access	Private Driveway	Full Movement
237	4.535	L	Field Access	Private Driveway	Full Movement
238	4.648	R	Field Access	Private Driveway	Full Movement
239	4.648	L	Field Access	Private Driveway	Full Movement
240	4.737	R	Driveway	Private Driveway	Full Movement
241	4.908	R	Field Access	Private Driveway	Full Movement
242	4.908	L	Field Access	Private Driveway	Full Movement
243	5.169	R	Field Access	Private Driveway	Full Movement
244	5.183	L	Field Access	Private Driveway	Full Movement
245	5.288	R	Driveway	Private Driveway	Full Movement
246	5.288	L	Field Access	Private Driveway	Full Movement
247	5.479	L	Field Access	Private Driveway	Full Movement
248	5.489	R	Home Driveway	Private Driveway	Full Movement
249	5.524	L	Home Driveway	Private Driveway	Full Movement
250	5.588	R	Home Driveway	Private Driveway	Full Movement
251	5.699	L	Home Driveway	Private Driveway	Full Movement
252	5.88	R	CR 10	Public Street	Full Movement
253	5.88	L	Field Access	Private Driveway	Full Movement
254	6.047	L	CR 8	Public Street	Full Movement
255	6.063	R	Field Access	Private Driveway	Full Movement

Appendix C - Crash History

mp	date	time	severity	location	road_desc	veh	contour	condition	lighting	weather	limit	acctype	dir	vehicle_1	driver_1	factor_1	speed	veh_move_1	dir	vehicle_2	driver_2	factor_2	speed	veh_move_2	
0.02	2/10/2018	1705	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NOW/SLEET/HA	25	PARKED MOTOR VEHICLE	S	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	20	OTHER	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED	
1.00	1/18/2019	700	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	SNOWY	DAWN OR DUSK	NOW/SLEET/HA	40	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	CHANGING LANES	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	40	GOING STRAIGHT	
1.60	9/15/2020	2000	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	REAR-END	N	SUV	ALCOHOL INVOLVED	UNKNOWN	55	GOING STRAIGHT	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	5	OTHER	
1.90	7/16/2019	955	INJ	OFF RIGHT	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	PEDESTRIAN	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	5	BACKING	UK	OTHER - SEE REPORT	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	OTHER	
2.10	8/15/2017	1349	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	REAR-END	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	55	GOING STRAIGHT	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
2.30	9/22/2016	820	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	OVERTAKING TURN	N	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	15	MAKING U-TURN	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	55	GOING STRAIGHT	
0.08	4/4/2018	727	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	S	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.08	5/10/2017	755	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	25	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.08	5/17/2019	840	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	25	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	OTHER	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	OTHER	
0.08	2/24/2016	1525	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	GOING STRAIGHT	W	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	10	GOING STRAIGHT	
0.08	7/23/2018	1700	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	REAR-END	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	15	SLOWING	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
0.15	7/31/2017	825	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	BROADSIDE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	GOING STRAIGHT	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	25	GOING STRAIGHT	
0.15	2/9/2018	1205	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	SLOWING	
0.15	2/17/2019	1250	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	UK	PARKED MOTOR VEHICLE	NW	TRUCK GVW > 10K/BUSSES >	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING RIGHT TURN	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED	
0.15	11/15/2016	1540	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	BROADSIDE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.15	11/25/2020	1653	PDO	ON	AT INTERSECTION	2	UNKNOWN	DRY	DAYLIGHT	NONE	25	APPROACH TURN	S	PICKUP TRUCK/UTILITY VAN	ALCOHOL INVOLVED	UNKNOWN	10	MAKING LEFT TURN	N	SUV	ALCOHOL INVOLVED	NO APPARENT CONTRIB	20	GOING STRAIGHT	
0.38	8/16/2017	1740	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	30	PEDESTRIAN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER UNFAMILIAR WITH	30	GOING STRAIGHT	E	OTHER - SEE REPORT	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.45	9/19/2016	722	INJ	ON	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	UK	REAR-END	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.45	3/4/2019	819	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	UK	BROADSIDE	S	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	MAKING RIGHT TURN	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
0.45	1/17/2016	1620	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	30	BROADSIDE	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.47	12/14/2017	804	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	UK	REAR-END	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	SLOWING	S	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	SLOWING	
0.55	8/15/2017	2015	INJ	ON	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	UK	BROADSIDE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.60	9/12/2017	1615	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	BROADSIDE	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	MAKING LEFT TURN	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	25	GOING STRAIGHT	
0.74	10/30/2017	720	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	40	APPROACH TURN	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER FATIGUE	45	MAKING LEFT TURN	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	37	GOING STRAIGHT	
0.74	7/20/2016	1050	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	BROADSIDE	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	GOING STRAIGHT	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	30	GOING STRAIGHT	
0.74	1/3/2020	1324	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	UK	BROADSIDE	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.74	7/6/2018	1813	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
1.20	1/6/2017	2155	PDO	ON	AT INTERSECTION	2	CURVE ON-LEVEL	ICY W/VIS	DARK-UNLIGHTED	NONE	55	SIDESWIPE (OPPOSITE DIRECTION)	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	OTHER	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	35	GOING STRAIGHT	
1.70	1/7/2018	1700	INJ	ON	AT INTERSECTION	2	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NOW/SLEET/HA	55	SIDESWIPE (OPPOSITE DIRECTION)	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	OTHER	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	30	SLOWING	
2.40	7/6/2016	2050	PDO	OFF LEFT	AT INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	55	SIGN	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	GOING STRAIGHT							
2.50	3/17/2016	1245	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	55	AVOIDING OBJECT/VEHI	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING LEFT TURN	
3.50	1/18/2020	905	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	ICY W/VIS	DAYLIGHT	NONE	55	FENCE	N	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	PASSING							
0.07	12/5/2016	1718	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	25	REAR-END	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	SLOWING	
0.45	6/13/2016	1710	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	30	REAR-END	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	0	STOPPED IN TRAFFIC	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	DRIVER PREOCCUPIED	UK	SLOWING	
0.60	1/5/2017	928	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NOW/SLEET/HA	UK	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	N	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING LEFT TURN	
0.60	5/1/2019	1910	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.62	8/13/2020	1730	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.75	11/16/2016	1529	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	S	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.92	1/4/2017	812	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NOW/SLEET/HA	UK	BROADSIDE	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	MAKING LEFT TURN	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
1.28	6/10/2018	1515	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	20	REAR-END	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	5	BACKING	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
2.50	2/10/2018	1700	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	WET W/VIS	DAWN OR DUSK	NONE	55	REAR-END	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	10	GOING STRAIGHT	S	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	55	GOING STRAIGHT	
2.60	8/11/2019	2104	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	UK	PEDESTRIAN	E	OTHER - SEE REPORT	ALCOHOL INVOLVED	NO APPARENT CONTRIBU	UK	OTHER	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	40	SLOWING	
2.70	8/17/2018	930	PDO	OFF RIGHT	INTERSECTION RELATED	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	LARGE BOULDERS OR ROCKS	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER FATIGUE	55	OTHER							
2.96	8/10/2019	1645	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	SIDESWIPE (SAME DIRECTION)	N	SUV	NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	55	GOING STRAIGHT	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
2.96	7/27/2019	2125	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	REAR-END	N	PASSENGER CAR/VAN	ALCOHOL/DRUGS	UNKNOWN	70	GOING STRAIGHT	N	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	50	GOING STRAIGHT	
3.20	2/16/2016	625	PDO	ON	INTERSECTION RELATED	1	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	55	DOMESTIC ANIMAL	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	SLOWING							
7.00	12/27/2019	1238	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NOW/SLEET/HA	55	REAR-END	N	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT	N	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC	
0.01	8/5/2016	1000	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	PARKED MOTOR VEHICLE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	0	ENTERING/LEAVING PAR	UK	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED	
0.01	2/9/2019	2139	PDO	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	UK	PARKED MOTOR VEHICLE	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	0	PARKED	S	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT	
0.07	1/15/2016	1208	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	30	REAR-END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	5	BACKING	NW	PICKUP TRUCK/UTILITY	NO IMPAIRMENT SU	NO APPARENT CONTRIB	15	GOING STRAIGHT	
0.13	6/24/2017	900	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	PARKED MOTOR VEHICLE	S	MOTOR HOME	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	5	BACKING	UK	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED	
0.15	7/15/2020	0	PDO	ON																					

mp	date	time	severity	location	road_desc	veh	contour	condition	lighting	weather	limit	acctype	dir	vehicle_1	driver_1	factor_1	speed	veh_move_1	dir	vehicle_2	driver_2	factor_2	speed	veh_move_2		
1.30	1/4/2019	1600	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	S	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
1.40	9/27/2019	1705	PDO	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	UK	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	OTHER	N	SUV		NO IMPAIRMENT SU	NO APPARENT CONTRIB	50	GOING STRAIGHT
1.70	6/5/2018	100	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	TREE/SHRUBBERY	S	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
1.70	3/5/2018	155	INJ	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	DOMESTIC ANIMAL	E	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
1.90	3/13/2019	730	PDO	OFF RIGHT	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NOW/SLEET/HA	55	OTHER FIXED OBJECT	N	SUV		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	50	OTHER	N	PICKUP TRUCK/UTILITY		NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED
1.90	10/1/2016	1646	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	OVERTURNING	S	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	WEAVING			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.00	1/13/2020	1800	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.10	2/24/2016	1720	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	55	WILD ANIMAL	S	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.20	7/5/2018	2040	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	S	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.30	7/20/2016	2200	INJ	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.40	7/21/2018	1450	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.40	10/6/2017	2050	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.80	7/22/2020	2340	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	S	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
2.86	1/21/2016	1755	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
3.00	8/26/2018	1930	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
3.02	1/20/2016	1640	PDO	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	ICY	DAYLIGHT	NOW/SLEET/HA	55	HEAD-ON	S	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	UNKNOWN	50	OTHER	N	SUV		NO IMPAIRMENT SU	NO APPARENT CONTRIB	45	GOING STRAIGHT
3.20	9/15/2019	948	INJ	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	55	OVERTURNING	S	MOTORCYCLE		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	60	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
3.20	1/20/2016	1730	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NOW/SLEET/HA	55	OVERTURNING	N	SUV		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	40	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
3.50	11/4/2020	1914	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	S	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.20	9/14/2017	2035	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.40	9/9/2019	640	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	55	GUARD RAIL	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.40	10/16/2017	1417	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	FENCE	S	SUV		NO IMPAIRMENT SUSPEC	ILLNESS	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.60	9/16/2017	312	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.70	1/9/2020	2120	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DARK-UNLIGHTED	NOW/SLEET/HA	55	DELINEATOR POST	S	TRUCK GVW > 10K/BUSSES >		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.80	7/31/2019	1615	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	TREE/SHRUBBERY	S	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
4.98	9/28/2016	810	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.10	10/27/2018	1900	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.20	7/30/2018	1215	INJ	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	OVERTURNING	S	SUV		NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.20	5/4/2017	2025	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	55	WILD ANIMAL	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	51	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.50	12/19/2017	800	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.50	10/11/2016	1530	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN		ALCOHOL/DRUGS	UNKNOWN	70	PASSING	S	PICKUP TRUCK/UTILITY		NO IMPAIRMENT SU	NO APPARENT CONTRIB	60	GOING STRAIGHT
5.50	10/26/2018	1820	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.60	10/27/2016	630	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
5.80	10/17/2018	735	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.10	11/9/2019	1730	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	S	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.20	4/10/2016	1445	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.20	12/12/2019	1710	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	S	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.40	4/15/2016	525	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	OVERTURNING	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	UNKNOWN	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.40	3/13/2019	1810	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	WIND	55	GUARD RAIL	S	SUV		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.40	2/28/2017	1840	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NONE	55	EMBANKMENT CUT/FILL SLOPE	S	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.45	12/14/2016	800	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	NOW/SLEET/HA	55	SIDESWIPE (OPPOSITE DIRECTION)	S	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	40	OTHER	N	SUV		NO IMPAIRMENT SU	NO APPARENT CONTRIB	40	AVOIDING OBJECT
6.50	11/8/2016	1500	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	AVOIDING OBJECT/VEHI			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.50	12/23/2019	1500	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	SIGN	N	SUV		NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	60	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.50	12/22/2017	1755	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	SIGN	N	PASSENGER CAR/VAN		RX/MEDICATION/DRUGS	DRIVER INEXPERIENCE	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.50	11/9/2020	2025	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	NOW/SLEET/HA	55	OVERTURNING	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.60	3/7/2019	630	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS IQ	DARK-UNLIGHTED	NONE	55	EMBANKMENT CUT/FILL SLOPE	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	45	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.70	1/17/2017	730	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	55	OVERTURNING	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	50	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.80	11/20/2017	1820	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.88	5/20/2016	2100	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	S	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
6.90	4/28/2019	645	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAWN OR DUSK	RAIN	55	WILD ANIMAL	N	SUV		NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
7.00	1/7/2018	700	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS IQ	DAYLIGHT	NONE	55	CONCRETE BARRIER	N	PASSENGER CAR/VAN		NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB			
7.00	1/7/2017	1000	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS IQ	DAYLIGHT	NONE	55															

Appendix D - Intergovernmental Agreement

Appendix E - Access Control Plan Tables

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
137	0.076	R	E Virginia Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
138	0.076	L	W Virginia Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
139	0.153	R	E Georgia Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
140	0.153	L	W Georgia Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
141	0.227	R	Ohio Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	Potential HAWK/ Z median
142	0.227	L	W Ohio Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	Potential HAWK/ Z median
143	0.247	R	Field Access	Private Driveway	Full Movement	No Change	Full movement unsignalized intersection	N/A	future hotel development
144	0.253	L	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
145	0.3	R	E Gothic Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
146	0.3	L	W Gothic Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
147	0.327	L	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
148	0.325	R	Gunnison County Abstract Company	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
149	0.347	L	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
150	0.378	R	E Ruby Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
151	0.378	L	W Ruby Avenue	Public Street	Full Movement	No Change	Full movement unsignalized intersection	N/A	
152	0.42	R	Telluride Maid	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
153	0.433	R	Telluride Maid	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
154	0.433	L	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
155	0.454	R	E Denver Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
156	0.454	L	W Denver Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
157	0.489	R	The Coffee Trader	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
158	0.489	L	Church Driveway	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
159	0.54	L	Kooler Garage Doors	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
160	0.571	L	Gunnison 24/7 Gym	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
161	0.583	R	City Market Entrance	Public Street	Full Movement	3/4 NLTO	3/4 movement, no left turn from City Market	When property redevelops or safety or operational issues develop.	
162	0.583	L	San Juan Strains	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
163	0.603	L	Car Wash	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
164	0.611	L	High Mountain Liquor	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
165	0.628	L	High Mountain Liquor	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
166	0.633	L	Café Silvestre	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
167	0.65	L	Powerstop	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
168	0.666	L	Powerstop	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	use Wisconsin Ave
169	0.68	L	W Elizabeth Avenue	Public Street	Full Movement	3/4 NLTO	3/4 movement, no left turn	When a public project is funded or safety or operational issues develop.	
170	0.74	R	Spencer Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
171	0.74	L	Spencer Avenue	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
172	0.796	L	Back at the Ranch Furniture	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
173	0.864	R	Car Dealership?	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
174	0.922	R	Colorado St	Public Street	Full Movement	Signal	Full movement intersection with potential for signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
175	0.922	L	Van Tuyl Circle	Public Street	Full Movement	Signal	Full movement intersection with potential for signalization.	When a public project is funded or safety or operational issues develop.	
176	0.99	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
177	1	R	Gunnison Secure Storage (shared access)	Business Entrance	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop.	
178	1	L	CR 13A	Public Street	Full Movement	RIRO	Right-in right-out	When a public project is funded or safety or operational issues develop.	
179	1.029	R	Rocky Mountain Christian Ministries	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
180a	1.094	R	Clark Boulevard	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop. If connection to Cactus Hill Dr is obtained, a full movement intersection without potential for signalization may be allowed.	
180b	1.106	R	Clark Boulevard	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
181	1.094	L	Colorado State University Driveway	Private Driveway	Full Movement	Close	Realign at #181r to align with #180a	N/A. Access already closed and realigned to line up with Clark Blvd (Access #180a).	already realigned with Clark Blvd
181r	1.094	L	Colorado State University Driveway	Private Driveway	New Access	No Change	Already moved to realign with #180a	N/A. Access already closed and realigned to line up with Clark Blvd (Access #180a).	already realigned with Clark Blvd
182	1.153	R	Home Driveway	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop. Cross access easements to Steven O Cadwell Parcels #370125000035 and #370125000065 to the north must be obtained/granted upon access change.	examine Cactus Hill/ Silver Sage/ Clark Blvd Connection
183	1.186	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new Access #183r.	When property redevelops or safety or operational issues develop. Cross access easements to Ruth M Rose Parcel #370125000036 to the south must be obtained/granted upon access change.	examine Cactus Hill/ Silver Sage/ Clark Blvd Connection
183r	1.217	R	Home Driveway	Private Driveway	New Access	N/A	Full movement access to East Frontage Rd. East Frontage Rd shall be extended to this access point and ended with a cul-de-sac.	When property redevelops or safety or operational issues develop. Cross access easements to Ruth M Rose Parcel #370125000036 to the south must be obtained/granted upon access change.	
183a	1.229	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easement to Lamberson Family LLC Parcel #370125000033 to the north must be obtained/granted upon access change.	examine Cactus Hill/ Silver Sage/ Clark Blvd Connection
183b	1.249	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easement to Mark J Elich Parcel #370125000034 to the south must be obtained/granted upon access change.	examine Cactus Hill/ Silver Sage/ Clark Blvd Connection
184	1.277	R	East Frontage Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
185	1.392	L	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new public road connection (CR 10 Extension) along the north property line.	When property redevelops or safety or operational issues develop. If public road connection is not yet available, access shall be restricted to right-in right-out only. Cross access easement to TARPON TOWERS II LLC C/O BROWN SMITH WALLACE Parcel #370125000022 to the south must be obtained/granted upon access change.	
186	1.398	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
187	1.445	L	Home Driveway	Private Driveway	Full Movement	Move/Realign	Full movement intersection with potential for roundabout or signalization (aligned with Access #188r). Access #187 shall be realigned to reduce skew and line up with with new Access #188r	When property redevelops or safety or operational issues develop. If public road connection is not yet available, access shall be restricted to right-in right-out only. Cross access easement to PESNELL O A JR Parcel #370125006005 to the north must be obtained/granted upon access change.	
188	1.462	R	Amerigas Propane	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. ROW must be dedicated for new public road connection (CR 10 Extension) upon redevelopment.	extend CR 10 through intersection to CR 13, future North Gateway Access
188r	1.454	R	CR 10 Extension and E Frontage Rd Access	Public Street	New Access	Move/Realign	Full movement (aligned with Access #187r). Access #188 shall be realigned to reduce skew and line up with with new Access #187r to create new Access #188r.	When a public project is funded or safety or operational issues develop.	
189	1.55	R	East Frontage Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
190	1.586	L	Home Driveway	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop. If public road connection is not yet available, access shall be restricted to right-in right-out only. Cross access easements to PESNELL O A JR Parcel #370125006005 to the south and Centennial Storage Partners LLC Parcel #370125006008 must be obtained/granted upon access change.	future 3-mile annexation, local road connection

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
191	1.764	R	Henry's Radio & TV	Business Entrance	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Roger P Johnson Parcel #370125000008 to the north must be obtained/granted upon access change.	explore shared driveway
192	1.764	L	Discount Storage	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to PESNELL O A JR Parcel #370125006005 to and Arthur Klinowski Parcel #370125006007 to the south and Gunnison Gateway LLC Parcel #370100000119 to the north must be obtained/granted upon access change.	future 3-mile annexation, local road connection
193	1.812	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Fredrick W Henry Parcel #370125000009 to the south must be obtained/granted upon access change.	explore shared driveway
194	1.832	L	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from new public road along north property line (Access #197r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Centennial Storage Partners LLC Parcel #370125006008 to the south and Swiss Holding LLC Parcel #370100000184 to the north must be obtained/granted upon access change.	future 3-mile annexation, local road connection
195	1.85	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along north property line (Access #198r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to USDA Forest Service Parcel #370125000006 to the north must be obtained/granted upon access change.	explore shared driveway
196	1.876	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along north property line (Access #198r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to USDA Forest Service Parcel #370125000006 to the north must be obtained/granted upon access change.	explore shared driveway
197	1.88	L	Field Access	Private Driveway	Full Movement	No Change	Close. Property shall take access from new public road along north property line (Access #197r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Centennial Storage Partners LLC Parcel #370125006008 to the south and Swiss Holding LLC Parcel #370100000184 to the north must be obtained/granted upon access change.	relocate to align with 199
198	1.905	R	Driveway	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Seth Nienhueser Parcel #370125000007 to the south must be obtained/granted upon access change.	explore shared driveway
199	2.02	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along north property line (Access #201r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to EVANS LESTER E JR Parcel #370125000002 to the north must be obtained/granted upon access change.	
200	2.049	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along north property line (Access #201r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to EVANS LESTER E JR Parcel #370125000002 to the north must be obtained/granted upon access change.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
201	2.078	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along south property line (Access #201r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Gunnison Valley Collective LLC Parcel #370125000109 to the south and Jon Mark Campbell Parcel #370124008001 to the north must be obtained/granted upon access change.	
202	2.083	R	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along south property line (Access #201r).	When property redevelops or safety or operational issues develop.	
202r	2.081	R	Home Driveway	Private Driveway	New Access	N/A	Realign at #202rr to align with #203		
203	2.081	L	Driveway	Private Driveway	Full Movement	No Change	No Change. Property will align with #202r	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Gunnison Gateway LLC Parcel #370100000119 to the south must be obtained/granted upon access change.	
204	2.32	R	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along south property line (Access #201r).	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Jon Mark Campbell Parcel #370124008002 to the south and Bar Slash Bar Ranch LLLP Parcel #370125000109 to the north must be obtained/granted upon access change.	
205	2.322	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
206	2.331	R	Ski Town Village Mobile Home Park	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Bar Slash Bar Ranch LLLP Parcel #370124000068 to the south and BOTH Ski Town Village LLC Parcels to the north (#370124000077 and #370124000081) must be obtained/granted upon access change.	
207	2.419	R	Ski Town Village Mobile Home Park	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to BOTH Ski Town Village LLC Parcels to the south (#370124000044 and #370124000077) and Blue Horizon Gunnison LLC Parcel #370124000047 to the north must be obtained/granted upon access change.	cross parcel access
208	2.419	L	Riverwalk Drive	Public Street	Full Movement	Close	Close. Property shall take access from new Access #208r.	When a public project is funded or safety or operational issues develop.	
208r	2.462	L	Riverwalk Drive	Public Street	New Access	Move/Realign	Full movement intersection with potential for roundabout or signalization (aligned with Access #209). Access #208 shall be realigned to line up with with Access #209 to create new Access #208r.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
209	2.462	R	CR 11	Public Street	Full Movement	No Change	Full movement intersection with potential for roundabout or signalization (aligned with new Access #208r).	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
210	2.515	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
211	2.675	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to BOTH Chrishaven LLC C/O Mark Butterfield Parcels to the north (#370124000076 and #370124000026) must be obtained/granted upon access change.	cross parcel access

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
211r	2.734	R	Home Driveway	Private Driveway	New Access	N/A	Right-in right-out	When property redevelops or safety or operational issues develop.	
212	2.734	L	Apache Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
213	2.73	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to the other Chrishaven LLC C/O Mark Butterfield Parcel #370124000076 and Mark E Kintz Parcel #370124000028 to the south, and Traci M Busse Parcel #370124000050 to the north must be obtained/granted upon access change.	cross parcel access
214	2.756	R	Garlic Mike's	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Chrishaven LLC C/O Mark Butterfield Parcel #370124000026 to the south and Gunnison County Board of Commissioners Parcel #370124000080 to the north must be obtained/granted upon access change.	cross parcel access
215	2.847	R	Shady Island River Park Parking Lot	Public Street	Full Movement	No Change	Full movement intersection	N/A	
216	2.847	L	Arapahoe Road	Public Street	Full Movement	No Change	Full movement intersection	N/A	
217	2.94	R	Olden Lane	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
218	2.981	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from new shared access along north property line (Access #220r).	When property redevelops or safety or operational issues develop. Cross access easement to Raymond G Rixford Parcel #370124000017 to the north must be obtained/granted upon access change (to Accesses #217 and #215).	cross-parcel access/ new local roadway connection to Olden Lane
219	2.996	L	Old Hwy 135/Chinook Trail	Public Street	Full Movement	3/4 NLTO	Chinook Trail becomes 3/4 access. Access to Old Hwy 135 is closed.	When a public project is funded or safety or operational issues develop.	cross-parcel access/ new local roadway connection to Olden Lane
220	2.998	R	Home Driveway	Private Driveway	Full Movement	No Change	No Change. Property will provide access to surrounding parcels.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Eli Murch Parcel #370124000052 to the south must be obtained/granted upon access change.	cross-parcel access/ new local roadway connection to Olden Lane
220r	2.99	R	New Shared Access	Private Driveway	RIRO	Move/Realign	Full Access to be aligned with #219	When property redevelops or safety or operational issues develop.	
221	3.075	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Gunnison Wolf Ranch Parcel #370124000061 to the south and MCDERMAND LYNN TYLER TRUST Parcel #37010000221 to the north must be obtained/granted upon access change.	
221R	3.12	R	Field Access	Private Driveway	New Access	N/A	RIRO		
222	3.128	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	cross-parcel access/ new local roadway connection to Olden Lane
223	3.432	L	CR 730	Public Street	Full Movement	No Change	Full movement intersection. Old Hwy 135 must be realigned further west to allow more queueing depth.	When a public project is funded or safety or operational issues develop.	
224	3.547	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easements to Toni M Todd Parcel #370124000014 to the south and 3734 Hwy 135 LLC Parcel #369900000137 to the north must be obtained upon access change (to Access #224r).	relocate to align with 223
224r	3.432	R	New Public Road	Public Street	New Access	N/A	Full movement intersection	When property redevelops or safety or operational issues develop.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
225	3.547	L	Access to Field	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easements to Bar Slash Bar Ranch LLLP Parcel #369900000045 and Melinda Davis Parcel #369900000066 to the north must be obtained upon access change (to Access #223).	
226	3.707	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #229.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to MCDERMAND LYNN TYLER TRUST Parcel #370100000221 to the north must be obtained upon access change (to Accesses #224r and #229).	cross-parcel access/ new local roadway connection
226r	3.722	R	Home Driveway	Private Driveway	New Access	N/A	Right-in right-out		
227	3.737	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #229.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to MCDERMAND LYNN TYLER TRUST Parcel #370100000221 to the north must be obtained upon access change (to Accesses #224r and #229).	cross-parcel access/ new local roadway connection
228	3.78	L	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #231r.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Melinda Davis Parcel #369900000066 to the north must be obtained upon access change (to Access #231r).	cross-parcel access/ new local roadway connection
229	3.852	R	Field Access	Private Driveway	Full Movement	Move/Realign	Full movement intersection (aligned with new Access #231r). Access shall be realigned to reduce skew and line up with with Access #231r. This is access shall be converted to a public street.	When property redevelops or safety or operational issues develop. Cross access easements to 3734 Hwy 135 LLC Parcel #369900000137 to the south and Duane Sponable Parcel #369900000043 to the north must be obtained upon access change.	
230	3.867	R	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #229.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to MCDERMAND LYNN TYLER TRUST Parcel #370100000221 to the south must be obtained upon access change (to Accesses #229).	
231	3.908	L	Field Access	Private Driveway	Full Movement	Move/Realign	Close	When property redevelops or safety or operational issues develop.	relocate to align with 229
231r	3.852	L	New Public Road	Public Street	New Access	N/A	Full movement intersection (aligned with Access #229).	When property redevelops or safety or operational issues develop.	
232	4.035	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
233	4.035	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
234	4.183	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	cross-parcel access/ new local roadway connection
235	4.398	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	cross-parcel access/ new local roadway connection
236	4.398	L	Field Access	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop.	cross-parcel access/ new local roadway connection
237	4.535	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
238	4.648	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
239	4.648	L	Field Access	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #239r.	When property redevelops or safety or operational issues develop.	relocate to align with 240
239r	4.737	L	New Public Road	Public Street	New Access	N/A	Full movement intersection (aligned with Access #240).	When property redevelops or safety or operational issues develop.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
240	4.737	R	Driveway	Private Driveway	Full Movement	No Change	Full movement intersection (aligned with new Access #239r). Access #240 shall be realigned to reduce skew and line up with with new Access #239r.	When property redevelops or safety or operational issues develop.	
241	4.908	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
242	4.908	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
243	5.169	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
244	5.183	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
245	5.288	R	Driveway	Private Driveway	Full Movement	No Change	Full movement intersection	When property redevelops or safety or operational issues develop.	
246	5.288	L	Field Access	Private Driveway	Full Movement	No Change	Full movement intersection	When property redevelops or safety or operational issues develop.	
247	5.479	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	cross-parcel access/ new local roadway connection
247l	5.5	L	Home Driveway	Private Driveway	New Access	N/A	Right-in right-out		
248	5.489	R	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from Access #245.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easement to Gunnison Legacy Fund Parcel #369900000112 to the south must be obtained upon access change (to Accesses #245 and #252).	cross-parcel access/ new local roadway connection
248r	5.475	R	Home Driveway	Private Driveway	New Access	N/A	Right-in right-out		
249	5.524	L	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from Accesses #246 or #253.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to Gunnison Legacy Fund Parcel #369900000134 to the south and Faith E Vickers Parcel #369908000004 to the north must be obtained upon access change (to Accesses #246 and #253).	cross-parcel access/ new local roadway connection
250	5.588	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easement to Newton M Shank Jr Parcel #369908000006 to the south must be obtained upon access change.	
251	5.699	L	Home Driveway	Private Driveway	Full Movement	Close	Close. Property shall take access from Accesses #246 or #253.	When property redevelops or safety or operational issues develop. If neighboring property has not yet redeveloped, access may be restricted to right-in right-out only. Cross access easements to William S Trampe Parcel #369908000005 to the south and Gunnison Legacy Fund Parcel #369908000002 to the north must be obtained upon access change (to Accesses #246 and #253).	
252	5.88	R	CR 10	Public Street	Full Movement	Move/Realign	Full movement intersection (aligned with Access #253). Access #252 shall be realigned to reduce skew and line up with with new Access #253.	When a public project is funded or safety or operational issues develop.	align with CR 8 as an orthogonal 4-leg intersection
253	5.88	L	Field Access	Private Driveway	Full Movement	Move/Realign	Full movement intersection (aligned with Access #252). Access #253 shall be realigned to reduce skew and line up with with new Access #252.	When a public project is funded, property redevelops, or safety or operational issues develop.	align with CR 10 as an orthogonal 4-leg intersection
254	6.047	L	CR 8	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
255	6.063	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	

**CITY OF GUNNISON / GUNNISON COUNTY
US HIGHWAY 50 ACCESS STUDY**

**US 50 – County Road 726 (MP 151.23) to
Colorado State Highway 135 (MP 157.39)**

February 19, 2025

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EXECUTIVE SUMMARY

Project Background

CDOT, Gunnison County and the City of Gunnison worked together to develop the US 50 Access Control Plan (ACP). The purpose of this plan is to prepare for future new or redevelopment by establishing a coordinated corridor access system that can balance the parcel access needs with transportation needs for the local community and traveling public. The goals for the project were:

- Improve safety and reduce the risk of crashes at intersections with US 50 by optimizing future access improvements that balance effective, efficient and safe through travel on the highway with reasonable highway access to local streets and abutting development parcels.
- Provide efficient and safe connections with existing and proposed connecting routes.
- Develop a plan that can be implemented in many phases as development occurs and is supported (adoptable by resolution) by all three partner agencies.
- Support and promote the long-term economic viability of the corridor study area.
- Develop recommendations that are in-line with previous local and regional plans.

This report summarizes the process, data, assumptions, analyses and recommendations for access modifications along the US 50 corridor.

Study Area

The study area encompasses 6.17 miles of US 50, with approximately 4.47 in Gunnison County, and approximately 1.7 miles within the City of Gunnison. This section of US 50 (officially designated Route 050A) is classified at Principal Arterial – Other from the west to MP 154. East of there, it is classified as Principal Arterial – Freeways and Expressways. It is a Mainline of the National Highway System. It is also designated a National Truck Route. The posted speed limit along US 50 starts at 65 mph at the west end before lowering to 55 mph at MP 152.9 and 50 mph at MP 154.2. As US 50 approaches the City of Gunnison, the speed limit lowers to 45 at MP 155.341 and 35 mph at MP 156.3.

The study area corridor consists of one 12-foot lane per direction from the west to just inside the City of Gunnison line, where it widens to two 12-foot lanes per direction. There are no median or auxiliary lanes in the Gunnison County portion. A center two-way left turn lane, which is striped as exclusive left turn lanes at key intersection, exists within most of the City of Gunnison. Shoulders are present in the Gunnison County Section, varying from two to eight feet wide. Within the City of Gunnison, some portions have no shoulders, while sections in the Central Business District provide eight-foot parking aisles and sidewalks on both sides of the road.

There are currently 141 existing access points along US 50 within the study area. There are 3 existing signalized intersections along the corridor. The remaining access points include 80 Unsignalized public road intersection access points, 37 private residential or field access points, and 21 business access points.

Coordination and Public Involvement

This study is a joint partnership between CDOT, Gunnison County, and the City of Gunnison. Input from corridor stakeholders, including property owners, tenants, and the general public was a critical element of the project. Multiple interagency and interdepartmental work sessions have taken place to develop

the final draft recommendations included in the Access Control Plan. Following City Council and BOCC review of the draft ACP, project partners proceeded to a public meetings phase including Public Open House meetings and individual property owner meetings in accordance with CDOT required process. Every property owner abutting the corridors was directly notified via postcards, including materials in Spanish translation. Key stakeholders such as Gunnison Valley RTA and emergency responders were also consulted. Following input from the public meetings, necessary updates were integrated into the final draft plan that will return to City Council and Board of County Commissioners (BOCC) for approval and possible adoption, with an Intergovernmental Agreement between the City, County, and CDOT.

Multiple techniques were used to engage stakeholders, including an advertised public open house, one-on-one meetings/phone calls with interested stakeholders, public presentations with the BOCC and City of Council, and project information posted on the City and County websites. Exhibits presenting access management principles, the study process, the recommended Access Control Plan (ACP) and the implementation process were displayed at the public open house and on the County's website. Representatives from the CDOT, the County, the City, and the consultant team were available for questions at public outreach events. Comments were accepted at all outreach events, and via email or mail throughout the project.

Development of the Access Control Plan

The Plan was developed in conjunction with CDOT, Gunnison County, the City of Gunnison and the public. As part of this plan, the existing physical and operational characteristics of US 50 were inventoried and mapped. Several work sessions with the project partners were held to review each existing access point, identify new development locations, safety concerns, street hierarchy/ local roadway circulation and improvements and access management needs. Using this information, a draft ACP was developed and reviewed. Based on input from the project team, agency representatives, and the public, the draft plan was refined. Plan adoption by CDOT, County, and the City is recommended.

Access Plan Recommendations

After evaluating the existing access conditions and potential future access needs, the Plan defines the configuration and traffic control for each access, as well as recommended access closures and parcel cross connection points. Key major full movement intersections with likely auxiliary lanes were identified. The Colorado State Highway Access Code was followed in determining locations of and spacing between major intersections, including a maximum "out of direction" travel of one-half mile in each direction.

Where feasible, highway access was reduced to one location per parcel and shared with adjacent properties. The functional intersection areas were kept clear of any other access points, where possible. Where safe, feasible, and so not to cause congestion, access was provided to the local street system instead of the main highway. Within the City of Gunnison, the Plan limits full movement access to major intersections and either closes or restricts the movement at all other access points to either right-in, right-out or $\frac{3}{4}$ - movement access. Traffic control measures that may be used to achieve long-range proposed conditions include raised medians, channelizing islands at limited access points, and signage and striping.

The ACP will reduce the number of access points from 141 to 70. This reduction in access includes the following:

- 10 public road closures (connections to Frontage Roads)
- 25 field access closures

- 8 consolidated access points to one access per parcel
- 17 accesses relocated to a side road
- 6 shared access points
- 11 access points relocated to improved locations

Major intersections that are identified as full movement intersections with a potential for a traffic signal, if warranted or other traffic control measures such as a roundabout, in the future include:

- CR 726 / Cooper Trail Access
- Prosper Lane / Neverlink Trail Access
- Moncrief Property Access (north)
- McCabes Lane
- Phyllis Lane
- Moncrief Property Access (south)
- CR 18/ Que Qua Lane
- Cam Del Rio
- CR 38
- Rio Grande Avenue
- W. Bidwell Avenue
- 10th Street
- S. Spruce Street
- Main Street (CO 135)

Access Plan Implementation

Generally, there is no set timeframe for implementing an Access Control Plan; the pace of development within the corridor, the commitment of the local jurisdiction, and available resources will determine the schedule for implementation. The access changes and improvements recommended in the Plan can be implemented over time as new or re-development occurs, programmed roadway improvements occur, or as location-specific traffic and safety needs arise and as funding becomes available. Both public and private funds may be used. This document is a planning tool only, no design plans have been developed. The following cases will trigger construction:

1. Change in Land Use/ Redevelopment by Landowner Changes Traffic Volumes: A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In most cases, per State Highway Access Code, a traffic study will evaluate the site-specific potential safety and traffic impact, and limited improvements or full implementation of the ACP may be required by CDOT at the specific access point. As part of the local agency's development review process, additional improvements compatible with the Plan may also be necessary to address traffic-related impacts created by the development. (Private Funding).

In some cases, temporary access will be allowed until adjacent parcels develop and / or cross-parcel easement access is granted and/ or a local roadway connection is constructed. During this time, if the ultimate intersection traffic control is not warranted/ constructed, some turn restrictions may be required.

2. Public Funded Project by the City, County or CDOT: If any public agency obtains local, state or federal funding to complete improvements to a segment of the US 50 corridor or a local route. Typically, a project will be identified in a local CIP or the Statewide Transportation Improvement Program (STIP) to

obtain funding. (Public Funding). This could include existing or new local roadway connection improvements, intersection redesign, traffic control upgrades, streetscape improvements or others.

3. Safety or Operational Need: A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Public funding from any combination of agencies may be obtained to construct improvements. (Public Funding). This may include responding to unexpected crash patterns, changes in seasonal traffic levels, or maintenance issues.

To provide for continued commitment to the access modifications recommended by this study, it is recommended that CDOT, Gunnison County and the City of Gunnison execute Intergovernmental Agreements (IGAs) to adopt the Plan as an ACP for this segment of US 50. 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.

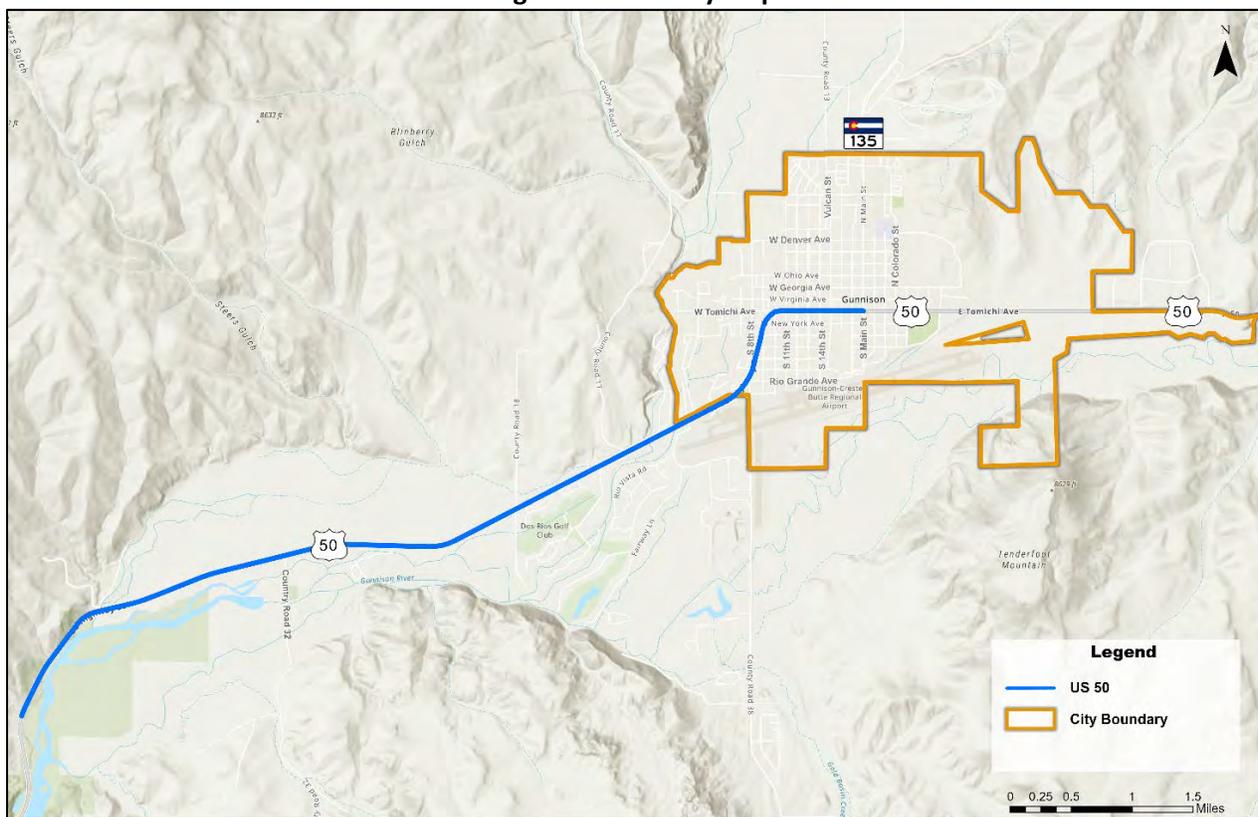
1.0 INTRODUCTION

1.1 Project Background

US 50 is a key east-west part of the National Highway System that extends through Colorado from Grand Junction and Montrose where it turns east and extends to the east coast of the US in Maryland. US 50 serves as an alternate route to I-70 for east-west travel and passes through the City of Gunnison.

Recognizing the need to be proactive in anticipation of future development along US 50, CDOT, the City of Gunnison and Gunnison County have partnered to develop the US Highway 50 Access Control Plan (ACP). The limits of the US Highway 50 Access Study are illustrated in the Vicinity Map in Figure 1-1 and includes US 50 from County Road 726 to the Highway 135/ Main Street.

Figure 1-1. Vicinity Map



Access management seeks to preserve the traffic carrying capacity and operational safety along State roadways by reducing the number of signals, driveways and points of conflict, as well as balance vehicle traffic flow with multimodal accessibility and safety. The purpose of this study is to examine potential development and growth that would access US 50 in the study area, as well as the transportation and safety needs for the local community and traveling public. The goals for the project are as follows:

- Reduce crash risk along US 50 by planning and defining future access locations and improvements that provide a) effective and efficient through travel and b) sufficient highway access to adjacent parcels of land.
- Develop a plan that is supported by all involved entities and can be implemented in phases.
- Support economic viability of parcels in the study area.

- Support local planning efforts.
- Lay the foundation for Intergovernmental Agreements (IGAs) for the plan.

This report summarizes the study process, analyses, findings and recommendations for access modifications within the US 50 corridor.

1.2 Project Coordination

The study area of US 50 is in Gunnison County, with the eastern portion within the City of Gunnison. Operations and maintenance of US 50 are managed by CDOT – Region 3. Gunnison County has jurisdiction over all the lands adjacent to US 50 outside of the City of Gunnison, with the City having jurisdiction over adjacent parcels within its limits. This study is a partnership between CDOT, Gunnison County and the City of Gunnison.

The project team for development of the project consisted of representatives from CDOT – Region 3 Traffic and Safety Unit, and staff from Gunnison County and the City of Gunnison.

1.3 Public Involvement

Input from corridor stakeholders, including property owners, tenants, and the general public, was a critical element of the project. Multiple techniques were used to engage stakeholders, including advertised public open houses, one-on-one meetings/phone calls with interested stakeholders, public presentations with the Gunnison County Board of County Commissioners and Gunnison City Council, and project information posted on the county and city websites and Gunnison County Times.

Open Houses – One advertised project-specific public open houses were held at the Gunnison County Courthouse to present and discuss the recommended draft ACP, review access management principles and techniques, and gather public input on the draft plan. The meeting was held in the afternoon and again in the evening of October 16, 2024. All property owners abutting the corridor, the general public, local government representatives, and other interested individuals were invited to the open house. Postcards were mailed to 266 property owners. Invitations were also posted on City and County social media sites along with a legal public notice posted in b.

The same exhibits shown at the open house were also available for review on the County and City website. Representatives from CDOT, the County, the City, and the consultant team were available for questions and discussion at the open house. Thirty-five stakeholders signed in at the open house.

One on One Meetings – Following the open house, the project team held a series of one-on-one meetings with corridor property owners. Face-to-face meetings were held at the Gunnison County Courthouse on November 5 and 6 2024 and via Zoom on December 4, 2024. One-on-one meetings were arranged directly with property owners affected by the plan, typically those that were unable to attend the open house. There were ten interested parties that participated in the one-on-one meetings, including property owners and business representatives. CDOT, County, and City representatives participated in each of these meetings.

Public comments were accepted at the open house with paper forms and the option to mail them to the project team at a later date. An email address for submitting comments was provided on the public meeting announcements and websites. Six comments were received through either the paper or the digital options. A list of one-on-one meeting participants, comment sheets, and open house sign-in sheets can be found in Appendix A.

Interactive Mapping Application – An interactive mapping application was developed to allow people to see key data on traffic, safety and access conditions in the corridor. The application is located at: [Gunnison Citywide Safe Streets Project](#). The application illustrates the study area, existing land use, pedestrian/bicycle/transit infrastructure, ridership, lighting locations, crash data, traffic/bike/ pedestrian volumes, existing level of service, parking regulations and speed data.

Elected Officials – The project team updated and engaged the Gunnison Board of County Commissioners and City Council on project progress and development on August 27, 2024. All of these meetings were open to the public. Final presentations to the BOCC and City Council for plan adoption are anticipated at their regularly scheduled meetings of March 11, 2025 and April 22, 2025, respectively.

2.0 ACCESS MANAGEMENT – BENEFITS, PRINCIPLES & TECHNIQUES

The Transportation Research Board (TRB), *Access Management Manual, Second Edition 2014*, defined access management as “the coordinated planning, regulation, and design of access between roadways and land development. It involves the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.” The *State of Colorado - State Highway Access Code, March 2002 Amendment (SHAC)* described the access management rules and process that CDOT follows for Colorado state highways. Per Section 2.12 of the *SHAC*, CDOT or a local authority may develop an ACP for a segment of highway that defines access locations, level of access and traffic control for future conditions.

An ACP functions as a blueprint for coordinated planning of access points along a segment of highway. Rather than examining each individual access point as it is proposed. The ACP allows specification of optimal locations and configuration of access points, to provide safer and more efficient operating conditions. Corridor factors such as land use, planned developments and road improvements, intersection spacing, circulation, topography, alternative access opportunities, and local planning documents may be considered in developing an ACP.

An ACP is not an all-encompassing document that defines access requirements. An ACP does not address capacity improvements, funding sources, or off-network improvements, although local governments often consider off-network improvements for their communities in conjunction with an ACP. The ACP is a long-range planning document that identifies access locations and any restricted movements that will be implemented as land is developed and access to state highways is requested. ACPs for State Highways are adopted by CDOT and the local authorities through an IGA.

The State Highway System consists of facilities with varying degrees of access control:

- Fully Controlled Facilities (freeways): Access permitted only via interchanges where there is no direct access from private driveways or at-grade intersections. Median breaks are permitted for emergency vehicle use only.
- Partially Controlled Facilities: Access permitted via public roads; at-grade intersections and selected interchanges may be considered.
- Uncontrolled Facilities: No control of access

2.1 Access Management Benefits

Access management is implemented to improve vehicular and pedestrian safety, reduce travel time, increase mobility, and improve traffic carrying capacity and operations. Access management helps balance flow of through traffic with local access needs of businesses and residents. The safety characteristics of any highway are related to the driver's expectation of hazards and points of conflict that may arise. By reducing the number of driveways and other points of potential conflict, driver expectations, and therefore attention, can be focused on navigating the roadway. In addition to human costs, accidents have economic costs such as medical bills, property damage and loss of productive work hours (including increased travel time). Nationwide, costs attributed to accidents add up to billions of dollars annually.

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:

- Improves safety
 - Fewer decision and conflict points result in a reduced number of crashes.
 - Safe access to parcels is provided with less stress for turning motorists.
- Increases ability to accommodate traffic demands
 - Limiting full movement access within a corridor results in less turn movement friction, resulting in smoother through movement traffic flow.
 - Smoother traffic flow results in less congestion, lower delays and lower travel times.
 - Controlling highway access is a cost-effective means of maintaining and improving the traffic carrying capacity of an existing highway.
 - Fewer stops and starts produced lower air pollutants and reduces fuel consumption.
- Preserves property values and the economic viability of abutting development
 - A safer and better operating corridor is more attractive to developers.
 - Facilitates orderly and rational land development patterns. Strategically locating access points promotes concentrated development patterns which can reduce costs for providing public services.
 - A safer and efficient corridor attracts customers to corridor businesses.
- Encourages use and development of local streets
 - Access to side streets allows local traffic to access parcels without using the highway, thereby reducing traffic and turning movement along the corridor.

2.2 Guiding Principles

The following guiding principles to access management were applied in the development of this plan:

- Locate major intersections (potential signals or roundabouts) to facilitate efficient through movements at appropriate spacing
- Consolidate and reduce public street, private driveways and business access points
- Minimize locations on the corridor where vehicles merge, split, or cross.
- Remove turning vehicles from through traffic lanes.
- Provide a supporting and connected local street network and circulation system.

To evaluate the spacing between major intersections, operation and configurations of the functional intersection area, both upstream and downstream of the intersection, was examined (Figure 2-1). According to “A Policy on Geometric Design of Highways and Streets, 2011” by the American Association of State Highway and Transportation Officials (AASHTO) and the “Access Management Manual, Second Edition 2014”, by TRB, state access points should be separated at least by a distance equal to the functional area of the intersection.

The upstream distance is equal to the storage length plus deceleration and taper length, plus the perception-reaction distance required for the operating speed. The downstream distance is measured using the acceleration length – providing acceleration length that allows vehicles to accelerate to normal cruising speed.

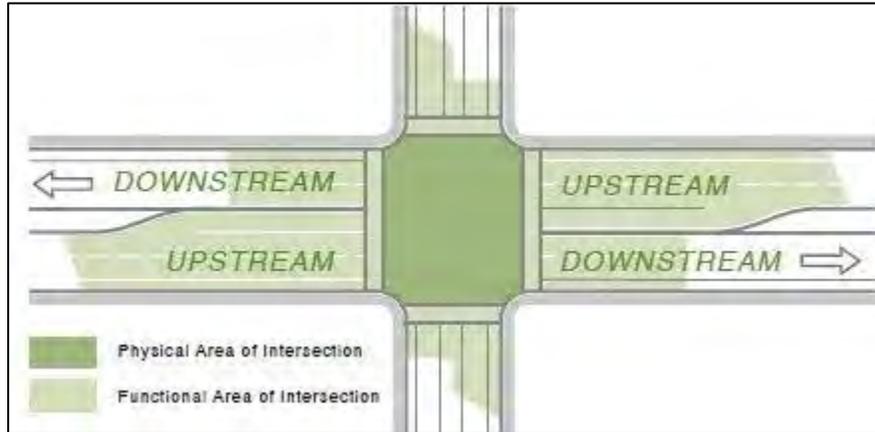


Figure 2-1. Functional Intersection Area

Source: Federal Highway Administration (FHWA) Access Management in the Vicinity of Intersections Technical Summary

2.3 Techniques

Several access management techniques (some are illustrated on the following pages) may be used to achieve the principles outlined above and to realize the benefits of access management along US 50.

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

Technique: Consolidate Access

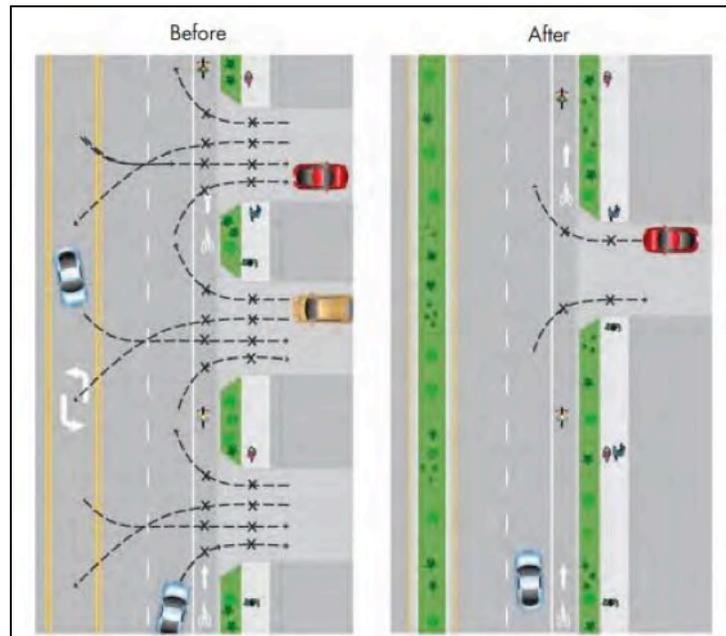


Figure 2-2. Consolidate Access

Source: Bicycle Safety Guide and Countermeasure Selection System

Consolidate access points by:

- Minimizing the number of access points that serve a single parcel
- Reducing the number of frontage road access points to the main highway
- Providing shared access for multiple properties at or near a property line
- Constructing a median to reduce the number of turning movements

Technique: Connect Adjacent Properties

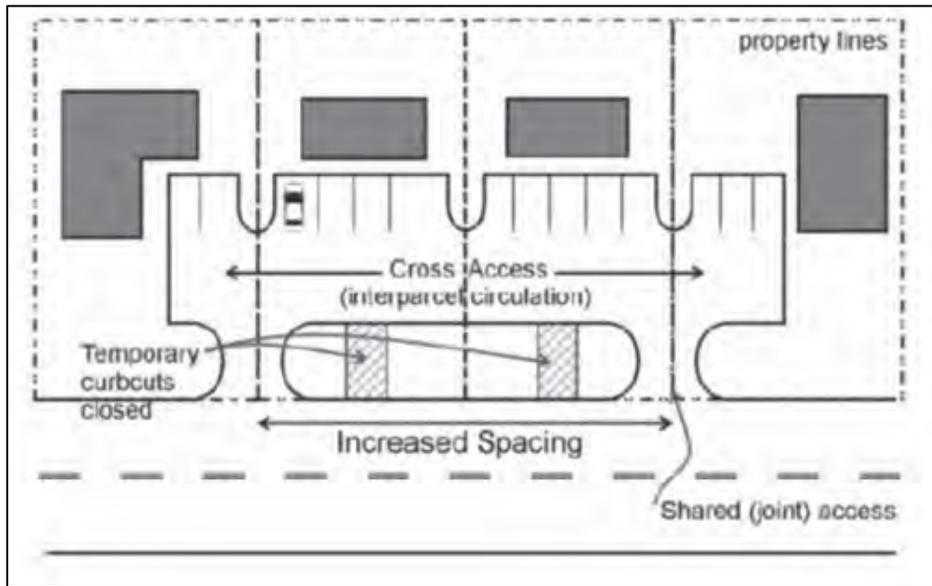


Figure 2-3. Connect Adjacent Properties

Source: Development Code, Manhattan KS

Provide cross-parcel access between adjacent properties to reduce the number of needed access points to the highway.

Technique: Define Driveways

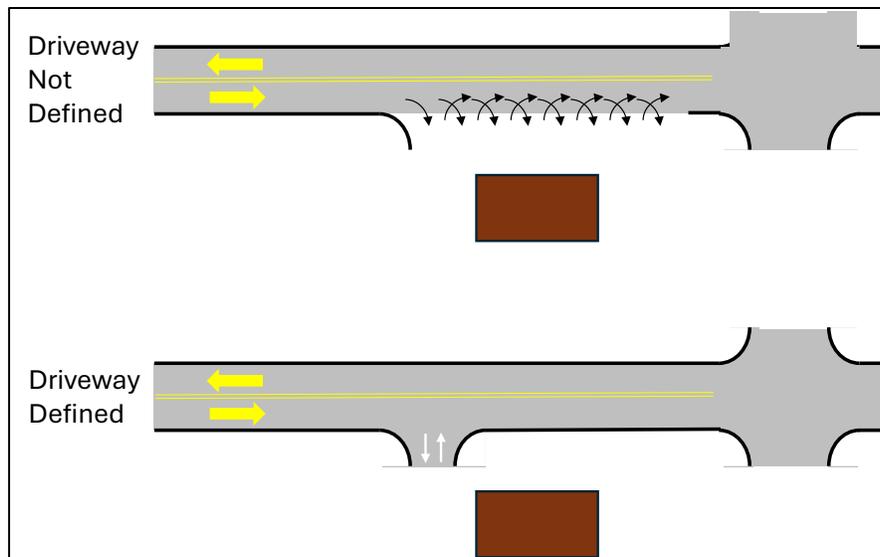


Figure 2-4. Define Driveways

Define driveways to provide clear identification of entrance and exit locations to reduce potential conflict points and improve safety.

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

Technique: Install Medians and Islands

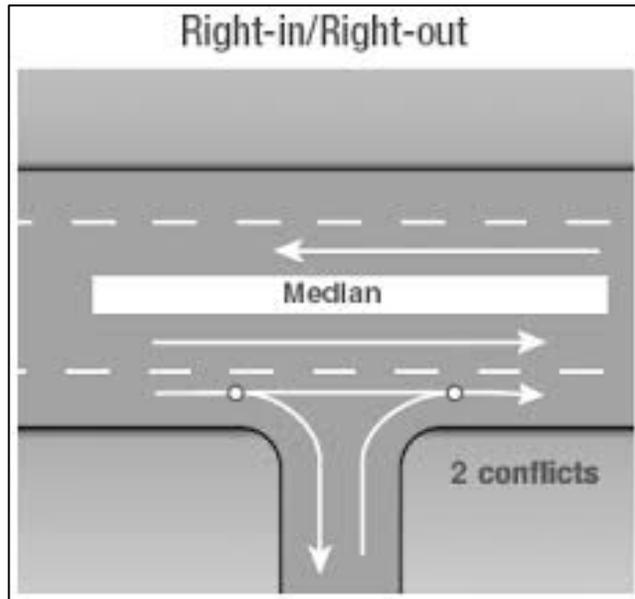


Figure 2-5. Prohibit Left Turns Out

Source: INDOT Access Management Guide – Revised Sept 2009

Limited access movements to right-in/right-out with raised median eliminates left turn movements between major intersections, reducing friction and conflict points. Right-in/right-out with channelizing island eliminates left turn movements at specific locations, eliminating conflict points.

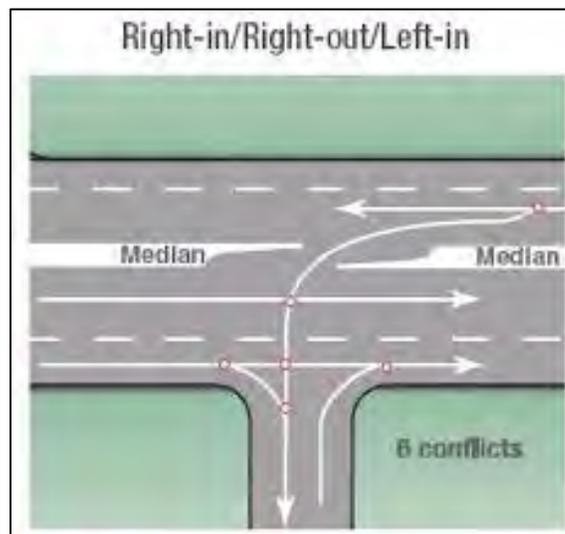


Figure 2-6. Medians and Right-in/Right-out

Source: INDOT Access Management Guide – Revised Sept 2009

Directional median opening or a ¾ movement limits left turn movements to one direction at strategic locations to reduce conflict points and friction.

Principle: Provide a supporting and connected local street network and circulation system

Technique: Provide Cross Street Access

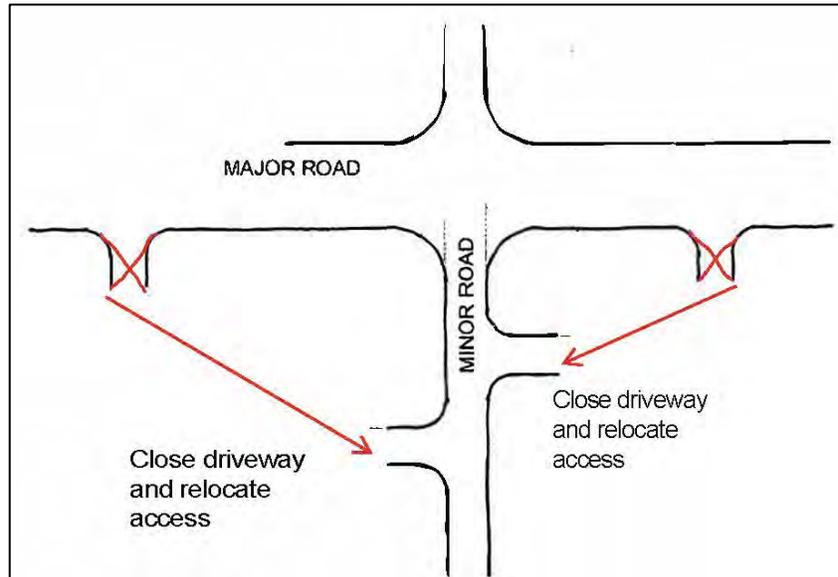


Figure 2-7. Provide Cross Street Access

Relocate access to a side street to:

- *Reduce the number of access points to the major road.*
- *Reduce friction on the major roadway and reduce conflicts with the side street intersection.*
- *Helps keep traffic off the main corridor as a side street traffic may enable local access to a parcel without using the main corridor.*

3.0 EXISTING CONDITIONS

3.1 Land Use Characteristics

The study area encompasses 6.17 miles of US 50, with approximately 4.47 in Gunnison County, and approximately 1.7 miles within the City of Gunnison. Land use adjacent to the Gunnison County portion is primarily agricultural, federally owned and rural residential with mid to large size parcels. Within the City of Gunnison, development becomes a denser mix of commercial, retail, lodging and residential, with zoning being “Commercial”.

The Gunnison River runs along the south side of US 50 west of the City boundary, at a distance of 250 feet to ½ mile from the highway.

3.2 Roadway Characteristics

This section of US 50 (officially designated Route 050A) is classified at Principal Arterial – Other from the west to MP 154. East of there, it is classified as Principal Arterial – Freeways and Expressways. It is a Mainline of the National Highway System. It is also designated a National Truck Route.

The posted speed limit along US 50 starts at 65 mph at the west end before lowering to 55 mph at MP 152.9 and 50 mph at MP 154.2. As US 50 approaches the City of Gunnison, the speed limit lowers to 45 at MP 155.341 and 35 mph at MP 156.3.

The study area corridor consists of one 12-foot lane per direction from the west to just inside the City of Gunnison line, where it widens to two 12-foot lanes per direction. There are no median or auxiliary lanes in the Gunnison County portion. A center two-way left turn lane, which is striped as exclusive left turn lanes at key intersection, exists within most of the City of Gunnison. Shoulders are present in the Gunnison County Section, varying from two to eight feet wide. Within the City of Gunnison, some portions have no shoulders, while sections in the Central Business District provide eight-foot parking aisles and sidewalks on both sides of the road. The study corridor is relatively flat with several horizontal curves.

There are currently 3 signalized intersections in the study area:

- US 50 and New York Avenue
- US 50 and Spruce Street
- US 50 and CO 135

3.3 Right-of-Way

US 50 is located inside public right-of-way (ROW). Additional ownership research and documentation will be required for future public projects in this area.

3.4 Access Category

Section 2.2 of the *SHAC* establishes eight highway categories for the purpose of defining the allowable 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. Within the study limits, US 50 is categorized as a Regional Highway (R-A) throughout a majority of the corridor. US 50 is categorized as a Non-Rural Arterial (NR-B) within the City of Gunnison.

According to Section 3.8 of the *SHAC*, the major access control characteristics of a highway segment for Category R-A are as follows:

- Capacity for medium to high speed and relatively medium to high traffic volumes, and long distances in an efficient and safe manner;
- Direct access to parcels is subordinate to through traffic movements;
- 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. Access location shall also consider topography, established property ownerships, unique physical locations, or other constraints that prohibit achieving one-half mile spacing;
- If a restrictive median exists, left turns at unsignalized intersections should be restricted, unless restriction would cause safety/operational issues or causes an out-of-direction movement greater than 1 mile. If a traversable median exists, left turns will be permitted unless and operational or safety problem is identified.

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

- Capacity for medium to high speed and low traffic volumes;
- Reasonable balance between safety, direct access and mobility needs;
- One access shall be granted per parcel of land unless that access would create a significant safety or operational problem, or the access does not meet acceptable design standards;
- Turning movements shall not be restricted if the access meets sight distance requirements, auxiliary lane requirements are met, no restrictive median is present, and if 20-year projections indicate that the intersection volumes would be less than 75% of those required for MUTCD traffic signal volumes warrants. Left and right turn movement may be restricted if any movements create significant roadway congestion or safety problems or hazards.
- Additional access may be granted if the size or trip generation potential of the parcel requires additional access to maintain good traffic operations.
- Recommended spacing of intersection public ways and other significant accesses that will be full movement is one-half mile.
- If the access has the potential to meet MUTCD signal warrants, the location should meet signal spacing and location requirements.

3.5 Existing Access Inventory

There are currently 141 existing access points along US 50 within the study area. There are 3 existing signalized intersections along the corridor. The remaining access points are unsignalized full movements apart from 1 right-in right-out movement. Direct access points are located approximately evenly on each side of the highway throughout the corridor.

Access points along the corridor consist of signalized intersections, unsignalized intersections, frontage road access, residential access, business access, field access, and utility access.

The access point types are distributed as follows:

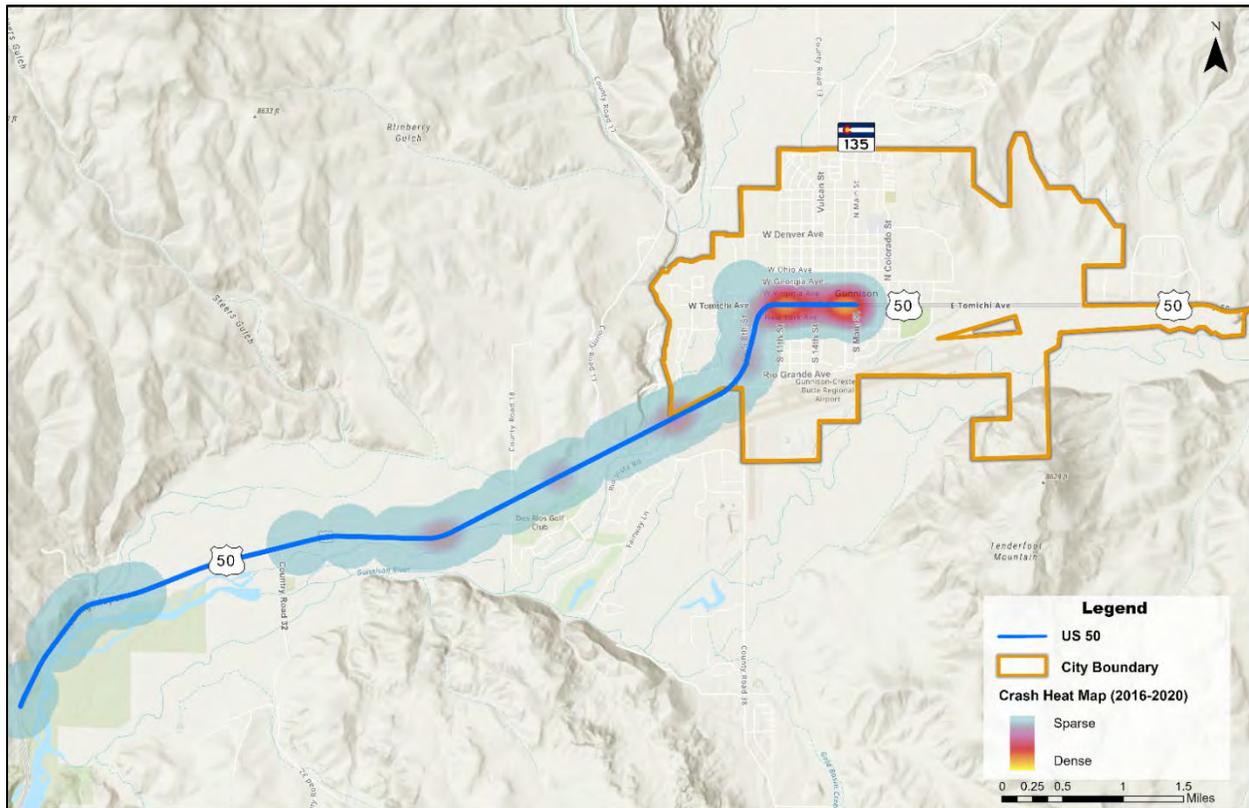
- Signalized intersection access points
- 80 Unsignalized public road intersection access points
- 37 private residential or field access points
- 21 business access points

All access points are defined by the approximate mile post (MP) along US 50 based on the CDOT Highway Segment Description MP for all major intersections along the corridor. All access points are located at the approximate centerline of the access (+/- 50 feet). A complete inventory of existing access points is included in Appendix B.

3.6 Crash History

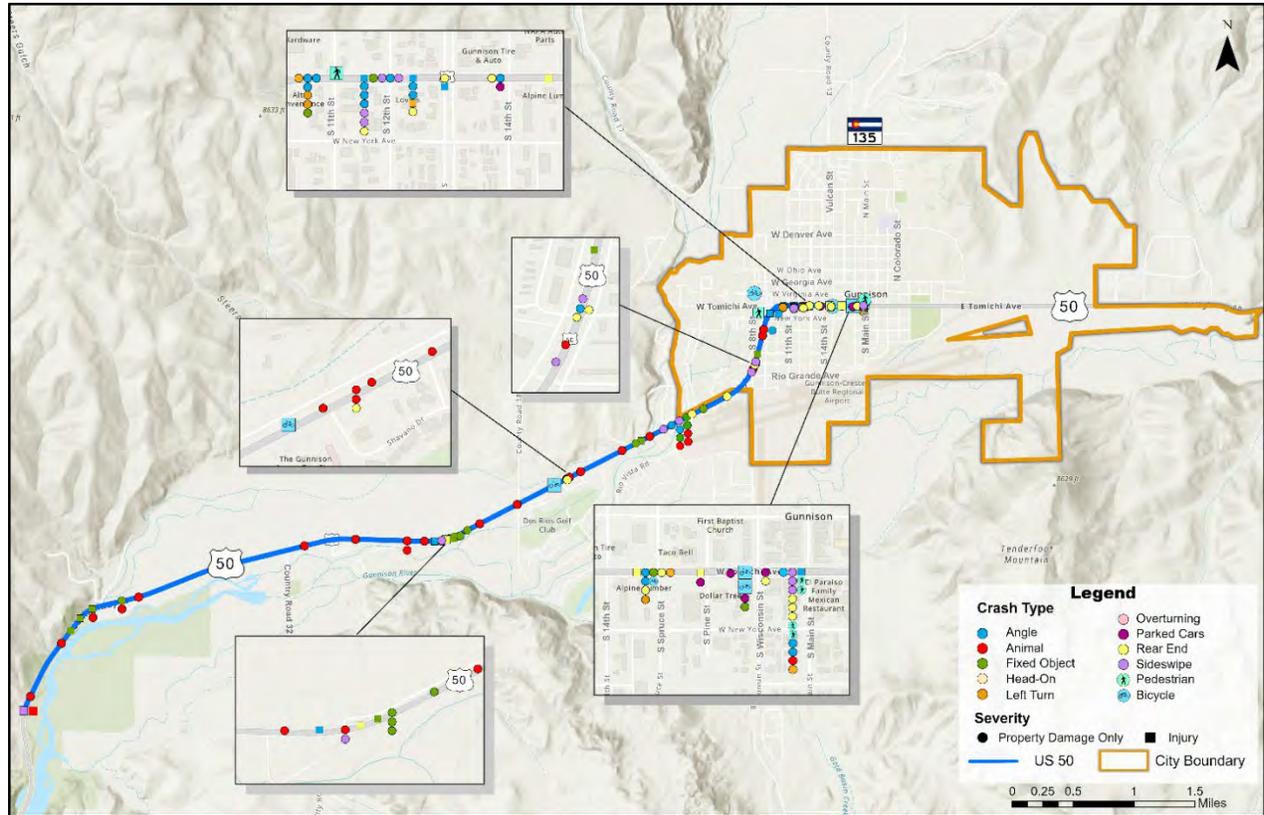
A safety analysis was conducted along the study area using available crash data from January 1, 2016 through December 31, 2020. Within the 5-year period, a total of 139 crashes were reported along the corridor. Figure 3-1 below shows the frequency of crashes by milepost along the corridor.

Figure 3-1. US 50 Crash Heat Map



There were no fatalities and 25 injury crashes. The highest number of crashes occurred in the Central Business District area of the City of Gunnison – from CR 135 to the west. Access points are spaced closer together and pedestrian activity is higher. The most common crash types in the study area are broadside, followed closely by wild animal and rear end crashes. Figure 3-2 below shows the types of crashes by milepost along the corridor.

Figure 3-2. US 50 Crash Type Map



Crash patterns near access points along the corridor were examined to identify any access points that should or should not be closed due to safety concerns. The following locations along the corridor had 4 or more intersection-related crashes and pose a concern to safety:

Highway	MP	Street	Access #	# of Crashes	Access Type	ACP Decision
US 50	156.87	10 th Street	81 & 83	5	Full	No change/ possible roundabout
US 50	156.94	11 th Street	90 & 91	6	Full	No change
US 50	157.00	12 th Street	98 & 99	5	Full	No change
US 50	157.18	Spruce Street	121 & 122	4	Full	No change
US 50	157.39	Main Street/CO 135	131 & 132	11	Full	No change/ potential closure of south leg

Over the 5-year period, none of the public street roads had more than 3 crashes, other than the locations listed above.

4.0 ACCESS PLAN DEVELOPMENT PROCESS

Using existing physical and operational characteristics of US 50, mapping, traffic volumes, new development locations, safety concerns, street hierarchy/ local roadway circulation and improvements and access management needs, input from the participating agencies and the public, and guidance from the SHAC, an ACP was developed. This Plan considers access points in logical groupings, plus circulation opportunities via the existing local street system.

The Access Plan was developed using the following process:

1) Field Review of the Corridor

The project sponsors walked (in the City) and drive (in the County) portions of the corridor to become familiar with existing access controls, safety and operational issues and land uses. Representatives from engineering, maintenance, planning and police attended.

2) Project Work Sessions

The project sponsors met several times to evaluate access needs at a location-by-location basis, using roll plans, aerial imagery and local knowledge. The existing inventory of access points was reviewed with existing parcel and ownership information. This review determined which parcels adjacent to US 50 lacked access to the highway, which parcels relied on the frontage road to access 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.

3) Development of the Access Plan

The recommendations were developed assuming future land use changes and by applying access management principles and techniques discussed in Section 2. The Major full movement intersections were located based on traffic projections, County and City planning documents, and anticipated growth patterns. Access for each parcel between major intersections was either limited to one access per ownership or provided via a local road. Shared access between parcels was developed, wherever feasible.

4) Refine the Access Plan

A draft ACP was presented to an internal review team consisting of CDOT, County, and City staff. Based on comments received from the team, the draft plans were refined and presented at the public open house. Public comments were reviewed and the Plan modified at, as appropriate. Improvements that are considered cost prohibitive, have unmanageable physical constraints, have significant traffic operational deficiencies, are inconsistent with overall community expectations, or don't appear to provide a reasonable level of access were revised in the Plan. In some cases, access conditions were defined to allow phased implementation of long-term solutions.

5.0 ACCESS PLAN RECOMMENDATIONS

This section presents details of the recommended Access Control Plan for US 50 in Gunnison County and City of Gunnison. The Plan has been developed in conjunction with CDOT, Gunnison County, City of Gunnison and the public. After evaluating the existing access conditions and potential future access needs, the Plan defines the configuration and traffic control for each access, as well as recommended access closures and parcel cross connection points. Key full movement intersections with likely auxiliary lanes were identified. The SHAC was followed in determining locations of and spacing between major intersections, including a maximum “out of direction” travel of one-half mile in each direction.

Where feasible, highway access was reduced to one location per parcel and shared with adjacent properties. The functional intersection areas were kept clear of any other access points, where possible. Where safe, feasible, and so not to cause congestion, access was provided to the local street system instead of the main highway. Within the City of Gunnison, the Plan limits full movement access to major intersections and either closes or restricts the movement at all other access points to either right-in, right-out or $\frac{3}{4}$ - movement access. Traffic control measures that may be used to achieve long-range proposed conditions include raised medians, channelizing islands at limited access points, and signage and striping.

The following section summarizes the key features of the Plan, by plan sheet. The sheets, starting on page 17, provide a graphical illustration of the Plan. A detailed explanation of each access in the study area, by MP, is presented in the ACP Table, Appendix E. Milepost designations are approximate. The IGA is located in Appendix F.

Access Plan

Key Plan recommendations are summarized on the following pages and illustrated in the plan sheets starting on page 17. Auxiliary lanes shall be provided at major intersections identified in the Plan as prescribed by the SHAC. Traffic control 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 Manual on Uniform Traffic Control Devices (MUTCD).

The ACP will reduce the number of access points from 141 to 70. This reduction in access includes *the following*:

- 10 public road closures (connections to Frontage Roads)
- 25 field access closures
- 8 consolidated access points to one access per parcel
- 17 accesses relocated to a side road
- 6 shared access points
- 11 access points relocated to improved locations

Access #1 to Access #8 (ACP Map Page 2 of 6)

This sheet includes access #1 to #8. CR 726 and Cooper Ranch Trail Access should be aligned with each other to form a full movement intersection and reduce the existing skew, with future consideration for signalization. Phelps Lane and Prosper Lane should be combined into one share access point and aligned with the Neversink Trail Access. Access #6 and #8 should be closed and cross access should be sought with the Moncrieff Parcell (#37870700091) to the east. Access #7 should also be closed to provide only one access point to this parcel.

Access #8 to Access #24 (ACP Map Page 3 of 6)

Field access #10 should be aligned with access #9 to form a full movement intersection. Access #11, #13, #16 and #17 should be closed, with side street access provided to McCabe's Lane instead. Access #12, #14 and #18 should be closed and consolidated at a new shared access point #18r, aligned opposite McCabe's Lane to form a full movement intersection. Access #19, #21 (Phyllis Lane) and #22 should be closed and consolidated into a new shared access located west of the existing Phyllis Lane. Access #20 and #24 should be closed and a new consolidated access #24R should be added opposite Access #23 to make a full movement intersection.

Access #24 to Shavano Drive (ACP Map Page 4 of 6)

Access #26, #27 and #30 (North Frontage Road) should be closed and consolidated at a new access #30R, located opposite Access #29 to make a full movement intersection. Access #25 and #26 should be closed and cross-access points provided to Access #29. Two future local road connections to the North Frontage Road are indicated. Access #31, #32 and #33 should be closed and cross access connections provided to Access #33 (Que Qua Lane). Access #37 (CR 18) should be realigned to eliminate the existing skew and form a full movement intersection (Access #37R). The frontage road should be realigned on the north side to provide distance from US 50. Access #34 should be closed. Access #38 should be closed as side street access is provided to Que Qua Lane. Access #39 and #40 should be made right-in, right-out. Access #41 and #42 should be closed, with access provided by Access #40. Access #50 should be realigned to Access 50R to eliminate the skew. Access #51 should be closed.

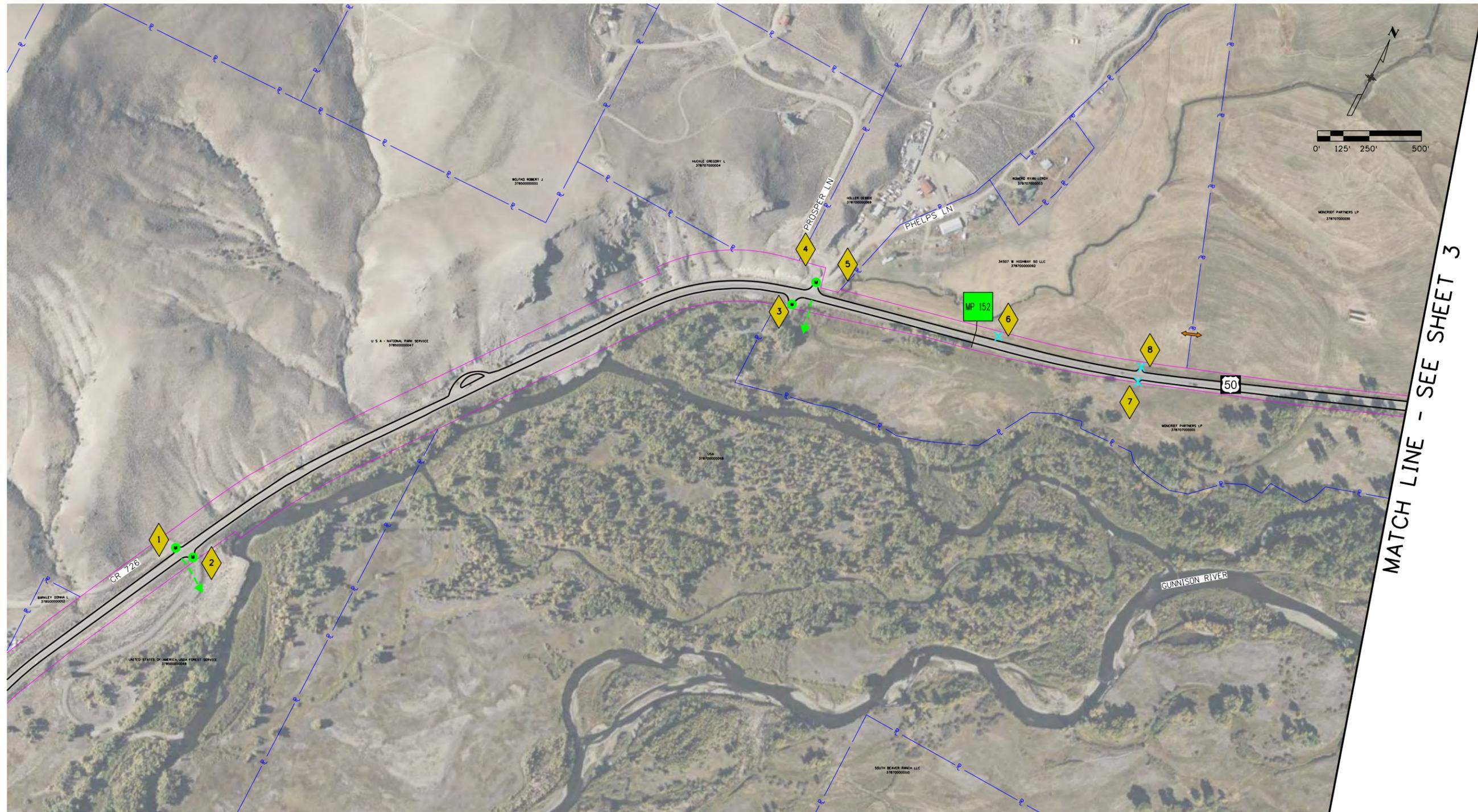
Shavano Drive to Thornton Way (ACP Map Page 5 of 6)

Access #43 (Shavano Drive), #44 and #45 should be made right-in, right-out. Access #48 should be closed, with access provided by Access #46. Access #47 should be closed. Access #49 should be made a $\frac{3}{4}$ access.

Thornton Way to CO 135 (ACP Map Page 6 of 6)

There are 82 existing access points on this sheet alone as it covers most of the portion of US 50 in the City of Gunnison. The western section turns and runs almost north/south to W. Tomichi Avenue. Both north and south frontage roads exist on the western end. At the US 50 intersection with Rio Grande Avenue, the Access #54 to the North Frontage Road is proposed to be modified to be right-in, right-out only. The North Frontage Road would be closed between Rio Grande Avenue and S. Reed Street. Access #57 to Rio Grande Avenue would remain open, as would the South Frontage Road, although the portion leading to the west/south from Rio Grande Avenue is proposed to be made one-way southbound. The W. Bidwell approach to US 50 (Access #65) is proposed to be closed, with the South Frontage Road remaining full movement. The future east leg of W. Bidwell will remain a full movement intersection to serve new development in west Gunnison. The S. Reed Street approach is planned to remain full movement, but the North Frontage Road would be closed on both sides. Development that currently has access to the North Frontage Road would either have access via S. Reed Street to a new proposed right-in-right out access #64R. Access #69 and 72 – W. Gunnison Avenue are both proposed to be closed, with both Frontage Roads remaining full movement. The existing signal at W. New York Avenue would be removed and Access #76 and #77 would be converted to right-in, right-out.

US 50 curves back to an east-west alignment at this point. The two ramps to/from W. Tomichi Avenue to the west (Access #79 and #80) would be closed. W. Tomichi Avenue would be realigned to form a "T" intersection as Access #79R and possibly become a roundabout. Along this stretch of US 50 to CO 135, all roads and alleys are proposed to remain full movement with a recommendation to convert the alleys to one-way away from US 50. Access to parcels that have more than one access, shared access possibilities, or access to side streets are proposed to be closed. That includes Access #84, #85, #88, #89, #93, #95, #96, #97, #100, #103, #104, #107, #110, #111, #114, #115, #118, #119, #120, #123, and #130.



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN

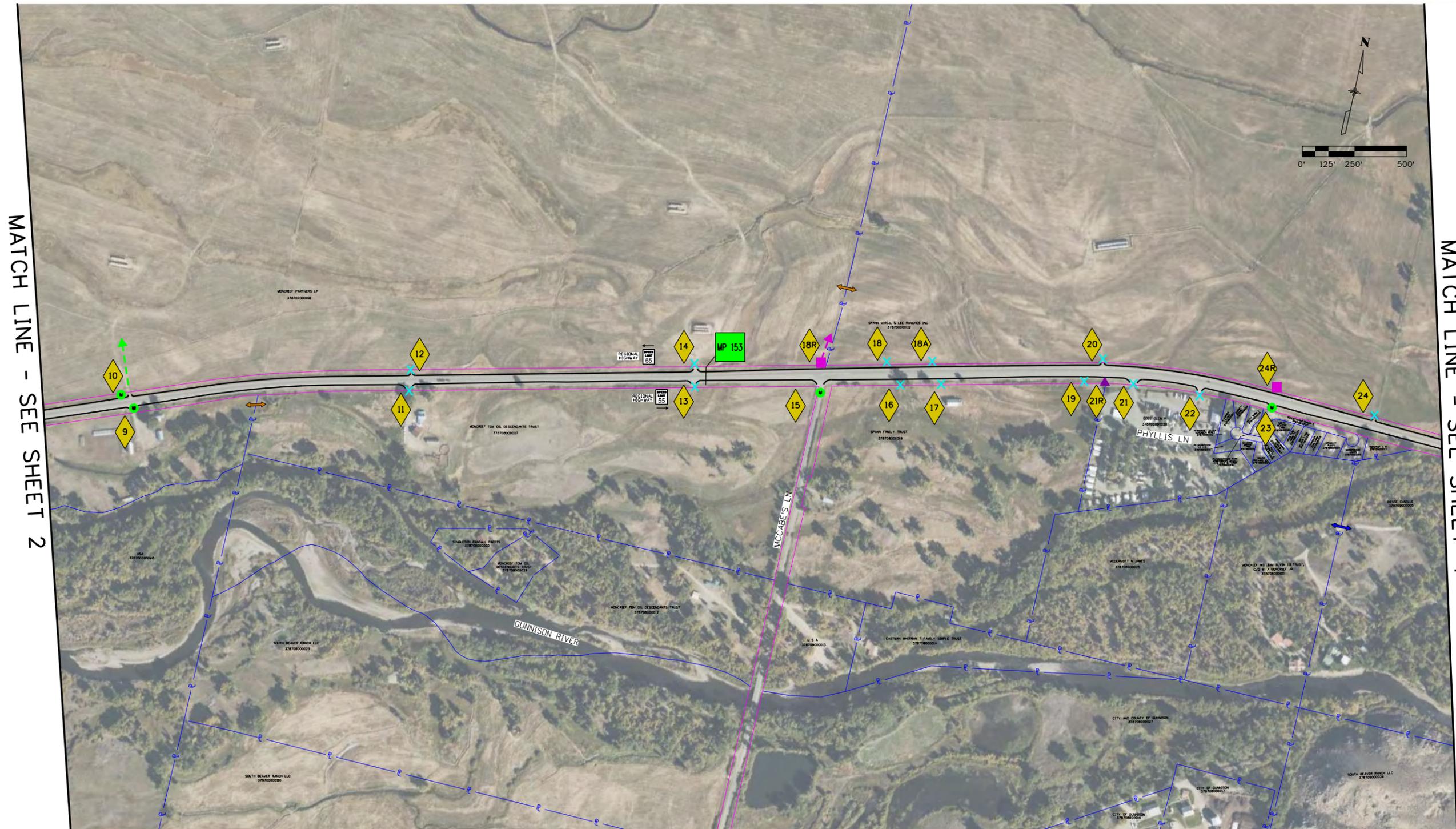


LEGEND:

- | | | | |
|--|------------------------------------|------------------------------|----------------------|
| Access Point Identification Number | Proposed Full Movement Access | Existing Cross Parcel Access | Highway Right-of-Way |
| Milepost | Close Existing Access | Proposed Cross Parcel Access | Parcel Line |
| Maintain Existing Full Movement Access | Proposed Right-In Right-Out Access | Close Existing Access | Gunnison City Limits |
| Proposed 3/4 Movement Access | New Local Roadway | Major Intersection | |

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

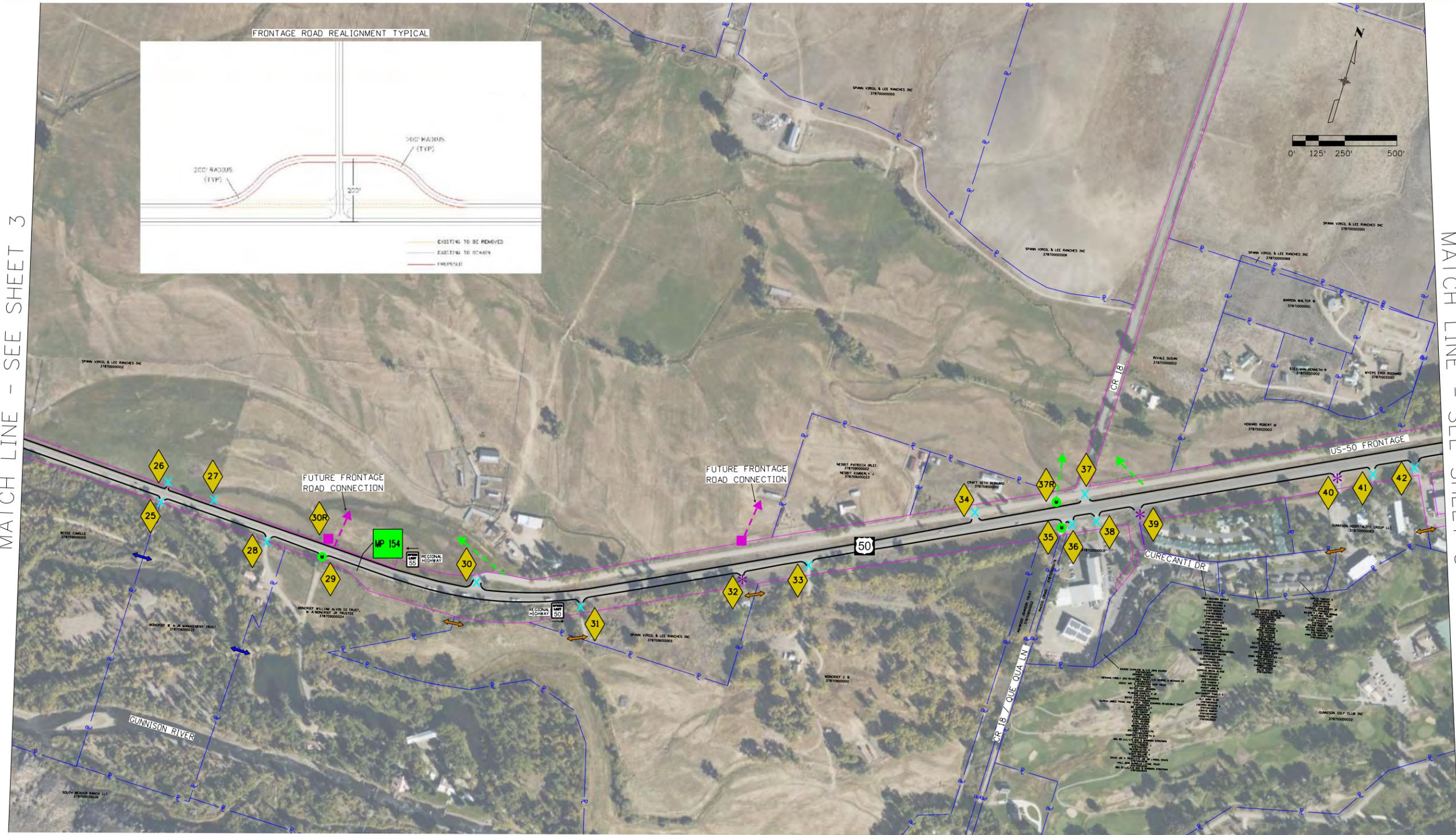
US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:	
	Access Point Identification Number
	Milepost
	Maintain Existing Full Movement Access
	Proposed Full Movement Access
	Close Existing Access
	Proposed Right-In Right-Out Access
	Proposed 3/4 Movement Access
	Existing Cross Parcel Access
	Proposed Cross Parcel Access
	Close Existing Access
	New Local Roadway
	Highway Right-of-Way
	Parcel Line
	Gunnison City Limits
	Major Intersection

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 5



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- ◆ Access Point Identification Number
- MP XXX Milepost
- Maintain Existing Full Movement Access
- Proposed Full Movement Access
- ✕ Close Existing Access
- ✱ Proposed Right-In Right-Out Access
- ▲ Proposed 3/4 Movement Access
- ↔ Existing Cross Parcel Access
- ↔ Proposed Cross Parcel Access
- XXX Close Existing Access
- New Local Roadway
- Highway Right-of-Way
- Parcel Line
- /// Gunnison City Limits
- "M" Major Intersection

MATCH LINE - SEE SHEET 4

MATCH LINE - SEE SHEET 6



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- ◆ ## Access Point Identification Number
- Milepost
- Maintain Existing Full Movement Access
- Proposed Full Movement Access
- ✕ Close Existing Access
- ✱ Proposed Right-In Right-Out Access
- ▲ Proposed 3/4 Movement Access
- ↔ Existing Cross Parcel Access
- ↔ Proposed Cross Parcel Access
- XXX Close Existing Access
- New Local Roadway
- Highway Right-of-Way
- Parcel Line
- Gunnison City Limits
- M Major Intersection



PROPOSED CHANGES TO ACCESS ARE DEPENDENT ON FUTURE CONDITIONS, INCLUDING REDEVELOPMENT, SAFETY, AND MOBILITY IMPLICATIONS.

US 50 / CO 135 ACCESS CONTROL PLAN



LEGEND:

- | | | | |
|--|------------------------------------|------------------------------|----------------------|
| Access Point Identification Number | Proposed Full Movement Access | Existing Cross Parcel Access | Highway Right-of-Way |
| Milepost | Close Existing Access | Proposed Cross Parcel Access | Parcel Line |
| Maintain Existing Full Movement Access | Proposed Right-In Right-Out Access | Close Existing Access | Gunnison City Limits |
| Proposed 3/4 Movement Access | New Local Roadway | Major Intersection | |

6.0 ACCESS PLAN IMPLEMENTATION

The access changes and improvements recommended in the Plan can be implemented over time as new or re-development occurs, traffic and safety needs arise and as funding becomes available. Both public and private funds may be used. The following cases will trigger construction:

1. Change in Land Use/Redevelopment by Landowner Changes Traffic Volumes: A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In most cases, per State Highway Access Code, a traffic study will evaluate the site-specific potential safety and traffic impact, and limited improvements or full implementation of the ACP may be required by CDOT at the specific access point. As part of the local agency's development review process, additional improvements compatible with the Plan may also be necessary to address traffic-related impacts created by the development.

In some cases, temporary access will be allowed until adjacent parcels develop and / or cross-parcel easement access is granted and/ or a local roadway connection is constructed. During this time, if the ultimate intersection traffic control is not warranted/ constructed, some turn restrictions may be required. In addition, upon redevelopment, property owners will provide legally defined cross-access easements for shared access points, as defined by the Plan. If a property does not redevelop or change uses, the property owner will not be required to construct access modifications. (Private Funding)

2. Public Funded Project by the City, County or CDOT: If any public agency obtains local, state or federal funding to complete improvements to a segment of the US 50 corridor or a local route. Typically, a project will be identified in a local CIP or the Statewide Transportation Improvement Program (STIP) to obtain funding. (Public Funding). This could include existing or new local roadway connection improvements, intersection redesign, traffic control upgrades, streetscape improvements or others.
3. Safety or Operational Need: A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Public funding from any combination of agencies may be obtained to construct improvements. (Public Funding). This may include responding to unexpected crash patterns, changes in seasonal traffic levels, or maintenance issues.

Under case 1, a property owner must follow the access permit process as defined by Section 2 of the SHAC. CDOT will remain the issuing authority for US 50. The process requires property owners to submit an application for an access permit. Once the access permit is issued, construction plans for 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. As determined by the CDOT Permit Unit, access permits may allow for construction of interim conditions and define requirements for future conditions that match the ACP depending upon individual circumstances specific to each permit.

Under case 2, the County or City may obtain funds either through local government budgeting, grants, or other potential funding sources. Once funding is available, the County or City 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 County or City project is developed off the State Highway System, for instance, completion of an alternate local route that does not intersect with US 50, CDOT will not be involved in the project. The County or City will administer the project according to their respective standards and procedures.

Also under case 2, a project receiving State and/or Federal funds must generally be identified in the STIP. In Colorado, four years of transportation projects and their funding sources must be identified in the STIP. The STIP is updated at least every four years through a continuing, comprehensive and cooperative process involving the CDOT, FHWA, Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), and City and County Governments. The STIP may be amended as needed in accordance with the STIP Amendment Guidelines.

Under case 3, any agency may identify a safety or operational issue along the corridor through a crash pattern, complaints, observation or other manner. A single agency or partnership of agencies may obtain funding to implement access management techniques that are consistent with the Plan and specifically address the issue. Depending on who the lead agency is for the project, the project may be administered through the local agency process, or through CDOT's process, as described in case 2.

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. Environmental evaluations appropriate to the size, type, and funding of the project will be completed as part of the design phase.

To provide for continued commitment to the access modifications recommended by this study, it is recommended that CDOT, Gunnison County and the City of Gunnison execute an IGA to adopt the Plan as an ACP for this segment of US 50. The ACP identifies access locations and levels of access by reference point for US 50 within the project limits. 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. Exhibit B to the IGA defines this process, which requires mutual agreement of the IGA parties on modifications to the plan. For the US 50 corridor, the process for administration of the plan shall be as described in the *SHAC*. The IGA, the ACP Table that will serve as Exhibit A, and Exhibit B are presented in Appendix D and E, respectively.

7.0 LIST OF ACRONYMS

AASHTO = American Association of State Highway and Transportation Officials

ACP = Access Control Plan

CDOT = Colorado Department of Transportation

FHWA = Federal Highway Administration

HCM = Highway Capacity Manual, 6th Edition

HCS = Highway Capacity Software

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-B = Non-Rural Arterial

R-A = Regional Highway

ROW = Right-of-Way

SHAC = State of Colorado - State Highway Access Code, March 2002 Amendment

STIP = Statewide Transportation Improvement Program

TMC = Turning Movement Count

50 = United States Highway 50

v/c = Volume-to-Capacity Ratio

8.0 GLOSSARY

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 access locations and levels of access for the purpose of bringing those portions of roadway included in the planning area into conformance with the highway 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

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

Full Movement Access – An access without turn restrictions

Functional Intersection Area – Area upstream and downstream of an intersection where intersection operation and conflicts influence driver behavior, vehicle operations, or traffic conditions.

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

Issuing Authority – The entity responsible for issuing access permits for a segment of state highway. The board of county commissioners, the governing body of a municipality, or the department of transportation may be the Issuing Authority.

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 in urbanized locations.

Right-of-way (ROW) – 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

Volume-to-Capacity Ratio (v/c) – The sufficiency of an intersection to accommodate vehicular demand. A v/c over 1.00 means the traffic demand exceeds the capacity.

Appendix A - Public Outreach



US 50 WEST & CO 135 ACCESS CONTROL PLANS FOR GUNNISON CITY & COUNTY



The City of Gunnison, Gunnison County,
and the Colorado Department of Transportation



COLORADO
Department of Transportation

Invite you to an
Open House
for the



US 50 and CO 135 Access Control Plan

*The plan includes US 50 from Phelps Lane to Highway 135/ Main Street,
and Highway 135 from US 50/ Tomichi Avenue to County Road 8*

Wednesday, October 16th, 2024
12-3 PM and 5-8 PM

**Gunnison County Courthouse,
Board of County Commissioners Chambers**

200 E. Virginia Avenue,
Gunnison, CO 81230

All exhibits will be available for viewing on the Gunnison County & City websites



**US 50 and CO 135 Access Control Plan
Wednesday October 16th 2024
Public Meeting Sign-In Sheet**

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
Lisa Tutthill	[REDACTED]	
Howard Tutthill		
Tom SDBER		
David Gardner		look.com
JOSEPH GORNIK GCEA		
Matt Schwartz		
Keith Robinson		r.gov
Colleen Hannon Steve Bithjir		



US 50 and CO 135 Access Control Plan
 Wednesday October 16th 2024
 Public Meeting Sign-In Sheet

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
Koger Johnson	[REDACTED]	-
Susan Johnson	[REDACTED]	-
Kia Spann	[REDACTED]	
Deirdre Fotesca	[REDACTED]	m
Kimi Nesbit	[REDACTED]	com
Celeste Helminski	[REDACTED]	
Boe Freeburn	[REDACTED]	
Dallas Isham	[REDACTED]	
Faranna J. Rufe	[REDACTED]	m
KEL S. Ruth	[REDACTED]	com
DARRIN BISHOP	[REDACTED]	
DEEJO PLATA	[REDACTED]	
DEBIE STEWART	[REDACTED]	



**US 50 and CO 135 Access Control Plan
 Wednesday October 16th 2024
 Public Meeting Sign-In Sheet**

Name/ Entity	Email or Phone Number	Check Here if adjacent property owner requesting one-on-one meeting
BLSmith		?
Gunnison legacy		Thank you.
Paula Giovoesis		Yes No thanks
Mike Lee		
Marlene Crosby		
Margaret Alcock		
STEVEN VOET		
(CHAD) WELLMAN		Yes
Michelle Burns		om
Jim Rodman		No
Ken & Carolyn Rempe	No	
Becky Trantava	Yes	
Patrick Plumley	om net YES	

List of One on One Property Owner Meetings (Highway 50 and 135)

Les Evans

9:15am-9:30am 11/5/2024

[REDACTED]

Gunnison, CO 81230

Jason Mullins

9:45am-10am 11/5/2024

[REDACTED]

Gunnison, CO 81230

Stacy McPhail

1pm-1:15pm 11/5/2024

[REDACTED]

Gunnison, CO 81230

Priscilla Swanson

1:15pm-1:30pm 11/5/2025

[REDACTED]

[REDACTED] Gunnison, CO 81230

Dani Leach

2:45pm-3pm 11/5/2025

[REDACTED]

Gunnison, CO 81230

John Stoeber

9am-9:15am 11/6/2025

[REDACTED]

Gunnison, CO 81230-9743

Lauren Koelliker

10am-10:15am 11/6/2025

[REDACTED]

Gunnison, CO 81230

Sean Bennet

12:30-12:45 11/6/2024

[REDACTED]

Gunnison, CO 81230

Kirby Kuklenski

11am-11:15am 11/6/2024

[REDACTED]

Gunnison, CO 81230

Ken Spann

11:00 to 12:00 12/13/2024

[REDACTED]

Multiple locations



COLORADO

Department of Transportation



Received
County Administration

10/23/24

Adjacent Property Stakeholder Comment Form

This form is for adjacent property owners, residents, and businesses. Your input is an important part of the planning process. Please take care to print or write clearly. Thank you!

Name	Darren & Brenda Bishop
Email	[REDACTED]
Phone	[REDACTED]
I am a (circle all that apply) other:	<input checked="" type="checkbox"/> property owner, <input checked="" type="checkbox"/> resident, <input checked="" type="checkbox"/> business owner, <input type="checkbox"/> tenant,
Physical address:	[REDACTED]
Were you able to locate your property on the map?	Yes
Please share your opinions about the proposed access control changes.	No to Plan - frontage Road is fine Just as it is - Slow People down on Hwy 50 - Stop light at Long's Motel and Western Lumber. Stop light City Market turn out
Do you have any concerns or questions that the project team should be aware of? Please be as specific as possible.	No traffic down Reed Street!

Received
County Administration
10/23/24

Adjacent Property Stakeholder Comment Form

This form is for adjacent property owners, residents, and businesses. Your input is an important part of the planning process. Please take care to print or write clearly. Thank you!

Name	Estate Troas Long
Email	[REDACTED]
Phone	[REDACTED]
I am a (circle all that apply)	property owner, resident, business owner, tenant,
other:	landlord
Physical address:	[REDACTED]
Were you able to locate your property on the maps?	yes
Please share your opinions about the proposed access control changes.	<u>no</u> = leave alone, Will not make safer. Put in Stop light at Long's motel & Western Lumber = leave H&H townring light. <u>NO</u> Main on Reed Street
Do you have any concerns or questions that the project team should be aware of? Please be as specific as possible.	Businesses Stay Same on frontage Road - No front doors on Reed Street - No Round-a-bout. Waist of City - Peoples Money!! Put a light at City Market turn in.

From: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Highway 135 and 50 Access Control Plan follow up meeting

Dear Paul:

Thank you for your email. Sorry for the delay in responding. We had a death in the family.

Yes, we would like to have a larger meeting with the appropriate CDOT personnel if access planning is going to be undertaken adjacent to our ranches. As I mentioned at the open house, we also have a number of issues developing with CDOT and would like them addressed as well.

Those issues include:

1. Continuation of our existing accesses at all our access points along Hwy 50 and Hwy 135 without restrictions, without being subject to future conditions.
2. No planning of alternative accesses onto or across our properties without prior or contemporaneous direct consultation with our representatives, now or in the future.
2. Assurances that CDOT will actually perform its required R.O.W. fence maintenance responsibilities along Hwy 50 and Hwy 135 in a timely manner throughout the year, including gates that function correctly and are operational. This is required by law. See, C.R.S. 35-46-11.
3. Modifications and changes to 2 underpasses at MP 16 generally on Hwy 135 to restore their functionality for livestock and wildlife crossing. They have never worked correctly since they were changed over to culverts from square boxes. As the traffic volume on Hwy 135 has increased, the potential benefit to all of having these underpasses functional has also increased.
4. Direct and continuous consultation with our representatives in the design, operation, and maintenance of any multi-modal trail in the CDOT R.O.W between Crested Butte and Crested Butte South as it adjoins our properties. This would include, but not limited to, set backs from fence; assurances of continuous livestock and vehicular/equipment access at all current access points, including the slope and widths of said accesses; design, construction of, and maintenance of all irrigation and

drainage crossings which predate and are a dominant estate to the CDOT R.O.W.; plans for seasonal closures; plans for snow removal.

I recognize this is a larger list than your proposed access plan. These are issues that are there from our point of view.

I will work to see if a date is available in Gunnison in the next three weeks. Any dates that might work for all of you would be a starting point.

Thank you.

Ken Spann
Spann Ranches, Inc.

US 50 West and CO 135 Access Control Plan Comment Card

Location/Comment: Spencer Ave + Hwy 135 Signs for left turns to help prevent drivers from driving through crosswalk with pedestrians walking through

Location/Comment: Colorado + Hwy 135 crosswalk at stop light

Location/Comment: Hwy 135 at Colorado lower speed limit to 30 mph, then 25 at Denver

Name: Paula GAVASIS

Address: [Redacted]

Email: [Redacted]



COLORADO Department of Transportation



Submit via email to [Redacted]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: 508 West Tomich Lane / Closing off these entrances to my gas station would result in a huge decrease in business. My commercial customers need these to get big vehicles in and out comfortably

Location/ Comment:

Location/ Comment:

Name:

Brian Oliver

Address:

[Redacted]

Email:

[Redacted]



Submit via email to [Redacted]

Location/Comment:

Maint + Rubby Ave intersection.
We need a painted crosswalk across Main St.
Also slowing traffic down to 35 at Denver + Main
Location/Comment: ~~crosswalk~~ help. People don't slow down for
pedestrians there and 3 of our fusion dar
have been killed there

Location/Comment:

Name:

Deirdre Fotescu

Address:

[Redacted]

City:

Summit

Email:

[Redacted]



COLORADO
Department of Transportation



Submit via email to

[Redacted]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: Access Point 184(HWY135 & Frontage Rd): Even with two points of access from the frontage road (184 and 189) traffic still backs-up regularly when merging on to HWY135. Removing these existing access points and replacing them with one, in between, and on a blind corner, will only make this more congested and dangerous.

Location/ Comment: Access Points 76-81: Removing the light on W New York and adding a roundabout to the North will make this heavily trafficked, already dangerous pedestrian crossing even more dangerous. Additionally removing more existing access to the south of these intersections will make the remaining major intersections more backed-up and dangerous with no light to introduce breaks in traffic.

Location/ Comment: _____

Name: Max Ryan

Address: _____

Email: [REDACTED]



Submit via email to [REDACTED]

US 50 West and CO 135 Access Control Plan Comment Card

Location/ Comment: 37250 W US Highway 50 - GCEA headquarters; GCEA requires two access points to accommodate large utility vehicles and tractor-trailers. This is a significant safety issue. We have members frequenting our office and electric vehicle users accessing the charging stations on the property who need to remain accommodated as well.

Location/ Comment: 37857 W US Highway 50 - GCEA storage yard; GCEA seeks to maintain the security, access, and proximity of the site.

Location/ Comment: Plans for Hwy 135 crossings at CR 730 & CR 8 would likely require overhead line re-routing.

Name: Gunnison County Electric Association

Address: [REDACTED]
Gunnison, CO 81230

Email: [REDACTED]



Submit via email to [REDACTED]



COLORADO
Department of Transportation



**Mead
& Hunt**

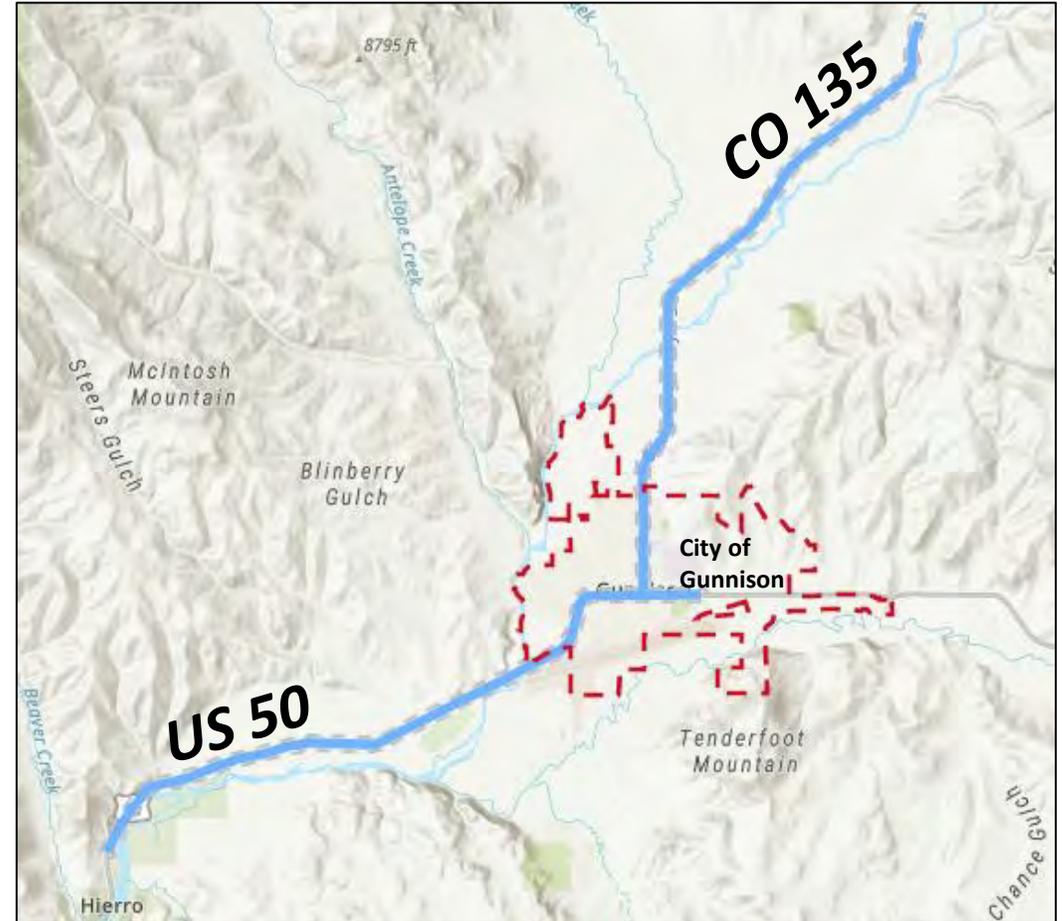


US 50 and CO 135 Access Control Plan

October 16, 2024

Corridor Locations

- 6 miles along CO 135 (Main Street) from US 50 to the north (MP 0 to 6.2)
- 6 miles along US 50 (Tomichi Street) from CO 135 to the west (MP 151 to 157.44)
- US / CDOT Highways
- Portions in City and County



- Access Control Concept Plans are developed to guide future access management decisions.
- State regulations allow CDOT, in partnership with local jurisdictions, to manage access points within its transportation system including limiting new access to the State Highway System when alternate access is available
- Access management serves to balance vehicle traffic flow with multimodal accessibility and safety
- Access management seeks to preserve the traffic carrying capacity and operational safety along State roadways by reducing the number of signals, driveways and points of conflict.

Access Control Plan Context

US 50 & CO 135
Access Control Plan

- An Access Control Plan is defined in the State Highway Access Code.
- Access Control Plans (ACP's) require an Inter-Governmental Agreement between the City/County and CDOT to enact.
- An ACP replaces the criteria within the State Highway Access Code with respect to allowable access locations and movements along state highways.
- There are no immediate changes to access points, specific triggers are shown on the next slide.
- The ACP can be amended when agreed to by the City/County, and CDOT.



- Opportunity for Local input on Highway Access
- Corridor wide analysis
- Considers existing and future land uses
- Considers adjacent access and land use interaction
- Incorporates Flexibility into criteria based on corridor conditions
- Developers/land-owners are aware of access conditions up front

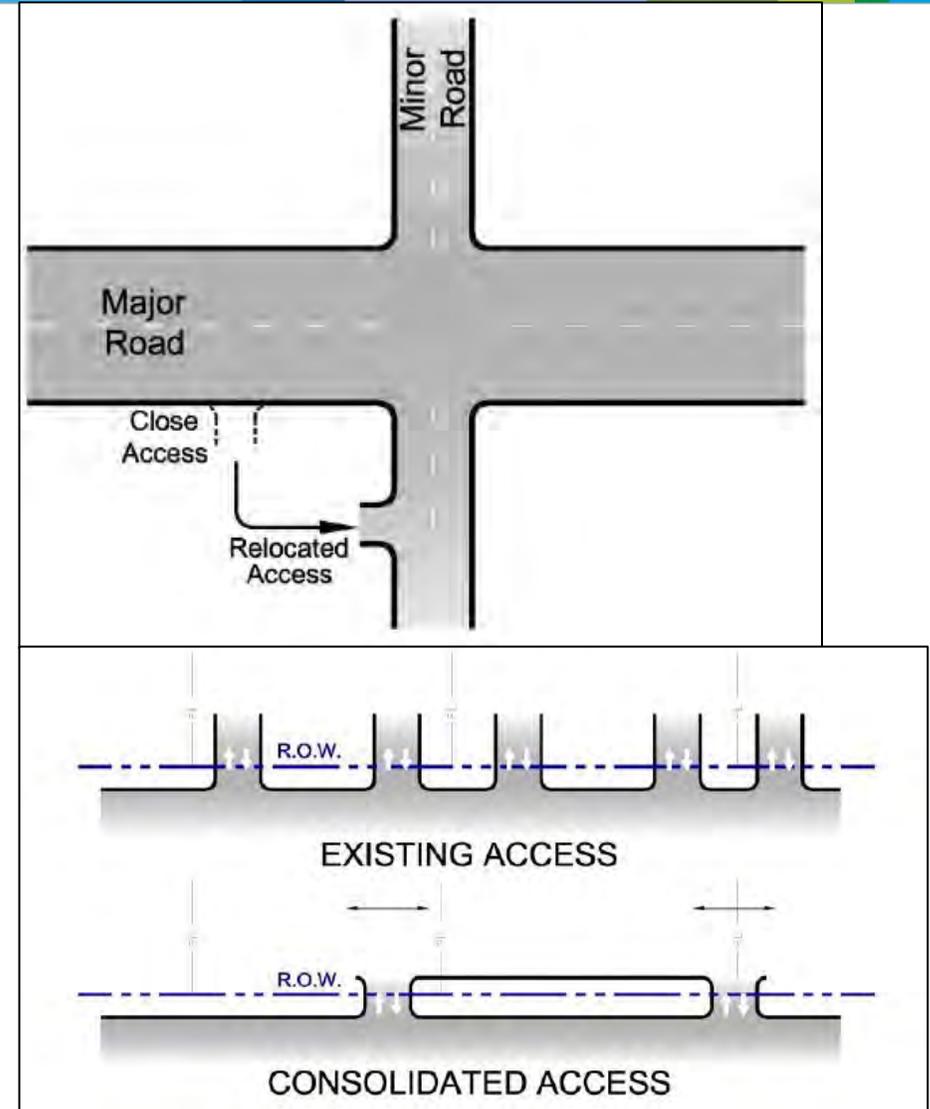
Access Control Change Triggers

- Change in Land Use
- Redevelopment by landowner changes traffic volumes
- Publicly funded project by the City, County or CDOT
- Safety or Operational Need

Access Control Plan Layout

US 50 & CO 135
Access Control Plan

- Identify Major Intersections
- Identify local roads
- Review driveways and entrances
- Consolidate and reduce access points
- Key safety considerations
 - Intersection spacing
 - Intersection / roadway geometry
 - Traffic controls and auxiliary lanes
 - Sight distance
 - Current and future land uses
 - Multimodal connectivity

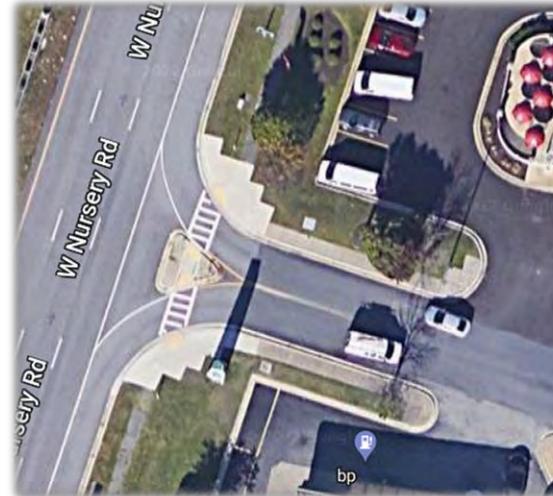


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- **Access Spacing:** increasing the distance between traffic signals, public streets and driveways
- **Safe Turning Lanes:** dedicated left-turn and right-turn lanes
- **Traffic Control Upgrades:** New signals or roundabouts
- **Median Treatments:** Raised medians
- **Right-of-Way Management:** turn restrictions, driveway closures/ cross-parcel access, new local roadways /frontage/ backage roads

- Full movement
- Partial movement
 - Right-in and right-out
 - Right-in, right-out and left-in (3/4 movement)



Roundabout Example -CO 145, Telluride CO

US 50 & CO 135
Access Control Plan



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Parallel Local Roads/ Frontage Road

US 50 & CO 135
Access Control Plan

- US 50 Gunnison
- US 160 Pagosa Springs
- US 550 Montrose



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- Compile public comments- **October 2024**
- One-on-One meetings with adjacent property owners – **early November**
- Revise plans – **November 2024**
- County Commissioners/ City Council Review and Resolution – **January 2025**
- Final Report – **February 2025**
- Intergovernmental Agreement/ Adoption – **March 2025**

Questions and Plan Review

Appendix B - Existing Access Inventory

Appendix C - Crash History

mp	date	time	severity	location	road_desc	veh	contour	condition	lighting	weather	limit	acctype	dir	vehicle_1	driver_1	factor_1	speed	veh_move_1	dir	vehicle_2	driver_2	factor_2	speed	veh_move_2
151	7/13/2020	1520	INJ	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	65	SIDESWIPE (OPPOSITE DIRECTION)	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT	W	MOTORCYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	55	GOING STRAIGHT
151	5/23/2020	1745	INJ	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	65	WILD ANIMAL	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	60	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.1	10/13/2019	2245	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	65	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN W/TRA	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	65	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.5	6/10/2018	2135	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	65	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.6	7/3/2016	225	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	65	EMBANKMENT CUT/FILL SLOPE	W	SUV	ALCOHOL INVOLVED	EVADING LAW ENFORCEN	UK	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.7	2/8/2017	700	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY	DAYLIGHT	NONE	65	EMBANKMENT CUT/FILL SLOPE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	50	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.8	2/16/2017	1730	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	65	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
151.8	5/25/2019	2010	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	65	OTHER FIXED OBJECT	E	SUV	ALCOHOL INVOLVED	UNKNOWN	65	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
152	2/17/2016	1010	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	65	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
152	7/26/2016	1109	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	45	EMBANKMENT CUT/FILL SLOPE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	CHANGING LANES			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
152.11	11/8/2016	1730	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	65	WILD ANIMAL	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	SLOWING			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.2	9/26/2016	1930	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.5	8/11/2016	2145	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.8	4/2/2016	700	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.8	10/12/2016	1912	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.9	10/7/2020	530	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	DOMESTIC ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
153.96	8/21/2020	1445	INJ	ON	AT DRIVEWAY ACCESS	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	55	OVERTAKING TURN	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	MAKING LEFT TURN
154	7/3/2020	1455	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	50	SIDESWIPE (OPPOSITE DIRECTION)	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	50	GOING STRAIGHT	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	50	GOING STRAIGHT
154	8/5/2016	2310	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.02	2/8/2017	643	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	NONE	50	REAR-END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	25	GOING STRAIGHT	E	SUV	NO IMPAIRMENT SU	UNKNOWN	60	OTHER
154.07	10/24/2017	1530	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	35	FENCE	W	SUV	ALCOHOL INVOLVED	UNKNOWN	15	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.1	8/12/2018	835	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	50	TREE/SHRUBBERY	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.1	1/14/2016	1500	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	EMBANKMENT CUT/FILL SLOPE	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	OTHER			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.1	4/28/2016	1745	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	OTHER FIXED OBJECT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	55	AVOIDING OBJECT/VEHI			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.2	8/6/2019	1305	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	55	TREE/SHRUBBERY	E	SUV	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.3	10/5/2020	650	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	50	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.6	10/7/2017	2130	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	55	WILD ANIMAL	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
154.9	4/1/2019	1545	INJ	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	50	BICYCLE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	55	WEAVING	E	BICYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	10	GOING STRAIGHT
154.95	10/16/2018	1730	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	50	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155	8/16/2020	1345	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	30	SLOWING	W	SUV	NO IMPAIRMENT SU	DRIVER INEXPERIENCE	0	STOPPED IN TRAFFIC
155	11/27/2020	1730	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	WILD ANIMAL	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155	3/6/2019	2020	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	W/SLEET/	50	WILD ANIMAL	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	30	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.02	11/21/2017	1735	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	50	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.1	9/23/2016	1926	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	50	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.4	3/25/2019	1911	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	45	WILD ANIMAL	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.5	12/19/2019	2058	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	45	INVOLVING OTHER OBJECT	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL INVOLVED	UNKNOWN	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.54	6/2/2020	1730	INJ	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	35	EMBANKMENT CUT/FILL SLOPE	N	PICKUP TRUCK/UTILITY VAN	ALCOHOL INVOLVED	UNKNOWN	25	WEAVING			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.6	8/13/2020	2200	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	45	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	50	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.7	3/19/2018	1340	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	15	MAKING LEFT TURN	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	15	MAKING RIGHT TURN
155.76	10/19/2016	740	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	40	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	20	OTHER	W	PASSENGER CAR/VAN	ALCOHOL INVOLVED	NO APPARENT CONTRIB	45	GOING STRAIGHT
155.8	10/9/2019	225	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	45	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER FATIGUE	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.8	7/20/2018	650	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT	E	HIT & RUN - UNKNOV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	OTHER
155.8	12/21/2020	1040	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	OVERTAKING TURN	W	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	35	PASSING	W	OTHER - SEE REPORT	NO IMPAIRMENT SU	NO APPARENT CONTRIB	10	MAKING LEFT TURN
155.8	5/23/2019	1615	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.9	2/26/2017	930	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	WILD ANIMAL	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.9	4/11/2019	1545	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	GUARD RAIL	W	SUV	ALCOHOL INVOLVED	UNKNOWN	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.9	8/5/2016	1730	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	45	WILD ANIMAL	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.9	7/4/2019	2210	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	45	EMBANKMENT CUT/FILL SLOPE	NW	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER UNFAMILIAR WIT	20	MAKING LEFT TURN			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
155.91	3/10/2017	900	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	REAR-END	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	5	MAKING RIGHT TURN	E	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	DRIVER PREOCCUPIED	0	STOPPED IN TRAFFIC
155.99	5/30/2016	1210	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	45	TREE/SHRUBBERY	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	45	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
156.21	10/13/2018	1420	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	40	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	40	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
156.38	10/27/2020	825	PDO	ON	AT INTERSECTION	2	UNKNOWN	DRY	DAYLIGHT	NONE	UK	SIDESWIPE (SAME DIRECTION)	UK	UNKNOWN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	UNKNOWN</						

mp	date	time	severity	location	road_desc	veh	contour	condition	lighting	weather	limit	acctype	dir	vehicle_1	driver_1	factor_1	speed	veh_move_1	dir	vehicle_2	driver_2	factor_2	speed	veh_move_2
156.94	1/5/2017	1	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	DW/SLEET/H	UK	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	CHANGING LANES	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
156.94	12/4/2018	1000	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	15	GOING STRAIGHT	E	TRUCK GVW > 10K/B	NO IMPAIRMENT SU	NO APPARENT CONTRIB	35	GOING STRAIGHT
156.94	1/16/2016	1011	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	35	REAR-END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
156.94	1/11/2017	1101	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	UK	BROADSIDE	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	MAKING LEFT TURN	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
156.94	12/19/2018	1200	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	DW/SLEET/H	UK	BROADSIDE	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
156.94	7/17/2018	1531	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING RIGHT TURN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING RIGHT TURN
156.94	8/23/2016	1545	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
156.95	2/9/2019	0	PDO	OFF LEFT	AT INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	NONE	30	EMBANKMENT CUT/FILL SLOPE	SW	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	25	MAKING RIGHT TURN			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
156.96	12/14/2020	1900	PDO	ON	INTERSECTION RELATED	2	UNKNOWN	SNOWY	DARK-LIGHTED	UNKNOWN	25	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING RIGHT TURN
156.97	9/18/2018	1810	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	35	BROADSIDE	S	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	10	MAKING LEFT TURN	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	30	GOING STRAIGHT
156.98	12/28/2017	0	PDO	OFF IN MEDIA	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT	NONE	35	SIDESWIPE (OPPOSITE DIRECTION)	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	OTHER	E	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	40	GOING STRAIGHT
157	6/17/2016	728	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING RIGHT TURN	E	MOTORCYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157	2/18/2019	1130	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	UK	BROADSIDE	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	W	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157	7/8/2016	1530	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	W	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157	7/12/2017	1552	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	W	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157	9/16/2017	1643	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	35	APPROACH TURN	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	E	MOTORCYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.04	7/31/2019	1050	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	REAR-END	W	PICKUP TRUCK/UTILITY VAN W/TRAI	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBUTING FACT		STOPPED IN TRAFFIC	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.04	12/29/2019	1758	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DARK-UNLIGHTED	NONE	UK	BROADSIDE	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.1	1/7/2019	830	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	DW/SLEET/H	UK	REAR-END	E	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.11	12/17/2019	800	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	35	BROADSIDE	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	10	MAKING LEFT TURN	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	10	MAKING U-TURN
157.11	10/9/2020	1051	PDO	ON	NON-INTERSECTION	2	UNKNOWN	DRY	DAYLIGHT	NONE	25	PARKED MOTOR VEHICLE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	5	ENTERING/LEAVING PAR	UK	UNKNOWN	NO IMPAIRMENT SU	UNKNOWN	UK	UNKNOWN
157.17	3/14/2017	750	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	35	REAR-END	E	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.18	6/12/2018	1200	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	APPROACH TURN	E	PASSENGER CAR/VAN	RX/MEDICATION/DRUGS	DRIVER PREOCCUPIED	10	MAKING LEFT TURN	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	30	GOING STRAIGHT
157.18	9/9/2020	1230	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	DW/SLEET/H	30	REAR-END	S	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	5	GOING STRAIGHT	S	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.18	11/24/2018	1759	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DARK-UNLIGHTED	DW/SLEET/H	UK	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	S	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING LEFT TURN
157.18	6/23/2020	1855	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	W	PASSENGER CAR/VAN	NO IMPAIRMENT SU	UNKNOWN	UK	GOING STRAIGHT
157.19	3/22/2019	1313	PDO	OFF RIGHT	AT DRIVEWAY ACCESS	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	UK	LIGHT/UTILITY POLE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	MAKING RIGHT TURN			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
157.2	9/13/2017	1000	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	E	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	E	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.21	1/19/2016	1	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY ROAD T	DAYLIGHT	NONE	30	APPROACH TURN	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	10	MAKING LEFT TURN	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	30	GOING STRAIGHT
157.25	10/28/2016	1410	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	PARKED MOTOR VEHICLE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	BACKING	UK	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED
157.25	6/4/2019	1550	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	REAR-END	S	SUV	NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	1	MAKING RIGHT TURN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING RIGHT TURN
157.3	12/6/2016	1250	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	PARKED MOTOR VEHICLE	S	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	UK	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED
157.32	7/31/2017	1238	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	BICYCLE	W	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	31	GOING STRAIGHT	N	BICYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.32	6/20/2017	1652	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	PARKED MOTOR VEHICLE	NW	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	BACKING	UK	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED
157.32	10/30/2018	2126	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	35	LIGHT/UTILITY POLE	E	PICKUP TRUCK/UTILITY VAN W/TRAI	NO IMPAIRMENT SUSPEC	ASLEEP AT WHEEL	UK	GOING STRAIGHT			NO IMPAIRMENT SU	NO APPARENT CONTRIB	-	
157.32	7/6/2018	2133	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	UK	BICYCLE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	N	BICYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.35	12/17/2016	1244	PDO	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	25	PARKED MOTOR VEHICLE	E	SUV	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	E	UNKNOWN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	PARKED
157.35	7/17/2020	1649	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	5	REAR-END	E	MOTOR HOME	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT	E	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	35	STOPPED IN TRAFFIC
157.38	6/11/2020	1345	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	30	BROADSIDE	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	5	ENTERING/LEAVING PAR	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.39	6/2/2020	0	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	UK	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	MAKING RIGHT TURN	E	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING LEFT TURN
157.39	10/24/2017	825	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	25	SIDESWIPE (SAME DIRECTION)	S	TRUCK GVW > 10K/BUSSES > 15 PED	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	3	AVOIDING OBJECT/VEHI	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.39	6/27/2019	830	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	BACKING	E	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.39	6/1/2018	915	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	PEDESTRIAN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	MAKING RIGHT TURN	UK	OTHER - SEE REPORT	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	OTHER
157.39	10/25/2020	916	PDO	ON	AT INTERSECTION	1	UNKNOWN	DRY	DAYLIGHT	WIND	25	PEDESTRIAN	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	10	MAKING RIGHT TURN			NO IMPAIRMENT SUSPECTED			
157.39	1/16/2016	924	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	UK	APPROACH TURN	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	DRIVER INEXPERIENCE	UK	MAKING LEFT TURN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	ENTER/LEAVE PARKED
157.39	7/21/2017	1055	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	S	PASSENGER CAR/VAN	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.39	11/9/2020	1225	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	DW/SLEET/H	25	BROADSIDE	S	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	15	MAKING LEFT TURN	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	25	GOING STRAIGHT
157.39	4/19/2016	1314	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT			NO IMPAIRMENT SUSPECTED			
157.39	7/23/2018	1515	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	E	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.39	9/18/2018	1758	PDO	ON	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	NO APPARENT CONTRIB	0	STOPPED IN TRAFFIC
157.39	6/26/2018	1904	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	35	SIDESWIPE (SAME DIRECTION)	W	SUV	NO IMPAIRMENT SUSPEC	DISTRACTED BY PASSENG	10	MAKING RIGHT TURN	W	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	8	MAKING RIGHT TURN
157.4	6/6/2018	1000	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	OVERTAKING TURN	E	SUV	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	MAKING LEFT TURN	E	MOTORCYCLE	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.45	11/17/2016	1723	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	DW/SLEET/H	35	PEDESTRIAN	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	35	GOING STRAIGHT	N	OTHER - SEE REPORT	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	GOING STRAIGHT
157.46	10/26/2020	840	PDO	ON	AT INTERSECTION	2	UNKNOWN	ICY	DAYLIGHT	UNKNOWN	UK	BROADSIDE	UK	UNKNOWN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	UNKNOWN	UK	UNKNOWN	NO IMPAIRMENT SU	UNKNOWN	UK	UNKNOWN
157.46	7/8/2018	1215	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	BROADSIDE	E	SUV	NO IMPAIRMENT SUSPEC	NO APPARENT CONTRIBU	UK	GOING STRAIGHT	N	PICKUP TRUCK/UTILI	NO IMPAIRMENT SU	NO APPARENT CONTRIB	UK	MAKING LEFT TURN
157.46	9/28/2018	1310	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	UNKNOWN	0	STOPPED IN TRAFFIC
157.46	9/28/2018	1310	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	UK	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPEC	UNKNOWN	UK	GOING STRAIGHT	W	SUV	NO IMPAIRMENT SU	UNKNOWN	0	STOPPED IN TRAFFIC
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Appendix D - Intergovernmental Agreement

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control
1	151.225	L	CR 726	Public Street	Full Movement
2	151.225	R	Cooper Ranch Trail Access	Public Street	Full Movement
3	151.835	R	Neversink Trail Access	Public Street	Full Movement
4	151.857	L	Prosper Lane	Public Street	Full Movement
5	151.857	L	Phelps Ln	Public Street	Full Movement
6	152.029	L	Field Access	Private Driveway	Full Movement
7	152.162	R	Field Access	Private Driveway	Full Movement
8	152.162	L	Field Access	Private Driveway	Full Movement
9	152.483	R	Home Driveway	Private Driveway	Full Movement
10	152.483	L	Field Access	Private Driveway	Full Movement
11	152.736	R	Home Driveway	Private Driveway	Full Movement
12	152.736	L	Field Access	Private Driveway	Full Movement
13	152.994	R	Field Access	Private Driveway	Full Movement
14	152.994	L	Field Access	Private Driveway	Full Movement
15	153.008	R	CR 32	Public Street	Full Movement
16	153.076	R	Field Access	Private Driveway	Full Movement
17	153.11	R	Field Access	Private Driveway	Full Movement
18	153.108	L	Field Access	Private Driveway	Full Movement
18a	153.105	L	Field Access	Private Driveway	Full Movement
18r	153.008	L	N/A	Private Driveway	New Access
19	153.26	S	Access to Field	Private Driveway	Full Movement
20	153.26	L	Field Access	Private Driveway	Full Movement
21	153.287	R	Phyllis Lane/Mesa Campground	Public Street	Full Movement
21r	153.26	R	Phyllis Lane/Mesa Campground	Public Street	New Access
22	153.348	R	Mesa Campground	Private Driveway	Full Movement
23	153.415	R	Phyllis Lane/Mesa Campground	Public Street	Full Movement
24	153.507	L	Field Access	Private Driveway	Full Movement
24r	153.415	L	N/A	Private Driveway	New Access
25	153.705	R	Driveway	Private Driveway	Full Movement
26	153.706	L	Field Access	Private Driveway	Full Movement
27	153.751	L	Field Access	Private Driveway	Full Movement
28	153.806	R	Home Driveway	Private Driveway	Full Movement
29	153.858	R	Driveway	Private Driveway	Full Movement
30	154	L	US 50 Frontage Road	Public Street	Full Movement
30r	153.858	L	US 50 Frontage Road	Public Street	New Access
31	154.101	R	Home Driveway	Private Driveway	Full Movement
32	154.253	R	Home Driveway	Private Driveway	Full Movement
33	154.317	R	Home Driveway	Private Driveway	Full Movement
34	154.478	L	US 50 Frontage Road Connection	Public Street	Full Movement
35	154.562	R	Que Qua Lane	Public Street	Full Movement
36	154.568	R	Gunnison County Electric Association	Private Driveway	Full Movement
37	154.583	L	CR 18/US 50 Frontage Road Connection	Public Street	Full Movement
37r	154.562	L	CR 18/US 50 Frontage Road Connection	Public Street	Full Movement
38	154.593	R	Gunnison County Electric Association	Private Driveway	Full Movement
39	154.632	R	Curecanti Drive	Public Street	Full Movement
40	154.825	R	The Gunnison Inn at Dos Rios	Private Driveway	Full Movement
41	154.86	R	The Gunnison Inn at Dos Rios	Private Driveway	Full Movement
42	154.902	R	Shavano Drive	Public Street	Full Movement
43	155.029	R	Shavano Drive	Public Street	Full Movement
44	155.1	R	Rodeway Inn	Private Driveway	Full Movement
45	155.127	R	Rodeway Inn	Private Driveway	Full Movement
46	155.177	R	Cam Del Rio	Public Street	Full Movement
47	155.202	L	US 50 Frontage Road	Public Street	Full Movement
48	155.202	R	South Frontage Road	Public Street	Full Movement
49	155.333	R	South Frontage Road	Public Street	Full Movement
50	155.54	R	Whitewater Park Access	Public Street	Full Movement
50r	155.527	R	Whitewater Park Access	Public Street	New Access
51	155.54	L	US 50 Frontage Road	Public Street	Full Movement
52	155.91	R	CR 38 / W Airport Rd	Public Street	Full Movement
53	155.91	L	US 50 North Frontage Road	Public Street	Full Movement
54	156.385	L	Rio Grande Ave/North Frontage Rd	Public Street	Full Movement
55	156.385	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement
56	156.385	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement
57	156.385	R	Rio Grande Ave/ South Frontage Rd	Public Street	Full Movement
58	156.385	R	Rio Grande/South Frontage Rd South Leg	Public Street	Full Movement
59	156.385	R	Rio Grande/South Frontage Rd East Leg	Public Street	Full Movement
60	156.385	R	Rio Grande/South Frontage Rd North Leg	Public Street	Full Movement
61	156.448	L	Reed St/ North Frontage Rd	Public Street	Full Movement
62	156.448	L	Reed St/North Frontage Rd South Leg	Public Street	Full Movement
63	156.448	L	Reed St/North Frontage Rd West Leg	Public Street	Full Movement
64	156.448	L	Reed St/North Frontage Rd North Leg	Public Street	Full Movement

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control
74	156.665	R	Gunnison Ave/South Frontage Rd East Leg	Public Street	Full Movement
75	156.665	R	Gunnison Ave/South Frontage Rd North Leg	Public Street	Full Movement
76	156.775	L	W New York Avenue	Public Street	Signalized
77	156.775	R	W New York Avenue	Public Street	Signalized
78	156.775	R	W US HWY 50 Frontage Rd	Public Street	Full Movement
79	156.873	L	W Tomichi Ave	Public Street	3/4 NLTO
79r	156.873	L	W Tomichi Ave	Public Street	New Access
80	156.831	L	W Tomichi Ave Slip Lane	Public Street	Right Out Only
81	156.873	R	S 10th Street	Public Street	Full Movement
82	156.873	R	S 10th Street Business Access	Public Street	Full Movement
83	156.873	L	N 10th Street	Public Street	Full Movement
84	156.895	R	Conoco Gas Station/Convenience Store	Business Entrance	Full Movement
85	156.885	L	Ace Hardware	Business Entrance	Full Movement
86	156.907	R	Alley	Public Street	Full Movement
87	156.907	L	Alley	Public Street	Full Movement
88	156.914	R	Mountain West Financial Services	Business Entrance	Full Movement
89	156.918	L	Pie-Zan's Restaurant	Business Entrance	Full Movement
90	156.943	R	S 11th Street	Public Street	Full Movement
91	156.943	L	N 11th Street	Public Street	Full Movement
92	156.951	R	Sportsman's Liquor	Business Entrance	Full Movement
93	156.958	R	Alley	Public Street	Full Movement
94	156.958	L	Alley	Public Street	Full Movement
95	156.961	R	Scenic River Tours	Business Entrance	Full Movement
96	156.968	R	Scenic River Tours	Business Entrance	Full Movement
97	156.965	L	JC Services Auto Repair	Business Entrance	Full Movement
98	156.975	R	S 12th Street	Public Street	Full Movement
99	156.975	L	N 12th Street	Public Street	Full Movement
100	156.997	R	Love's Gas Station/Country Store	Business Entrance	Full Movement
101	157.005	R	Alley	Public Street	Full Movement
102	157.005	L	Alley	Public Street	Full Movement
103	157.015	R	Gunnison Liquor Store	Business Entrance	Full Movement
104	157.015	L	J&K Services Inc Driveway	Business Entrance	Full Movement
105	157.04	R	S Boulevard Street	Public Street	Full Movement
106	157.04	L	Boulevard Street	Public Street	Full Movement
107	157.062	R	Berfield's Stage Stop	Business Entrance	Full Movement
108	157.076	R	Alley	Public Street	Full Movement
109	157.076	L	Alley	Public Street	Full Movement
110	157.081	L	Gunnison Auto & Performance	Business Entrance	Full Movement
111	157.096	L	Gunnison Auto & Performance	Business Entrance	Full Movement
112	157.11	R	S 14th Street	Public Street	Full Movement
113	157.11	L	N 14th Street	Public Street	Full Movement
114	157.123	L	Standard Tire & Services Center	Business Entrance	Full Movement
115	157.136	L	Standard Tire & Services Center	Business Entrance	Full Movement
116	157.144	R	Alley	Public Street	Full Movement
117	157.144	L	Alley	Public Street	Full Movement
118	157.153	R	Alpine Lumber	Business Entrance	Full Movement
119	157.154	L	NAPA Auto Parts	Business Entrance	Full Movement
120	157.164	L	NAPA Auto Parts	Business Entrance	Full Movement
121	157.181	R	S Spruce Street	Public Street	Signalized
122	157.181	L	Spruce Street	Public Street	Signalized
123	157.205	R	Safeway	Business Entrance	Full Movement
124	157.216	R	Safeway/Alley	Business Entrance	Full Movement
125	157.216	L	Alley	Public Street	Full Movement
126	157.252	R	S Pine Street	Public Street	Full Movement
127	157.252	L	N Pine Street	Public Street	Full Movement
128	157.287	R	Alley	Public Street	Full Movement
129	157.287	L	Gunnison Bank & Trust/Alley	Business Entrance	Full Movement
130	157.297	L	OffCenter DeSIGNS	Business Entrance	Full Movement
131	157.322	R	S Wisconsin Street	Public Street	Full Movement
132	157.322	L	N Wisconsin Street	Public Street	Full Movement
133	157.358	R	Alley	Public Street	Full Movement
134	157.358	L	Alley	Public Street	Full Movement
135	157.394	R	S Main St (CO 135)	Public Street	Signalized
136	157.394	L	N Main St (CO 135)	Public Street	Signalized

Appendix E - Access Control Plan Tables

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
1	151.225	L	CR 726	Public Street	Full Movement	Move/Realign	Full movement intersection (aligned with Access #2) with potential for signalization. Access shall be realigned to reduce skew and line up with with Access #2.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
2	151.225	R	Cooper Ranch Trail Access	Public Street	Full Movement	Move/Realign	Full movement intersection (aligned with Access #1) with potential for signalization. Access shall be realigned to reduce skew and line up with with Access #1.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	align south with north leg
3	151.835	R	Neversink Trail Access	Public Street	Full Movement	Move/Realign	Full movement intersection (aligned with Accesses #4 and #5) with potential for signalization. Access #3 shall be realigned to reduce skew and line up with with Accesses #4 and #5	When property redevelops, a public project is funded, or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	align south with north leg
4	151.857	L	Prosper Lane	Public Street	Full Movement	No Change	Combine Access #4 and #5 into one full movement intersection (aligned with new Access #3r) with adequate queueing distance from US 50 and potential for signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
5	151.857	L	Phelps Ln	Public Street	Full Movement	No Change	Combine Access #4 and #5 into one full movement intersection (aligned with new Access #3r) with adequate queueing distance from US 50 and potential for signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
6	152.029	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easement to Moncriff Parcel #378707000091 to the east must be obtained/granted upon access change.	Temporary access until parcel to the east develops with local roadway connection
7	152.162	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
8	152.162	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easement to Moncriff Parcel #378707000091 to the east must be obtained/granted upon access change.	cross parcel access/ local road connection
9	152.483	R	Home Driveway	Private Driveway	Full Movement	No Change	Full movement intersection (aligned with Access #10) with potential for signalization.	When property redevelops, a public project is funded, or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
10	152.483	L	Field Access	Private Driveway	Full Movement	Move/Realign	Full movement intersection (aligned with Access #9) with potential for signalization.	When property redevelops, a public project is funded, or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop. Cross access easement to 34507 W Hwy 50 Parcel #378700000092 to the west must be obtained upon access change.	
11	152.736	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
12	152.736	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	local road connection
13	152.994	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
14	152.994	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
15	153.008	R	CR 32	Public Street	Full Movement	Signal	Full movement intersection (aligned with new Access #18r) with potential for signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
16	153.076	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
17	153.11	R	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
18	153.108	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easement to Moncriff Parcel #378707000091 to the west must be obtained/granted upon access change. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	Relocate to become 4th leg of CR 32/ local road connections
18a	153.105	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easement to Moncriff Parcel #378707000091 to the west must be obtained/granted upon access change. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
18r	153.008	L	N/A	Private Driveway	New Access	Move/Realign	Full movement intersection (aligned with Access #15) with potential for signalization.	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easement to Moncriff Parcel #378707000091 to the west must be obtained/granted upon access change. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	Relocate to become 4th leg of CR 32/ local road connections
19	153.26	S	Access to Field	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
20	153.26	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
21	153.287	R	Phyllis Lane/Mesa Campground	Public Street	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	relocate to 21R and allow 3/4 access with U-turn for NB to WB
21r	153.26	R	Phyllis Lane/Mesa Campground	Public Street	New Access	N/A	Three quarter movement (no left turn out)	When property redevelops, a public project is funded, or safety or operational issues develop. Access shall be aligned along the property line. Cross access easement to Spann Family Trust Parcel #378708000019 to the west must be obtained/granted upon access change.	
22	153.348	R	Mesa Campground	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
23	153.415	R	Phyllis Lane/Mesa Campground	Public Street	Full Movement	No Change	Full movement intersection (aligned with new Access #24r) with potential for signalization. Roadway shall connect to Phyllis Ln and Access #21r.	When property redevelops, a public project is funded, or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	design for EB to WB U-turn movement
24	153.507	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	relocate and align with 23 Phyllis Lane with new local roadway connection
24r	153.415	L	N/A	Private Driveway	New Access	N/A	Full movement intersection (aligned with Access #23) with potential for signalization.	When property redevelops, a public project is funded, or safety or operational issues develop.	
25	153.705	R	Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easements to Moncrief W A Junior Management Trust Parcel #378709000025 to the east AND Moncrief William Alvin III Trust, C/O W A Moncrief Jr Parcel #378708000001 to the west must be obtained/granted upon access change.	cross parcel access
26	153.706	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	cross parcel access
27	153.751	L	Field Access	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
28	153.806	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to Moncrief William Alvin III Trust Parcel #378709000024 to the east AND Besse Camille Parcel #378709000005 to the west must be obtained/granted upon access change.	

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29	153.858	R	Driveway	Private Driveway	Full Movement	No Change	Full movement intersection (aligned with new Access #30r) with potential for signalization.	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to Moncrief W A Junior Management Trust Parcel #378709000025 to the west AND Moncrief C B Parcel #378709000011 to the east must be obtained/granted upon access change.	Use Access 28
30	154	L	US 50 Frontage Road	Public Street	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	relocate to align with 29 and new local roadway connection
30r	153.858	L	US 50 Frontage Road	Public Street	New Access	Move/Realign	Full movement intersection (aligned with Access #29) with potential for signalization. Access #30 shall be realigned to reduce skew and line up with with Access #29 to create new Access #30r.	When property redevelops, a public project is funded, or safety or operational issues develop.	
31	154.101	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop. Cross access easements to Moncrief C B Parcel #378709000011 to the east and west must be obtained upon access change.	Use Access 32
32	154.253	R	Home Driveway	Private Driveway	Full Movement	RIRO	Close. Property shall take access from existing public road connection to the east (Que Qua Ln, Access #35).	When property redevelops or safety or operational issues develop. Cross access easements to Moncrief C B Parcel #378709000011 to the east and west must be obtained upon access change.	cross parcel access (temporary conditional access until cross-parcel access to Que Qua Lane established)
33	154.317	R	Home Driveway	Private Driveway	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	cross parcel access
34	154.478	L	US 50 Frontage Road Connection	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
35	154.562	R	Que Qua Lane	Public Street	Full Movement	No Change	Full movement intersection (aligned with new Access #37r) with potential for signalization. Access #35 shall be realigned to reduce skew and line up with new Access #37r.	When a public project is funded or safety or operational issues develop.	
36	154.568	R	Gunnison County Electric Association	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
37	154.583	L	CR 18/US 50 Frontage Road Connection	Public Street	Full Movement	Close	Full movement intersection (aligned with Access #35) with potential for signalization. Access #37 shall be realigned to reduce skew and relocated to line up with Access #35 to create the new Access #37r.	When a public project is funded or safety or operational issues develop.	realign CR 18 and US 50 Frontage Road
37r	154.562	L	CR 18/US 50 Frontage Road Connection	Public Street	Full Movement	N/A	Full movement intersection (aligned with Access #35) with potential for signalization. Access #37 shall be realigned to reduce skew and relocated to line up with Access #35 to create the new Access #37r.	When a public project is funded or safety or operational issues develop.	
38	154.593	R	Gunnison County Electric Association	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop.	
39	154.632	R	Curecanti Drive	Public Street	Full Movement	RIRO	Right-in right-out	When a public project is funded or safety or operational issues develop. Cross access easements to Que Qua Condominiums, Lakeside Townhomes Phase II, and Gunnison Hospitality Group LLC Parcel #378710000083 to the east must be obtained/granted upon access change.	
40	154.825	R	The Gunnison Inn at Dos Rios	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to Que Qua Condominiums and Lakeside Townhomes Phase II (Curecanti Dr) to the west and Shavano Dr to the east must be obtained/granted upon access change.	
41	154.86	R	The Gunnison Inn at Dos Rios	Private Driveway	Full Movement	Close	Close	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to Que Qua Condominiums and Lakeside Townhomes Phase II (Curecanti Dr) to the west and Shavano Dr to the east must be obtained/granted upon access change.	
42	154.902	R	Shavano Drive	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop. Cross access easements to Gunnison Hospitality Group LLC Parcel #378710000083 to the west must be obtained/granted upon access change.	
43	155.029	R	Shavano Drive	Public Street	Full Movement	RIRO	Right-in right-out	When a public project is funded or safety or operational issues develop.	
44	155.1	R	Rodeway Inn	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to Rancho Kyriaki LLC Parcel #378710018002 and Iglesia Rios de Agua Viva de Gunnison Parcel #378710018001 to the east must be obtained upon access change.	

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45	155.127	R	Rodeway Inn	Private Driveway	Full Movement	RIRO	Right-in right-out	When property redevelops, a public project is funded, or safety or operational issues develop. Cross access easements to SMCO Ventures LLC Parcel #378710018002 to the west and Rancho Kyriaki LLC Parcel #378710018002 to the east must be obtained upon access change.	
46	155.177	R	Cam Del Rio	Public Street	Full Movement	No Change	Full movement intersection with potential for signalization.	N/A	design for EB to WB U-turn movement
47	155.202	L	US 50 Frontage Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
48	155.202	R	South Frontage Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
49	155.333	R	South Frontage Road	Public Street	Full Movement	3/4 NLTO	Three quarter movement (no left turn out)	When a public project is funded or safety or operational issues develop.	
50	155.54	R	Whitewater Park Access	Public Street	Full Movement	Close	Three quarter movement (no left turn out). Access #50 shall be realigned to reduce skew to create the new Access #50r.	When a public project is funded or safety or operational issues develop.	realign to west 200'
50r	155.527	R	Whitewater Park Access	Public Street	New Access	3/4 NLTO	Three quarter movement (no left turn out). Access #50 shall be realigned to reduce skew to create the new Access #50r.	When a public project is funded or safety or operational issues develop.	
51	155.54	L	US 50 Frontage Road	Public Street	Full Movement	Close	Close	When a public project is funded or safety or operational issues develop.	
52	155.91	R	CR 38 / W Airport Rd	Public Street	Full Movement	No Change	Full movement intersection with potential for roundabout or signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
53	155.91	L	US 50 North Frontage Road	Public Street	Full Movement	No Change	Full movement intersection with potential for roundabout or signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
54	156.385	L	Rio Grande Ave/North Frontage Rd	Public Street	Full Movement	RIRO	Right-in right-out. North Frontage Road connection to mainline US 50 shall become RIRO. Other access to Frontage Rd remains unchanged.	When a public project is funded or safety or operational issues develop.	
55	156.385	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement	No Change	Left/right North Frontage Road movements shall be maintained, but the connection to mainline US 50 shall be restricted to RIRO and through movement closed.	When a public project is funded or safety or operational issues develop.	
56	156.385	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement	Close	North Frontage Road to the north to be closed.	When a public project is funded or safety or operational issues develop.	
57	156.385	R	Rio Grande Ave/ South Frontage Rd	Public Street	Full Movement	No Change	Full movement.	When a public project is funded or safety or operational issues develop.	
58	156.385	R	Rio Grande/South Frontage Rd South Leg	Public Street	Full Movement	Enter Only	Full movement. Implement one-way southbound condition on frontage road.	When a public project is funded or safety or operational issues develop.	
59	156.385	R	Rio Grande/South Frontage Rd East Leg	Public Street	Full Movement	No Change	Full movement. South Frontage Rd/Rio Grande intersection shall remain full movement.	When a public project is funded or safety or operational issues develop.	
60	156.385	R	Rio Grande/South Frontage Rd North Leg	Public Street	Full Movement	No Change	Full movement. South Frontage Rd/Rio Grande intersection shall remain full movement.	When a public project is funded or safety or operational issues develop.	
61	156.448	L	Reed St/ North Frontage Rd	Public Street	Full Movement	Signal	Full movement intersection with potential for signalization.	When a public project is funded or safety or operational issues develop. A signal may be implemented when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if safety or operational issues develop.	
62	156.448	L	Reed St/North Frontage Rd South Leg	Public Street	Full Movement	Close	Close North Frontage Road	When a public project is funded or safety or operational issues develop.	
63	156.448	L	Reed St/North Frontage Rd West Leg	Public Street	Full Movement	No Change	Full movement. Reed St/US 50 shall remain full movement.	When a public project is funded or safety or operational issues develop.	
64	156.448	L	Reed St/North Frontage Rd North Leg	Public Street	Full Movement	Close	Close North Frontage Road	When a public project is funded or safety or operational issues develop.	
64r	156.57	L	Reed St/ North Frontage Rd	Public Street	New Access	N/A	Right-in right-out. Access to mainline US 50 shall be restricted to RIRO, but frontage road connections shall remain full movement. Access shall be aligned across from San Juan Ave.	When a public project is funded or safety or operational issues develop.	
65	156.448	R	W Bidwell Ave/South Frontage Rd	Public Street	Full Movement	Close	Close. Bidwell Ave/US 50 access shall close.	When a public project is funded or safety or operational issues develop.	
66	156.448	R	Bidwell Ave/North Frontage Rd South Leg	Public Street	Full Movement	No Change	Full movement. No access to US 50.	When a public project is funded or safety or operational issues develop.	
67	156.448	R	Bidwell Ave/North Frontage Rd West Leg	Public Street	Full Movement	No Change	Full movement. No access to US 50.	When a public project is funded or safety or operational issues develop.	

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68	156.448	R	Bidwell Ave/North Frontage Rd North Leg	Public Street	Full Movement	No Change	Full movement. No access to US 50.	When a public project is funded or safety or operational issues develop.	Evaluate typical section for road diet
69	156.665	L	Gunnison Ave/North Frontage Rd	Public Street	Full Movement	Close	Close. North Frontage Road through movements shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
70	156.665	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement	No Change	Full movement. North Frontage Road through movements shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
71	156.665	L	W US HWY 50 North Frontage Rd	Public Street	Full Movement	No Change	Full movement. North Frontage Road through movements shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
72	156.665	R	Gunnison Ave/South Frontage Rd	Public Street	Full Movement	Close	Close. South Frontage Road through movements shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
73	156.665	R	Gunnison Ave/South Frontage Rd South Leg	Public Street	Full Movement	No Change	Full movement. Gunnison Ave/South Frontage Road full movement shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
74	156.665	R	Gunnison Ave/South Frontage Rd East Leg	Public Street	Full Movement	No Change	Full movement. Gunnison Ave/South Frontage Road full movement shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
75	156.665	R	Gunnison Ave/South Frontage Rd North Leg	Public Street	Full Movement	No Change	Full movement. Gunnison Ave/South Frontage Road full movement shall be maintained, but the connection to mainline US 50 shall be closed.	When a public project is funded or safety or operational issues develop.	
76	156.775	L	W New York Avenue	Public Street	Signalized	RIRO	Right-in right-out and removing the signal	When a public project is funded or safety or operational issues develop.	
77	156.775	R	W New York Avenue	Public Street	Signalized	RIRO	Right-in right-out. New York Ave/US 50 connection shall be restricted to right-in right out, but the connection to the South Frontage Rd shall be closed. Signal will be removed.	When a public project is funded or safety or operational issues develop.	
78	156.775	R	W US HWY 50 Frontage Rd	Public Street	Full Movement	Close	Close. South Frontage Rd/New York Ave connection shall be closed.	When a public project is funded or safety or operational issues develop.	
79	156.873	L	W Tomichi Ave	Public Street	3/4 NLTO	Close	Access #79 shall be closed and realigned to reduce skew to create the new Access #79r.	When a public project is funded or safety or operational issues develop.	
79r	156.873	L	W Tomichi Ave	Public Street	New Access	N/A	Full access movement. Access #79 and #80 shall be realigned to reduce skew to create the new Access #79r.	When a public project is funded or safety or operational issues develop.	
80	156.831	L	W Tomichi Ave Slip Lane	Public Street	Right Out Only	Close	Access #80 shall be closed and realigned to reduce skew to create the new Access #79r.	When a public project is funded or safety or operational issues develop.	
81	156.873	R	S 10th Street	Public Street	Full Movement	No Change	The future condition of this intersection/access is unknown. This intersection will be designed at a later date.	When a public project is funded or safety or operational issues develop.	
82	156.873	R	S 10th Street Business Access	Public Street	Full Movement	RIRO	Right-in right-out	When property redevelops or safety or operational issues develop.	
83	156.873	L	N 10th Street	Public Street	Full Movement	No Change	The future condition of this intersection/access is unknown. This intersection will be designed at a later date.	When a public project is funded or safety or operational issues develop.	
84	156.895	R	Conoco Gas Station/Convenience Store	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
85	156.885	L	Ace Hardware	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
86	156.907	R	Alley	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #87)	When a public project is funded or safety or operational issues develop.	
87	156.907	L	Alley	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #86)	When a public project is funded or safety or operational issues develop.	
88	156.914	R	Mountain West Financial Services	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
89	156.918	L	Pie-Zan's Restaurant	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
90	156.943	R	S 11th Street	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #91)	When a public project is funded or safety or operational issues develop.	future HAWK?
91	156.943	L	N 11th Street	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #90)	When a public project is funded or safety or operational issues develop.	future HAWK?
92	156.951	R	Sportsman's Liquor	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
93	156.958	R	Alley	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #94)	When a public project is funded or safety or operational issues develop.	
94	156.958	L	Alley	Public Street	Full Movement	No Change	Full movement intersection (aligned with Access #93)	When a public project is funded or safety or operational issues develop.	
95	156.961	R	Scenic River Tours	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
96	156.968	R	Scenic River Tours	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
97	156.965	L	JC Services Auto Repair	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	

Access #	Milepost	Access Side	Description	Access Type	Existing Access Control	Proposed Change	Proposed Configuration	Conditions for Implementation	Notes
98	156.975	R	S 12th Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
99	156.975	L	N 12th Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
100	156.997	R	Love's Gas Station/Country Store	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
101	157.005	R	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
102	157.005	L	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
103	157.015	R	Gunnison Liquor Store	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
104	157.015	L	J&K Services Inc Driveway	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
105	157.04	R	S Boulevard Street	Public Street	Full Movement	No Change	Full movement signalized intersection	When a public project is funded or safety or operational issues develop.	
106	157.04	L	Boulevard Street	Public Street	Full Movement	No Change	Full movement signalized intersection	When a public project is funded or safety or operational issues develop.	
107	157.062	R	Berfield's Stage Stop	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
108	157.076	R	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
109	157.076	L	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
110	157.081	L	Gunnison Auto & Performance	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
111	157.096	L	Gunnison Auto & Performance	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
112	157.11	R	S 14th Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
113	157.11	L	N 14th Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
114	157.123	L	Standard Tire & Services Center	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
115	157.136	L	Standard Tire & Services Center	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
116	157.144	R	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
117	157.144	L	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
118	157.153	R	Alpine Lumber	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
119	157.154	L	NAPA Auto Parts	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
120	157.164	L	NAPA Auto Parts	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
121	157.181	R	S Spruce Street	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
122	157.181	L	Spruce Street	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
123	157.205	R	Safeway	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
124	157.216	R	Safeway/Alley	Business Entrance	Full Movement	No Change	Full movement unsignalized intersection	When property redevelops or safety or operational issues develop.	
125	157.216	L	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
126	157.252	R	S Pine Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
127	157.252	L	N Pine Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
128	157.287	R	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
129	157.287	L	Gunnison Bank & Trust/Alley	Business Entrance	Full Movement	No Change	Full movement unsignalized intersection	When property redevelops or safety or operational issues develop.	
130	157.297	L	OffCenter DeSIGNS	Business Entrance	Full Movement	Close	Close	When property redevelops or safety or operational issues develop.	
131	157.322	R	S Wisconsin Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
132	157.322	L	N Wisconsin Street	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
133	157.358	R	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
134	157.358	L	Alley	Public Street	Full Movement	No Change	Full movement unsignalized intersection	When a public project is funded or safety or operational issues develop.	
135	157.394	R	S Main St (CO 135)	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	
136	157.394	L	N Main St (CO 135)	Public Street	Signalized	No Change	Full movement signalized intersection	N/A	

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Public Works Performance Update

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

Review of Strategic Metrics for Public Works for 2024

Fiscal Impact:

Submitted by: MARTIN SCHMIDT

Submitter's Email Address: mschmidt@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 3/5/2025

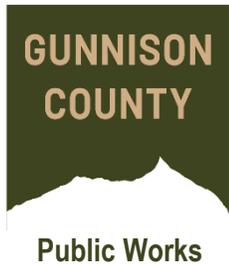
Consent Agenda

Regular Agenda

Worksession

Time Allotted: 20

Agenda Date: 3/11/2025



Martin Schmidt, Assistant County Manager for Public Works

Phone: (970) 641-0044
mschmidt@gunnisoncounty.org

Public Works Department

2024 Performance Update to the BOCC

Page 5 of the performance report describes the 6 key strategic results of the Public Works Department:

Strategic Result 1 – Funding Stream

HUTF funding is the only dedicated funding source for Road and Bridge. It has not increased at the state or federal level since the mid 1990's. The Gunnison BOCC has traditionally spent two other sources of unrestricted funding on roads, PILT and Severance taxes. PILT comes from state and federal land that is untaxed, but produces a payment to "offset" the lost opportunity to collect tax, it is very stable and is about 1.6 million per year. Severance is a tax collected from extractive industries like oil and gas wells. It is extremely volatile in the amount the county collects. We have gotten anywhere from 50,000 to 2 million per year. It is disbursed in late summer, so some major projects have to wait until we know they can be funded. This year all signals from the state are that severance taxes will be low. Property taxes (the general fund) are not allowed to be spent on roads by state statute.

Staff is working with a consultant to provide data to the Board to consider a ballot issue for additional funds for the R&B fund. The first draft of the report has been completed and a Capital Improvement Plan is being built currently. There are rarely projects of any decent size that can be accomplished with the current funding. By my estimation there is currently about enough funds to maintain a system for roads and bridges that are in good condition, but not make improvements or undertake projects without outside funding through grants or loans. The consultant is building a researched case for the correct, right sized, needed, funds and justify that request. Public Works is heavily affected by the cost of products like asphalt, vehicles, tools, salt, fuel, and other products.

The Public Works Fee schedule was updated to accurately reflect the cost of providing permit services and this included an increase in parking permits at the Kebler Trailhead.

Strategic Result 2 – Road Repair Rating

With budget constraints road repair occurs much more than construction and is one of the most common tasks of the Road and Bridge crews. A mix of solutions are applied to the road based on the type of failure, road construction, and type of road. Staff uses industry best practices and local knowledge to produce the best repairs possible. Overall road condition is unfortunately low, so repaired areas are sometimes the best section of the road. The details of road repair are sometimes lost on the biennial Citizen Survey respondents, but we are always striving for improvement. We have had impacts to schedule from bridge failures and from staffing issues. We are reaching full staffing levels, but still struggle to find summer help to complete larger and more complex projects.

Strategic Result 3 - Trails and Paths

Trails and Paths that are maintained by the County are consistently maintained. Gunnison County does not have a parks department, but PW is able to deliver a high-quality experience to users. Improvements in safety, signage, and surface will continue as budget allows. Staff hopes to see its ratings continue to increase in the next biennial Citizen Survey.

Strategic Result 4 – Environmental Stewardship

All aspects of Public Works consider the environmental impact of our actions. From purchasing hybrid and fully electric vehicles to “right sizing” equipment, it is an ongoing process. Fuel per hour is considered when purchasing heavy equipment to minimize cost and environmental impact. Adjustments to plow routes to make the activity more efficient and maintain high levels of service is an ongoing task. The cost of materials and equipment continues to rise, causing the cost per mile to maintain a road to not decrease, but we have not seen cost increases from activities the County controls. We have complied with all subsections of this result thanks to the paving of Cottonwood, but continuing to provide new paved roads is reliant on outside funding.

Strategic Result 5 – Landfill Operation

The landfill is continuing to comply with all operational regulations and is actively diverting waste that can be recycled or can be dealt with in a way to minimize the impact to the working face/fill. There has not been a decrease in the expected lifespan of the landfill. We need to move the current shop to a new location in order for future expansion, and that is going to be bid, designed, and built this year to ensure operations continue uninterrupted.

Strategic Result 6 – Road Maintenance Metrics

The approved service levels inform the decision-making process for Public Works. Our rural roads stretch to every corner of the County and we have consistently low accident metrics and complaints. This result has been achieved through the diligence of staff and quality of operations. Despite budget constraints our roads provide a safe experience for the public. The work being performed by the ballot initiative consultant will build an improvement plan that can be used to further guide staff regardless of the outcome of the vote.

Staff can provide details for specific metrics. There are some items that are worth highlighting in each of our activities.

Public Works Operational Support

Operational support from administration is a part of all our key results. We added a ROW and permit manager to the operational support staff in 2024. This position is allowing for better service delivery and better focus by other staff on other aspects of PW. We also had some front office churn that seems to have stabilized and will add to the ability to serve the public.

Fleet

We have worked with Finance and the County Manager to establish a lease purchase program that will allow for Public Works to acquire more equipment by using cash flow instead of lump payments. This will allow PW to do a better job of disposing of old, inefficient, and expensive equipment. All of the equipment replacement decisions are based on usage and cost metrics. We are prioritizing the equipment based on use case and efficiency, both fuel efficiency and the efficiency of service delivery.

Road and Bridges

Paved and Gravel Road Maintenance

Some level of maintenance occurs on 100% of our roads every year. The scale of maintenance is determined by the needs of the road in that year. Some roads are assessed only, others crack sealed and others resurfaced. In 2024 we diverted effort from chip seal, due to the availability of product, to a full depth reclamation that injected concrete into the soil to stabilize the base course. This expensive treatment dealt with a high traffic area that was consistently failing. In 2024 we hauled some gravel in the Gunnison area, but primarily hauled gravel onto Kebler Pass road. We performed a smaller amount of chloride applications due to the bridge and the cost per gallon of chloride.

Winter Maintenance

The 2024 winter maintenance budget was typical. We have been able to overcome breakdowns, long hours, wild winds, and fast accumulations to provide excellent service to the public. So far this year we have not had to close a County plowed road due to snow or conditions. We have been able to plow ahead of the school busses every storm. We have staffed the night position in Crested Butte for every storm until at least midnight. Gunnison County is proud to deliver exceptional plow services to the entire County.

Bridges and Minor Structures

The majority of County Bridges continue to have good condition ratings and do not see major deterioration year over year. Even those with functional or structural deficiencies are in good enough condition that they do not qualify for replacement funding. Minor structures (culvert/multi-plates) are assessed by County staff and repairs and maintenance are made as needed. Staff is working on lining or replacement of a culvert under Washington Gulch in 2025 and the replacement of the bridge deck on CR 10.

Construction

No major construction occurred in 2024. The biggest construction project on the horizon is the Brush Creek Intersection and Underpass. Staff is moving forward on grant contracts that are critical to that project moving forward.

Service to Incorporated Municipalities

All current agreements with Municipalities have been fulfilled by the County in 2024 and we will work to maintain good working relationships in 2025.

Trails and Parks

Staff is working with Met Rec to better serve the community with trails. General maintenance of the miles of County maintained trails will continue. Staff is continuing to work on the design of the replacement of the second feature at the whitewater park in compliance with FAA rules and opportunities for funding.

Solid Waste

Landfill

Waste volumes continue at a high but steady level. With the opening of the bridge WM business has stopped using our landfill and they haul all their products to their landfill in Montrose and GJ. Doing the dirt work for a new shop pad and erecting a wind fence are on the agenda for staff. Moving the shop must occur for the next liner extension, and the wind fence will mitigate our worst noted violation at the landfill (windblown trash). This violation is

Recycling

Recycling has been heavily affected the market for products. One of our main buyers when into bankruptcy and Coors discontinued buying glass. We have found replacement buyers and are shifting operations to match the new buyers. We continue to sell every product from the center and are always looking for buyers that offer a higher rate or buy a different product. Waste diversion continues to be the main goal of the Recycle Center. Staff feels strongly that the biennial Citizen Survey confuses county and other recycling services and pervasive rumors decrease our score. We are working on better information sharing with the public.

Utilities

Water

The Water Division continues to produce about the same amount of water as we have in the past. The system is operating well and we have no operational or regulatory issues. In 2024 we began the process of changing our water meters over to a different model for several reasons. One major benefit will be real-time use and billing that allows us to provide better information to customers and manage the system more efficiently. This data will be critical to enact best management principles to decrease water use. The new meters will be the most technologically advanced in the valley. We have data from current water meters that are still seeing as low as 1% water loss, an incredible achievement. We have not had any major leaks or unplanned outages.

Wastewater

Staff was able to replace pipes and line manholes to reduce inflow and infiltration into the system in 2024. Staff is continuing to work on the replacement of the Somerset septic field and hope to reach an agreement with CDPHE this year and are further along in the regulatory process than at any time in my tenure. The largest driver of cost for wastewater is the cost of treatment, followed by the cost of maintenance. We are lucky to have a relatively modern collection system, but it is reaching the age where maintenance is critical. We are effectively applying maintenance dollars to decrease unwanted flows and avoid clogs. We have not had any overflows or outages.

Weed Management District

The Weed Management team is staffed for the summer with the same team that achieved high success for the last several years. The treatment of ROW land is their critical goal and they focus on using narrow band herbicides to combat specific invasive weeds. The Weed District is also continually improving their educational component. The Weed coordinator has successfully assessed every Reclamation permit or development improvement agreement that was due in 2024. All of the partner agencies are returning in 2025.

Staff is willing to answer any questions about specific areas of concern or general inquiry about the operation of the Public Works Department.

PERFORMANCE REPORT
for the
Public Works Department



Public Works Department

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Department Structure & Strategic Results 	
Measures		<ul style="list-style-type: none"> • By December 31, 2026, Gunnison County will have an additional funding stream that ensures sufficient support for road and bridge infrastructure, construction and maintenance so that residents and visitors can safely travel on County roads, conduct business, and pursue recreational interests. • By December 31, 2026, 40% of respondents to the biennial Citizen Survey will report that road repair on County roads and highways is good or excellent. • By December 31, 2026, 75% of respondents to the biennial Citizen Survey will report that the availability of paths and walking trails is good or excellent. • By December 31, 2026, visitors and residents of Gunnison County will have confidence that their County government will continuously strive to protect the environment by meeting or exceeding all goals related to cost reductions, snow removal options, fleet management, stormwater management, energy efficiency, utilizing recycled materials, landfill (solid waste) management, and provision of water and wastewater services as indicated by: • By 2026, through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021. • Annually, residents and visitors of Gunnison County will enjoy the benefits of a sound and well-managed infrastructure, as measured by:

Fleet Management Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Fleet Management Program 	
Measures		<ul style="list-style-type: none"> • Percentage of heavy equipment required for summer/winter readiness is replaced before the end of its useful life based on equipment age, hours of use, demand, and cost of repairs. • Percentage of emergency service responders' vehicles and light-duty equipment receive priority in scheduling for maintenance and planned repairs. • Percentage of winter maintenance weeks when the readiness rate for snow-removal equipment is met. • Maximum percentage of time spent on repairs related to failed repair. • Annual cost per vehicle component rebuild. • Annual cost per heavy-equipment component rebuild.

Roads and Bridges Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Alignment Matrix 	

Element	Summary Views	Detail Views
Measures		<ul style="list-style-type: none"> Percentage of respondents to the biennial citizen survey who report that road repair services are good or excellent. Percentage of paved road miles that are seal coated annually (represents 100% of need based on five-year cycle). Percentage of County paved road miles maintained annually. Percentage of County gravel/native surface road miles are maintained annually. Percentage of USFS/BLM gravel/native surface road miles are maintained annually. Cost per mile of County paved road maintained. Cost per mile of County gravel road maintained. Percentage of respondents to the biennial citizen survey who report that snow removal services in Gunnison County is good or excellent. Percentage of school days when snow accumulations meet plow policy criteria prior to 4:00 am, all school bus routes will be plowed prior to school bus use. Expenditure per mile of paved road plowed. Expenditure per mile of gravel road plowed. Percentage of major bridges (20' and over) that are independently rated bi-annually as structurally sound. Percentage of minor structures (under 20') are rated bi-annually as "fair" or better. Expenditure per major bridge maintained. Expenditure per minor structure maintained. Percentage of gravel road miles meeting paving criteria that are hard surfaced annually. Percentage of hard-surfaced road miles meeting overlay criteria that are resurfaced annually. Expenditure per mile of existing hard-surfaced road resurfaced. Percentage of respondents to the biennial citizen survey who report that the availability of paths and walking trails is excellent or good. Percentage of County-maintained trails have surface treatments, sweepings, drainage improvements or debris clearing as needed. Percentage of paved trails that are swept. Expenditure per linear foot for trail maintenance. Expenditure per linear foot for trail construction. Percentage of municipality roads that are maintained per municipality standards and budgets. Expenditure per hour of maintenance provided. Percentage of customers who obtain Public Works permits within three working days of submitting a completed application. Percentage of complete and correct vendor invoices are submitted for payment within 30 days of receipt. Percentage of customer inquiries regarding road conditions, summer and winter, receive an informed response within three working days.

Solid Waste Management Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> Solid Waste Management Program 	
Measures		<ul style="list-style-type: none"> Percentage of respondents to the biennial citizen survey who report that recycling services are good or excellent Percentage of product that is diverted from the waste stream. Gross cost per ton of product processed. Revenue per year from product diversion. Net cost per ton of product processed. Percentage of product is diverted from burial in the landfill. The landfill will continue to meet all State and Federal environmental regulations every year. By 2026, through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021. Gross cost per ton of trash processed. Revenue per year from recycled product diversion. Net cost per ton of trash processed.

Utility Services Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> Utility Services Program 	

Element	Summary Views	Detail Views
Measures		<ul style="list-style-type: none"> • Maximum percentage of water customers who experience unplanned water outages. • Percentage of current water rates that reflect the maintenance and improvement costs associated with specific systems. • Percentage of rates are structured to encourage wise use and water conservation. • Percentage of customers who are notified of possible water leaks and or the possibility of experiencing a higher than normal water bill on a monthly basis. • Expenditure per gallon of water sold. • Percentage of respondents to the biennial citizen survey who report that sewer services are good or excellent. • Maximum percentage of customers who experience unplanned sewer outages. • Percentage of current sewer rates that reflect the maintenance and improvement costs associated with specific systems. • Cost per sewer customer served.

Weed Management Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Weed Management Program 	
Measures		<ul style="list-style-type: none"> • Percentage of work outlined within cooperator-funded agreements for weed treatments and mapping that is completed. • Percentage of outstanding Gunnison County Reclamation Permits that are inspected by the Weed Coordinator. • Percentage of financial contributors (federal, state and local cooperators) to the Gunnison Basin Weed Management Program who report that their expectations are met for weed control by the Gunnison County Weed District on the lands they oversee. • Expenditure per acre treated

Department Structure & Strategic Results

Public Works Department

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[Scorecards](#)
[Measures](#)

Department Mission

The mission of the Public Works Department is to provide infrastructure construction and management services to residents, visitors and County departments so they can travel on County roads, pursue recreational interests, and enjoy living in a more sustainable environment.

Program / Activity Structure

Roads and Bridges Program

- [Paved and Gravel Road Maintenance](#)
- [Winter Maintenance](#)
- [Bridges and Minor Structures](#)
- [Construction](#)
- [Trails and Parks](#)
- [Service to Incorporated Municipalities](#)
- [Operational Support](#)

Solid Waste Management Program

- [Recycling](#)
- [Landfill](#)

Utility Services Program

- [Water Treatment and Distribution](#)
- [Wastewater Collection](#)

Fleet Management Program

- [Fleet Management](#)

Weed Management Program

- [Weed Management](#)

Strategic Results

1. By December 31, 2026, Gunnison County will have an additional funding stream that ensures sufficient support for road and bridge infrastructure, construction and maintenance so that residents and visitors can safely travel on County roads, conduct business, and pursue recreational interests.
2. By December 31, 2026, 40% of respondents to the biennial Citizen Survey will report that road repair on County roads and highways is good or excellent.
3. By December 31, 2026, 75% of respondents to the biennial Citizen Survey will report that the availability of paths and walking trails is good or excellent.
4. By December 31, 2026, visitors and residents of Gunnison County will have confidence that their County government will continuously strive to protect the environment by meeting or exceeding all goals related to cost reductions, snow removal options, fleet management, stormwater management, energy efficiency, utilizing recycled materials, landfill (solid waste) management, and provision of water and wastewater services as indicated by:
 - No loss of funding or fines due to non-compliance with wastewater and drinking water quality standards and solid-waste regulations;
 - X% reduction in annual maintenance cost per mile of gravel or dirt road hard surfaced, considering fuel, equipment, labor and magnesium chloride treatment;
 - Gunnison County will have hard-surfaced 10 miles of County roads from the 2018 baseline; and
 - 90% of equipment purchased will meet federal emission standards.
5. By 2026, through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021.
6. Annually, residents and visitors of Gunnison County will enjoy the benefits of a sound and well-managed infrastructure, as measured by:
 - 90% of County paved road miles are maintained as defined by revised published service levels;
 - 80% of gravel/native surface road miles are maintained as defined by revised published service levels; and
 - 95% of decisions to approve/not approve, prioritize and respond to requests for unplanned improvements and/or additional maintenance will be informed by the Board-approved revised and published service levels.

By December 31, 2026, Gunnison County will have an additional funding stream that ensures sufficient support for road and bridge infrastructure, construction and maintenance so that residents and visitors can safely travel on County roads, conduct business, and pursue recreational interests.

Public Works Department

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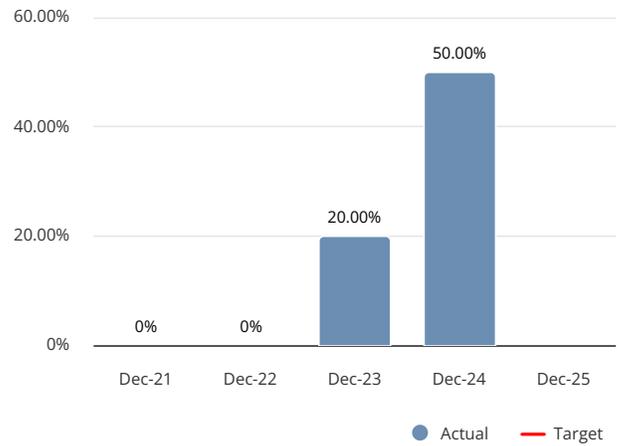
[Measures](#)

Description

Owner

Collaborators

By December 31, 2026, Gunnison County will have an additional funding stream that ensures sufficient support for road and bridge infrastructure, construction and maintenance so that residents and visitors can safely travel on County roads, conduct business, and pursue recreational interests.



Analysis Dec-24

By December 31, 2026, 40% of respondents to the biennial Citizen Survey will report that road repair on County roads and highways is good or excellent.

Public Works Department

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Description

Owner

By December 31, 2026, 40% of respondents to the biennial Citizen Survey will report that road repair on County roads and highways is good or excellent.

Collaborators



Analysis Dec-24

By December 31, 2026, 75% of respondents to the biennial Citizen Survey will report that the availability of paths and walking trails is good or excellent.

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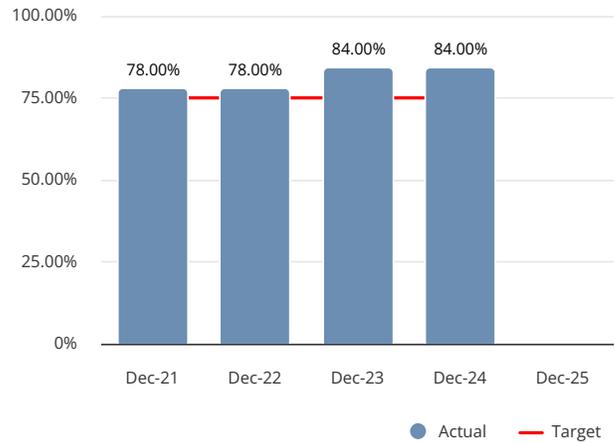
[Measures](#)

Description

Owner

By December 31, 2026, 75% of respondents to the biennial Citizen Survey will report that the availability of paths and walking trails is good or excellent.

Collaborators



Analysis Dec-24

By December 31, 2026, visitors and residents of Gunnison County will have confidence that their County government will continuously strive to protect the environment by meeting or exceeding all goals related to cost reductions, snow removal options, fleet management, stormwater management, energy efficiency, utilizing recycled materials, landfill (solid waste) management, and provision of water and wastewater services as indicated by:

Public Works Department

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Description

- No loss of funding or fines due to non-compliance with wastewater and drinking water quality standards and solid-waste regulations;
- X% reduction in annual maintenance cost per mile of gravel or dirt road hard surfaced, considering fuel, equipment, labor and magnesium chloride treatment;
- Gunnison County will have hard-surfaced 10 miles of County roads from the 2018 baseline; and
- 90% of equipment purchased will meet federal emission standards.

Owner

Collaborators

By December 31, 2026, visitors and residents of Gunnison County will have confidence that their County government will continuously strive to protect the environment by meeting or exceeding all goals related to cost reductions, snow removal options, fleet management, stormwater management, energy efficiency, utilizing recycled materials, landfill (solid waste) management, and provision of water and wastewater services as indicated by:



Analysis

Dec-24

By 2026, through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021.

Public Works Department

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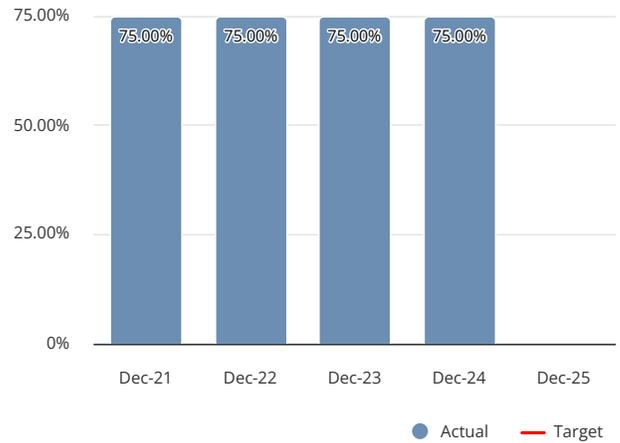
[Measures](#)

Description

Owner

Collaborators

By 2026 through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021.



Analysis Dec-24

Annually, residents and visitors of Gunnison County will enjoy the benefits of a sound and well-managed infrastructure, as measured by:

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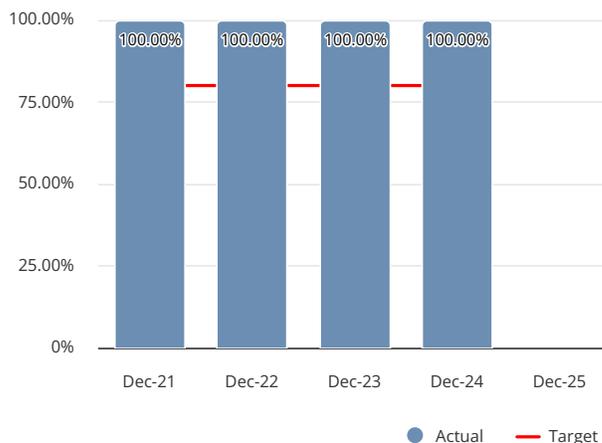
Description

• 90% of County paved road miles are maintained as defined by revised published service levels; • 80% of gravel/native surface road miles are maintained as defined by revised published service levels; and • 95% of decisions to approve/not approve, prioritize and respond to requests for unplanned improvements and/or additional maintenance will be informed by the Board-approved revised and published service levels.

Owner

Annually residents and visitors of Gunnison County will enjoy the benefits of a sound and well-managed infrastructure as measured by

Collaborators



Analysis

Dec-24

Fleet Management Program

Fleet Management Program

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Program Purpose Statement

The purpose of the Fleet Management Program is to provide vehicles, light-duty and heavy-duty equipment, and maintenance and repair services to Public Works and other County departments so they can have readiness levels of properly maintained vehicles and equipment sufficient to perform their jobs in an efficient manner without undue delays.

Performance Narrative

Program Key Results

 Percentage of heavy equipment required for summer/winter readiness is replaced before the end of its useful life based on equipment age, hours of use, demand, and cost of repairs.



Percentage of heavy equipment required for summer/winter readiness is replaced before the end of its useful life based on equipment age, hours of use, demand, and cost of repairs.

Fleet Management Program

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Description

Owner



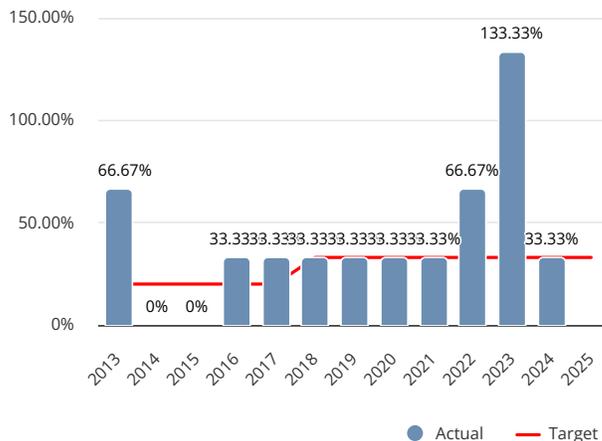
Curtis Lupton (Public Works)

Collaborators



Joseph Lucero (Public Works)

Percentage of heavy equipment required for summer/winter readiness is replaced before the end of its useful life based on equipment age, hours of use, demand, and cost of repairs.



Performance Narrative

Percentage of emergency service responders' vehicles and light-duty equipment receive priority in scheduling for maintenance and planned repairs.
Fleet Management Program

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Description

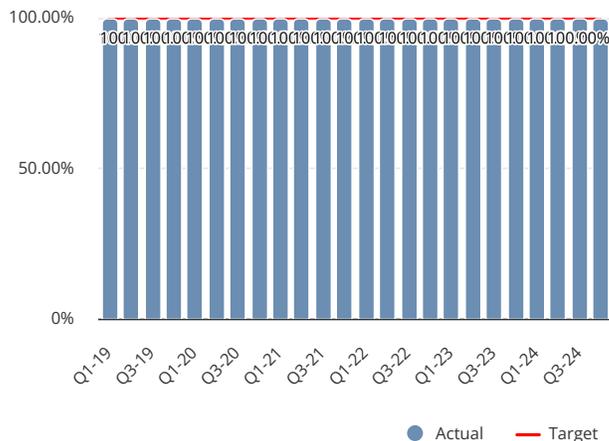
Owner

Percentage of emergency service responders' vehicles and light-duty equipment receive priority in scheduling for maintenance and planned repairs.

Collaborators



Joseph Lucero (Public Works)



Performance Narrative



Percentage of winter maintenance weeks when the readiness rate for snow-removal equipment is met.

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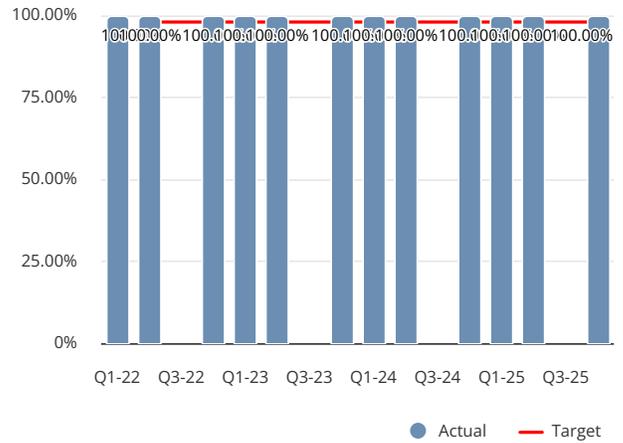
[Measures](#)

Description

Owner

Collaborators

Percentage of winter maintenance weeks when the readiness rate for snow-removal equipment is met.



Performance Narrative



Maximum percentage of time spent on repairs related to failed repair.

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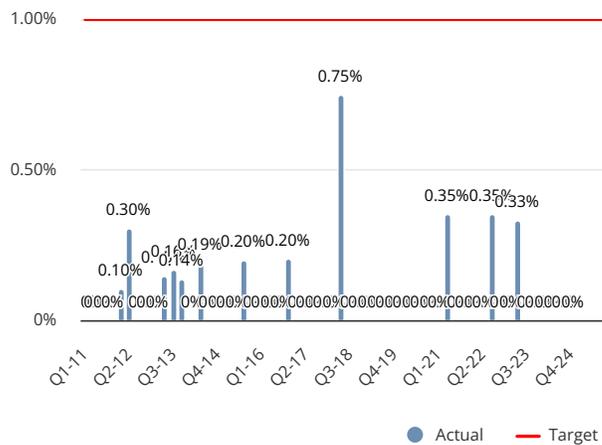
[Measures](#)

Description

Owner

Collaborators

Maximum percentage of time spent on repairs related to failed repair.



Performance Narrative



Annual cost per vehicle component rebuild.

Fleet Management Program

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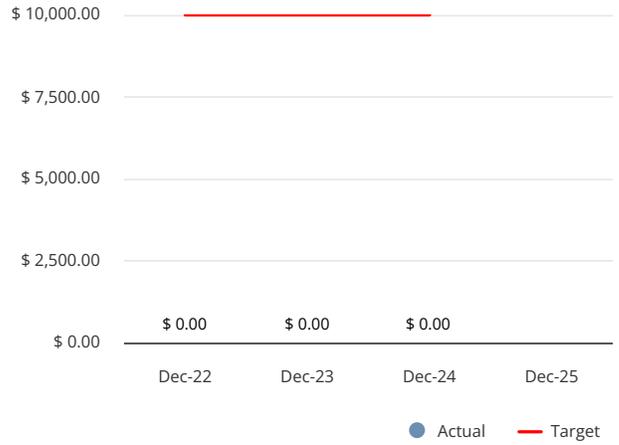
[Measures](#)

Description

Owner

Collaborators

Annual cost per vehicle component rebuild.



Performance Narrative



Annual cost per heavy-equipment component rebuild.

Fleet Management Program

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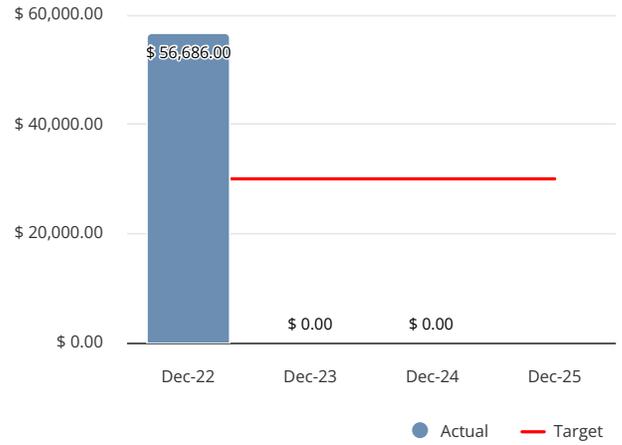
[Measures](#)

Description

Owner

Collaborators

Annual cost per heavy-equipment component rebuild.



Performance Narrative

Roads and Bridges Program

Roads and Bridges Program

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Program Purpose Statement

The purpose of the Roads and Bridges Program is to provide road and bridge management and maintenance services to residents, visitors, businesses service providers and governmental agencies so they can travel on well-maintained roads while enjoying the natural beauty of Gunnison County.

Performance Narrative

Program Key Results

 Percentage of County paved road miles maintained annually.
 Percentage of County gravel/native surface road miles are maintained annually.
 Percentage of USFS/BLM gravel/native surface road miles are maintained annually.
 Percentage of school days when snow accumulations meet plow policy criteria prior to 4:00 am, all school bus routes will be plowed prior to school bus use.
 Percentage of major bridges (20' and over) that are independently rated bi-annually as structurally sound.
 Percentage of gravel road miles meeting paving criteria that are hard surfaced annually.
 Percentage of customers who obtain Public Works permits within three working days of submitting a completed application.
 Percentage of customer inquiries regarding road conditions, summer and winter, receive an informed response within three working days.

Percentage of respondents to the biennial citizen survey who report that road repair services are good or excellent.

Roads and Bridges Program

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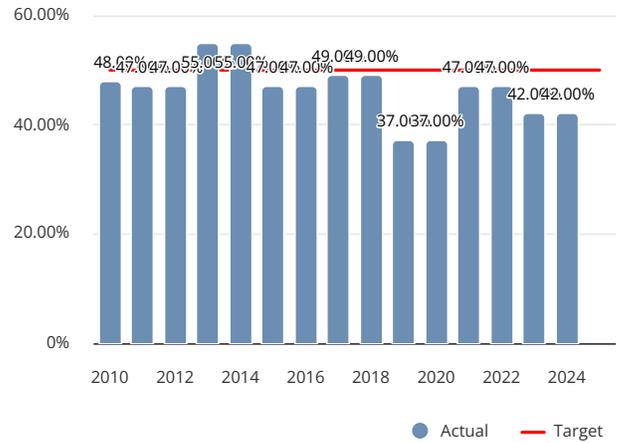
[Measures](#)

Description

Owner

Collaborators

Percentage of respondents to the biennial citizen survey who report that road repair services are good or excellent.



Performance Narrative

Percentage of paved road miles that are seal coated annually
(represents 100% of need based on five-year cycle).
Roads and Bridges Program

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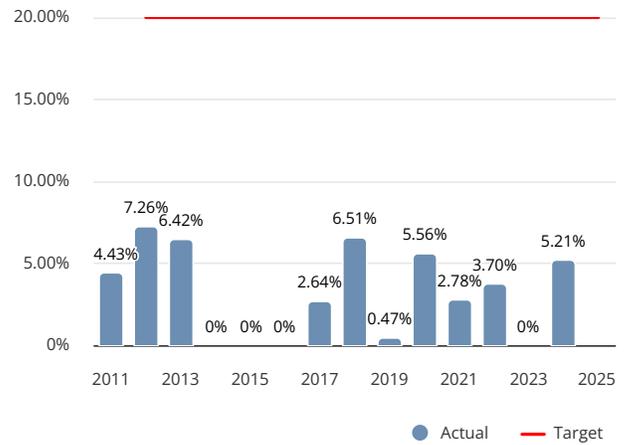
[Measures](#)

Description

Owner

Collaborators

Percentage of paved road miles that are seal coated annually
represents 100% of need based on five-year cycle



Performance Narrative



Percentage of County paved road miles maintained annually.

Roads and Bridges Program

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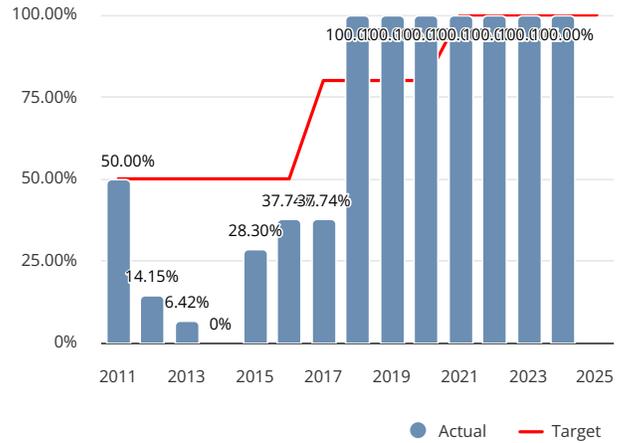
[Measures](#)

Description

Owner

Collaborators

Percentage of County paved road miles maintained annually.



Performance Narrative



Percentage of County gravel/native surface road miles are maintained annually.

Roads and Bridges Program

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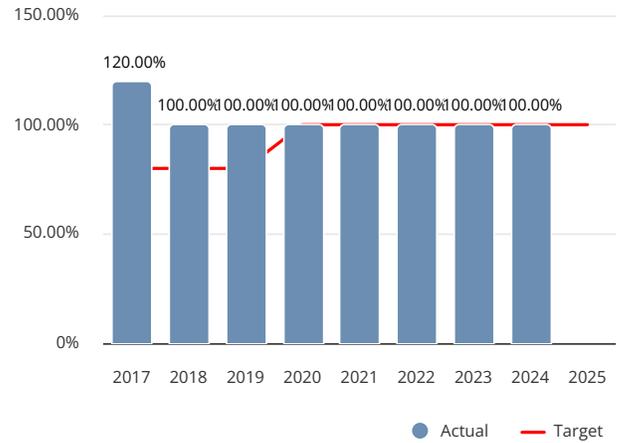
[Measures](#)

Description

Owner

Collaborators

Percentage of County gravel/native surface road miles are maintained annually.



Performance Narrative



Percentage of USFS/BLM gravel/native surface road miles are maintained annually.

Roads and Bridges Program

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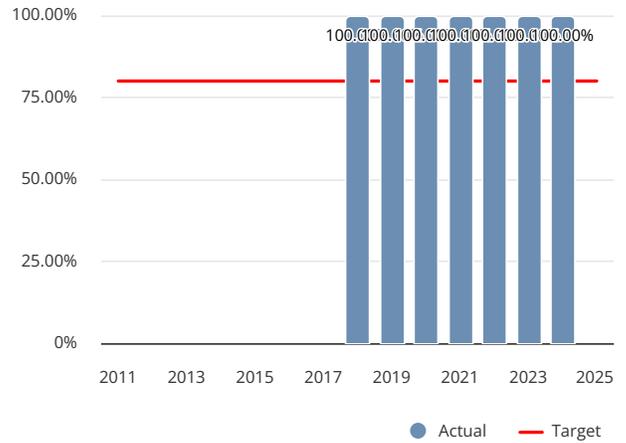
[Measures](#)

Description

Owner

Collaborators

Percentage of USFS/BLM gravel/native surface road miles are maintained annually.



Performance Narrative

Cost per mile of County paved road maintained.
Roads and Bridges Program

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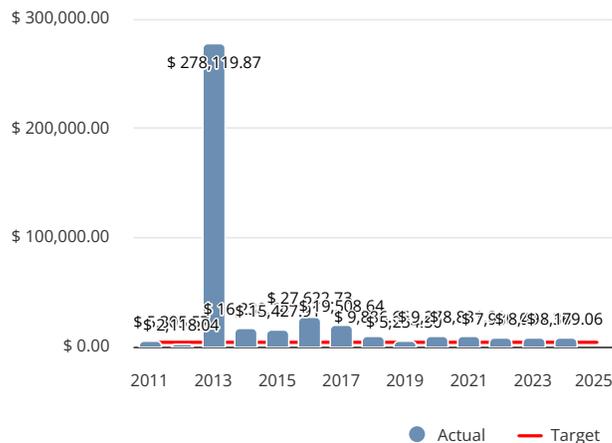
[Measures](#)

Description

Owner

Collaborators

Cost per mile of County paved road maintained.



Performance Narrative

Cost per mile of County gravel road maintained.
Roads and Bridges Program

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Description

Owner

Collaborators

Cost per mile of County gravel road maintained.



Performance Narrative



Percentage of respondents to the biennial citizen survey who report that snow removal services in Gunnison County is good or excellent.

Roads and Bridges Program

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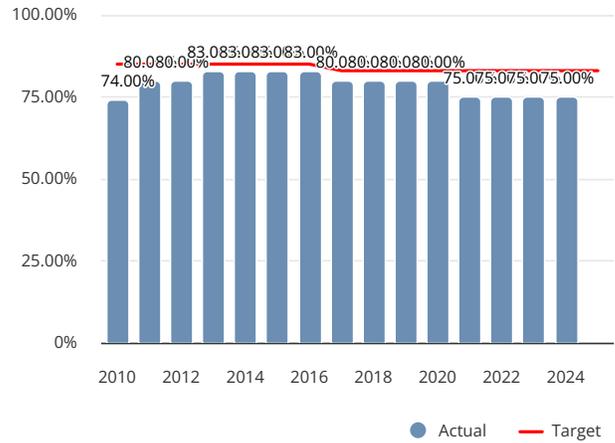
[Measures](#)

Description

Owner

Percentage of respondents to the biennial citizen survey who report that snow removal services in Gunnison County is good or excellent.

Collaborators



Performance Narrative



Percentage of school days when snow accumulations meet plow policy criteria prior to 4:00 am, all school bus routes will be plowed prior to school bus use.

Roads and Bridges Program

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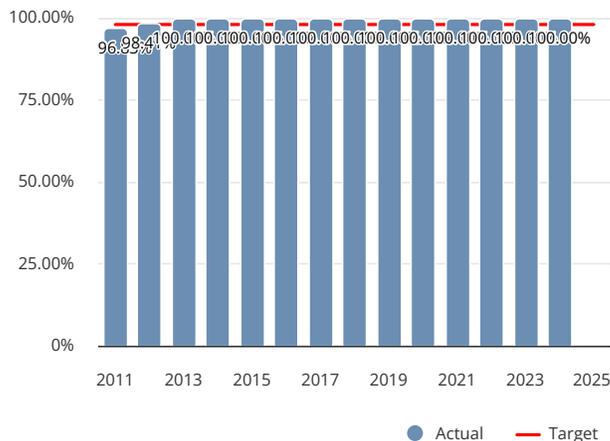
[Measures](#)

Description

Owner

of school days when snow accumulations meet plow policy criteria prior to 4:00 am all school bus routes will be plowed prior to school bus use.

Collaborators



Performance Narrative

Expenditure per mile of paved road plowed.

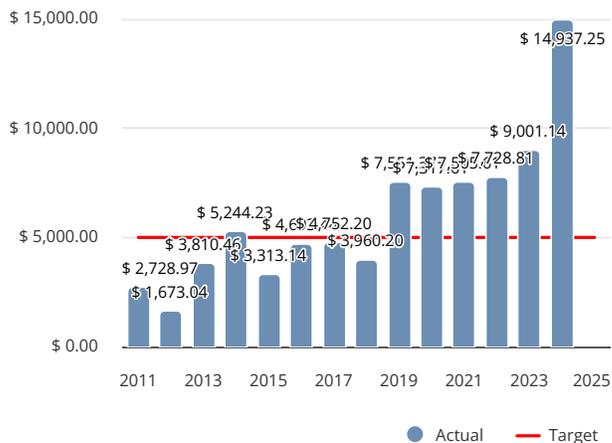
Roads and Bridges Program

Description

Owner

Collaborators

Expenditure per mile of paved road plowed.



Performance Narrative

Expenditure per mile of gravel road plowed.

Roads and Bridges Program

Description

Owner

Collaborators

Expenditure per mile of gravel road plowed.



Performance Narrative



Percentage of major bridges (20' and over) that are independently rated bi-annually as structurally sound.

Roads and Bridges Program

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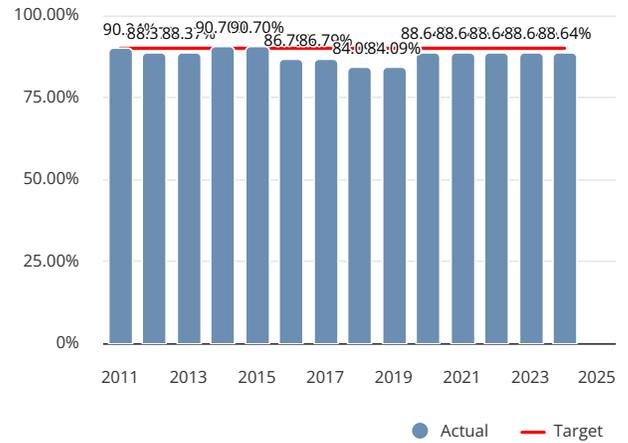
[Measures](#)

Description

Owner

Collaborators

Percentage of major bridges (20' and over) that are independently rated bi-annually as structurally sound.



Performance Narrative



Percentage of minor structures (under 20') are rated bi-annually as "fair" or better.

Roads and Bridges Program

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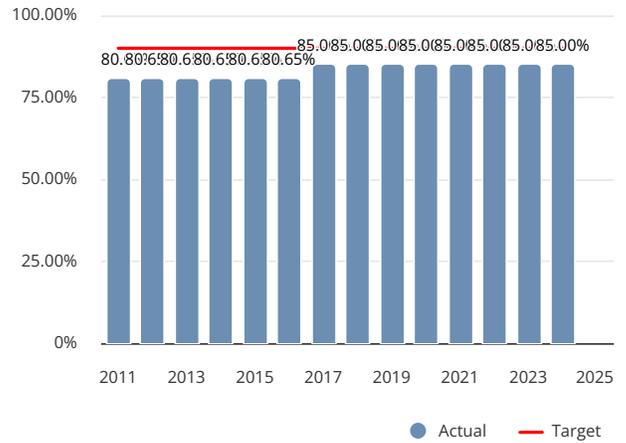
[Measures](#)

Description

Owner

Percentage of minor structures (under 20') are rated bi-annually as "fair" or better.

Collaborators



Performance Narrative

Expenditure per major bridge maintained.

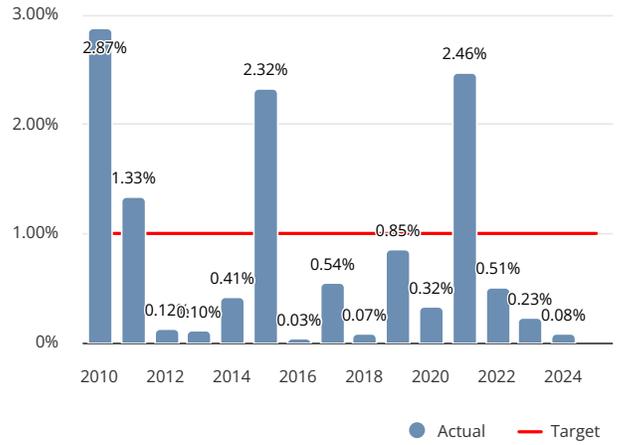
Roads and Bridges Program

Description

Owner

Collaborators

Expenditure per major bridge maintained.



Performance Narrative



Expenditure per minor structure maintained.

Roads and Bridges Program

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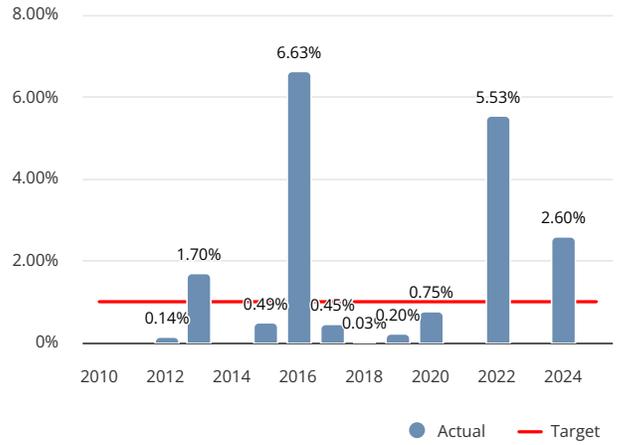
[Measures](#)

Description

Owner

Collaborators

Expenditure per minor structure maintained.



Performance Narrative

Percentage of gravel road miles meeting paving criteria that are hard surfaced annually.

Roads and Bridges Program

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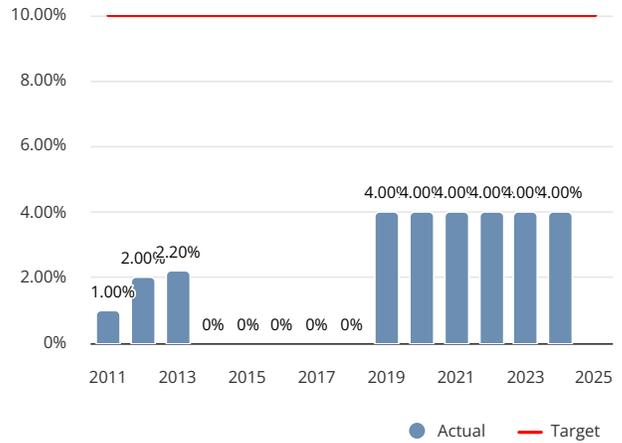
[Measures](#)

Description

Owner

Collaborators

Percentage of gravel road miles meeting paving criteria that are hard surfaced annually.



Performance Narrative

Percentage of hard-surfaced road miles meeting overlay criteria that are resurfaced annually.

Roads and Bridges Program

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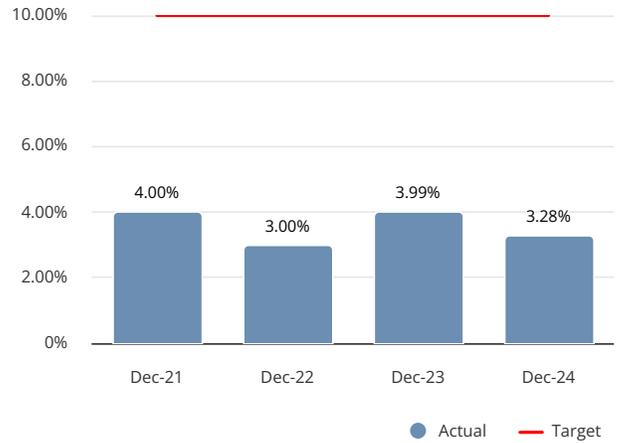
[Measures](#)

Description

Owner

Collaborators

Percentage of hard-surfaced road miles meeting overlay criteria that are resurfaced annually.



Performance Narrative



Expenditure per mile of existing hard-surfaced road resurfaced.

Roads and Bridges Program

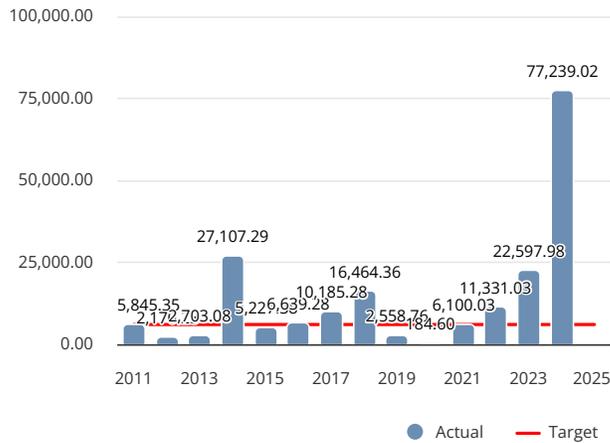


Description

Owner

Collaborators

Expenditure per mile of existing hard-surfaced road resurfaced.



Performance Narrative



Percentage of respondents to the biennial citizen survey who report that the availability of paths and walking trails is excellent or good.

Roads and Bridges Program

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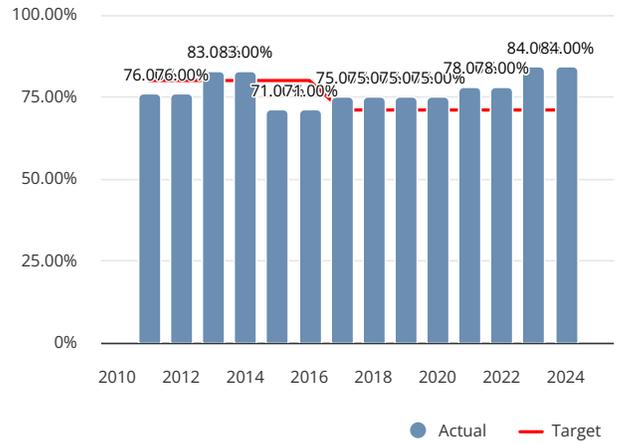
[Measures](#)

Description

Owner

Collaborators

Percentage of respondents to the biennial citizen survey who report that the availability of paths and walking trails is excellent or good.



Performance Narrative



Percentage of County-maintained trails have surface treatments, sweepings, drainage improvements or debris clearing as needed.

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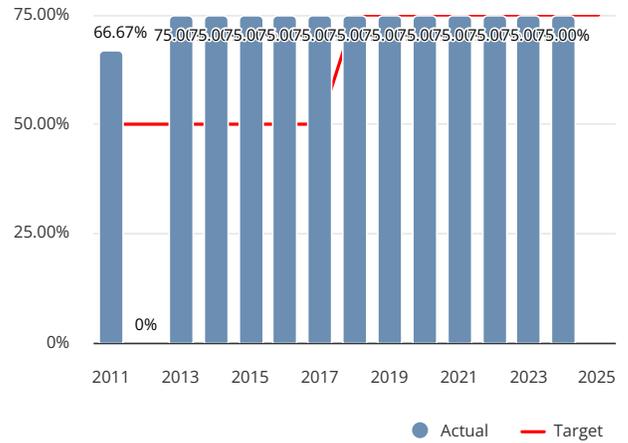
[Measures](#)

Description

Owner

Collaborators

Percentage of County-maintained trails have surface treatments, sweepings, drainage improvements or debris clearing as needed.



Performance Narrative



Percentage of paved trails that are swept.

Roads and Bridges Program

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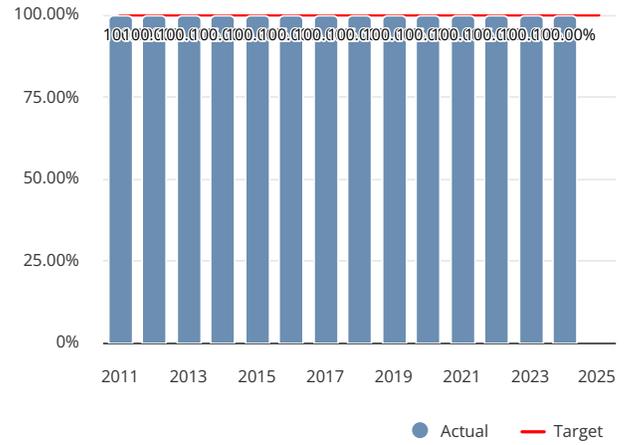
[Measures](#)

Description

Owner

Collaborators

Percentage of paved trails that are swept.



Performance Narrative



Expenditure per linear foot for trail maintenance.

Roads and Bridges Program

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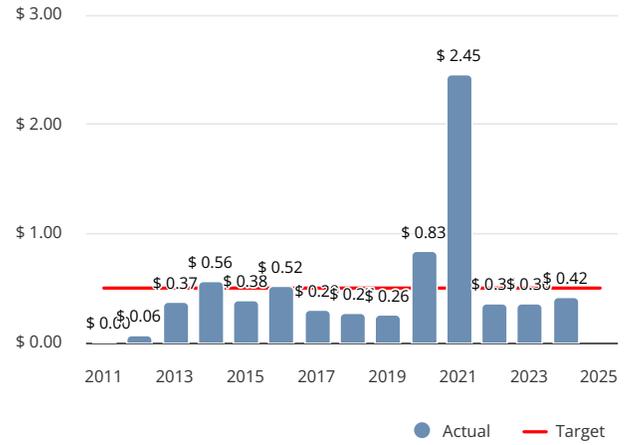
[Measures](#)

Description

Owner

Collaborators

Expenditure per linear foot for trail maintenance.



Performance Narrative

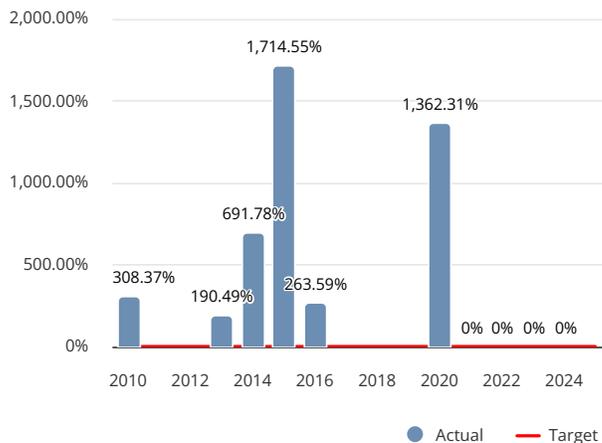
Expenditure per linear foot for trail construction.
Roads and Bridges Program

Description

Owner

Collaborators

Expenditure per linear foot for trail construction.



Performance Narrative

When zeros are entered indicating that no trail construction was done the system does not recognize that as data entered, therefor I must enter a 1 to force the system to calculate something and show data has been entered.



Percentage of municipality roads that are maintained per municipality standards and budgets.

Roads and Bridges Program

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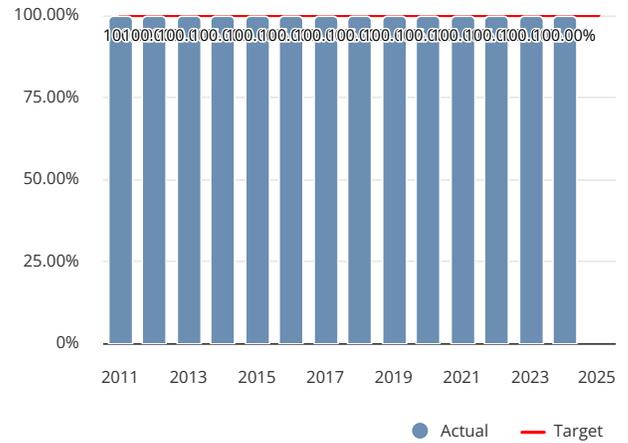
[Measures](#)

Description

Owner

Collaborators

Percentage of municipality roads that are maintained per municipality standards and budgets.



Performance Narrative

Expenditure per hour of maintenance provided.

Roads and Bridges Program

Description

Owner

Collaborators

Expenditure per hour of maintenance provided.



Performance Narrative



Percentage of customers who obtain Public Works permits within three working days of submitting a completed application.

Roads and Bridges Program

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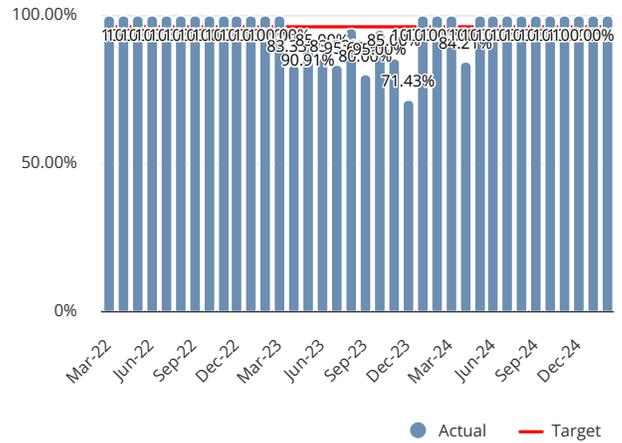
[Measures](#)

Description

Owner

Collaborators

Percentage of customers who obtain Public Works permits within three working days of submitting a completed application.



Performance Narrative



Percentage of complete and correct vendor invoices are submitted for payment within 30 days of receipt.

Roads and Bridges Program

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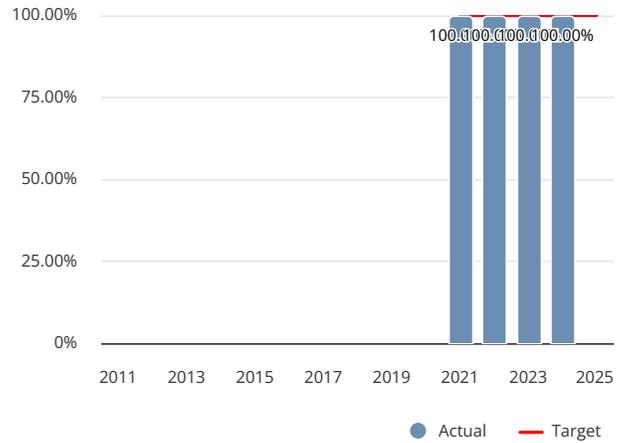
[Measures](#)

Description

Owner

Collaborators

Percentage of complete and correct vendor invoices are submitted for payment within 30 days of receipt.



Performance Narrative



Percentage of customer inquiries regarding road conditions, summer and winter, receive an informed response within three working days.

Roads and Bridges Program

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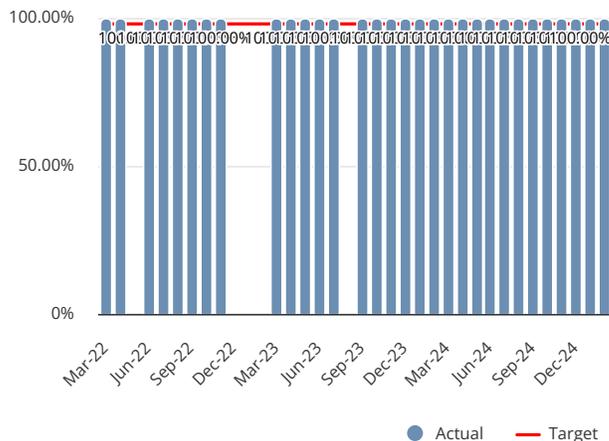
[Measures](#)

Description

Owner

Collaborators

of customer inquiries regarding road conditions summer and winter receive an informed response within three working days.



Performance Narrative

Solid Waste Management Program

Solid Waste Management Program

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Program Purpose Statement

The purpose of the Solid Waste Management Program is to provide recycling and solid waste disposal services to citizens and visitors so they can experience minimal impacts from solid waste disposal.

Performance Narrative

Program Key Results

 Percentage of product that is diverted from the waste stream.

 Percentage of product is diverted from burial in the landfill.

Percentage of respondents to the biennial citizen survey who report that recycling services are good or excellent

Solid Waste Management Program

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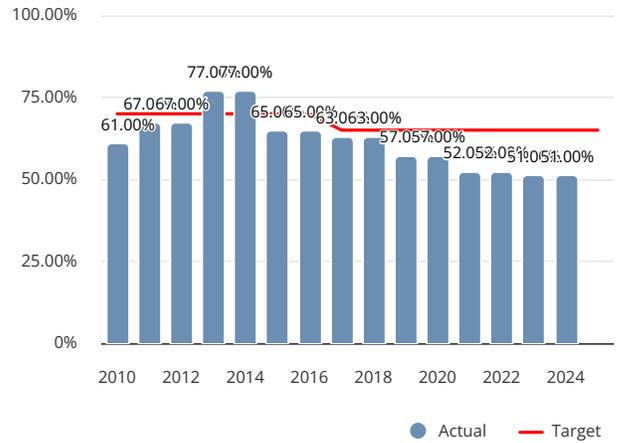
[Measures](#)

Description

Owner

Collaborators

Percentage of respondents to the biennial citizen survey who report that recycling services are good or excellent



Performance Narrative



Percentage of product that is diverted from the waste stream.

Solid Waste Management Program

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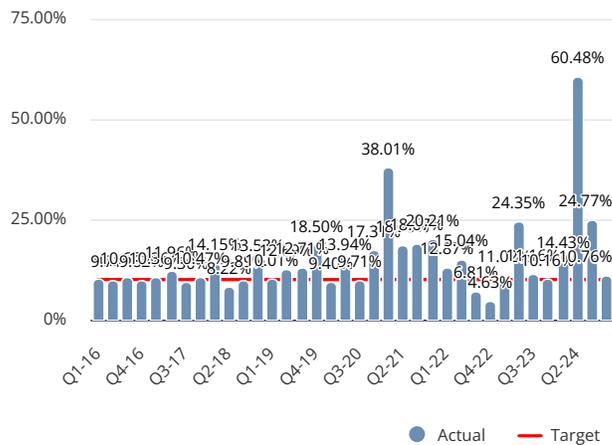
[Measures](#)

Description

Owner

Collaborators

Percentage of product that is diverted from the waste stream.



Performance Narrative



Gross cost per ton of product processed.

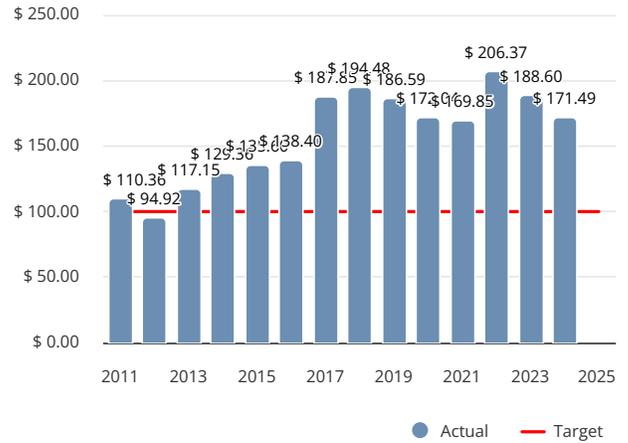
Solid Waste Management Program

Description

Owner

Collaborators

Gross cost per ton of product processed.



Performance Narrative



Revenue per year from product diversion.

Solid Waste Management Program

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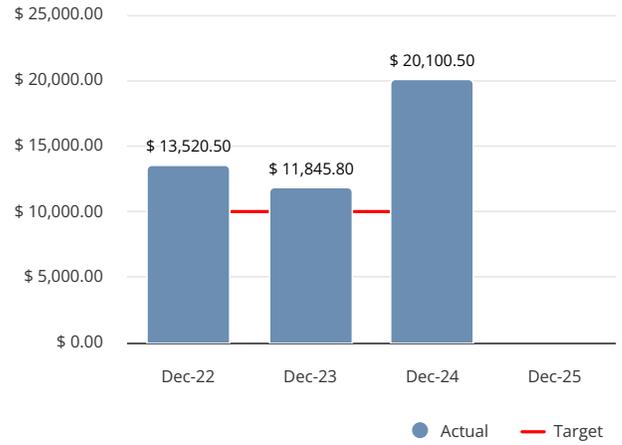
[Measures](#)

Description

Owner

Collaborators

Revenue per year from product diversion.



Performance Narrative

Net cost per ton of product processed.

Solid Waste Management Program

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Description

Owner

Collaborators

Net cost per ton of product processed.



Performance Narrative



Percentage of product is diverted from burial in the landfill.

Solid Waste Management Program

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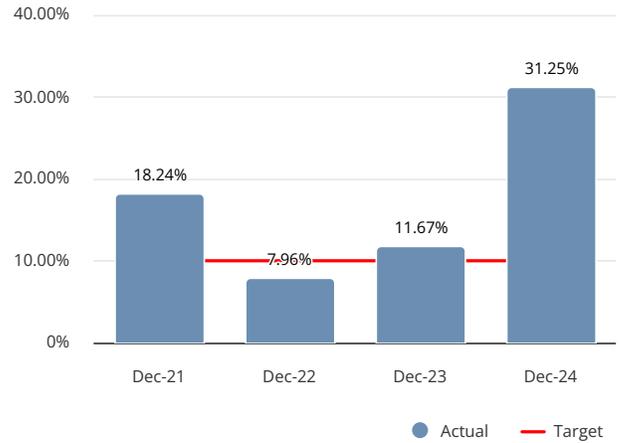
[Measures](#)

Description

Owner

Collaborators

Percentage of product is diverted from burial in the landfill.



Performance Narrative



The landfill will continue to meet all State and Federal environmental regulations every year.

Solid Waste Management Program

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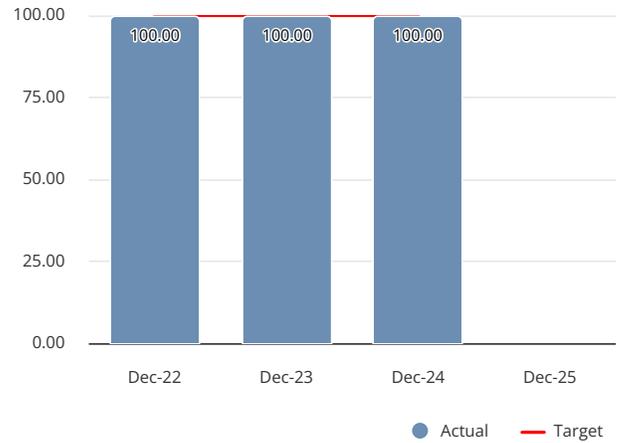
[Measures](#)

Description

Owner

The landfill will continue to meet all State and Federal environmental regulations every year.

Collaborators



Performance Narrative

Not set up as a percentage but should be.

By 2026, through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021.
Solid Waste Management Program

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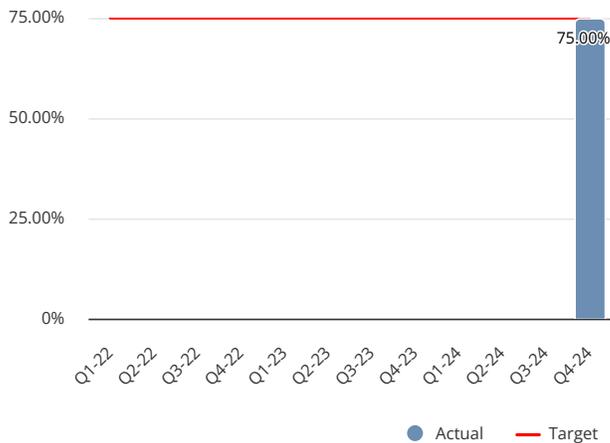
[Measures](#)

Description

Owner

Collaborators

By 2026 through diversion, compaction and site management, the expected lifespan of the landfill will be the same (75 years) as it was in 2021.



Performance Narrative

↓ Gross cost per ton of trash processed.

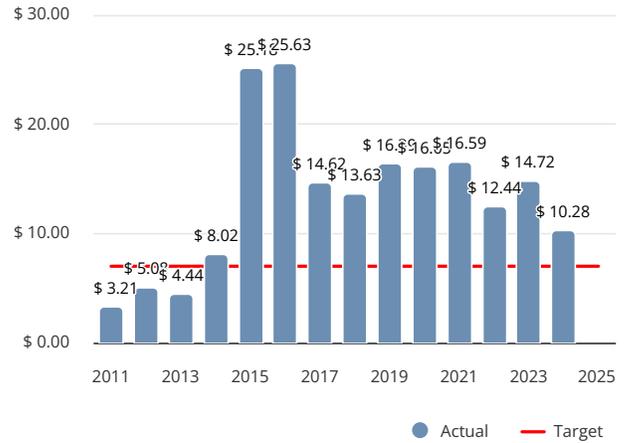
Solid Waste Management Program

Description

Owner

Collaborators

Gross cost per ton of trash processed.



Performance Narrative



Revenue per year from recycled product diversion.

Solid Waste Management Program

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Description

Owner

Collaborators

Revenue per year from recycled product diversion.



Performance Narrative



Net cost per ton of trash processed.

Solid Waste Management Program

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Description

Owner

Collaborators

Net cost per ton of trash processed.



Performance Narrative

Utility Services Program

Utility Services Program

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Program Purpose Statement

The purpose of the Utility Services Program is to provide treated drinking water to users of the Dos Rios Water Division and the Antelope Hills Water Division, and to provide sanitary sewer collection services to the Dos Rios, Antelope Hills, North Gunnison and Somerset Sanitation Districts so that the residents served can continue depend on safe drinking water and enjoy sanitary conditions that are affordable and dependable.

Performance Narrative

Program Key Results

 Maximum percentage of water customers who experience unplanned water outages.
 Percentage of current water rates that reflect the maintenance and improvement costs associated with specific systems.
 Percentage of rates are structured to encourage wise use and water conservation.
 Maximum percentage of customers who experience unplanned sewer outages.
 Percentage of current sewer rates that reflect the maintenance and improvement costs associated with specific systems.



Maximum percentage of water customers who experience unplanned water outages.

Utility Services Program

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Description

Owner



Martin Schmidt (Public Works)

Collaborators

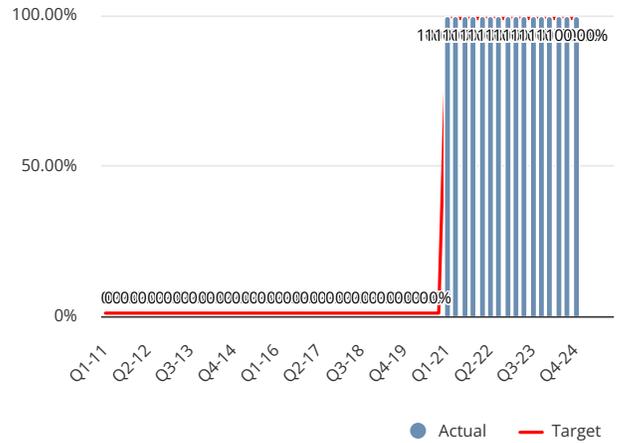


Jordan Brink (Public Works)



Robyn Zimmerman (Public Works)

Maximum percentage of water customers who experience unplanned water outages.



Performance Narrative

Percentage of current water rates that reflect the maintenance and improvement costs associated with specific systems.

Utility Services Program

Description

Owner



Martin Schmidt (Public Works)

Collaborators

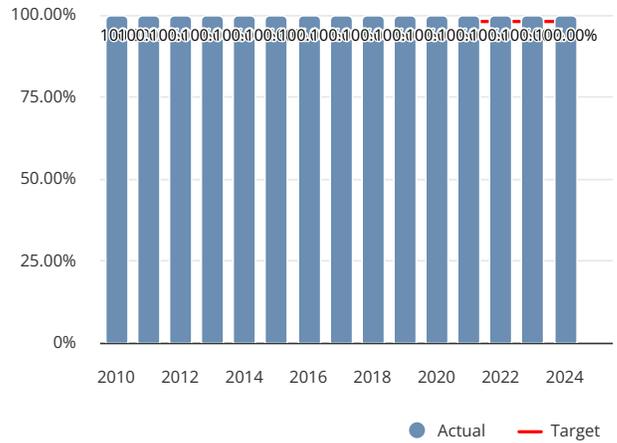


Jordan Brink (Public Works)



Robyn Zimmerman (Public Works)

Percentage of current water rates that reflect the maintenance and improvement costs associated with specific systems.



Performance Narrative

Percentage of rates are structured to encourage wise use and water conservation.

Utility Services Program

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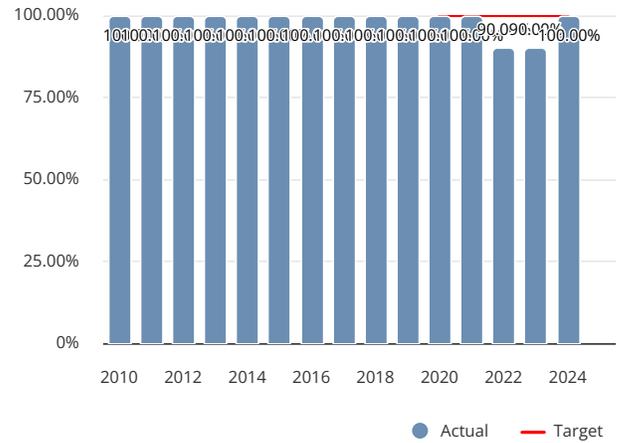
[Scorecards](#)

[Measures](#)

Description

Owner

Percentage of rates are structured to encourage wise use and water conservation.



Collaborators



Jordan Brink (Public Works)



Robyn Zimmerman (Public Works)

Performance Narrative

Percentage of customers who are notified of possible water leaks and or the possibility of experiencing a higher than normal water bill on a monthly basis.
 Utility Services Program

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Description

Owner

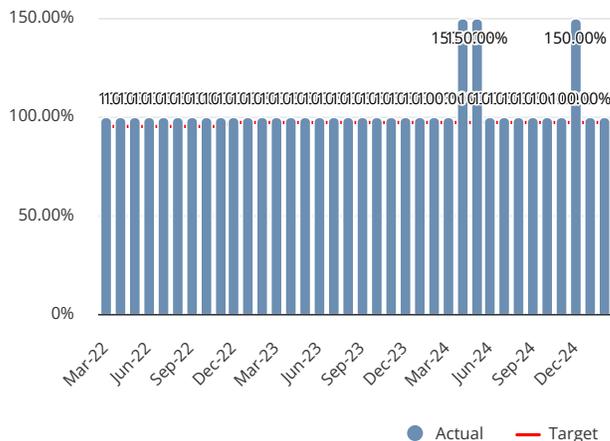
 Martin Schmidt (Public Works)

Collaborators

 Jordan Brink (Public Works)

 Robyn Zimmerman (Public Works)

Percentage of customers who are notified of possible water leaks and or the possibility of experiencing a higher than normal water bill on a monthly basis.



Performance Narrative



Expenditure per gallon of water sold.

Utility Services Program

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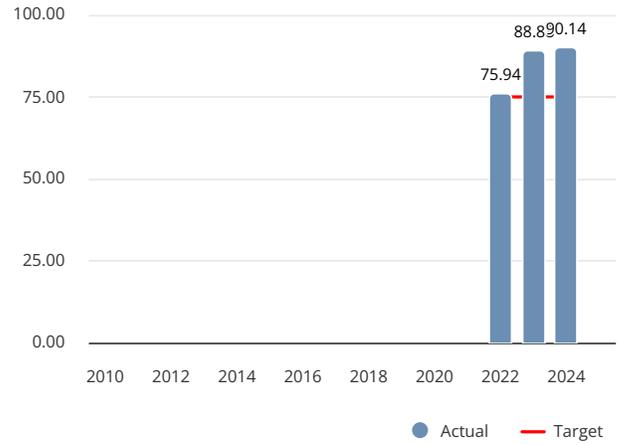
[Measures](#)

Description

Owner

Collaborators

Expenditure per gallon of water sold.



Performance Narrative

Percentage of respondents to the biennial citizen survey who report that sewer services are good or excellent.

Utility Services Program

Description

Owner

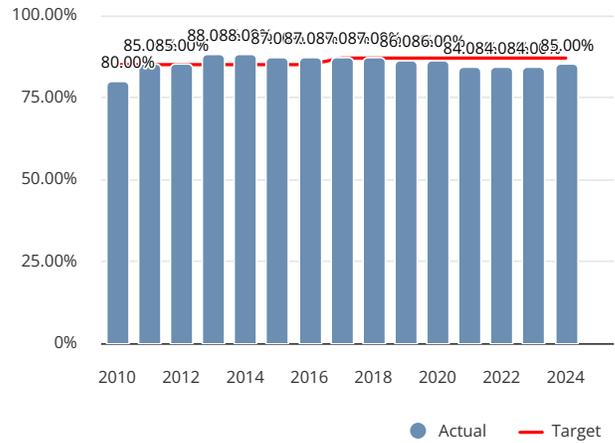
 Martin Schmidt (Public Works)

Collaborators

 Jordan Brink (Public Works)

 Robyn Zimmerman (Public Works)

Percentage of respondents to the biennial citizen survey who report that sewer services are good or excellent.



Performance Narrative

Maximum percentage of customers who experience unplanned sewer outages.

Utility Services Program

Description

Owner

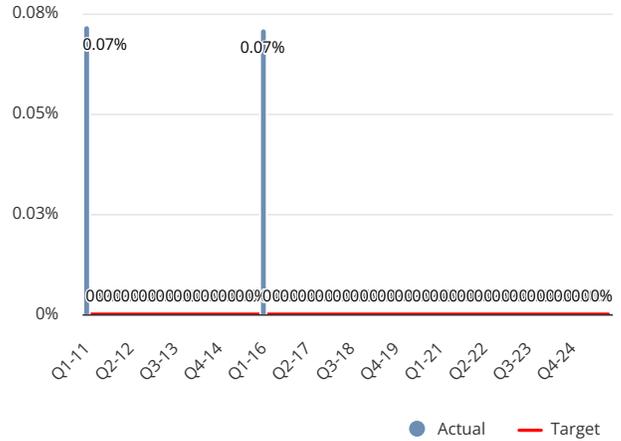
 Martin Schmidt (Public Works)

Collaborators

 Jordan Brink (Public Works)

 Robyn Zimmerman (Public Works)

Maximum percentage of customers who experience unplanned sewer outages.



Performance Narrative

Percentage of current sewer rates that reflect the maintenance and improvement costs associated with specific systems.

Utility Services Program

Description

Owner



Martin Schmidt (Public Works)

Collaborators



Jordan Brink (Public Works)



Robyn Zimmerman (Public Works)

Percentage of current sewer rates that reflect the maintenance and improvement costs associated with specific systems.



Performance Narrative

↑ Cost per sewer customer served.

Utility Services Program

[Home](#)

[Scorecards](#)

[Measures](#)

Description

Owner

Collaborators

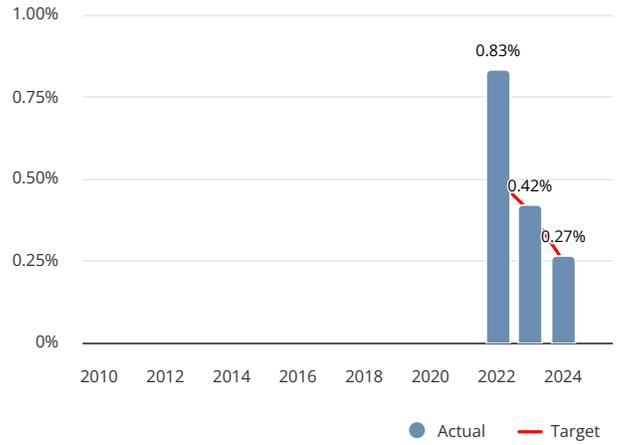


Jordan Brink (Public Works)



Robyn Zimmerman (Public Works)

Cost per sewer customer served.



Performance Narrative

Weed Management Program

Weed Management Program

 Home

 Scorecards

 Measures

Program Purpose Statement

The purpose of the Weed Management Program is to provide state-listed noxious weed control and public awareness services to the public and governmental agencies so that they can protect the County's economic and ecological resources from damage due to noxious weeds.

Performance Narrative

Program Key Results

 Percentage of financial contributors (federal, state and local cooperators) to the Gunnison Basin Weed Management Program who report that their expectations are met for weed control by the Gunnison County Weed District on the lands they oversee.

Percentage of work outlined within cooperator-funded agreements for weed treatments and mapping that is completed.

Weed Management Program

[Home](#)

[Scorecards](#)

[Measures](#)

Description

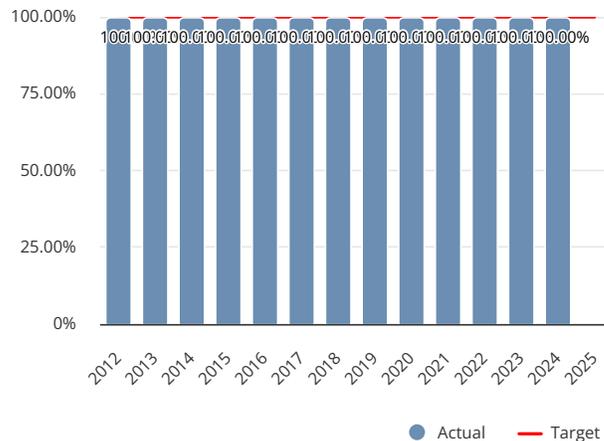
Owner



Jason Evanko (Public Works)

Collaborators

Percentage of work outlined within cooperator-funded agreements for weed treatments and mapping that is completed.



Performance Narrative



Percentage of outstanding Gunnison County Reclamation Permits that are inspected by the Weed Coordinator.

Weed Management Program



Description

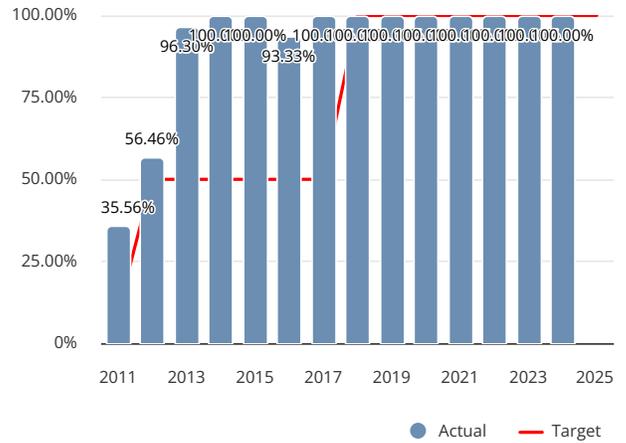
Owner



Jason Evanko (Public Works)

Collaborators

Percentage of outstanding Gunnison County Reclamation Permits that are inspected by the Weed Coordinator.



Performance Narrative



Percentage of financial contributors (federal, state and local cooperators) to the Gunnison Basin Weed Management Program who report that their expectations are met for weed control by the Gunnison County Weed District on the lands they oversee.

Weed Management Program

[Home](#)

[Scorecards](#)

[Measures](#)

Description

Owner



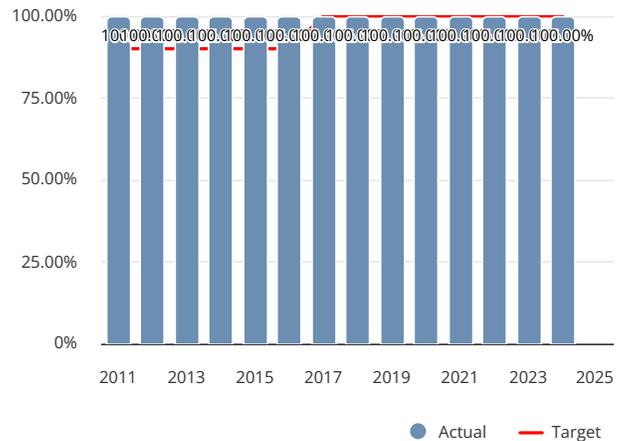
Jason Evanko (Public Works)

Collaborators



Martin Schmidt (Public Works)

Percentage of financial contributors (federal, state and local cooperators) to the Gunnison Basin Weed Management Program who report that their expectations are met for weed control by the Gunnison County Weed District on the lands they oversee.



Performance Narrative

Expenditure per acre treated

Weed Management Program

Description

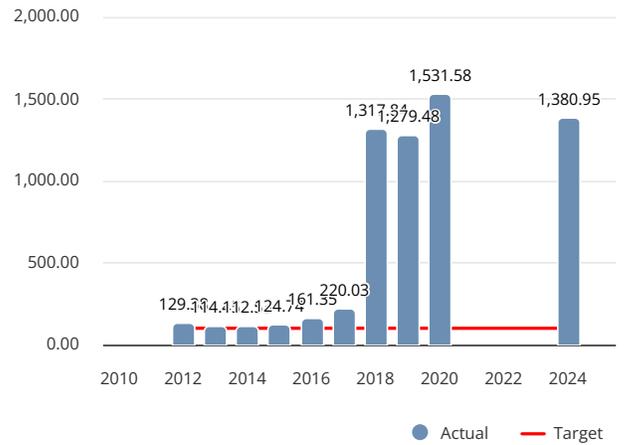
Owner

 Jason Evanko (Public Works)

Collaborators

 Martin Schmidt (Public Works)

Cost per acre treated



Performance Narrative

Numerator: Total Weed Department Budget

Denominator: Total ROW acreage sprayed, cultivated, or assessed for invasive weeds.

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Community and Economic Development Performanc

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

Please see the attached documents, provided by Assistant County Manager for Community & Economic Development Cathie Pagano.

Fiscal Impact:

Submitted by: Katherine Haase for Cathie Pagano

Submitter's Email Address: cpagano@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 2/24/2025

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 45

Agenda Date: 3/11/2025



Cathie Pagano, Assistant County Manager
Gunnison County Community & Economic Development Department

Phone: (970) 641-0360
Email: planning@gunnisoncounty.org
Website: www.GunnisonCounty.org

From: Cathie Pagano, Assistant County Manager for Community & Economic Development
To: Board of County Commissioners, Matthew Birnie
Date: February 20, 2025
Re: Performance Report

BOCC Strategic results

D.2. By December 31, 2025, Gunnison County will implement licensing procedures for short-term rentals.

Community Development staff is in the initial stages of outlining a plan for a licensing program. We are reviewing other counties programs and will be preparing a draft outline to share with the BOCC in the coming month.

D.3. By December 31, 2026, Gunnison County will create a review process for approving essential housing projects in designated areas as a use by right or administrative review through Gunnison County Land Use Resolution revisions and the development of a comprehensive corridor plan from Gunnison to Mt. Crested Butte.

D.3.A. By December 31, 2024, completion of the Gunnison Community Area Plan and adoption of regulatory process to streamline and shorten the development review process. This may include amendments to the Gunnison County Land Use Resolution and/or the designation of a Special Area.

Community Development staff have been working to complete the Gunnison area plan for some time. In 2024, there was a substantial delay of 6-8 months, because the City paused to analyze their infrastructure capacity to better understand how they might support future growth. That analysis was completed in October 2024 and the staff and consultants are finalizing draft land use maps which will identify areas that are appropriate for development and those that are not appropriate for additional development. We have been developing draft special area regulations to streamline the review processes and developing a methodology of development boundaries. We will be working with the Planning Commission and BOCC to vet these drafts in the first quarter of 2025.

D.3.b. By April 30, 2025, the initiation of the Gunnison to Mt. Crested Butte Corridor Plan process which will include a land use, transportation, and utilities/infrastructure plan and emphasize Identifying where and when future transportation and infrastructure investments should be spent along with the anticipated location and density of future growth and discouragement of sprawl in inappropriate locations that are in alignment with community expectations.

County staff met with individual Commissioners to identify their goals and vision for the corridor plan. Staff developed a draft scope of work and project goals based on that input. County staff have also met with Town of CB staff several times to understand their interests and goals related to this project. County staff are developing a draft framework for collaboration and draft scope of work that will be reviewed with the corridor plan stakeholders (municipalities, CB South, Mtn. Express, RTA). Once that scope of work and framework are agreed upon, staff will work with the partners to develop funding agreements. Once those funding agreements (via IGA or MOU) are completed, staff will release the RFP.

D.3.c. By December 31, 2026, amend appropriate regulations to align the County's regulatory standards and processes with the outcomes of the Corridor Plan.

Amendment of regulations will come after the corridor plan is complete.

Community Development Strategic results

The Community Development department business plan was updated in mid-2024 and these strategic results are new for 2025. The department has allocated additional funds in the 2025 budget to meet the staff training needs to understand, implement, and communicate the new state codes. The number of building and septic permits issued declined 8.5% from 2023 to 2024, however building permit valuations rose by 23% from 2023 to 2024.

The department also received Colorado Energy Office funding in 2024 to conduct several contractor training programs:

- May 1, 2024: Energy Code 101, Compliance Paths (14-16 contractors attended)
- May 8, 2024: Energy Code 101 Requirements Applied (14-16 contractors attended)
- May 15, 2024: Infiltration VS Ventilation VS Manual J (14-16 contractors attended)
- September, 2024: Cold Climate Heat Pump Training (45 people attended the training and 62 people were signed up)

Our department has been working to develop a revision of the building permit fee schedule to ensure that the costs of development review are borne by the applicants and not the taxpayers. Additionally, staff has analyzed the current fee and will propose a revision to ensure that it is a more equitable fee—currently the fee is regressive—the larger the building the lower the fee becomes as a percentage of the overall cost. We expect to have a proposal to the BOCC this spring.

Please feel free to contact me with any questions or concerns. Thank you.

n/a = Divided by zero or no data. Not mathematically relevant.														
Baseline reference														
Community Development	January	February	March	April	May	June	July	August	September	October	November	December	Total \$ & % Change Prior Year	
2024 Building Valuations	\$3,244,517.00	\$1,560,570.00	\$7,711,951.00	\$13,817,633.00	\$30,159,847.00	\$10,273,294.00	\$12,011,992.00	\$14,491,206.55	\$6,991,580.00	\$11,166,471.00	\$1,329,879.00	\$1,751,013.00	\$114,509,953.55	
% Change from 2023	51%	7%	-49%	713%	315%	-48%	127%	12%	-41%	35%	-76%	-18%	23%	
2023 Building Valuations	\$2,152,786.00	\$1,452,831.00	\$14,985,725.00	\$1,700,084.00	\$7,274,949.00	\$19,795,575.00	\$5,291,273.00	\$12,906,831.00	\$11,864,809.00	\$8,265,081.00	\$5,516,710.00	\$2,123,445.00	\$93,330,099.00	
% Change from 2022	11%	386%	237%	-24%	67%	38%	-36%	-32%	-10%	-56%	-6%	-64%	-5%	
2022 Building Valuations	\$1,932,122.00	\$299,051.00	\$4,440,827.00	\$2,226,844.00	\$4,348,419.00	\$14,304,290.00	\$8,229,511.00	\$19,076,807.00	\$13,216,617.00	\$18,596,608.00	\$5,887,551.00	\$5,971,984.00	\$98,530,631.00	
% Change from 2021	759%	-25%	80%	-63%	-29%	70%	-26%	480%	53%	143%	263%	299%	71.52%	
2021 Building Valuations	\$224,900.00	\$398,665.00	\$2,468,015.00	\$6,002,259.00	\$6,083,995.00	\$8,408,241.00	\$11,161,101.00	\$3,291,328.00	\$8,634,761.00	\$7,654,676.00	\$1,620,829.00	\$1,496,992.00	\$57,445,762.00	
% Change from 2020	-45.56%	-49.12%	123.71%	339.38%	81.90%	97.04%	256.13%	-41.52%	149.49%	81.71%	91.26%	894.05%	100.08%	
2020 Building Valuations	\$413,103.00	\$783,571.00	\$1,103,238.00	\$1,366,080.00	\$3,344,675.00	\$4,267,340.00	\$3,134,006.00	\$5,627,681.00	\$3,460,940.00	\$4,212,498.00	\$847,460.00	\$150,595.00	\$28,711,187.00	
% Change from 2019	2481.89%	137.51%	3442.38%	-72.19%	-45.23%	-19.70%	-33.98%	28.58%	429.83%	141.25%	-75.13%	-45.80%	-10.05%	
2019 Building Valuations	\$16,000.00	\$329,908.00	\$31,144.00	\$4,911,591.00	\$6,106,672.00	\$5,314,445.00	\$4,746,933.00	\$4,376,944.00	\$653,218.00	\$1,746,144.00	\$3,407,251.00	\$277,825.00	\$31,918,075.00	
% Change from 2018	-98.50%	120.64%	-97.30%	173.61%	-18.90%	16.20%	29.83%	-22.91%	-79.88%	-53.08%	99.77%	86.35%	-7.28%	
2018 Building Valuations	\$1,067,608.00	\$149,524.00	\$1,152,007.00	\$1,795,091.00	\$7,529,760.00	\$4,573,576.00	\$3,656,211.00	\$5,677,517.00	\$3,246,352.00	\$3,721,891.00	\$1,705,622.00	\$149,089.00	\$34,424,248.00	
% Change from 2017	4005.08%	-19.77%	4.45%	45.59%	78.10%	-6.81%	45.91%	162.20%	-31.88%	42.17%	74.64%	-88.66%	32.25%	
2017 Building Valuations	\$26,007.00	\$186,362.00	\$1,102,963.00	\$1,232,943.00	\$4,227,945.00	\$4,907,746.00	\$2,505,754.00	\$2,165,369.00	\$4,765,416.00	\$2,617,901.00	\$976,629.00	\$1,314,430.00	\$26,029,465.00	
% Change from 2016	-48.92%	135.92%	15.81%	-30.32%	-10.84%	-0.13%	-58.36%	28.94%	483.28%	51.06%	20.68%	476.64%	9.41%	
2016 Building Valuations	\$50,910.00	\$78,995.00	\$952,376.00	\$1,769,554.00	\$4,741,821.00	\$4,913,978.00	\$6,017,375.00	\$1,679,346.00	\$816,999.00	\$1,733,009.00	\$809,240.00	\$227,946.00	\$23,791,549.00	
% Change from 2015	-58.50%	-52.59%	-9.41%	-48.87%	49.05%	53.14%	89.30%	4.74%	-67.99%	7.13%	-58.34%	-68.98%	4.25%	
2015 Building Valuations	\$122,679.00	\$166,630.00	\$1,051,348.00	\$3,461,018.00	\$3,181,325.00	\$3,208,808.00	\$3,178,681.00	\$1,603,307.00	\$2,552,108.00	\$1,617,664.00	\$1,942,634.00	\$734,889.00	\$22,821,091.00	
% Change from 2014	-60.56%	-53.15%	417.95%	261.71%	-1.91%	73.88%	380.30%	-57.22%	92.31%	3.69%	137.20%	239.72%	49.67%	
2014 Building Valuations	\$311,020.00	\$355,633.00	\$202,981.00	\$956,850.00	\$3,243,399.00	\$1,845,440.00	\$661,817.00	\$3,748,061.00	\$1,327,067.00	\$1,560,151.00	\$818,992.00	\$216,322.00	\$15,247,733.00	
% Change from 2013	463.75%	949.37%	-56.45%	8.47%	10.25%	-43.66%	-50.71%	85.05%	-27.47%	97.58%	22.97%	-43.42%	3.79%	
2013 Building Valuations	\$55,170.00	\$33,890.00	\$466,127.00	\$882,164.00	\$2,941,783.00	\$3,275,265.00	\$1,342,760.00	\$2,025,400.00	\$1,829,740.00	\$789,635.00	\$666,014.00	\$382,345.00	\$14,690,293.00	
SFRs	Jan-24	February	March	April	May	June	July	August	September	October	November	December	Totals % & Change Prior Year	
2024 # of Building SFR	2	1	1	2	5	6	6	10	5	11	4	1	54	
% Change from 2023	100%	-50%	-50%	100%	25%	-33%	100%	11%	-17%	83%	0%	-50%	10%	
2023 # of Building SFR	1	2	2	1	4	9	3	9	6	6	4	2	49	
% Change from 2022	-50%	-33%	-50%	-75%	-50%	-25%	-67%	13%	20%	-45%	-33%	-33%	-35%	
2022 # of Building SFR	2	3	4	4	8	12	9	8	5	11	6	3	75	
% Change from 2021	n/a	200%	200%	-43%	-56%	-38%	-20%	-40%	14%	-55%	-59%	200%	0%	-32%
2021 # of Building SFR	0	1	7	9	13	15	15	7	11	27	2	3	110	
% Change from 2020	-100%	0%	75%	125%	44%	88%	67%	-30%	120%	238%	0%	n/a	80%	
2020 # of Building SFR	1	1	4	4	9	8	9	10	5	8	2	0	61	
% Change from 2019	n/a	0%	n/a	-56%	-47%	-27%	29%	-23%	400%	167%	-71%	-100%	-13%	
2019 # of Building SFRS	0	1	0	9	17	11	7	13	1	3	7	1	70	
% Change from 2018	-100%	n/a	-100%	125%	6%	-8%	-42%	-24%	-80%	-70%	75%	n/a	-19%	
2018 # of Building SFRs	3	0	3	4	16	12	12	17	5	10	4	0	86	

% Change from 2017	n/a	n/a	0%	100%	33%	-14%	71%	143%	-38%	67%	300%	-100%	41%
2017 # of Building SFRs		0	3	2	12	14	7	7	8	6	1	1	61
% Change from 2016	-100%	-100%	0%	-50%	9%	-7%	-53%	75%	167%	20%	0%	0%	-10%
2016 # of Building SFRs	4	2	3	4	11	15	15	4	3	5	1	1	68
% Change from 2015	75%	-33.33%	-25.00%	-60.00%	27.27%	40.00%	40.00%	25.00%	-57.14%	-16.66%	-50.00%	-33.33%	8.82%
All Other Bldg Permits	23-Jan	February	March	April	May	June	July	August	September	October	November	December	Totals % & Change Prior Year
2024 All other Bldg Permits	2	2	1	13	15	15	11	6	6	4	5	5	85
% Change from 2023	-60%	0%	-83%	160%	-17%	114%	-27%	-54%	-70%	-60%	-29%	25%	-24%
2023 All other Bldg Permits	5	2	6	5	18	7	15	13	20	10	7	4	112
% Change from 2022	25%	-67%	20%	-67%	-10%	-13%	7%	-38%	33%	-60%	40%	-20%	-22%
2022 All other Bldg Permits	4	6	5	15	20	8	14	21	15	25	5	5	143
% Change from 2021	-20%	200%	150%	50%	-23%	-43%	-30%	110%	-48%	92%	-44%	67%	0%
2021 All other Bldg Permits	5	2	2	10	26	14	20	10	29	13	9	3	143
% Change from 2020	67%	-50%	-60%	900%	333%	8%	-5%	-47%	71%	44%	29%	-25%	31%
2020 All Other Bldg Permits	3	4	5	1	6	13	21	19	17	9	7	4	109
% Change from 2019	200%	-20%	150%	-95%	-68%	-7%	11%	27%	113%	-44%	-13%	-43%	-18%
2019 All Other Bldg Permits	1	5	2	19	19	14	19	15	8	16	8	7	133
% Change from 2018	n/a	25%	-67%	58%	58%	-7%	138%	7%	-71%	14%	60%	40%	8%
2018 All Other Bldg Permits	0	4	6	12	12	15	8	14	28	14	5	5	123
% Change from 2017	-100%	0%	20%	50%	-20%	50%	-50%	-18%	56%	8%	-62%	-50%	-6%
2017 All Other Bldg Permits	2	4	5	8	15	10	16	17	18	13	13	10	131
% Change from 2016	n/a	n/a	400%	-33%	25%	-29%	7%	-19%	100%	160%	63%	150%	30%
2016 All Other Bldg Permits	0	0	1	12	12	14	15	21	9	5	8	4	101
% Change from 2015	-100%	n/a	-75%	20%	50%	56%	67%	600%	29%	-17%	300%	33%	63%
2015 # of Building SFRs	1	0	4	10	8	9	9	3	7	6	2	3	62
% Change from 2014	0%	-100%	0%	100%	-50%	-50%	-10%	-81%	-42%	-25%	-78%	n/a	-39%
2015 All Other Bldg Permits	1	3	4	5	16	18	10	16	12	8	9	0	102
% Change from 2014	0%	50%	n/a	150%	100%	260%	100%	167%	300%	167%	800%	-100%	176%
2014 Building SFRs	1	2	0	2	8	5	5	6	3	3	1	1	37
% Change from 2013	0%	0%	-100%	-75%	-53%	-55%	-71%	-33%	-80%	-77%	-86%	0%	-64%
2014 All Other Bldg Permits	1	2	3	8	17	11	17	9	15	13	7	1	104
% Change from 2013	-50.00%	0.00%	0.00%	12.50%	58.82%	31.25%	58.82%	-50.00%	20.00%	7.69%	0%	-66.66%	7.69%
Building Permit Fees	Jan-23	February	March	April	May	June	July	August	September	October	November	December	
2024 Building Permit Fees	\$15,262.65	\$40,953.61	\$29,081.24	\$64,942.78	\$278,772.45	\$105,239.90	\$99,187.06	\$95,758.37	\$71,682.90	\$92,788.60	\$33,241.01	\$16,253.42	\$943,163.99
% Change from 2023	-20%	192%	-76%	288%	353%	-16%	137%	-18%	-24%	47%	-38%	-36%	25%
2023 Building Permit Fees	\$19,196.49	\$14,010.95	\$121,385.17	\$16,755.84	\$61,508.74	\$125,498.06	\$41,852.18	\$116,183.42	\$94,081.26	\$63,208.62	\$53,208.90	\$25,551.53	\$752,441.16
% Change from 2022	-6%	210%	147%	-6%	24%	8%	-63%	-27%	-10%	-56%	-3%	-41%	-14%
2022 Building Permit Fees	\$20,383.69	\$4,515.46	\$49,083.58	\$17,912.31	\$49,778.38	\$115,943.93	\$114,028.54	\$159,552.06	\$104,145.26	\$142,133.02	\$55,074.28	\$43,552.47	\$876,102.98
% Change from 2021	208%	-40%	59%	-74%	-23%	38%	-10%	281%	20%	70%	216%	152%	38%
2021 Building Permit Fees	\$6,615.00	\$7,554.19	\$30,928.79	\$67,865.93	\$64,347.05	\$83,988.89	\$127,140.23	\$41,822.59	\$87,043.80	\$83,627.22	\$17,425.76	\$17,270.41	\$635,629.86

Building	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Inspections	566	616	518	482	564	620	529	736	745	662	745	809
Total Building Permits	157	124	134	141	164	169	192	209	197	168	229	204
Single Family Res. Permits	36	27	38	35	62	68	61	86	64	61	110	72
Mulit Family Res Permits					2	1	8	10	7	8		35
Commercial (new) Permits					7	5	10	10	11	8		18
All Other Building Permits	121	97	103	99	93	95	113	103				15
Valuation	\$14,879,559.00	\$12,082,368.00	\$14,346,192.00	\$15,247,733.00	\$22,821,091.00	\$23,791,449.00	\$26,029,465.00	\$34,424,248.00	\$31,828,075.00	\$28,711,187.00	\$57,445,762.00	\$98,530,631.00
Fees Collected	\$316,235.00	\$112,491.00	\$135,473.00	\$133,945.00	\$249,819.00	\$289,263.18	\$333,966.06	\$396,378.41	\$366,398.65	\$339,603.66	\$635,629.86	\$878,102.98
Workforce Housing Fees	\$316,231.70	\$107,454.97	\$103,068.09	\$93,973.63	\$149,850.00	\$214,170.04	\$179,455.11	\$234,599.63	\$263,646.40	\$186,970.74	\$383,100.42	\$699,863.95
ISDS/OWTS	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
# Permits	67	48	51	58	47	58	58	57	60	114	111	107
Fees Collected	\$18,420.00	\$19,780.00	\$30,840.00	\$30,780.00	\$28,410.00	\$35,225.00	\$42,435.00	\$39,445.00	\$51,080.00	\$62,270.00	\$93,465.00	\$97,702.00
# of Inspections	197	216	139	102	43	48	28	35	43	53	67	85
LUC	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Major	1	1	0	0	0	2	4	0	1	0	0	1
Minor	6	12	8	5	13	14	13	14	13	12	12	4
Administrative/Other	41	27	34	39	56	43	52	55	45	58	70	72
Violation Fees												\$15,055.00
Fees Collected	\$10,419.00	\$10,203.00	\$47,000.00	\$15,800.00	\$25,234.00	\$37,641.42	\$69,978.75	\$38,875.47	\$54,900.75	\$36,890.00	\$39,505.00	\$112,955.00
Marijuana License	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
# of Licences	0	0	0	6	0	1	1	0	2	0	0	0
Fees Collected	\$0.00	\$0.00	\$0.00	\$27,000.00	\$4,500.00	\$2,500.00	\$14,500.00	\$5,000.00	9,500.00	7,500.00	2,500.00	\$2,500.00
Licnese Renewals							4	2	1	3	1	1
Oil and Gas	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
# of permits	8	9	10	5	5	2	2	2	9	2	0	0
Fees Collected	\$3,790.00	\$24,800.00	\$9,000.00	\$4,800.00	\$11,400.00	\$2,400.00	\$2,400.00	\$2,400.00	10,400.00	2,800.00	0	\$0.00

2023	2024	2025
784	720	0
161	147	0
49	49	0
3	13	0
10	5	0
19	5	0
\$93,330,099.00	\$114,509,953.55	\$0.00
\$752,441.16	\$943,163.99	\$0.00
\$403,957.93	\$455,999.87	\$0.00
2023	2024	2025
94	72	0
\$93,210.00	\$100,231.00	\$0.00
98	103	0
2023	2024	2025
0	4	0
9	15	0
52	56	0
\$0.00	\$7,664.22	\$0.00
\$77,050.00	\$172,570.28	\$0.00
2023	2024	2025
0	0	0
\$2,500.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
2023	2024	2025
0	0	0
\$0.00	\$0.00	\$0.00

PERFORMANCE REPORT

for the

**Community & Economic
Development Department**



Gunnison County

Element	Summary Views	Detail Views
Strategic Results		<ul style="list-style-type: none"> • 2024 PLAN: D2 (STR Licensing) • 2024 PLAN: D3 (LUR Revisions & Corridor Plan)

Community & Economic Development Department

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Department Structure & Strategic Results 	
Strategic Results		<ul style="list-style-type: none"> • By 12/31/2026, the creation of an expedited process for essential housing. • By 2026, the development of a corridor plan and targeted area plans that will guide development to designated areas. • By 2026, the Department will propose revisions to improve the certainty of outcomes in the development review process. • By 2026, 50% of licensed contractors will participate in building code training. • By 2025, 100% of building staff will participate in a minimum of 100 hours of annual training for building codes. • By 12/31/2024, the Department will recommend an updated building permit fee formula. • By 2025 and biennially afterward, the Department will recommend revisions to the development review fee schedule to ensure that revenues match costs. • By 2026, the Department will work with IT to identify possible technology software options to manage development review processes. • By 2027, the Department will present a funding request for improved technology. • By 2025, the Department will recommend a licensing program for short-term rentals.

Development Review Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Development Review Program 	
Measures		<ul style="list-style-type: none"> • Percentage of building and septic applications that receive initial review within three weeks of submission. • Percentage of licensed contractors who participate in building code training. • Percentage of building staff who participate in a minimum of 100 hours of bi-annual training for building codes. • Percentage of development review costs covered by development review fees. • Percentage of inspections completed either within the required timeframe or within 48 hours. • Percentage of land use change applications reviewed within the 30-day required timeframe. • Percentage of building and septic applications reviewed. • Percentage of land use change applications reviewed. • Expected revenues from building permits. • Expected revenues from septic permits. • Expected revenues from land use change permits. • Expenditure per application reviewed.

Long-range Planning Program

Element	Summary Views	Detail Views
Scorecards	<ul style="list-style-type: none"> • Long-range Planning Program 	

Element	Summary Views	Detail Views
Measures		<ul style="list-style-type: none"> • Number of new residences built within the Gunnison Area Community Plan. • Number of essential housing units built by 2030. • Percentage of strategic results in the Board's strategic plan that the Department is responsible for leading and are due are complete. • Percentage of STOR projects completed that are in STOR Strategic Plan. • Percentage increase in STOR stewardship funds received. • Awards for STOR projects from the Stewardship Fund.

2024 PLAN: D2 (STR Licensing)

Gunnison County

 Home

 Strategic Re...

Description

By December 31, 2025, Gunnison County will implement licensing procedures for short-term rentals.

Lead: ACM Pagano

Team: CA Hoyt, PD Seminick, BEHO Lambert and CFO Solheim.

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/25

Last Edited

2/20/25 @ 12:57 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Feb 2024 Update: Community Development staff is in the initial stages of outlining a plan for a licensing program. We are reviewing other counties programs and will be preparing a draft outline to share with the BOCC in the coming month.

2024 PLAN: D3 (LUR Revisions & Corridor Plan)

Gunnison County

[Home](#)

[Strategic Re...](#)

Description

By December 31, 2026, Gunnison County will create a review process for approving essential housing projects in designated areas as a use by right or administrative review through Gunnison County Land Use Resolution revisions and the development of a comprehensive corridor plan from Gunnison to Mt. Crested Butte.

- a) By December 31, 2024, completion of the Gunnison Area Community Plan and adoption of regulatory process to streamline and shorten the development review process. This may include amendments to the Gunnison County Land Use Resolution and/or the designation of a Special Area.
- b) By April 30, 2025, the initiation of the Gunnison to Mt. Crested Butte Corridor Plan process which will include a land use, transportation, and utilities/infrastructure plan and emphasize Identifying where and when future transportation and infrastructure investments should be spent along with the anticipated location and density of future growth and discouragement of sprawl in inappropriate locations that are in alignment with community expectations.
- c) By December 31, 2026, amend appropriate regulations to align the County's regulatory standards and processes with the outcomes of the Corridor Plan.

Lead: ACM Pagano

Team: Planning Director Hillary Seminick, ACM Schmidt and ACM Cattles.

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/20/25 @ 12:57 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Feb 2024 Update:

D.3.A. Community Development staff has been working to complete the Gunnison area plan for some time. In 2024, there was a substantial delay of 6-8 months, because the City need to pause to analyze their infrastructure capacity to better understand how they might support future growth. That analysis was completed in October 2024 and the staff and consultant have continued working and are currently finalizing draft land use maps which will identify areas that are appropriate for development and those that are not appropriate for additional development or subdivision, beyond a single family residence. The consultant has developed draft special area regulations for this plan to streamline review processes. We will be working with the Planning Commission and BOCC to vet these drafts in the first quarter of 2025.

D.3.b. County staff met with individual Commissioners to identify their goals and vision for the corridor plan. Staff developed a draft scope of work and project goals based on that input. County staff has also met with Town of CB staff several times to understand their interests and goals related to this project. County staff is developing a draft framework for collaboration and draft scope of work that will be reviewed with the corridor plan stakeholders (municipalities, CB South, Mtn. Express, RTA). Once that scope of work and framework are agreed upon, staff will begin drafting an RFP for release.

D.3.c. Amending regulations will come after the corridor plan is complete.

Department Structure & Strategic Results

Community & Economic Development Department

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Department Mission

The mission of the Community and Economic Development Department is to provide land use planning, building, environmental health and economic development services to community members, property owners and developers so they can experience a prosperous economy and protection of public health, safety, welfare and the environment.

Program / Activity Structure

Development Review Program / Development Review Activity

Long-range Planning Program / Long-range Planning Activity

Strategic Results

1. The community will experience greater predictability and certainty in the development process as evidenced by:
 - a. By 12/31/2026, the creation of an expedited process for essential housing;
 - b. By 2026, the development of a corridor plan and targeted area plans that will guide development to designated areas; and
 - c. By 2026, the Department will propose revisions to improve the certainty of outcomes in the development review process.
2. By 2027, contractors and designers will have an improved understanding of new and complex building codes, as evidenced by:
 - a. By 2026, 50% of licensed contractors will participate in building code training; and
 - b. By 2025, 100% of building staff will participate in a minimum of 100 hours of annual training for building codes.
3. By 2025, Gunnison County taxpayers will reduce their contributions to development review costs and the County will have additional general funds to invest in other services, as evidenced by:
 - a. By 12/31/2024, the Department will recommend an updated building permit fee formula; and
 - b. Biennially, the Department will recommend revisions to the development review fee schedule to ensure that revenues match costs.
4. Department customers and the general public will experience greater ease of application submittal and visibility of information as evidenced by:
 - a. By 2026, the Department will work with IT to identify possible technology software options to manage development review processes; and
 - b. By 2027, the Department will present a funding request for improved technology.
5. Gunnison County residents and visitors will experience improved public health, safety, welfare and protection of the environment through:
 - a. By 2025, the Department will recommend a licensing program for short-term rentals.

By 12/31/2026, the creation of an expedited process for essential housing.

Community & Economic Development Department

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[Strategic Re...](#)

Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/7/25 @ 3:07 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff is currently working on completing this for the Gunnison 3-mile plan and will be reviewing with Planning Commission and BOCC in the coming months. Staff is also working to initiate the corridor plan and will be meeting with stakeholders in the Feb/March to review the framework for collaboration and draft scope of work for the corridor plan project.

By 2026, the development of a corridor plan and targeted area plans that will guide development to designated areas.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/7/25 @ 3:05 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff is working to initiate the corridor plan and will be meeting with stakeholders in the Feb/March to review the framework for collaboration and draft scope of work for the corridor plan project.

By 2026, the Department will propose revisions to improve the certainty of outcomes in the development review process.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/7/25 @ 3:06 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff is developing a streamlined review process that provides more certainty for the Gunnison 3-mile area and intends to share a draft with the PC and BOCC in March. For the remainder of the corridor this will be an outcome of the corridor plan

By 2026, 50% of licensed contractors will participate in building code training.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/4/25 @ 4:10 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

By 2025, 100% of building staff will participate in a minimum of 100 hours of annual training for building codes.

Community & Economic Development Department

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[Strategic Re...](#)

Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/25

Last Edited

2/7/25 @ 3:08 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

We allocated additional fund for training in 2025 and staff is participating in the following trainings:

By 12/31/2024, the Department will recommend an updated building permit fee formula.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/24

Last Edited

2/7/25 @ 3:08 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff is working to complete this analysis and met with the County Manager and County Finance Director in early January for input. We expect to present to the BOCC in March.

By 2025 and biennially afterward, the Department will recommend revisions to the development review fee schedule to ensure that revenues match costs.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/25

Last Edited

2/7/25 @ 3:09 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff will be proposing fee updates for building fees in early 2025 and several land use related fees.

By 2026, the Department will work with IT to identify possible technology software options to manage development review processes.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/26

Last Edited

2/7/25 @ 3:10 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff is investigating various options for new software. Purchase of new software would likely enable applicants to apply for permits online which is not currently an option.

By 2027, the Department will present a funding request for improved technology.

Community & Economic Development Department

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Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/27

Last Edited

2/3/25 @ 3:40 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

By 2025, the Department will recommend a licensing program for short-term rentals.

Community & Economic Development Department

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[Strategic Re...](#)

Description

Owner



Cathie Pagano (Community & Economic Development)

Due Date

12/31/25

Last Edited

2/7/25 @ 3:11 PM

Strategic Result Completed?

Feb-25

No

Performance Narrative

Staff has begun initial discussions to outline the goals, analysis needed, licensing requirements, and relevant examples from other counties. We expect to come to the BOCC with an initial presentation of our findings in summer 2025.

Development Review Program

Development Review Program

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Program Purpose Statement

The purpose of the Development Review Program is to provide permit application review and inspection services to the public and permit applicants so they can efficiently obtain their permits in compliance with applicable standards.

Performance Narrative

Program Key Results

-  Percentage of building and septic applications that receive initial review within three weeks of submission.
-  Percentage of licensed contractors who participate in building code training.
-  Percentage of building staff who participate in a minimum of 100 hours of bi-annual training for building codes.
-  Percentage of development review costs covered by development review fees.



Percentage of building and septic applications that receive initial review within three weeks of submission.

Development Review Program

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Description

Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of building and septic applications that receive initial review within three weeks of submission.



Performance Narrative

Staff continues to strive to achieve this goal and has generally (>90%) been able to meet it.



Percentage of licensed contractors who participate in building code training.

Development Review Program

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Description

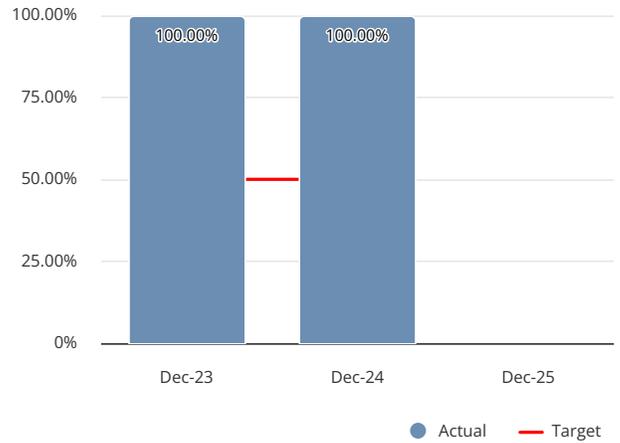
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of licensed contractors who participate in building code training.



Performance Narrative



Percentage of building staff who participate in a minimum of 100 hours of bi-annual training for building codes.

Development Review Program

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Description

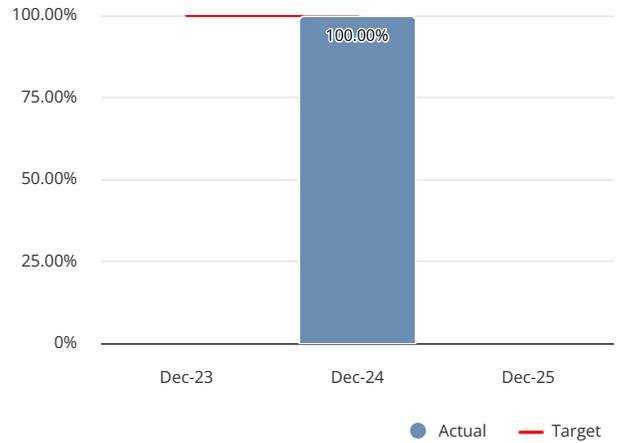
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of building staff who participate in a minimum of 100 hours of bi-annual training for building codes.



Performance Narrative

This goal was adopted in mid-2024 and appropriate budget was allocated in 2025. Building staff has been attending trainings in the first quarter of 2025 to achieve this goal.



Percentage of development review costs covered by development review fees.

Development Review Program

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Description

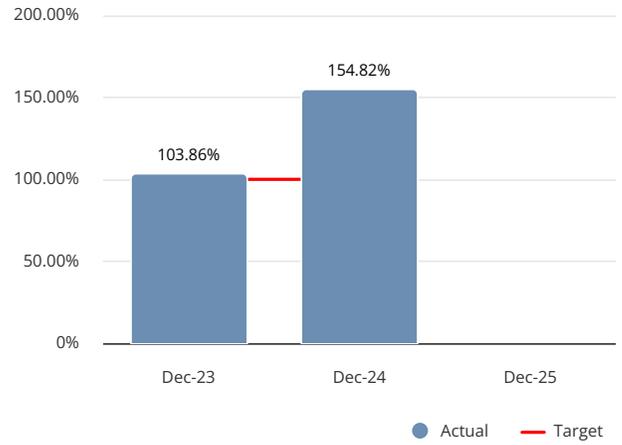
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of development review costs covered by development review fees.



Performance Narrative



Percentage of inspections completed either within the required timeframe or within 48 hours.

Development Review Program

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Description

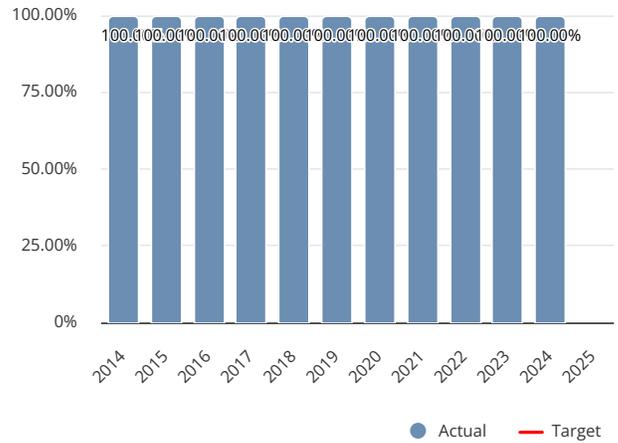
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of inspections completed either within the required timeframe or within 48 hours.



Performance Narrative



Percentage of land use change applications reviewed within the 30-day required timeframe.

Development Review Program

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Description

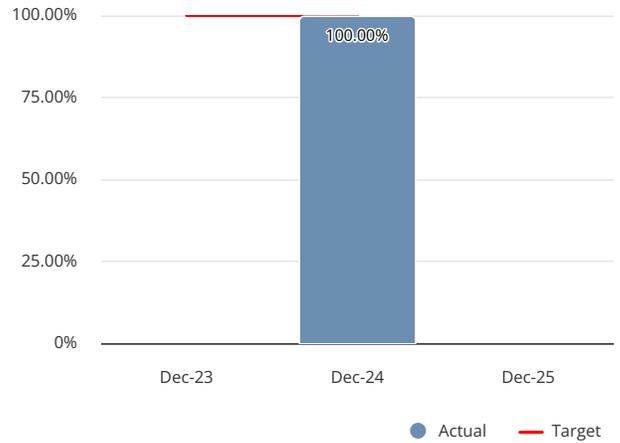
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of land use change applications reviewed within the 30-day required timeframe.



Performance Narrative

Percentage of building and septic applications reviewed.

Development Review Program

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Description

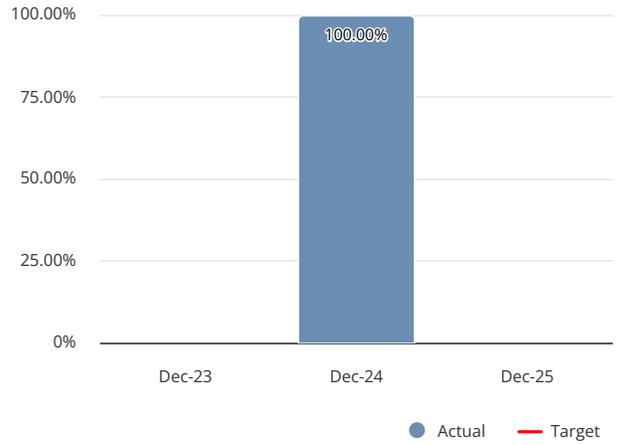
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of building and septic applications reviewed.



Performance Narrative

Percentage of land use change applications reviewed.

Development Review Program

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Description

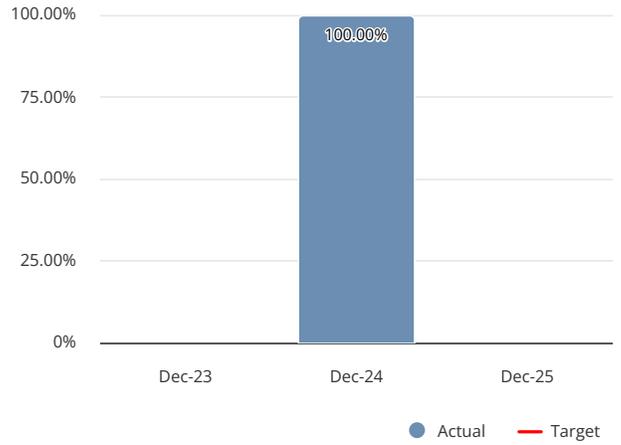
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of land use change applications reviewed.



Performance Narrative

Expected revenues from building permits.

Development Review Program

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Description

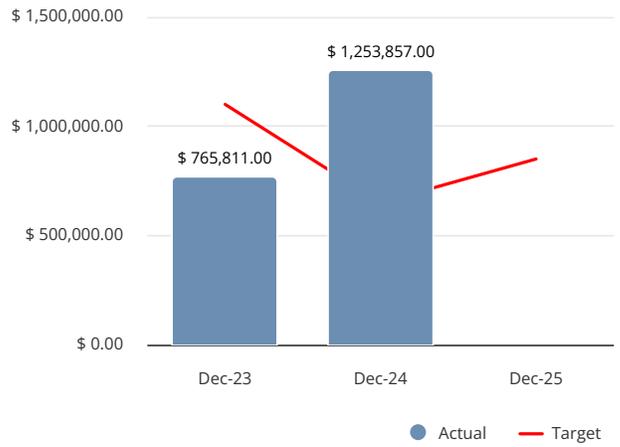
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Expected revenues from building permits.



Performance Narrative

Expected revenues from septic permits.

Development Review Program

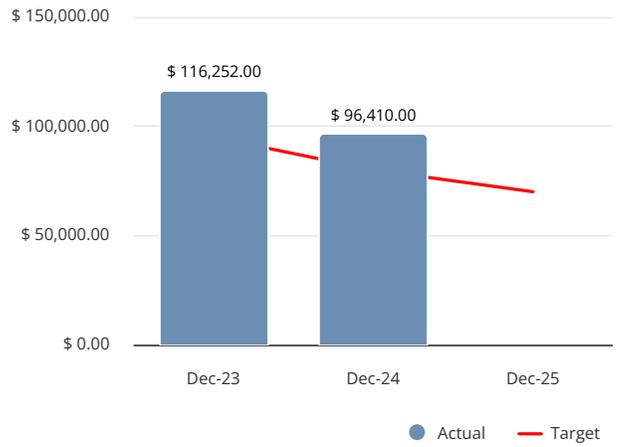
Description

Owner

 Cathie Pagano (Community & Economic Development)

Collaborators

Expected revenues from septic permits.



Performance Narrative

Expected revenues from land use change permits.

Development Review Program

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Description

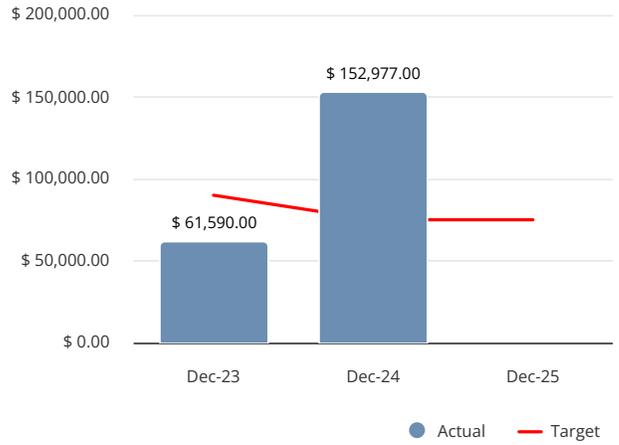
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Expected revenues from land use change permits.



Performance Narrative

Expenditure per application reviewed.

Development Review Program

[Home](#)

[Scorecards](#)

[Measures](#)

Description

Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Expenditure per application reviewed.



Performance Narrative

Long-range Planning Program

Long-range Planning Program

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Program Purpose Statement

The purpose of the Long-range Planning Program is to provide community planning, economic development, and policy recommendation services to the public, and County Boards and Commissions so they can experience prosperous communities, diverse housing options, economic resiliency, sustainable tourism and outdoor recreation.

Performance Narrative

Program Key Results

-  Number of new residences built within the Gunnison Area Community Plan.
-  Number of essential housing units built by 2030.
-  Percentage of strategic results in the Board's strategic plan that the Department is responsible for leading and are due are complete.



Number of new residences built within the Gunnison Area Community Plan.

Long-range Planning Program

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Description

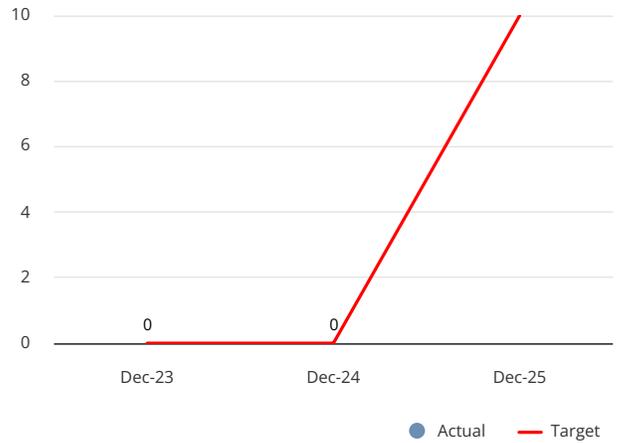
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Number of new residences built within the Gunnison Area Community Plan.



Performance Narrative

Number of essential housing units built by 2030.

Long-range Planning Program

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Description

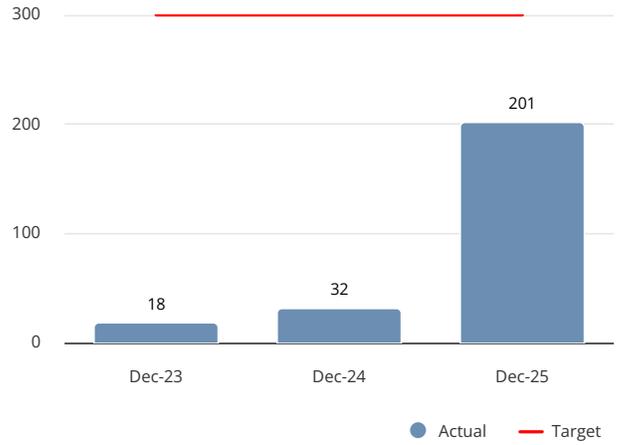
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Number of essential housing units built by 2030.



Performance Narrative

Percentage of strategic results in the Board's strategic plan that the Department is responsible for leading and are due are complete.
Long-range Planning Program

Description

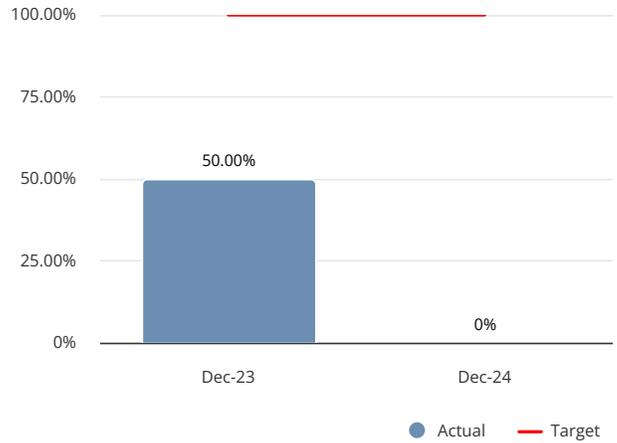
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of strategic results in the Board's strategic plan that the Department is responsible for leading and are due are complete.



Performance Narrative



Percentage of STOR projects completed that are in STOR Strategic Plan.

Long-range Planning Program

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[Scorecards](#)

[Measures](#)

Description

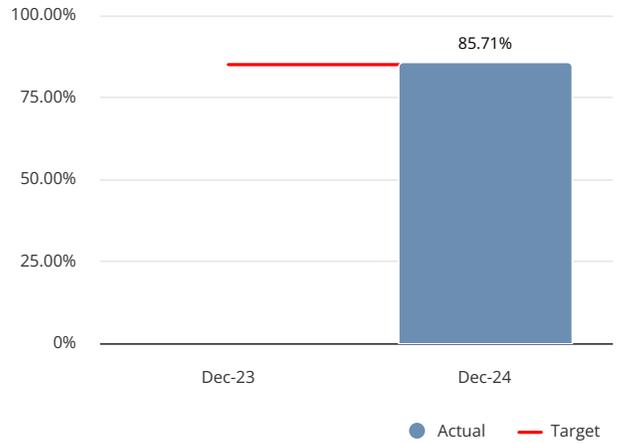
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage of STOR projects completed that are in STOR Strategic Plan.



Performance Narrative



Percentage increase in STOR stewardship funds received.

Long-range Planning Program

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[Scorecards](#)

[Measures](#)

Description

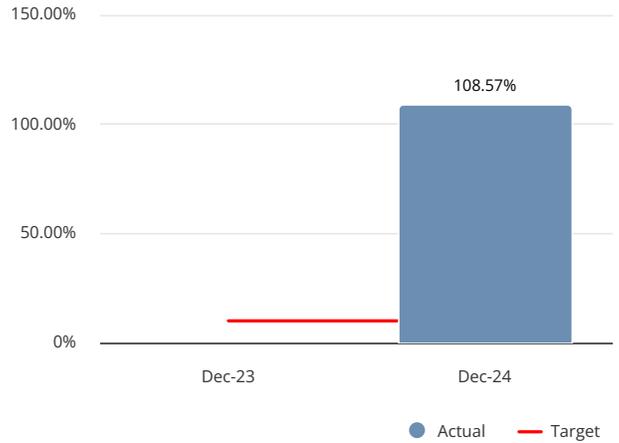
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Percentage increase in STOR stewardship funds received.



Performance Narrative



Awards for STOR projects from the Stewardship Fund.

Long-range Planning Program

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[Scorecards](#)

[Measures](#)

Description

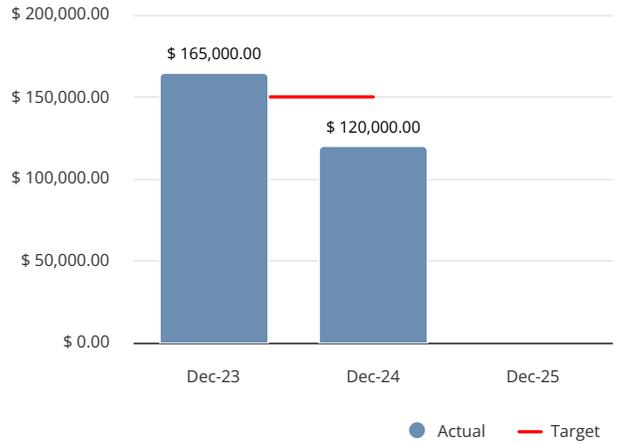
Owner



Cathie Pagano (Community & Economic Development)

Collaborators

Awards for STOR projects from the Stewardship Fund.



Performance Narrative